



REGIONAL TRANSPORTATION PLAN

Appendix A Project Listings



March 2014 Update



APPENDIX A-1

FY 2014-2019 Transportation Improvement Program

March 2014 Update

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-001-2015 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010461 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2015 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-001-2016 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010462 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2016 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-001-2017 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010463 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2017 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-001-2018 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2018 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

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FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-001-2019 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2019 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2014 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|----------------|----------------|----------------|----------------|----------------|
| CST | 2014 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2015 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2015 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2016 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2016 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

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|--------------------|---|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2017 | LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2017 | STP - Urban (>200K) (ARC) | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |
| | | | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2018 | LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2018 | STP - Urban (>200K) (ARC) | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |
| | | | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2019 | LIVABLE CENTERS INITATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | 2019 | STP - Urban (>200K) (ARC) | \$15,600,000 | \$0,000 | \$3,750,000 | \$0,000 | \$19,350,000 |
| | | | \$15,600,000 | \$0,000 | \$3,750,000 | \$0,000 | \$19,350,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------|--|---------|--------------|--------------|
| AR-004-2014 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010464 | | Sponsor | ARC | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$2,750,000 | \$0,000 | \$687,500 | \$0,000 | \$3,437,500 |
| | | | \$2,750,000 | \$0,000 | \$687,500 | \$0,000 | \$3,437,500 |

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|--------------------|--|--------------|------------------|---|---------|--------------|--------------|
| AR-004-2015 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010465 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | 2015 | STP - Urban (>200K) (ARC) | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |
| | | | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------|---|---------|--------------|--------------|
| AR-004-2016 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010466 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2016 | STP - Urban (>200K) (ARC) | \$1,750,000 | \$0,000 | \$437,500 | \$0,000 | \$2,187,500 |
| | | | \$1,750,000 | \$0,000 | \$437,500 | \$0,000 | \$2,187,500 |

| | | | | | | | |
|--------------------|--|--------------|------------------|---|---------|--------------|--------------|
| AR-004-2017 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010467 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2017 | STP - 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-004-2018 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2018 | STP - 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 |

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| | | | | | | | |
|--------------------|--|--------------|------------------|---|---------|--------------|--------------|
| AR-004-2019 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2019 | STP - 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-010-2016 | TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2016-2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010935 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2016 | 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-010-2018 | TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2018-2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2018 | 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-011-2016 | RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2016-2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010500 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$4,100,000 | \$0,000 | \$0,000 | \$0,000 | \$4,100,000 |
| | | | \$4,100,000 | \$0,000 | \$0,000 | \$0,000 | \$4,100,000 |

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|--------------------|--|--------------|---------------------------|--|---------|--------------|--------------|
| AR-011-2018 | RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2018-2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2018 | 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-013 | EVALUATION OF TDM PROGRAM IN TRANSPORTATION MANAGEMENT AREAS TO GUIDE PROGRAM DEVELOPMENT | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-----------------|----------------|-----------------|----------------|-----------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| | | | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|--|---------|--------------|--------------|
| AR-046-CO | TRANSIT SYSTEM CAPITAL AND PREVENTIVE MAINTENANCE PROGRAM - CCT FY 2014 ALLOCATION | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0013054 | | Sponsor | Cobb County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | STP - Urban (>200K) (ARC) | \$5,000,000 | \$0,000 | \$1,250,000 | \$0,000 | \$6,250,000 |
| | | | \$5,000,000 | \$0,000 | \$1,250,000 | \$0,000 | \$6,250,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|--|---------|--------------|--------------|
| AR-046-M | TRANSIT SYSTEM CAPITAL AND PREVENTIVE MAINTENANCE PROGRAM - MARTA FY 2014 ALLOCATION | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0013055 | | Sponsor | MARTA | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | 2014 | STP - Urban (>200K) (ARC) | \$10,000,000 | \$0,000 | \$2,500,000 | \$0,000 | \$12,500,000 |
| | | | \$10,000,000 | \$0,000 | \$2,500,000 | \$0,000 | \$12,500,000 |

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| | | | | | | | | |
|--------------------|--|-------------|--|-----------------------|--|----------------|----------------|----------------|
| AR-050-2014 | REGIONAL CMAQ PROGRAM - FY 2014 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | TBD | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2014 | 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-050-2015 | REGIONAL CMAQ PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2015 | 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-050-2016 | REGIONAL CMAQ PROGRAM - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$3,634,392 | \$0,000 | \$908,598 | \$0,000 | \$4,542,990 |
| | | | | \$3,634,392 | \$0,000 | \$908,598 | \$0,000 | \$4,542,990 |

| | | | | | | | | |
|--------------------|--|-------------|--|-----------------------|--|--------------------|----------------|---------------------|
| AR-050-2017 | REGIONAL CMAQ PROGRAM - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$8,330,000 | \$0,000 | \$2,082,500 | \$0,000 | \$10,412,500 |
| | | | | \$8,330,000 | \$0,000 | \$2,082,500 | \$0,000 | \$10,412,500 |

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|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-050-2018 | REGIONAL CMAQ PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$16,590,000 | \$0,000 | \$4,147,500 | \$0,000 | \$20,737,500 |
| | | | \$16,590,000 | \$0,000 | \$4,147,500 | \$0,000 | \$20,737,500 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-050-2019 | REGIONAL CMAQ PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2019 | 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-051-2015 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2015 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| AR-051-2016 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2016 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| AR-051-2017 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2017 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| AR-051-2018 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2018 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| AR-051-2019 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2019 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-052-2014 | REGIONAL STP URBAN PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|----------------|----------------|----------------|----------------|----------------|
| ALL | 2014 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

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|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-052-2015 | REGIONAL STP URBAN PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | | 2015 | STP - Urban (>200K) (ARC) | \$4,831,257 | \$0,000 | \$1,207,814 | \$0,000 | \$6,039,071 |
| | | | | \$4,831,257 | \$0,000 | \$1,207,814 | \$0,000 | \$6,039,071 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-052-2016 | REGIONAL STP URBAN PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | | 2016 | STP - Urban (>200K) (ARC) | \$27,453,301 | \$0,000 | \$6,863,325 | \$0,000 | \$34,316,626 |
| | | | | \$27,453,301 | \$0,000 | \$6,863,325 | \$0,000 | \$34,316,626 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-052-2017 | REGIONAL STP URBAN PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | | 2017 | STP - Urban (>200K) (ARC) | \$29,084,075 | \$0,000 | \$7,271,019 | \$0,000 | \$36,355,094 |
| | | | | \$29,084,075 | \$0,000 | \$7,271,019 | \$0,000 | \$36,355,094 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-052-2018 | REGIONAL STP URBAN PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | | 2018 | STP - Urban (>200K) (ARC) | \$27,293,521 | \$0,000 | \$6,823,380 | \$0,000 | \$34,116,901 |
| | | | | \$27,293,521 | \$0,000 | \$6,823,380 | \$0,000 | \$34,116,901 |

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FY 2014-2019 Transportation Improvement Program**

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|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-052-2019 | REGIONAL STP URBAN PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2019 | STP - Urban (>200K) (ARC) | \$12,444,323 | \$0,000 | \$3,111,081 | \$0,000 | \$15,555,404 |
| | | | \$12,444,323 | \$0,000 | \$3,111,081 | \$0,000 | \$15,555,404 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-074-2014 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012581 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$4,080,000 | \$1,020,000 | \$0,000 | \$0,000 | \$5,100,000 |
| | | | \$4,080,000 | \$1,020,000 | \$0,000 | \$0,000 | \$5,100,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-074-2015 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012582 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$10,440,000 | \$2,610,000 | \$0,000 | \$0,000 | \$13,050,000 |
| | | | \$10,440,000 | \$2,610,000 | \$0,000 | \$0,000 | \$13,050,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-074-2017 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012583 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$9,600,000 | \$2,400,000 | \$0,000 | \$0,000 | \$12,000,000 |
| | | | \$9,600,000 | \$2,400,000 | \$0,000 | \$0,000 | \$12,000,000 |

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FY 2014-2019 Transportation Improvement Program**

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-075B | PRIORITIZED REGIONWIDE SIGNAL RETIMING PROGRAM - PHASE 2 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012585 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Urban (>200K) (ARC) | \$4,000,000 | \$1,000,000 | \$0,000 | \$0,000 | \$5,000,000 |
| | | | \$4,000,000 | \$1,000,000 | \$0,000 | \$0,000 | \$5,000,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2014 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007698 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | AUTH | 2014 National Highway Performance Program (NHPP) | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 |
| | | | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2015 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007699 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | National Highway Performance Program (NHPP) | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 |
| | | | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2016 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007700 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2017 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007701 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2018 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007702 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2019 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007703 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2019 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-101-2015 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007717 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-101-2016 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007718 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-101-2017 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007719 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | 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-101-2018 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007720 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-101-2019 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007721 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | 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 |

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-102-2014 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007734 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|------------------|----------------|----------------|--------------------|-------------|
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$2,800,000 | \$700,000 | \$0,000 | \$0,000 | \$3,500,000 |
| | | | \$2,800,000 | \$700,000 | \$0,000 | \$0,000 | \$3,500,000 | |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-102-2015 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007735 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|--------------------|-------------|
| CST | | 2015 | 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-102-2016 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007736 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|--------------------|-------------|
| CST | | 2016 | 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 | |

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-102-2017 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007737 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|--------------------|-------------|
| CST | | 2017 | 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 | |

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|--------------------|---|---|--------------------|-------------------------------|--|----------------|--------------------|--------------|
| AR-102-2018 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007738 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2018 | 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-102-2019 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2019 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007739 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2019 | 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-103-2015 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007753 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2015 | National Highway Performance Program (NHPP) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 | |
| | | | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 | |

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|--------------------|---|---|--------------------|-------------------------------|--|----------------|--------------------|--------------|
| AR-103-2016 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007754 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2016 | 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 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-103-2017 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007755 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | 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-103-2018 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007756 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | 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-103-2019 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007757 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-104-2014 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007770 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|------------------|----------------|----------------|------------------|-----------|
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 |
| | | | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 | |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-104-2015 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007771 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | 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-104-2016 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007772 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | 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-104-2017 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007773 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | 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-104-2018 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007774 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-104-2019 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007775 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-105-2014 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009547 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$14,600,000 | \$3,650,000 | \$0,000 | \$0,000 | \$18,250,000 |
| | | | \$14,600,000 | \$3,650,000 | \$0,000 | \$0,000 | \$18,250,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2015 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009548 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |
| | | | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2016 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009549 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |
| | | | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2017 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009810 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |
| | | | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2018 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009811 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |
| | | | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2019 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009812 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$13,000,000 | \$3,250,000 | \$0,000 | \$0,000 | \$16,250,000 |
| | | | \$13,000,000 | \$3,250,000 | \$0,000 | \$0,000 | \$16,250,000 |

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-106-2014 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007497 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$5,966,400 | \$1,491,600 | \$0,000 | \$0,000 | \$7,458,000 |
| | | | \$5,966,400 | \$1,491,600 | \$0,000 | \$0,000 | \$7,458,000 |

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-106-2015 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007498 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (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-106-2016 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009790 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (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-106-2017 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009791 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-106-2018 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009792 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (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 |

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-106-2019 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009793 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$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-110-2014 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009580 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | National Highway Performance Program (NHPP) Exempt | \$10,627,200 | \$2,656,800 | \$0,000 | \$0,000 | \$13,284,000 |
| | | | \$10,627,200 | \$2,656,800 | \$0,000 | \$0,000 | \$13,284,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-110-2015 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009581 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | National Highway Performance Program (NHPP) Exempt | \$10,733,600 | \$2,683,400 | \$0,000 | \$0,000 | \$13,417,000 |
| | | | \$10,733,600 | \$2,683,400 | \$0,000 | \$0,000 | \$13,417,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-110-2016 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009582 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | National Highway Performance Program (NHPP) Exempt | \$10,840,000 | \$2,710,000 | \$0,000 | \$0,000 | \$13,550,000 |
| | | | \$10,840,000 | \$2,710,000 | \$0,000 | \$0,000 | \$13,550,000 |

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| AR-110-2017 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009583 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | National Highway Performance Program (NHPP) Exempt | \$11,058,400 | \$2,764,600 | \$0,000 | \$0,000 | \$13,823,000 |
| | | | \$11,058,400 | \$2,764,600 | \$0,000 | \$0,000 | \$13,823,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-110-2018 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012955 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | National Highway Performance Program (NHPP) Exempt | \$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-110-2019 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012956 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | National Highway Performance Program (NHPP) Exempt | \$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-111-2014 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006192 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

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| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2015 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006193 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2016 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009766 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2017 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009767 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2018 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009768 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

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FY 2014-2019 Transportation Improvement Program**

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|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2019 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009769 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | National Highway Performance Program (NHPP) | \$16,779,600 | \$4,194,900 | \$0,000 | \$0,000 | \$20,974,500 |
| | | | \$16,779,600 | \$4,194,900 | \$0,000 | \$0,000 | \$20,974,500 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-113-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006136 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (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-113-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006137 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (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-113-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009746 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (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 |

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|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-113-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009747 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-113-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009748 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (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-113-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009749 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (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-114-2014 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006171 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | National Highway Performance Program (NHPP) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

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|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2015 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006172 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | National Highway Performance Program (NHPP) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2016 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010300 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | National Highway Performance Program (NHPP) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2017 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010301 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | 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-114-2018 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010302 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | 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 |

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| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2019 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010303 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-116-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | AUTH | 2014 STP - Statewide Flexible (GDOT) | \$2,736,000 | \$684,000 | \$0,000 | \$0,000 | \$3,420,000 |
| | | | \$2,736,000 | \$684,000 | \$0,000 | \$0,000 | \$3,420,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-117-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006199 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-117-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006200 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

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|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009770 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009771 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009772 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009773 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |
| | | | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006129 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$22,372,800 | \$5,593,200 | \$0,000 | \$0,000 | \$27,966,000 |
| | | | \$22,372,800 | \$5,593,200 | \$0,000 | \$0,000 | \$27,966,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006130 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009742 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009743 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009744 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009745 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$26,938,396 | \$6,734,599 | \$0,000 | \$0,000 | \$33,672,995 |
| | | | \$26,938,396 | \$6,734,599 | \$0,000 | \$0,000 | \$33,672,995 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006206 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | 2014 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006207 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009774 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | 2016 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009775 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | 2017 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009776 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | 2018 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009777 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|------------------|----------------|----------------|--------------------|
| ROW | 2019 | STP - Statewide Flexible (GDOT) | \$932,200 | \$233,050 | \$0,000 | \$0,000 | \$1,165,250 |
| | | | \$932,200 | \$233,050 | \$0,000 | \$0,000 | \$1,165,250 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-121-2017 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009754 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|------------------|-----------------|----------------|----------------|------------------|
| CST | 2017 | 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-121-2018 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009755 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|------------------|-----------------|----------------|----------------|------------------|
| CST | 2018 | 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-121-2019 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009756 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-122-2014 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006213 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

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FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2015 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006214 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2016 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009778 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2017 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009779 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2018 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009780 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

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FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2019 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009781 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |
| | | | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-123-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006220 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (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-123-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006221 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (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-123-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009782 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (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 |

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| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-123-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009783 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-123-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009784 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (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-123-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009785 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-125-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006178 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$29,990,400 | \$7,497,600 | \$0,000 | \$0,000 | \$37,488,000 |
| | | | \$29,990,400 | \$7,497,600 | \$0,000 | \$0,000 | \$37,488,000 |

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|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006179 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$26,929,600 | \$6,732,400 | \$0,000 | \$0,000 | \$33,662,000 |
| | | | \$26,929,600 | \$6,732,400 | \$0,000 | \$0,000 | \$33,662,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009758 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$26,325,600 | \$6,581,400 | \$0,000 | \$0,000 | \$32,907,000 |
| | | | \$26,325,600 | \$6,581,400 | \$0,000 | \$0,000 | \$32,907,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009759 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |
| | | | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009760 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |
| | | | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |

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|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009761 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$33,559,200 | \$8,389,800 | \$0,000 | \$0,000 | \$41,949,000 |
| | | | \$33,559,200 | \$8,389,800 | \$0,000 | \$0,000 | \$41,949,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-127-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003376 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |
| | | | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-127-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003377 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |
| | | | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-127-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003378 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |
| | | | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-127-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003379 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-127-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003380 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |
| | | | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-127-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003381 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |
| | | | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2014 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012764 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$1,864,800 | \$466,200 | \$0,000 | \$0,000 | \$2,331,000 |
| | | | \$1,864,800 | \$466,200 | \$0,000 | \$0,000 | \$2,331,000 |

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|--------------------|---|---------------------------------|--------------------|--------------------------|--|----------------|--------------------|--------------|
| AR-129-2015 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012765 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |

| | | | | | | | | |
|--------------------|---|---------------------------------|--------------------|--------------------------|--|----------------|--------------------|--------------|
| AR-129-2016 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012766 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |

| | | | | | | | | |
|--------------------|---|---------------------------------|--------------------|--------------------------|--|----------------|--------------------|--------------|
| AR-129-2017 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012767 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |

| | | | | | | | | |
|--------------------|---|---------------------------------|--------------------|--------------------------|--|----------------|--------------------|--------------|
| AR-129-2018 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 | |

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FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2019 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2014 | RURAL ROADS SAFETY PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008645 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$1,193,600 | \$298,400 | \$0,000 | \$0,000 | \$1,492,000 |
| | | | \$1,193,600 | \$298,400 | \$0,000 | \$0,000 | \$1,492,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2015 | RURAL ROADS SAFETY PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008639 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$1,304,800 | \$326,200 | \$0,000 | \$0,000 | \$1,631,000 |
| | | | \$1,304,800 | \$326,200 | \$0,000 | \$0,000 | \$1,631,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2018 | RURAL ROADS SAFETY PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |
| | | | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |

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FY 2014-2019 Transportation Improvement Program**

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2019 | RURAL ROADS SAFETY PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |
| | | | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |

| | | | | | | | |
|--------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-132-2014 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008332 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2014 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

| | | | | | | | |
|--------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-132-2015 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008333 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2015 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

| | | | | | | | |
|--------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-132-2016 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008334 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2016 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

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|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-132-2017 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009802 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2017 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

| | | | | | | | |
|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-132-2018 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009803 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2018 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

| | | | | | | | |
|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-132-2019 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009804 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2019 | Safe Routes to School Program | \$121,186 | \$0,000 | \$0,000 | \$0,000 | \$121,186 |
| | | | \$121,186 | \$0,000 | \$0,000 | \$0,000 | \$121,186 |

| | | | | | | | |
|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-133-2014 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008325 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2014 | Safe Route to School - Infrastructure | \$3,636,000 | \$0,000 | \$0,000 | \$0,000 | \$3,636,000 |
| | | | \$3,636,000 | \$0,000 | \$0,000 | \$0,000 | \$3,636,000 |

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|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-133-2018 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009799 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2018 | Safe Route to School - Infrastructure | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |
| | | | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |

| | | | | | | | |
|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-133-2019 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009800 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2019 | Safe Route to School - Infrastructure | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |
| | | | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |

| | | | | | | | |
|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-134-2014 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009223 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2014 | Safe Route to School - Either | \$1,454,000 | \$0,000 | \$0,000 | \$0,000 | \$1,454,000 |
| | | | \$1,454,000 | \$0,000 | \$0,000 | \$0,000 | \$1,454,000 |

| | | | | | | | |
|--------------------|---|--------------|---|--|---------|--------------|--------------|
| AR-134-2015 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009324 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|-----------------|----------------|----------------|----------------|-----------------|
| CST | 2015 | Safe Route to School - Either | \$84,000 | \$0,000 | \$0,000 | \$0,000 | \$84,000 |
| | | | \$84,000 | \$0,000 | \$0,000 | \$0,000 | \$84,000 |

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| AR-134-2018 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009227 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2018 | Safe Route to School - Either | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |
| | | | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |

| | | | | | | | | |
|--------------------|---|-------------------------------|------------------|---|---|----------------|------------------|--------------|
| AR-134-2019 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2019 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009228 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2019 | Safe Route to School - Either | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |
| | | | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|---|----------------|--------------------|--------------|
| AR-135-2014 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2014 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006122 | | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2014 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|---|----------------|--------------------|--------------|
| AR-135-2015 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006123 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2015 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|--|----------------|--------------------|--------------|
| AR-135-2016 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009738 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2016 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|--|----------------|--------------------|--------------|
| AR-135-2017 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009739 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2017 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|--|----------------|--------------------|--------------|
| AR-135-2018 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009740 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2018 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|--|----------------|---------------------|--------------|
| AR-135-2019 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2019 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009741 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2019 | STP - Enhancements | \$9,694,880 | \$0,000 | \$2,423,720 | \$0,000 | \$12,118,600 | |
| | | | \$9,694,880 | \$0,000 | \$2,423,720 | \$0,000 | \$12,118,600 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2014 | RECREATIONAL TRAILS PROGRAM - FY 2014 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007504 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2014 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2015 | RECREATIONAL TRAILS PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007505 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2015 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2016 | RECREATIONAL TRAILS PROGRAM - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007507 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2016 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2017 | RECREATIONAL TRAILS PROGRAM - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009794 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2017 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-136-2018 | RECREATIONAL TRAILS PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009795 | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|------------------|------------------|----------------|----------------|------------------|
| CST | 2018 | Recreational Trails Program | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |
| | | | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-136-2019 | RECREATIONAL TRAILS PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009796 | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|------------------|------------------|----------------|----------------|------------------|
| CST | 2019 | Recreational Trails Program | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |
| | | | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-137-2014 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009206 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|-----------------|----------------|----------------|------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$304,000 | \$76,000 | \$0,000 | \$0,000 | \$380,000 |
| | | | \$304,000 | \$76,000 | \$0,000 | \$0,000 | \$380,000 |

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-137-2015 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010502 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2015 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-137-2016 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010503 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2016 | 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-137-2017 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010504 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2017 | 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-137-2018 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2018 | 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-137-2019 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2015 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010507 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2015 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2016 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010508 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2016 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2017 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010509 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2017 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2018 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2018 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

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FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-138-2019 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|------------------|------------------|----------------|----------------|------------------|
| PE | 2019 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|--|---------|--------------|--------------|
| AR-190-2014 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 2014 | 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-190-2015 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 2015 | 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-190-2016 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 2016 | 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 |

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| | | | | | | | |
|--------------------|--|--------------|------------------------------------|--|---------|--------------|--------------|
| AR-190-2017 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 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 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 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 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |

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FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-312 | HERO TRUCK EQUIPMENT UPGRADE AND SERVICE EXPANSION ON I-85 SOUTH, I-20 EAST AND I-20 WEST | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,440,000 | \$360,000 | \$0,000 | \$0,000 | \$1,800,000 |
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$440,000 | \$110,000 | \$0,000 | \$0,000 | \$550,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$440,000 | \$110,000 | \$0,000 | \$0,000 | \$550,000 |
| | | | \$2,320,000 | \$580,000 | \$0,000 | \$0,000 | \$2,900,000 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | City of Atlanta | N/A | N/A | 3.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| ROW | | 2016 | STP - Urban (>200K) (ARC) | \$740,000 | \$0,000 | \$185,000 | \$0,000 | \$925,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$3,985,000 | \$0,000 | \$996,250 | \$0,000 | \$4,981,250 |
| | | | \$5,871,788 | \$0,000 | \$1,467,947 | \$0,000 | \$7,339,735 | |

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| | | | | | | | | |
|-------------------|---|--------------|--|----------|---------|--------------|--------------|--|
| AR-450B | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year | |
| 0009396/0013103 | FROM LENA STREET TO UNIVERSITY AVENUE | Sponsor | City of Atlanta | N/A | N/A | 3.5 | 2020 | |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | | | | | Analysis |
| | | | | | | | | Exempt from Air Quality Analysis (40 CFR 93) |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$929,251 | \$0,000 | \$232,313 | \$0,000 | \$1,161,564 |
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$674,581 | \$0,000 | \$168,645 | \$0,000 | \$843,226 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$9,547,000 | \$0,000 | \$9,547,000 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$2,000,000 | \$0,000 | \$1,082,500 | \$0,000 | \$3,082,500 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,112,550 | \$0,000 | \$1,112,550 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,398,967 | \$0,000 | \$3,398,967 |
| CST | | 2014 | TIGER V Discretionary Grant | \$18,000,000 | \$0,000 | \$10,000,000 | \$0,000 | \$28,000,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$5,308,106 | \$0,000 | \$1,327,027 | \$0,000 | \$6,635,133 |
| | | | | \$26,911,938 | \$0,000 | \$26,869,002 | \$0,000 | \$53,780,940 |

| | | | | | | | | |
|-------------------|---|--------------|--|----------|---------|--------------|--------------|--|
| AR-450C | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year | |
| 0009397 | FROM GLENWOOD AVENUE TO ALLENE AVENUE | Sponsor | City of Atlanta | N/A | N/A | 3.8 | 2020 | |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | | | | | Analysis |
| | | | | | | | | Exempt from Air Quality Analysis (40 CFR 93) |

| | 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 | | 2014 | TAP - Urban (>200K) (ARC) | \$719,000 | \$0,000 | \$179,750 | \$0,000 | \$898,750 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$40,636,000 | \$0,000 | \$40,636,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$823,920 | \$0,000 | \$823,920 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,406,828 | \$0,000 | \$12,406,828 |
| | | | | \$1,727,901 | \$0,000 | \$54,298,723 | \$0,000 | \$56,026,624 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-450D | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0009398 | FROM DELLWOOD DRIVE TO GARSON DRIVE | Sponsor | City of Atlanta | N/A | N/A | 2 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$843,226 | \$0,000 | \$843,226 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$925,000 | \$0,000 | \$925,000 |
| CST | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,861,875 | \$0,000 | \$3,861,875 |
| | | | | \$0,000 | \$0,000 | \$5,630,101 | \$0,000 | \$5,630,101 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------------|--|---------|--------------|--------------|
| AR-480 | AMTRAK STATION RELOCATION TO INTERSECTION OF US 41 (NORTHSIDE DRIVE) AND 17TH STREET | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2019 | Transit Nonurbanized Area Formula | \$5,000,000 | \$0,000 | \$0,000 | \$0,000 | \$5,000,000 |
| CST | | 2019 | Local Sources - PPP | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| CST | | 2019 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

AR-5307-ARC

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC

Jurisdiction: Regional

Existing: N/A Planned: N/A Length (mi.): N/A Network Year: 2020

N/A

Sponsor: ARC

Programmed

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$355,655 | \$0,000 | \$88,914 | \$0,000 | \$444,569 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$301,251 | \$0,000 | \$75,313 | \$0,000 | \$376,564 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| | | | \$2,456,906 | \$0,000 | \$614,227 | \$0,000 | \$3,071,133 | |

AR-5307-BA

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY

Jurisdiction: Barrow County

Existing: N/A Planned: N/A Length (mi.): N/A Network Year: 2020

N/A

Sponsor: Barrow County

Programmed

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$39,294 | \$0,000 | \$9,823 | \$0,000 | \$49,117 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$38,349 | \$0,000 | \$9,587 | \$0,000 | \$47,936 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| | | | \$307,443 | \$0,000 | \$76,860 | \$0,000 | \$384,303 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | |
|-------------------|---|
| AR-5307-BT | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Bartow County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Bartow County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$24,625 | \$0,000 | \$0,656 | \$0,000 | \$43,281 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$25,547 | \$0,000 | \$6,387 | \$0,000 | \$31,934 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| | | | \$213,772 | \$0,000 | \$53,443 | \$0,000 | \$267,215 | |

| | |
|-------------------|--|
| AR-5307-CA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Carroll County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Carroll County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|------------------|----------|
| CST | | 2013 | Transit Urbanized Area Formula Program | \$73,406 | \$0,000 | \$18,352 | \$0,000 | \$91,758 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| | | | \$513,806 | \$0,000 | \$128,452 | \$0,000 | \$642,258 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | |
|-------------------|---|
| AR-5307-CH | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Cherokee County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$530,638 | \$0,000 | \$132,660 | \$0,000 | \$663,298 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$680,043 | \$0,000 | \$170,011 | \$0,000 | \$850,054 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| | | | \$5,290,681 | \$0,000 | \$1,322,671 | \$0,000 | \$6,613,352 | |

| | |
|-------------------|--|
| AR-5307-CL | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Clayton County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$2,100,161 | \$0,000 | \$525,040 | \$0,000 | \$2,625,201 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$1,253,393 | \$0,000 | \$313,348 | \$0,000 | \$1,566,741 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| | | | \$10,853,554 | \$0,000 | \$2,713,388 | \$0,000 | \$13,566,942 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | |
|-------------------|---|
| AR-5307-CO | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY |
| T000583 | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Cobb County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|---------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$6,829,265 | \$0,000 | \$1,709,816 | \$0,000 | \$8,549,081 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$5,217,524 | \$0,000 | \$1,304,381 | \$0,000 | \$6,521,905 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| | | | \$43,256,789 | \$0,000 | \$10,814,197 | \$0,000 | \$54,070,986 | |

| | |
|-------------------|---|
| AR-5307-CW | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$114,211 | \$0,000 | \$28,553 | \$0,000 | \$142,764 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$290,226 | \$0,000 | \$72,556 | \$0,000 | \$362,782 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| | | | \$2,144,437 | \$0,000 | \$536,109 | \$0,000 | \$2,680,546 | |

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| | |
|-------------------|---|
| AR-5307-DA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|---|---------|--------------|--------------|
| Jurisdiction | Dawson County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Dawson County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-----------------|----------------|-----------------|----------------|------------------|
| CST | 2013 | Transit Urbanized Area Formula Program | \$13,386 | \$0,000 | \$3,347 | \$0,000 | \$16,733 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| | | | \$93,786 | \$0,000 | \$23,447 | \$0,000 | \$117,233 |

| | |
|-------------------|--|
| AR-5307-DO | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|---|---------|--------------|--------------|
| Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Douglas County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|--------------------|----------------|---------------------|
| CST | AUTH | Transit Urbanized Area Formula Program | \$1,067,020 | \$0,000 | \$266,755 | \$0,000 | \$1,333,775 |
| CST | 2013 | Transit Urbanized Area Formula Program | \$1,186,831 | \$0,000 | \$296,708 | \$0,000 | \$1,483,539 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| | | | \$9,453,851 | \$0,000 | \$2,363,463 | \$0,000 | \$11,817,314 |

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| | |
|-------------------|--|
| AR-5307-FA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Fayette County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$352,869 | \$0,000 | \$88,217 | \$0,000 | \$441,086 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$309,289 | \$0,000 | \$77,322 | \$0,000 | \$386,611 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| | | | \$2,522,158 | \$0,000 | \$630,539 | \$0,000 | \$3,152,697 | |

| | |
|-------------------|--|
| AR-5307-FT | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Forsyth County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$289,084 | \$0,000 | \$72,271 | \$0,000 | \$361,355 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$552,874 | \$0,000 | \$138,218 | \$0,000 | \$691,092 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| | | | \$4,141,958 | \$0,000 | \$1,035,489 | \$0,000 | \$5,177,447 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | |
|---------------------|--|
| AR-5307-GRTA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|--------------------|--------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$5,922,146 | \$1,480,536 | \$0,000 | \$0,000 | \$7,402,682 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$4,814,102 | \$1,203,526 | \$0,000 | \$0,000 | \$6,017,628 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| | | | \$39,536,248 | \$2,684,062 | \$7,200,000 | \$0,000 | \$49,420,310 | |

| | |
|-------------------|---|
| AR-5307-GW | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Gwinnett County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|---------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$6,674,928 | \$0,000 | \$1,668,732 | \$0,000 | \$8,343,660 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$5,356,817 | \$0,000 | \$1,339,204 | \$0,000 | \$6,696,021 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| | | | \$44,431,745 | \$0,000 | \$11,107,936 | \$0,000 | \$55,539,681 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | |
|-------------------|---|
| AR-5307-HA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Hall County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Hall County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$22,763 | \$0,000 | \$5,691 | \$0,000 | \$28,454 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$45,638 | \$0,000 | \$11,409 | \$0,000 | \$57,047 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| | | | \$342,001 | \$0,000 | \$85,500 | \$0,000 | \$427,501 | |

| | |
|-------------------|--|
| AR-5307-HE | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Henry County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$394,521 | \$0,000 | \$98,630 | \$0,000 | \$493,151 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$624,231 | \$0,000 | \$156,058 | \$0,000 | \$780,289 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| | | | \$4,738,752 | \$0,000 | \$1,184,688 | \$0,000 | \$5,923,440 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | |
|-------------------|--|
| AR-5307-JA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Jackson County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Jackson County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|----------------|-----------------|----------------|------------------|
| CST | 2013 | Transit Urbanized Area Formula Program | \$20,701 | \$0,000 | \$5,175 | \$0,000 | \$25,876 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| | | | \$144,901 | \$0,000 | \$36,225 | \$0,000 | \$181,126 |

| | |
|-------------------|--|
| AR-5307-M | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS |
| 0010221 | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|----------------------|----------------|---------------------|----------------|----------------------|
| CST | AUTH | STP - Urban (>200K) (ARC) | \$40,336,094 | \$0,000 | \$10,084,023 | \$0,000 | \$50,420,117 |
| CST | AUTH | Transit Urbanized Area Formula Program | \$43,507,208 | \$0,000 | \$10,876,802 | \$0,000 | \$54,384,010 |
| CST | | Transit Urbanized Area Formula Program | \$41,164,263 | \$0,000 | \$10,291,066 | \$0,000 | \$51,455,329 |
| CST | | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| | | | \$371,007,565 | \$0,000 | \$92,751,891 | \$0,000 | \$463,759,456 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | |
|-------------------|---|
| AR-5307-NE | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|---|---------|--------------|--------------|
| Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Newton County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$169,491 | \$0,000 | \$42,373 | \$0,000 | \$211,864 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$245,571 | \$0,000 | \$61,393 | \$0,000 | \$306,964 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| | | | \$1,885,062 | \$0,000 | \$471,266 | \$0,000 | \$2,356,328 | |

| | |
|-------------------|---|
| AR-5307-PA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|---|---------|--------------|--------------|
| Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Paulding County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$238,093 | \$0,000 | \$59,523 | \$0,000 | \$297,616 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$391,405 | \$0,000 | \$97,851 | \$0,000 | \$489,256 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| | | | \$2,969,498 | \$0,000 | \$742,374 | \$0,000 | \$3,711,872 | |

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| | |
|-------------------|---|
| AR-5307-PI | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Pike County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Pike County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|----------------|-----------------|----------------|------------------|
| CST | 2013 | Transit Urbanized Area Formula Program | \$0,562 | \$0,000 | \$0,140 | \$0,000 | \$0,702 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| | | | \$124,762 | \$0,000 | \$31,190 | \$0,000 | \$155,952 |

| | |
|-------------------|---|
| AR-5307-RO | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| CST | AUTH | Transit Urbanized Area Formula Program | \$293,882 | \$0,000 | \$73,470 | \$0,000 | \$367,352 |
| CST | 2013 | Transit Urbanized Area Formula Program | \$275,540 | \$0,000 | \$68,885 | \$0,000 | \$344,425 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| | | | \$2,219,422 | \$0,000 | \$554,855 | \$0,000 | \$2,774,277 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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AR-5307-RTC

N/A

Programmed

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE

Jurisdiction: Regional

Sponsor: RTC

Service Type: Transit / Formula Lump Sum

| | | | |
|----------|---------|--------------|--------------|
| Existing | Planned | Length (mi.) | Network Year |
| N/A | N/A | N/A | 2020 |

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| 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 | | 2013 | Transit Urbanized Area Formula Program | \$956,684 | \$0,000 | \$239,171 | \$0,000 | \$1,195,855 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$950,000 | \$0,000 | \$237,500 | \$0,000 | \$1,187,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$950,000 | \$0,000 | \$237,500 | \$0,000 | \$1,187,500 |
| CST | | 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 |
| | | | \$7,464,229 | \$0,000 | \$1,866,057 | \$0,000 | \$9,330,286 | |

AR-5307-SP

N/A

Programmed

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY

Jurisdiction: Spalding County

Sponsor: Spalding County

Service Type: Transit / Formula Lump Sum

| | | | |
|----------|---------|--------------|--------------|
| Existing | Planned | Length (mi.) | Network Year |
| N/A | N/A | N/A | 2020 |

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$193,096 | \$0,000 | \$48,274 | \$0,000 | \$241,370 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$147,171 | \$0,000 | \$36,793 | \$0,000 | \$183,964 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| | | | \$1,222,267 | \$0,000 | \$305,567 | \$0,000 | \$1,527,834 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | |
|-------------------|---|
| AR-5307-WA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Walton County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$36,778 | \$0,000 | \$9,194 | \$0,000 | \$45,972 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$92,120 | \$0,000 | \$23,030 | \$0,000 | \$115,150 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| | | | \$681,498 | \$0,000 | \$170,374 | \$0,000 | \$851,872 | |

| | |
|-------------------|---|
| AR-5310 | FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Georgia DHS | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2013 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$2,506,297 | \$0,000 | \$0,000 | \$0,000 | \$2,506,297 |
| CST | | 2014 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | 2015 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | 2016 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | 2017 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | 2018 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | 2019 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| | | | \$13,111,028 | \$0,000 | \$2,566,064 | \$0,000 | \$15,677,092 | |

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| | | | | | | | |
|-----------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5310A | ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - GEORGIA DHS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT, Georgia DHS | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2013 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,433,135 | \$0,000 | \$0,000 | \$0,000 | \$1,433,135 |
| | | | \$1,433,135 | \$0,000 | \$0,000 | \$0,000 | \$1,433,135 |

| | | | | | | | |
|----------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2013 | Transit Nonurbanized Area Formula | \$737,714 | \$0,000 | \$184,429 | \$0,000 | \$922,143 |
| CST | | 2014 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2015 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2016 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2017 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2018 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2019 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| | | | \$6,020,963 | \$0,000 | \$1,505,241 | \$0,000 | \$7,526,204 | |

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| | | | | | | | |
|-----------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5337A | FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|----------------------|----------------|---------------------|----------------|----------------------|
| CST | 2013 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2014 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2015 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2016 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2017 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2018 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2019 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| | | | \$323,360,268 | \$0,000 | \$80,840,067 | \$0,000 | \$404,200,335 |

| | | | | | | | |
|--------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2015 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2016 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2017 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2018 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2019 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| | | | \$1,871,892 | \$0,000 | \$467,976 | \$0,000 | \$2,339,868 |

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AR-5337B-GRTA

HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA

Jurisdiction: Regional

Existing: N/A Planned: N/A Length (mi.): N/A Network Year: 2020

N/A

Sponsor: GRTA

Programmed

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2015 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2016 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2017 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2018 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2019 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| | | | \$3,670,752 | \$0,000 | \$917,688 | \$0,000 | \$4,588,440 |

AR-5337B-GW

HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY

Jurisdiction: Gwinnett County

Existing: N/A Planned: N/A Length (mi.): N/A Network Year: 2020

N/A

Sponsor: Gwinnett County

Programmed

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2015 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2016 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2017 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2018 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2019 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| | | | \$6,524,766 | \$0,000 | \$1,631,190 | \$0,000 | \$8,155,956 |

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| | |
|-------------------|---|
| AR-5337B-M | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2015 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2016 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2017 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2018 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2019 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| | | | \$2,317,428 | \$0,000 | \$579,360 | \$0,000 | \$2,896,788 |

| | |
|-------------------|--|
| AR-5339-CH | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Cherokee County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2015 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2016 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2017 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2018 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2019 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| | | | \$512,670 | \$0,000 | \$128,166 | \$0,000 | \$640,836 |

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| | | | | | | | |
|-------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5339-CO | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Cobb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2015 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2016 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2017 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2018 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2019 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| | | | \$4,044,288 | \$0,000 | \$1,011,072 | \$0,000 | \$5,055,360 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5339-CW | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|------------------|----------------|-----------------|----------------|------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2015 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2016 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2017 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2018 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2019 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| | | | \$228,858 | \$0,000 | \$57,216 | \$0,000 | \$286,074 |

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|-------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2015 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2016 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2017 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2018 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2019 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| | | | \$1,055,538 | \$0,000 | \$263,886 | \$0,000 | \$1,319,424 |

| | | | | | | | |
|---------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2015 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2016 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2017 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2018 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2019 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| | | | \$4,614,828 | \$0,000 | \$1,153,704 | \$0,000 | \$5,768,532 |

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| | |
|-------------------|--|
| AR-5339-GW | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|---|---------|--------------|--------------|
| Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Gwinnett County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2015 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2016 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2017 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2018 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2019 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| | | | \$4,178,490 | \$0,000 | \$1,044,624 | \$0,000 | \$5,223,114 |

| | |
|-------------------|--|
| AR-5339-HA | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|---|---------|--------------|--------------|
| Jurisdiction | Hall County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Hall County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|-----------------|----------------|----------------|----------------|-----------------|
| CST | 2014 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2015 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2016 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2017 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2018 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2019 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| | | | \$36,090 | \$0,000 | \$9,024 | \$0,000 | \$45,114 |

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|-------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2015 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2016 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2017 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2018 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2019 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| | | | \$489,102 | \$0,000 | \$122,274 | \$0,000 | \$611,376 |

| | | | | | | | |
|------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5339-M | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | 2013 | Bus and Bus Facilities Program | \$5,415,512 | \$0,000 | \$0,000 | \$0,000 | \$5,415,512 |
| CST | 2014 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2015 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2016 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2017 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2018 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2019 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| | | | \$22,748,720 | \$0,000 | \$4,333,302 | \$0,000 | \$27,082,022 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | | | | | | | |
|-------------------|--------------------------------------|--------------|------------------------------|--|---------|--------------|--------------|
| AR-623 | XPRESS BUS OPERATING FACILITY | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0009307 | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------|---------------------|--------------------|----------------|--------------------|---------------------|
| PE | | 2014 | Bus - New (80/20) | \$1,920,000 | \$480,000 | \$0,000 | \$0,000 | \$2,400,000 |
| ROW | AUTH | 2012 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$6,305,405 | \$6,305,405 |
| CST | | 2015 | Bus - New (80/20) | \$13,930,000 | \$3,482,500 | \$0,000 | \$0,000 | \$17,412,500 |
| | | | | \$15,850,000 | \$3,962,500 | \$0,000 | \$6,305,405 | \$26,117,905 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| AR-957 | REVIVE 285 - I-285 INTERCHANGE RECONSTRUCTION AND MANAGED LANE SYSTEM | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0000784 | AT SR 400 | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|----------------------|---------------------|----------------|----------------|----------------------|
| SCP | AUTH | 2013 | National Highway System | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| PE | | 2016 | Federal Earmark Funding | \$449,951 | \$112,488 | \$0,000 | \$0,000 | \$562,439 |
| PE | | 2016 | National Highway Performance Program (NHPP) | \$14,204,308 | \$3,551,077 | \$0,000 | \$0,000 | \$17,755,385 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$53,600,000 | \$13,400,000 | \$0,000 | \$0,000 | \$67,000,000 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$20,400,000 | \$5,100,000 | \$0,000 | \$0,000 | \$25,500,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$309,600,000 | \$77,400,000 | \$0,000 | \$0,000 | \$387,000,000 |
| | | | | \$399,854,259 | \$99,963,565 | \$0,000 | \$0,000 | \$499,817,824 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|---|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-410 | I-85 NORTH MANAGED LANES - INCLUDING SOUTHBOUND AUXILIARY LANE FROM SR 20 TO SR 317 AND NORTHBOUND AUXILIARY LANE FROM SR 20 TO SR 324 (GRAVEL SPRINGS ROAD) | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| 110600- | FROM OLD PEACHTREE ROAD TO HAMILTON MILL ROAD | Sponsor | GDOT | 0 | 2 | 11.90 | 2020 |
| Programmed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|---------------------|----------------|----------------|----------------------|--------------|
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$1,760,000 | \$440,000 | \$0,000 | \$0,000 | \$2,200,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$44,000,000 | \$11,000,000 | \$0,000 | \$0,000 | \$55,000,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$44,000,000 | \$11,000,000 | \$0,000 | \$0,000 | \$55,000,000 |
| | | | \$89,760,000 | \$22,440,000 | \$0,000 | \$0,000 | \$112,200,000 | |

| | | | | | | | |
|------------------|--|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-630 | I-75 SOUTH MANAGED LANES | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 0009157 | FROM SR 138 TO EAGLES LANDING PARKWAY (INCLUDES I-675 INTERCHANGE) AND ASSOCIATED ITS IMPROVEMENTS BEGINNING 2.1 MILES NORTH OF SR 138 ON I-75 SOUTH AND BEGINNING 2.1 MILES NORTH OF THE I-75 INTERCHANGE ALONG I-675 | Sponsor | GDOT | 0 | 2 | 6.4 | 2015 |
| Completed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|---------------------|----------------|----------------|---------------------|--------------|
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$36,215,269 | \$9,053,817 | \$0,000 | \$0,000 | \$45,269,086 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$21,842,670 | \$5,460,668 | \$0,000 | \$0,000 | \$27,303,338 |
| | | | \$59,257,939 | \$14,814,485 | \$0,000 | \$0,000 | \$74,072,424 | |

| | | | | | | | |
|------------------|---|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-640 | I-75 SOUTH MANAGED LANES | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 0009156 | FROM EAGLES LANDING PARKWAY TO SR 155 AND ASSOCIATED ITS IMPROVEMENTS BEGINNING 2.1 MILES SOUTH OF SR 155 ON I-75 SOUTH | Sponsor | GDOT | 0 | 2 | 9.5 | 2015 |
| Completed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|---------------------|----------------|----------------|----------------------|--------------|
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | AUTH | 2014 | National Highway Performance Program (NHPP) | \$672,000 | \$168,000 | \$0,000 | \$0,000 | \$840,000 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$66,664,018 | \$16,666,005 | \$0,000 | \$0,000 | \$83,330,023 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$27,764,004 | \$6,941,001 | \$0,000 | \$0,000 | \$34,705,005 |
| | | | \$96,700,022 | \$24,175,006 | \$0,000 | \$0,000 | \$120,875,028 | |

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|-------------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| AR-ML-930 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0008256 | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Sponsor | GDOT | 0 | 1/2 | 29.7 | 2020 |
| Programmed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|----------------------|----------------------|---------------------|----------------------|------------------------|
| PE | AUTH | 2006 | Interstate Maintenance | \$24,650,000 | \$2,850,000 | \$0,000 | \$0,000 | \$38,500,000 |
| PE | AUTH | 2007 | Interstate Maintenance | \$24,167,391 | \$2,685,266 | \$0,000 | \$0,000 | \$26,852,657 |
| PE | AUTH | 2012 | STP - Urban (>200K) (ARC) | \$31,500,000 | \$3,500,000 | \$0,000 | \$0,000 | \$35,000,000 |
| ROW | AUTH | 2013 | Fuel Funds | \$0,000 | \$5,000,000 | \$0,000 | \$0,000 | \$5,000,000 |
| ROW | AUTH | 2013 | Federal Earmark Funding | \$899,900 | \$224,975 | \$0,000 | \$0,000 | \$1,124,875 |
| ROW | AUTH | 2013 | Federal Earmark Funding | \$431,952 | \$107,988 | \$0,000 | \$0,000 | \$539,940 |
| ROW | AUTH | 2013 | National Highway Performance Program (NHPP) | \$15,820,148 | \$3,955,037 | \$0,000 | \$0,000 | \$19,775,185 |
| CST | | 2014 | National Highway Performance Program (NHPP) | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| CST | | 2014 | Public Private Partnership | \$0,000 | \$0,000 | \$59,863,386 | \$0,000 | \$59,863,386 |
| CST | AUTH | 2014 | State of Georgia | \$0,000 | \$300,000,000 | \$0,000 | \$0,000 | \$300,000,000 |
| CST | | 2014 | TIFIA Loan | \$275,000,000 | \$0,000 | \$0,000 | \$0,000 | \$275,000,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$40,000,000 | \$10,000,000 | \$0,000 | \$0,000 | \$50,000,000 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$40,000,000 | \$10,000,000 | \$0,000 | \$0,000 | \$50,000,000 |
| CST | | 2017 | GRV BONDS (GARVEE Bond Program) | \$0,000 | \$0,000 | \$0,000 | \$125,000,000 | \$125,000,000 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| | | | | \$522,469,391 | \$354,323,266 | \$59,863,386 | \$125,000,000 | \$1,061,656,043 |

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| | | | | | | | |
|-------------------|--|--------------|---------------------------------|--|---------|--------------|--------------|
| AT-070 | COURTLAND STREET BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 752015- | AT CSX RR/MARTA EAST LINE/DECATUR STREET | Sponsor | GDOT | 4 | 4 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2010 | Bridge (Off-System) | \$981,631 | \$245,400 | \$0,000 | \$0,000 | \$1,227,039 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,380,000 | \$0,000 | \$1,380,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$17,126,695 | \$4,281,674 | \$0,000 | \$0,000 | \$21,408,369 |
| | | | | \$18,108,326 | \$4,527,082 | \$1,380,000 | \$0,000 | \$24,015,408 |

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| AT-228 | US 41 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0007174 | AT PEACHTREE CREEK | Sponsor | GDOT | 3 | 3 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$32,000 | \$8,000 | \$0,000 | \$0,000 | \$40,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$905,964 | \$226,491 | \$0,000 | \$0,000 | \$1,132,455 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,946,400 | \$486,600 | \$0,000 | \$0,000 | \$2,433,000 |
| | | | | \$2,884,364 | \$721,091 | \$0,000 | \$0,000 | \$3,605,455 |

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| AT-229 | US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0007032 | AT CSX RAILROAD | Sponsor | GDOT | 6 | 6 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2008 | Bridge (On-System) | \$1,344,000 | \$336,000 | \$0,000 | \$0,000 | \$1,680,000 |
| PE | | 2017 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$99,470 | \$24,867 | \$0,000 | \$0,000 | \$124,337 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$6,985,476 | \$1,746,369 | \$0,000 | \$0,000 | \$8,731,845 |
| | | | | \$8,436,946 | \$2,109,236 | \$0,000 | \$0,000 | \$10,546,182 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| AT-240 | US 78 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0010322 | FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE) | Sponsor | City of Atlanta | N/A | N/A | 0.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,183,900 | \$0,000 | \$1,183,900 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$799,000 | \$0,000 | \$799,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$2,956,055 | \$739,014 | \$0,000 | \$0,000 | \$3,695,069 |
| | | | | \$3,425,888 | \$739,014 | \$2,211,067 | \$0,000 | \$6,375,969 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-241 | SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0010323 | AT US 23 (MORELAND AVENUE) | Sponsor | City of Atlanta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$339,075 | \$0,000 | \$339,075 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,333,981 | \$0,000 | \$333,495 | \$0,000 | \$1,667,476 |
| | | | | \$1,589,981 | \$0,000 | \$736,570 | \$0,000 | \$2,326,551 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | Federal Earmark Funding | \$139,840 | \$0,000 | \$34,960 | \$0,000 | \$174,800 |
| CST | | 2016 | Federal Earmark Funding | \$950,000 | \$0,000 | \$237,500 | \$0,000 | \$1,187,500 |
| | | | | \$1,439,840 | \$0,000 | \$359,960 | \$0,000 | \$1,799,800 |

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| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| AT-244 | I-285 WEST INTERCHANGE RECONSTRUCTION | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0000379 | AT I-20 WEST | Sponsor | GDOT | N/A | N/A | 3.3 | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|----------------------|---------------------|------------------|----------------|----------------------|
| SCP | AUTH | 2011 | SAFETEA-LU Earmark | \$342,189 | \$0,000 | \$85,547 | \$0,000 | \$427,736 |
| SCP | AUTH | 2011 | Federal Earmark Funding | \$1,799,800 | \$0,000 | \$449,950 | \$0,000 | \$2,249,750 |
| PE | | 2015 | National Highway Performance Program (NHPP) | \$19,483,779 | \$4,870,945 | \$0,000 | \$0,000 | \$24,354,724 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$10,766,947 | \$2,691,737 | \$0,000 | \$0,000 | \$13,458,684 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$120,000,000 | \$30,000,000 | \$0,000 | \$0,000 | \$150,000,000 |
| | | | | \$152,392,715 | \$37,562,682 | \$535,497 | \$0,000 | \$190,490,894 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-267 | ATLANTA BELTLINE CITY HALL EAST BIKE AND PEDESTRIAN PLAZA | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0010747 | | Sponsor | City of Atlanta/Atlanta BeltLine, Inc. | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$103,016 | \$0,000 | \$103,016 |
| CST | | 2014 | Transportation, Community and System Preservation | \$782,640 | \$0,000 | \$92,644 | \$0,000 | \$875,284 |
| | | | | \$782,640 | \$0,000 | \$195,660 | \$0,000 | \$978,300 |

| | | | | | | | |
|-------------------|---|--------------|------------------|--|---------|--------------|--------------|
| AT-268 | US 41 (NORTHSIDE DRIVE) SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0007557 | FROM WHITEHALL STREET/I-20 TO I-75 | Sponsor | GDOT | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| SCP | | 2014 | STP - Statewide Flexible (GDOT) | \$2,400,000 | \$600,000 | \$0,000 | \$0,000 | \$3,000,000 |
| SCP | | 2016 | STP - Statewide Flexible (GDOT) | \$4,000,000 | \$1,000,000 | \$0,000 | \$0,000 | \$5,000,000 |
| | | | | \$6,400,000 | \$1,600,000 | \$0,000 | \$0,000 | \$8,000,000 |

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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| AT-269 | PONCE DE LEON AVENUE COMPLETE STREET RETROFIT AND BELTLINE CONNECTION | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012586 | FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY | Sponsor | Atlanta BeltLine Inc.,City of Atlanta | 5/7 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$296,793 | \$0,000 | \$99,198 | \$0,000 | \$495,991 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$3,483,207 | \$0,000 | \$870,802 | \$0,000 | \$4,354,009 |
| | | | | \$4,000,000 | \$0,000 | \$1,000,000 | \$0,000 | \$5,000,000 |

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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| AT-270 | PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3 | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0006684 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE | Sponsor | Buckhead CID,City of Atlanta | 6 | 4 | 0.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$1,252,800 | \$0,000 | \$313,200 | \$0,000 | \$1,566,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$650,000 | \$0,000 | \$650,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,531,078 | \$0,000 | \$382,769 | \$0,000 | \$1,913,847 |
| | | | | \$2,783,878 | \$0,000 | \$1,545,969 | \$0,000 | \$4,329,847 |

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| AT-271 | JUNIPER STREET BICYCLE/PEDESTRIAN FACILITIES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012587 | FROM PONCE DE LEON AVENUE TO 14TH STREET | Sponsor | City of Atlanta,Midtown Alliance | 4 | 2 | 1.0 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$402,160 | \$0,000 | \$402,160 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$3,347,200 | \$0,000 | \$836,800 | \$0,000 | \$4,184,000 |
| | | | | \$3,347,200 | \$0,000 | \$1,238,960 | \$0,000 | \$4,586,160 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| AT-272 | MARTIN LUTHER KING JR. DRIVE COMPLETE STREET RETROFIT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012588 | | Sponsor | City of Atlanta | 4/6 | 3/4 | 1.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$125,153 | \$0,000 | \$31,288 | \$0,000 | \$156,441 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$83,435 | \$0,000 | \$20,859 | \$0,000 | \$104,294 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$917,789 | \$0,000 | \$229,447 | \$0,000 | \$1,147,236 |
| | | | | \$1,126,377 | \$0,000 | \$281,594 | \$0,000 | \$1,407,971 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| AT-273 | MOORES MILL ROAD MULTIMODAL ROADWAY EXTENSION AND TRANSIT LAYOVER FACILITY - INCLUDES NEW ROADWAY ALIGNMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012589 | FROM BOLTON ROAD TO ADAMS DRIVE | Sponsor | City of Atlanta | 0 | 2 | 0.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$360,000 | \$0,000 | \$90,000 | \$0,000 | \$450,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | | \$2,000,000 | \$0,000 | \$500,000 | \$0,000 | \$2,500,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-274 | CLEVELAND AVENUE PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012590 | FROM US 19/41 (METROPOLITAN PARKWAY) TO BROWNS MILL ROAD | Sponsor | City of Atlanta | N/A | N/A | 1.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-275 | CAMPBELLTON ROAD PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012591 | FROM GREENBRIAR PARKWAY TO PINEHURST DRIVE | Sponsor | City of Atlanta | N/A | N/A | 2.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-276 | BOULEVARD PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012592 | FROM US 78/278 (PONCE DE LEON AVENUE) TO WOODWARD AVENUE | Sponsor | City of Atlanta | N/A | N/A | 2.0 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AT-277 | CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012593 | | Sponsor | City of Atlanta | N/A | N/A | 26.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Bicycle Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$360,000 | \$0,000 | \$90,000 | \$0,000 | \$450,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | | \$2,000,000 | \$0,000 | \$500,000 | \$0,000 | \$2,500,000 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| AT-278 | MIDTOWN ATLANTA REGIONAL ACTIVITY CENTER - PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012594 | | Sponsor | City of Atlanta, Midtown Alliance | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$21,600 | \$0,000 | \$5,400 | \$0,000 | \$27,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,400,000 | \$0,000 | \$350,000 | \$0,000 | \$1,750,000 |
| | | | | \$1,421,600 | \$0,000 | \$355,400 | \$0,000 | \$1,777,000 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| AT-279 | US 19 (SPRING STREET) PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012595 | FROM PEACHTREE STREET TO 17TH STREET | Sponsor | City of Atlanta, Midtown Alliance | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$188,000 | \$0,000 | \$47,000 | \$0,000 | \$235,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,760,000 | \$0,000 | \$440,000 | \$0,000 | \$2,200,000 |
| | | | | \$1,948,000 | \$0,000 | \$487,000 | \$0,000 | \$2,435,000 |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| AT-280 | US 23 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012596 | AT ARKWRIGHT PLACE | Sponsor | GDOT | N/A | N/A | 0.1 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$250,000 | \$0,000 | \$0,000 | \$1,250,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| 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 | N/A | N/A | 3.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| | | | | \$2,000,000 | \$500,000 | \$0,000 | \$0,000 | \$2,500,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| 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 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|------------------|
| CST | | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |
| | | | | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |

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|------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-283 | ATLANTA STREETCAR - TRANSIT ENHANCEMENTS PHASE II | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012696 | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$5,004,581 | \$0,000 | \$1,251,145 | \$0,000 | \$6,255,726 |
| | | | | \$5,004,581 | \$0,000 | \$1,251,145 | \$0,000 | \$6,255,726 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| AT-284 | CITY OF ATLANTA PEDESTRIAN ACCESSIBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012872 | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | TAP - Urban (>200K) (ARC) | \$5,880,000 | \$0,000 | \$1,470,000 | \$0,000 | \$7,350,000 |
| | | | \$5,880,000 | \$0,000 | \$1,470,000 | \$0,000 | \$7,350,000 |

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|-------------------|--|--------------|---------------------------------|---|---------|--------------|--------------|
| AT-285 | SR 42 SPUR (MCDONOUGH BOULEVARD) BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0011684 | AT NORFOLK SOUTHERN RR | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|------------------|----------------|----------------|--------------------|--------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$280,000 | \$70,000 | \$0,000 | \$0,000 | \$350,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$332,928 | \$83,232 | \$0,000 | \$0,000 | \$416,160 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$43,297 | \$10,824 | \$0,000 | \$0,000 | \$54,121 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,731,891 | \$432,973 | \$0,000 | \$0,000 | \$2,164,864 |
| | | | \$2,388,116 | \$597,029 | \$0,000 | \$0,000 | \$2,985,145 | |

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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| AT-286 | SR 3/US 41 (NORTHSIDE PARKWAY) MULTI-USE PATH | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0013056 | FROM MOUNT PARAN ROAD TO NORTHGATE DRIVE | Sponsor | City of Atlanta | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|--------------------|
| PE | | 2014 | TAP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,360,500 | \$0,000 | \$1,360,500 |
| | | | \$120,000 | \$0,000 | \$1,390,500 | \$0,000 | \$1,510,500 | |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AT-287 | US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012823 | AT 13 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$325,000 | \$0,000 | \$0,000 | \$0,000 | \$325,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$520,000 | \$130,000 | \$0,000 | \$0,000 | \$650,000 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,352,000 | \$338,000 | \$0,000 | \$0,000 | \$1,690,000 |
| | | | | \$2,197,000 | \$468,000 | \$0,000 | \$0,000 | \$2,665,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-288 | US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012821 | AT 11 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$275,000 | \$0,000 | \$0,000 | \$0,000 | \$275,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$440,000 | \$110,000 | \$0,000 | \$0,000 | \$550,000 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,144,000 | \$286,000 | \$0,000 | \$0,000 | \$1,430,000 |
| | | | | \$1,859,000 | \$396,000 | \$0,000 | \$0,000 | \$2,255,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AT-289 | SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012825 | AT 10 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$250,000 | \$0,000 | \$0,000 | \$0,000 | \$250,000 |
| ROW | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,040,000 | \$260,000 | \$0,000 | \$0,000 | \$1,300,000 |
| | | | | \$1,690,000 | \$360,000 | \$0,000 | \$0,000 | \$2,050,000 |

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|-------------------|---|--------------|------------------------------------|--|---------|--------------|--------------|
| AT-290 | ATLANTA STREETCAR OPERATING ASSISTANCE | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|----------------|--------------------|----------------|---------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$12,200,000 | \$0,000 | \$3,050,000 | \$0,000 | \$15,250,000 |
| | | | \$12,200,000 | \$0,000 | \$3,050,000 | \$0,000 | \$15,250,000 |

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|-------------------|--|--------------|------------------------------|--|---------|--------------|--------------|
| AT-291 | TRANSIT REAL TIME ARRIVAL INFORMATION PILOT PROJECT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|----------------|-----------------|----------------|------------------|
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| | | | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AT-292 | SR 141 (PEACHTREE ROAD) AND LENOX ROAD SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012822 | AT 6 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$150,000 | \$0,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$300,000 | \$0,000 | \$0,000 | \$0,000 | \$300,000 |
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$780,000 | \$0,000 | \$0,000 | \$0,000 | \$780,000 |
| | | | \$1,230,000 | \$0,000 | \$0,000 | \$0,000 | \$1,230,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2016 | STP - Statewide Flexible (GDOT) | \$350,000 | \$0,000 | \$0,000 | \$0,000 | \$350,000 |
| ROW | 2017 | STP - Statewide Flexible (GDOT) | \$700,000 | \$0,000 | \$0,000 | \$0,000 | \$700,000 |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,820,000 | \$0,000 | \$0,000 | \$0,000 | \$1,820,000 |
| | | | \$2,870,000 | \$0,000 | \$0,000 | \$0,000 | \$2,870,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| BA-001 | ED HOGAN ROAD INTERSECTION IMPROVEMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0009405 | AT SR 8 AND BANKHEAD HIGHWAY | Sponsor | Barrow County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$110,000 | \$0,000 | \$110,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$270,000 | \$0,000 | \$270,000 |
| UTL | | 2019 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$1,080,895 | \$0,000 | \$270,224 | \$0,000 | \$1,351,119 |
| | | | \$1,080,895 | \$0,000 | \$1,150,224 | \$0,000 | \$2,231,119 | |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| BA-005A | WINDER WEST BYPASS: PHASE 1 - NEW ALIGNMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0006327 | FROM SR 211 NEAR CEDAR CREEK TO MATTHEWS SCHOOL ROAD | Sponsor | GDOT | 0 | 4 | 2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|--------------------|----------------|--------------------|---------------------|---------------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$2,600,000 | \$2,600,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,714,644 | \$928,661 | \$0,000 | \$0,000 | \$4,643,305 |
| UTL | | 2018 | STP - Statewide Flexible (GDOT) | \$3,276,565 | \$819,141 | \$0,000 | \$0,000 | \$4,095,706 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$20,557,786 | \$5,139,446 | \$0,000 | \$0,000 | \$25,697,232 |
| | | | \$27,548,995 | \$6,887,248 | \$0,000 | \$2,600,000 | \$37,036,243 | |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| BA-005B | WINDER WEST BYPASS: PHASE 2 - NEW ALIGNMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0010554 | FROM MATTHEWS SCHOOL ROAD TO SR 316 | Sponsor | GDOT | 2 | 4 | 2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$3,298,387 | \$824,597 | \$0,000 | \$0,000 | \$4,122,984 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$3,209,280 | \$802,320 | \$0,000 | \$0,000 | \$4,011,600 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$8,087,930 | \$2,021,982 | \$0,000 | \$0,000 | \$10,109,912 |
| | | | | \$14,755,597 | \$3,688,899 | \$0,000 | \$0,000 | \$18,444,496 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| BA-005C | WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0010555 | AT SR 316 | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$1,784,714 | \$446,179 | \$0,000 | \$0,000 | \$2,230,893 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$422,912 | \$105,728 | \$0,000 | \$0,000 | \$528,640 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$11,993,650 | \$2,998,412 | \$0,000 | \$0,000 | \$14,992,062 |
| | | | | \$14,254,071 | \$3,563,518 | \$0,000 | \$0,000 | \$17,817,589 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| BA-008 | I-85 NORTH WIDENING | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 110620- | FROM SR 211 IN BARROW COUNTY TO SR 53 IN JACKSON COUNTY | Sponsor | GDOT | 4 | 6 | 3.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | National Highway System | \$1,360,000 | \$340,000 | \$0,000 | \$0,000 | \$1,700,000 |
| PE | AUTH | AUTH | GRV BONDS (GARVEE Bond Program) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$10,188,000 | \$2,547,000 | \$0,000 | \$0,000 | \$12,735,000 |
| | | | | \$11,548,000 | \$2,887,000 | \$0,000 | \$0,000 | \$14,435,000 |

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|-------------------|----------------------------------|--------------|--------------------------|--|---------|--------------|--------------|
| BA-023 | SR 211 BRIDGE REPLACEMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0007159 | AT BEECH CREEK | Sponsor | GDOT | 2 | 2 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|------------------|----------------|----------------|--------------------|-------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$96,000 | \$24,000 | \$0,000 | \$0,000 | \$120,000 |
| PE | | 2016 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2014 | Bridge (On-System) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$846,661 | \$211,665 | \$0,000 | \$0,000 | \$1,058,326 |
| | | | \$1,030,661 | \$257,665 | \$0,000 | \$0,000 | \$1,288,326 | |

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|-------------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| BA-026 | SR 316 - NEW INTERCHANGE | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| 0008429 | AT SR 81 | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$2,009,220 | \$502,305 | \$0,000 | \$0,000 | \$2,511,525 |
| UTL | | 2018 | National Highway Performance Program (NHPP) | \$134,875 | \$33,719 | \$0,000 | \$0,000 | \$168,594 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$13,938,534 | \$3,484,633 | \$0,000 | \$0,000 | \$17,423,167 |
| | | | \$16,482,629 | \$4,120,657 | \$0,000 | \$0,000 | \$20,603,286 | |

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|-------------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$2,362,956 | \$590,739 | \$0,000 | \$0,000 | \$2,953,695 |
| UTL | | 2018 | National Highway Performance Program (NHPP) | \$109,109 | \$27,277 | \$0,000 | \$0,000 | \$136,386 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$9,712,318 | \$2,428,000 | \$0,000 | \$0,000 | \$12,140,318 |
| | | | \$12,584,383 | \$3,146,016 | \$0,000 | \$0,000 | \$15,730,399 | |

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|-------------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| BA-028 | SR 316 - NEW INTERCHANGE | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| 0008431 | AT SR 53 | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$1,848,794 | \$462,199 | \$0,000 | \$0,000 | \$2,310,993 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$187,200 | \$46,800 | \$0,000 | \$0,000 | \$234,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$8,805,600 | \$2,201,400 | \$0,000 | \$0,000 | \$11,007,000 |
| | | | | \$11,241,594 | \$2,810,399 | \$0,000 | \$0,000 | \$14,051,993 |

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|-------------------|-------------------------------------|--------------|-------------------------------|--|---------|--------------|--------------|
| BT-193 | BELLS FERRY ROAD WIDENING | Jurisdiction | Bartow County | Existing | Planned | Length (mi.) | Network Year |
| 0012599 | FROM WILDFLOWER TRAIL TO CAMP DRIVE | Sponsor | Bartow County | 2 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$640,000 | \$0,000 | \$160,000 | \$0,000 | \$800,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,440,000 | \$0,000 | \$360,000 | \$0,000 | \$1,800,000 |
| | | | | \$2,420,000 | \$0,000 | \$605,000 | \$0,000 | \$3,025,000 |

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|-------------------|---|--------------|------------------|--|---------|--------------|--------------|
| BT-194 | SR 293 SPUR SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Bartow County | Existing | Planned | Length (mi.) | Network Year |
| 0012773 | FROM SR 293 TO RED TOP MOUNTAIN ROAD | Sponsor | GDOT | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| SCP | | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| | | | | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |

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|-------------------|-------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| CH-010A2 | BELLS FERRY ROAD WIDENING | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 630977- | FROM SOUTHFORK WAY TO VICTORIA ROAD | Sponsor | Cherokee County | 2 | 4 | 2.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$32,033,164 | \$0,000 | \$32,033,164 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$14,406,400 | \$3,601,600 | \$0,000 | \$0,000 | \$18,008,000 |
| | | | | \$16,006,400 | \$4,001,600 | \$32,033,164 | \$0,000 | \$52,041,164 |

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|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| CH-010B | BELLS FERRY ROAD BRIDGE REPLACEMENT | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 630975- | AT LITTLE RIVER | Sponsor | GDOT | 2 | 2 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|--------------------|--------------------|--------------------|----------------|--------------------|
| PE | AUTH | 1993 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | Bridge (Off-System) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| ROW | AUTH | AUTH | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,550,400 | \$1,387,600 | \$0,000 | \$0,000 | \$6,938,000 |
| | | | | \$5,790,400 | \$1,447,600 | \$2,000,000 | \$0,000 | \$9,238,000 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2014 | National Highway Performance Program (NHPP) | \$6,055,960 | \$1,513,990 | \$0,000 | \$0,000 | \$7,569,950 |
| UTL | | 2016 | National Highway Performance Program (NHPP) | \$298,751 | \$74,688 | \$0,000 | \$0,000 | \$373,439 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$4,593,757 | \$1,148,439 | \$0,000 | \$0,000 | \$5,742,196 |
| | | | | \$11,203,158 | \$2,800,789 | \$0,000 | \$0,000 | \$14,003,947 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CH-020B | SR 20 (CUMMING HIGHWAY) WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0003681 | FROM SCOTT ROAD TO SR 369 (HIGHTOWER ROAD) | Sponsor | GDOT | 2 | 4 | 7.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2006 | Federal Earmark Funding | \$2,000,000 | \$500,000 | \$0,000 | \$0,000 | \$2,500,000 |
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | Federal Earmark Funding | \$719,921 | \$179,980 | \$0,000 | \$0,000 | \$899,901 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$23,677,719 | \$5,919,430 | \$0,000 | \$0,000 | \$29,597,149 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| | | | | \$47,997,640 | \$11,999,410 | \$0,000 | \$0,000 | \$59,997,050 |

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|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| CH-204 | SR 372 (BALL GROUND ROAD) BRIDGE REPLACEMENT | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 642400- | AT ETOWAH RIVER | Sponsor | GDOT | 2 | 2 | 0.7 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$4,000 | \$1,000 | \$0,000 | \$0,000 | \$5,000 |
| ROW | AUTH | 2013 | Bridge (On-System) | \$424,000 | \$106,000 | \$0,000 | \$0,000 | \$530,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$3,446,844 | \$861,711 | \$0,000 | \$0,000 | \$4,308,555 |
| | | | | \$3,874,844 | \$968,711 | \$0,000 | \$0,000 | \$4,843,555 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| CH-215 | INDUSTRIAL DRIVE EXTENSION - 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$378,000 | \$0,000 | \$378,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$882,000 | \$0,000 | \$882,000 |
| CST | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,829,200 | \$0,000 | \$6,829,200 |
| | | | | \$0,000 | \$0,000 | \$8,089,200 | \$0,000 | \$8,089,200 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| CH-218 | HICKORY ROAD & HOLLY SPRINGS PARKWAY DOWNTOWN PEDESTRIAN NETWORK IMPROVEMENTS | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0008961 | | Sponsor | City of Holly Springs | N/A | N/A | 1.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$77,000 | \$0,000 | \$77,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$205,000 | \$0,000 | \$205,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$999,156 | \$0,000 | \$249,789 | \$0,000 | \$1,248,945 |
| | | | | \$1,159,156 | \$0,000 | \$571,789 | \$0,000 | \$1,730,945 |

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|-------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| 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 | 0.4 | 2030 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | | 2017 | STP - Statewide Flexible (GDOT) | \$261,772 | \$65,443 | \$0,000 | \$0,000 | \$327,215 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$579,264 | \$144,816 | \$0,000 | \$0,000 | \$724,080 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$383,856 | \$95,964 | \$0,000 | \$0,000 | \$479,820 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,792,751 | \$698,188 | \$0,000 | \$0,000 | \$3,490,939 |
| | | | | \$4,017,643 | \$1,004,411 | \$0,000 | \$0,000 | \$5,022,054 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CH-226 | HOLLY SPRINGS PARKWAY PEDESTRIAN FACILITIES | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0012600 | FROM ACE ACADEMY TO PINECREST ROAD | Sponsor | City of Holly Springs | N/A | N/A | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$8,000 | \$0,000 | \$2,000 | \$0,000 | \$10,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$514,160 | \$0,000 | \$128,540 | \$0,000 | \$642,700 |
| | | | | \$682,160 | \$0,000 | \$170,540 | \$0,000 | \$852,700 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$104,960 | \$0,000 | \$26,240 | \$0,000 | \$131,200 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$60,000 | \$0,000 | \$15,000 | \$0,000 | \$75,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$532,844 | \$0,000 | \$133,211 | \$0,000 | \$666,055 |
| | | | | \$817,804 | \$0,000 | \$204,451 | \$0,000 | \$1,022,255 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CH-228 | CHEROKEE COUNTY COUNTYWIDE SIGNAL TIMING PROJECT | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Cherokee County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|----------------|------------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$700,000 | \$0,000 | \$175,000 | \$0,000 | \$875,000 |
| | | | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| 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 | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|---------------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | National Highway Performance Program (NHPP) | \$640,000 | \$160,000 | \$0,000 | \$0,000 | \$800,000 |
| ROW | | 2017 | National Highway Performance Program (NHPP) | \$3,005,341 | \$751,335 | \$0,000 | \$0,000 | \$3,756,676 |
| UTL | | 2019 | National Highway Performance Program (NHPP) | \$868,426 | \$217,106 | \$0,000 | \$0,000 | \$1,085,532 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$14,287,243 | \$3,571,811 | \$0,000 | \$0,000 | \$17,859,054 |
| | | | \$18,801,010 | \$4,700,252 | \$0,000 | \$0,000 | \$23,501,262 | |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| CL-017 | BATTLE CREEK ROAD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 751775- | FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY | Sponsor | Clayton County | 2 | 4 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|--------------------|--------------------|----------------|---------------------|---------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,395,000 | \$0,000 | \$5,395,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$9,389,600 | \$2,347,400 | \$0,000 | \$0,000 | \$11,737,000 |
| | | | \$9,429,600 | \$2,357,400 | \$5,395,000 | \$0,000 | \$17,182,000 | |

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FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-019 | MOUNT ZION BOULEVARD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 751770- | FROM SOUTHLAKE PARKWAY TO LAKE HARBIN ROAD | Sponsor | Clayton County | 2 | 4 | 3.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$11,672,248 | \$0,000 | \$11,672,248 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$8,698,767 | \$2,174,692 | \$0,000 | \$0,000 | \$10,873,459 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$8,528,203 | \$2,132,051 | \$0,000 | \$0,000 | \$10,660,254 |
| | | | | \$17,266,970 | \$4,316,743 | \$11,672,248 | \$0,000 | \$33,255,961 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| CL-020A | FLINT RIVER ROAD OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 751810- | FROM GLENWOODS DRIVE TO KENDRICK ROAD | Sponsor | GRTA | 2 | 2 | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$225,000 | \$225,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$20,000 | \$5,000 | \$0,000 | \$0,000 | \$25,000 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$1,120,000 | \$280,000 | \$1,450,000 | \$0,000 | \$2,850,000 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$2,860,000 | \$715,000 | \$1,812,761 | \$0,000 | \$5,387,761 |
| | | | | \$4,000,000 | \$1,000,000 | \$3,262,761 | \$225,000 | \$8,487,761 |

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|-------------------|-----------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2005 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,600,000 | \$0,000 | \$1,600,000 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,500,000 | \$0,000 | \$7,500,000 |
| | | | | \$0,000 | \$0,000 | \$9,100,000 | \$0,000 | \$9,100,000 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-064 | US 23 WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 322050- | FROM SR 138 (NORTH HENRY BOULEVARD / STOCKBRIDGE ROAD) TO I-675 IN CLAYTON COUNTY | Sponsor | GDOT | 2 | 4 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$8,668,796 | \$2,167,199 | \$0,000 | \$0,000 | \$10,835,995 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$12,795,639 | \$3,198,910 | \$0,000 | \$0,000 | \$15,994,549 |
| | | | | \$22,664,435 | \$5,666,109 | \$0,000 | \$0,000 | \$28,330,544 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-101 | SR 920 (MCDONOUGH ROAD) WIDENING | Jurisdiction | Regional - South | Existing | Planned | Length (mi.) | Network Year |
| 742870- | FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY | Sponsor | GDOT | 2 | 4 | 5.8 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$2,400,000 | \$3,000,000 | \$600,000 | \$0,000 | \$6,000,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$15,592,219 | \$3,898,055 | \$0,000 | \$0,000 | \$19,490,274 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,589,560 | \$397,390 | \$0,000 | \$0,000 | \$1,986,950 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$21,920,000 | \$5,480,000 | \$9,599,302 | \$0,000 | \$36,999,302 |
| | | | | \$41,501,779 | \$12,775,445 | \$10,199,302 | \$0,000 | \$64,476,526 |

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|-------------------|--------------------------------------|--------------|---|---|---------|--------------|--------------|
| CL-230A | ANVIL BLOCK ROAD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 771210- | FROM GRANT ROAD TO BOULDERCREST ROAD | Sponsor | GRTA | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$150,000 | \$150,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$100,000 | \$25,000 | \$0,000 | \$0,000 | \$125,000 |
| ROW | AUTH | 2012 | Surface Transportation Priorities (Earmark) | \$230,704 | \$0,000 | \$660,085 | \$0,000 | \$890,789 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$313,289 | \$0,000 | \$313,289 |
| CST | | 2014 | Surface Transportation Priorities (Earmark) | \$269,211 | \$0,000 | \$0,000 | \$0,000 | \$269,211 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$2,118,804 | \$529,701 | \$125,965 | \$0,000 | \$2,774,470 |
| | | | | \$2,718,719 | \$554,701 | \$1,099,339 | \$150,000 | \$4,522,759 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CL-230B | ANVIL BLOCK ROAD OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0004638 | FROM BOULDERCREST ROAD TO ALLEN DRIVE | Sponsor | GRTA | 2 | 2 | 1.3 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$275,000 | \$275,000 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$704,000 | \$176,000 | \$1,414,675 | \$0,000 | \$2,294,675 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$800,308 | \$0,000 | \$800,308 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$3,628,000 | \$907,000 | \$48,435 | \$0,000 | \$4,583,435 |
| | | | | \$4,332,000 | \$1,083,000 | \$2,263,418 | \$275,000 | \$7,953,418 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-238 | GODBY ROAD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0006860 | FROM SOUTHAMPTON ROAD TO SR 314 (WEST FAYETTEVILLE ROAD) | Sponsor | Clayton County | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| PE | AUTH | AUTH | 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 | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,840,000 | \$0,000 | \$5,840,000 |
| UTL | | 2015 | STP - Urban (>200K) (ARC) | \$887,370 | \$0,000 | \$221,843 | \$0,000 | \$1,109,213 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,638,400 | \$0,000 | \$749,976 | \$0,000 | \$3,388,376 |
| | | | | \$3,545,770 | \$5,000 | \$7,111,819 | \$0,000 | \$10,662,589 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| CST | | 2016 | 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 |

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|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| CL-260 | C.W. GRANT PARKWAY GRADE SEPARATION | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0001817 | AT NORFOLK SOUTHERN RAIL LINE - INCLUDES REALIGNMENT OF CONLEY ROAD AND US 19/41 IN VICINITY | Sponsor | GDOT | N/A | N/A | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,694,000 | \$0,000 | \$12,694,000 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$3,964,000 | \$991,000 | \$0,000 | \$0,000 | \$4,955,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,145,000 | \$0,000 | \$1,145,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,408,257 | \$0,000 | \$3,408,257 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$22,772,595 | \$5,693,149 | \$0,000 | \$0,000 | \$28,465,744 |
| | | | | \$26,736,595 | \$6,684,149 | \$17,247,257 | \$0,000 | \$50,668,001 |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| CL-264 | CONLEY ROAD EXTENSION FEASIBILITY STUDY | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0012602 | | Sponsor | Clayton County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|----|--------|------|---------------------------|------------------|----------------|-----------------|----------------|------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |
| | | | | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$72,000 | \$0,000 | \$18,000 | \$0,000 | \$90,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$48,000 | \$0,000 | \$12,000 | \$0,000 | \$60,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,320,000 | \$0,000 | \$330,000 | \$0,000 | \$1,650,000 |
| | | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

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|-------------------|--|--------------|----------------------------------|--|---------|--------------|--------------|
| CL-268 | SR 85 BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 721295- | AT CAMP CREEK (CLAYTON COUNTY / FAYETTE COUNTY LINE) | Sponsor | GDOT | 4 | 6 | 0.8 | 2030 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$260,552 | \$65,138 | \$0,000 | \$0,000 | \$325,690 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$1,749,734 | \$437,433 | \$0,000 | \$0,000 | \$2,187,167 |
| | | | | \$2,010,286 | \$502,571 | \$0,000 | \$0,000 | \$2,512,857 |

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|-------------------|--|--------------|---------------------------------------|--|---------|--------------|--------------|
| 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 | TBD | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$4,057,988 | \$1,014,497 | \$0,000 | \$0,000 | \$5,072,485 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$29,040,925 | \$7,260,231 | \$0,000 | \$0,000 | \$36,301,156 |
| | | | | \$34,298,913 | \$8,574,728 | \$0,000 | \$0,000 | \$42,873,641 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| CL-AR-247 | US 19/41 (TARA BOULEVARD) WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 722030- | FROM FLINT RIVER ROAD TO TARA ROAD | Sponsor | GDOT | 4 | 6 | 3.5 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2017 | National Highway Performance Program (NHPP) | \$8,962,271 | \$2,240,568 | \$0,000 | \$0,000 | \$11,202,839 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$18,598,929 | \$4,649,732 | \$0,000 | \$0,000 | \$23,248,661 |
| | | | | \$30,906,079 | \$7,726,520 | \$0,000 | \$0,000 | \$38,632,599 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|--|--------------|-------------------------|--|---------|--------------|--------------|
| CO-041 | US 41 (COBB PARKWAY) WIDENING - SCOPING ONLY | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010510 | FROM WINDY RIDGE PARKWAY TO SR 120 LOOP (NORTH MARIETTA PARKWAY) | Sponsor | GDOT | 4 | 6 | 5.9 | 2030 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|------------------|----------------|------------------|----------------|--------------------|
| SCP | 2014 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | 3.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|--------------|---------------------------------|----------------------|----------------------|--------------------|---------------------|----------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$5,993,600 | \$1,498,400 | \$0,000 | \$0,000 | \$7,492,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$15,973,812 | \$3,993,453 | \$0,000 | \$0,000 | \$19,967,265 |
| | | | \$22,591,412 | \$5,647,853 | \$0,000 | \$0,000 | \$28,239,265 | |

| | | | | | | | |
|-------------------|---|--------------|----------------------------------|---|---------|--------------|--------------|
| 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 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|--------------------|--------------------|---------------------|--------------------|
| PE | AUTH | 2000 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2015 | National Highway Performance Program (NHPP) | \$2,162,400 | \$540,600 | \$0,000 | \$0,000 | \$2,703,000 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$9,074,980 | \$2,268,745 | \$0,000 | \$0,000 | \$11,343,725 |
| | | | \$11,261,380 | \$2,815,345 | \$0,000 | \$0,000 | \$14,076,725 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-329 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0006866 | FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY) | Sponsor | GDOT | 2 | 4 | 2.1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$368,000 | \$92,000 | \$460,000 | \$0,000 | \$920,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$1,555,906 | \$388,977 | \$0,000 | \$0,000 | \$1,944,883 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$10,145,712 | \$2,536,428 | \$0,000 | \$0,000 | \$12,682,140 |
| | | | | \$12,093,618 | \$3,023,405 | \$460,000 | \$0,000 | \$15,577,023 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-344A | CEDARCREST ROAD WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0007529 | FROM PAULDING COUNTY LINE TO GOVERNOR'S TOWNE DRIVE | Sponsor | Cobb County | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|-----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2007 | Federal Earmark Funding | \$320,000 | \$0,000 | \$400,000 | \$0,000 | \$720,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2013 | Federal Earmark Funding | \$760,000 | \$0,000 | \$2,079,404 | \$0,000 | \$2,839,404 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$33,075 | \$0,000 | \$33,075 |
| CST | | 2015 | Federal Earmark Funding | \$2,493,522 | \$0,000 | \$623,380 | \$0,000 | \$3,116,902 |
| | | | | \$3,613,522 | \$10,000 | \$3,135,859 | \$0,000 | \$6,759,381 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-367 | SR 360 (MACLAND ROAD) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0006049 | FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO SR 176 (NEW MACLAND ROAD / LOST MOUNTAIN ROAD) IN COBB COUNTY | Sponsor | GDOT | 2 | 4 | 6.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$480,000 | \$120,000 | \$0,000 | \$0,000 | \$600,000 |
| 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) | \$1,624,000 | \$406,000 | \$0,000 | \$0,000 | \$2,030,000 |
| UTL | | 2018 | STP - Statewide Flexible (GDOT) | \$1,946,670 | \$486,668 | \$0,000 | \$0,000 | \$2,433,338 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$33,443,800 | \$8,360,950 | \$0,000 | \$0,000 | \$41,804,750 |
| | | | | \$46,294,470 | \$11,573,618 | \$0,000 | \$0,000 | \$57,868,088 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-380 | LELAND DRIVE EXTENSION - NEW ALIGNMENT | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010006 | FROM WINDY HILL ROAD TO TERRELL MILL ROAD | Sponsor | Cobb County | Var | 4 | 0.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$480,000 | \$0,000 | \$480,000 |
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,045,000 | \$0,000 | \$1,045,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$14,100,000 | \$0,000 | \$14,100,000 |
| | | | | \$0,000 | \$0,000 | \$15,675,000 | \$0,000 | \$15,675,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2015 | 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-382 | WINDY HILL ROAD WIDENING - WESTBOUND ONLY | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EAST OF POWERS FERRY ROAD TO SPECTRUM CIRCLE | Sponsor | Cobb County | 2 | 3 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | \$1,595,826 | \$0,000 | \$1,595,826 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,014,057 | \$0,000 | \$2,014,057 |
| | | | | \$0,000 | \$0,000 | \$3,609,883 | \$0,000 | \$3,609,883 |

| | | | | | | | |
|-------------------|-------------------------------------|--------------|-------------------------------------|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| CST | | 2016 | 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 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| CO-410 | FRANKLIN ROAD PEDESTRIAN IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010325 | FROM TWINBROOKS DRIVE TO LOS COLINAS APARTMENTS | Sponsor | City of Marietta | N/A | N/A | 0.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$341,600 | \$0,000 | \$85,400 | \$0,000 | \$427,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,116,000 | \$0,000 | \$1,116,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$88,432 | \$0,000 | \$88,432 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,520,779 | \$0,000 | \$818,106 | \$0,000 | \$3,338,885 |
| | | | | \$2,862,379 | \$0,000 | \$2,107,938 | \$0,000 | \$4,970,317 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CO-440 | RAILROAD CROSSING SAFETY IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012604 | AT FIVE LOCATIONS | Sponsor | City of Acworth, Cobb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$75,000 | \$0,000 | \$75,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | | \$1,000,000 | \$0,000 | \$325,000 | \$0,000 | \$1,325,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CO-441 | POWERS FERRY ROAD BICYCLE FACILITIES | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012605 | FROM INTERSTATE NORTH PARKWAY TO WINDY RIDGE ROAD | Sponsor | Cobb County, Cumberland CID | N/A | N/A | 0.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Bicycle Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2017 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| UTL | | 2019 | STP - Urban (>200K) (ARC) | \$320,000 | \$0,000 | \$80,000 | \$0,000 | \$400,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$1,889,886 | \$0,000 | \$472,472 | \$0,000 | \$2,362,358 |
| | | | | \$2,569,886 | \$0,000 | \$642,472 | \$0,000 | \$3,212,358 |

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| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| CO-442 | SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012606 | AT SR 120 (SOUTH MARIETTA PARKWAY) | Sponsor | City of Marietta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$99,611 | \$0,000 | \$22,403 | \$0,000 | \$112,014 |
| UTL | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,500 | \$0,000 | \$12,500 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$749,408 | \$0,000 | \$201,572 | \$0,000 | \$950,980 |
| | | | \$839,019 | \$0,000 | \$236,475 | \$0,000 | \$1,075,494 | |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| CO-443 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012607 | AT SR 120 (NORTH MARIETTA PARKWAY) | Sponsor | City of Marietta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$91,712 | \$0,000 | \$22,928 | \$0,000 | \$114,640 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$136,000 | \$0,000 | \$34,000 | \$0,000 | \$170,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$739,412 | \$0,000 | \$184,853 | \$0,000 | \$924,265 |
| | | | \$967,124 | \$0,000 | \$241,781 | \$0,000 | \$1,208,905 | |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| CO-444 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012608 | AT SR 120 (ROSWELL STREET) | Sponsor | City of Marietta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|-----------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$48,000 | \$0,000 | \$12,000 | \$0,000 | \$60,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$201,600 | \$0,000 | \$50,400 | \$0,000 | \$252,000 |
| | | | \$249,600 | \$0,000 | \$62,400 | \$0,000 | \$312,000 | |

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| | | | | | | | |
|-------------------|----------------------------|--------------|-------------------------------|--|---------|--------------|--------------|
| CO-445 | TRUCK ROUTE SIGNAGE | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012609 | | Sponsor | City of Kennesaw | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | 2015 | STP - Urban (>200K) (ARC) | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |
| | | | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| CO-446 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION A | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010009 | | Sponsor | Cumberland CID | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$519,800 | \$0,000 | \$519,800 |
| PE | | 2014 | Public Land Discretionary | \$1,180,000 | \$0,000 | \$0,000 | \$0,000 | \$1,180,000 |
| ROW | | 2015 | Public Land Discretionary | \$1,180,000 | \$0,000 | \$0,000 | \$0,000 | \$1,180,000 |
| CST | | 2016 | Public Land Discretionary | \$1,670,000 | \$0,000 | \$605,540 | \$0,000 | \$2,275,540 |
| | | | \$4,030,000 | \$0,000 | \$1,125,340 | \$0,000 | \$5,155,340 | |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| CO-447 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION B | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012808 | | Sponsor | Cobb County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,190,000 | \$0,000 | \$1,190,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,400,000 | \$0,000 | \$3,400,000 |
| | | | \$500,000 | \$0,000 | \$4,715,000 | \$0,000 | \$5,215,000 | |

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|------------------|---|--------------|------------------|--|---------|--------------|--------------|
| CO-448 | ROTTENWOOD CREEK TRAIL: PHASE 2 - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012873 | | Sponsor | City of Marietta | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

| | | | | | | | |
|------------------|---|--------------|------------------|--|---------|--------------|--------------|
| CO-449 | TOWN CENTER / NOONDAY CREEK TRAIL/ KSU BIKE-PED CONNECTOR - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012874 | | Sponsor | Cobb County | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| CO-452 | I-75 NORTH - DIVERGING DIAMOND INTERCHANGE | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT WINDY HILL ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|---------------------|----------------|---------------------|
| PE | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$700,000 | \$0,000 | \$700,000 |
| ROW | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,100,000 | \$0,000 | \$7,100,000 |
| UTL | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,500,000 | \$0,000 | \$2,500,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$6,000,000 | \$0,000 | \$3,700,000 | \$0,000 | \$9,700,000 |
| | | | \$6,000,000 | \$0,000 | \$14,000,000 | \$0,000 | \$20,000,000 |

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| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

| | | | | | | | |
|-------------------|---------------------------------|--------------|---|--|---------|--------------|--------------|
| CO-454 | WINDY HILL ROAD WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0011738 | FROM US 41 TO I-75 | Sponsor | Cobb County | 5 | 6 | N/A | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$488,387 | \$0,000 | \$488,387 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,687,500 | \$0,000 | \$3,687,500 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,449,700 | \$0,000 | \$5,449,700 |
| | | | \$0,000 | \$0,000 | \$9,625,587 | \$0,000 | \$9,625,587 | |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| CO-455 | WINDY HILL ROAD IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ROTTENWOOD CREEK TO SPECTRUM CIRCLE/INTERSTATE NORTH PARKWAY | Sponsor | Cobb County | 6 | 6 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$247,327 | \$0,000 | \$247,327 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,601,000 | \$0,000 | \$1,601,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,837,000 | \$0,000 | \$1,837,000 |
| | | | \$0,000 | \$0,000 | \$3,685,327 | \$0,000 | \$3,685,327 | |

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|------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| CO-AR-070 | I-285 WEST INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 752300- | AT ATLANTA ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$11,950,000 | \$0,000 | \$11,950,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$525,000 | \$0,000 | \$525,000 |
| CST | AUTH | 2014 | Federal Earmark Funding | \$16,198,199 | \$4,049,550 | \$0,000 | \$0,000 | \$20,247,749 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$12,327,025 | \$3,081,756 | \$0,000 | \$0,000 | \$15,408,781 |
| | | | | \$28,533,224 | \$7,133,306 | \$12,475,000 | \$0,000 | \$48,141,530 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| CO-AR-304 | I-285 WEST INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 0006048 | AT SR 280 (SOUTH COBB DRIVE) | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | 2016 | National Highway Performance Program (NHPP) | \$929,461 | \$232,365 | \$0,000 | \$0,000 | \$1,161,826 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$6,435,081 | \$1,608,770 | \$0,000 | \$0,000 | \$8,043,851 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$329,472 | \$82,368 | \$0,000 | \$0,000 | \$411,840 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$10,114,396 | \$2,528,599 | \$0,000 | \$0,000 | \$12,642,995 |
| | | | | \$17,808,410 | \$4,452,102 | \$0,000 | \$0,000 | \$22,260,512 |

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|--------------------|---|--------------|---|----------|---|--------------|--------------|
| CO-AR-BP120 | KENNESAW MOUNTAIN TO CHATTAHOOCHEE RIVER TRAIL - INCLUDES BRIDGE OVER SOUTH LOOP EAST OF POWDER SPRINGS ROAD | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0006873 | FROM TOWER ROAD AT ROSELANE STREET TO WEST ATLANTA STREET AT SOUTH COBB DRIVE | Sponsor | City of Marietta | N/A | N/A | 1.0 | 2015 |
| Completed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$791,818 | \$0,000 | \$881,802 | \$0,000 | \$1,673,620 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$380,500 | \$0,000 | \$380,500 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$2,030,582 | \$0,000 | \$1,048,032 | \$0,000 | \$3,078,614 |
| | | | | \$2,822,400 | \$0,000 | \$2,610,334 | \$0,000 | \$5,432,734 |

| | | | | | | | |
|---------------|--|--------------|------------------------------------|----------|--|--------------|--------------|
| CW-007 | NEWNAN BYPASS EXTENSION - NEW ALIGNMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0007694 | FROM TURKEY CREEK ROAD TO SR 16 BETWEEN US 29 AND I-85 SOUTH | Sponsor | Coweta County | 0 | 4 | 1.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | | Analysis In the Region's Air Quality Conformity Analysis | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----------|--------|------|---------------------------------------|---------------------|-----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,125,897 | \$0,000 | \$2,125,897 |
| PE- OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,889,000 | \$0,000 | \$3,889,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$37,265 | \$0,000 | \$37,265 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$13,960,987 | \$0,000 | \$4,055,797 | \$0,000 | \$18,016,784 |
| | | | | \$14,000,987 | \$10,000 | \$10,107,959 | \$0,000 | \$24,118,946 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CW-011 | SR 16 INTERSECTION IMPROVEMENTS | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 332180- | AT SR 54 | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$200,000 | \$50,000 | \$0,000 | \$0,000 | \$250,000 |
| PE | AUTH | AUTH | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$384,540 | \$0,000 | \$384,540 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$437,218 | \$109,304 | \$0,000 | \$0,000 | \$546,522 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$3,382,163 | \$845,541 | \$0,000 | \$0,000 | \$4,227,704 |
| | | | | \$4,019,381 | \$1,004,845 | \$384,540 | \$0,000 | \$5,408,766 |

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|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| CW-028 | SR 74/85 BRIDGE REPLACEMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 333176- | AT CENTRAL OF GEORGIA LINE BETWEEN SR 16 AND SEAVY STREET | Sponsor | GDOT | 2 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2000 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$193,089 | \$48,272 | \$0,000 | \$0,000 | \$241,361 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$2,092,092 | \$523,023 | \$0,000 | \$0,000 | \$2,615,115 |
| | | | | \$2,445,181 | \$611,295 | \$0,000 | \$0,000 | \$3,056,476 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CW-033C | SR 16 INTERSECTION IMPROVEMENTS | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0006293 | AT PINE ROAD | Sponsor | Coweta County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$189,000 | \$189,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,535,000 | \$0,000 | \$2,535,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$114,072 | \$0,000 | \$114,072 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$1,531,535 | \$382,884 | \$473,249 | \$0,000 | \$2,387,668 |
| | | | | \$1,531,535 | \$382,884 | \$3,122,321 | \$189,000 | \$5,225,740 |

| | | | | | | | |
|-------------------|--------------------------------|--------------|---|---|---------|--------------|--------------|
| CW-034 | SR 16 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0006877 | FROM I-85 SOUTH TO US 29 SOUTH | Sponsor | Coweta County | 2 | 4 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$140,000 | \$0,000 | \$140,000 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$720,000 | \$180,000 | \$0,000 | \$0,000 | \$900,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$40,815 | \$0,000 | \$40,815 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,371,209 | \$0,000 | \$463,934 | \$0,000 | \$1,835,143 |
| | | | | \$2,091,209 | \$180,000 | \$644,749 | \$0,000 | \$2,915,958 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| CW-041 | MCINTOSH PARKWAY: PHASES I AND II - NEW ALIGNMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CURRENT TERMINUS WEST OF NEWNAN CROSSING BYPASS TO INTERSECTION OF WASHINGTON STREET AND FARMER STREET | Sponsor | City of Newnan | 0 | 4 | 2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$713,000 | \$0,000 | \$713,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$812,000 | \$0,000 | \$812,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,468,000 | \$0,000 | \$5,468,000 |
| | | | | \$0,000 | \$0,000 | \$6,993,000 | \$0,000 | \$6,993,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CW-049 | CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0009294 | | Sponsor | Coweta County | N/A | N/A | 1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2014 | Federal Earmark Funding | \$53,952 | \$0,000 | \$13,488 | \$0,000 | \$67,440 |
| CST | | 2015 | Federal Earmark Funding | \$395,998 | \$0,000 | \$99,000 | \$0,000 | \$494,998 |
| | | | | \$449,950 | \$0,000 | \$112,488 | \$0,000 | \$562,438 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CW-075 | SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0012610 | AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET | Sponsor | City of Senoia | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,360,000 | \$0,000 | \$340,000 | \$0,000 | \$1,700,000 |
| | | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CW-076 | US 29 INTERSECTION IMPROVEMENTS | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD) | Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|----------------|--------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$587,219 | \$0,000 | \$587,219 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,500,000 | \$0,000 | \$1,500,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$53,365 | \$0,000 | \$53,365 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$3,211,911 | \$802,978 | \$2,391,156 | \$0,000 | \$6,406,045 |
| | | | | \$3,211,911 | \$802,978 | \$4,531,740 | \$0,000 | \$8,546,629 |

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|-------------------|-------------------------------------|--------------|---------------------------------------|---|---------|--------------|--------------|
| CW-AR-003 | I-85 SOUTH - NEW INTERCHANGE | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| 0009323 | AT POPLAR ROAD | Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2010 | Interstate Maintenance | \$47,250 | \$5,250 | \$0,000 | \$0,000 | \$52,500 |
| PE | AUTH | 2010 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,100,000 | \$0,000 | \$2,100,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$18,140,414 | \$0,000 | \$18,140,414 |
| UTL | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$626,690 | \$0,000 | \$626,690 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$21,642,298 | \$5,410,575 | \$0,000 | \$0,000 | \$27,052,873 |
| | | | | \$21,689,548 | \$5,415,825 | \$22,867,104 | \$0,000 | \$49,972,477 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| CST | | 2017 | STP - Enhancements | \$2,118,297 | \$0,000 | \$529,574 | \$0,000 | \$2,647,871 |
| CST | | 2017 | Federal Earmark Funding | \$380,000 | \$0,000 | \$0,000 | \$0,000 | \$380,000 |
| | | | | \$3,122,297 | \$6,000 | \$4,889,574 | \$0,000 | \$8,017,871 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-065B | PANOLA ROAD: SEGMENT 2 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006879 | FROM SR 212 (BROWNS MILL ROAD) TO THOMPSON MILL ROAD | Sponsor | DeKalb County | 2 | 4 | 1.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|-----------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,967,210 | \$0,000 | \$2,967,210 |
| UTL | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$8,780,000 | \$0,000 | \$8,780,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$9,665,184 | \$0,000 | \$2,416,296 | \$0,000 | \$12,081,480 |
| | | | | \$9,705,184 | \$10,000 | \$14,163,506 | \$0,000 | \$23,878,690 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-065C | PANOLA ROAD WIDENING: SEGMENT 3 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0005905 | FROM THOMPSON MILL ROAD TO FAIRINGTON ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | DeKalb County | 4 | 6 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE-OV | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,359,000 | \$0,000 | \$7,359,000 |
| UTL | | 2019 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,242,000 | \$0,000 | \$2,242,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$5,193,524 | \$0,000 | \$1,298,381 | \$0,000 | \$6,491,905 |
| | | | | \$5,193,524 | \$0,000 | \$10,949,381 | \$0,000 | \$16,142,905 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-065E | PANOLA ROAD: SEGMENT 5 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006890 | FROM SNAPFINGER WOODS DRIVE TO SR 12 (COVINGTON HIGHWAY) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | DeKalb County | 4 | 6 | 1.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|--------------|---------------------------------------|----------------|---------------------|----------------|---------------------|--------------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$152,000 | \$0,000 | \$152,000 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE-OV | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,013,000 | \$0,000 | \$7,013,000 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,363,370 | \$0,000 | \$2,363,370 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$11,501,901 | \$0,000 | \$2,875,475 | \$0,000 | \$14,377,376 |
| | | | \$11,501,901 | \$0,000 | \$12,453,845 | \$0,000 | \$23,955,746 | |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| DK-274 | SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 753290- | AT SR 42 (BRIARCLIFF ROAD) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2014 | STP - Statewide Flexible (GDOT) | \$40,800 | \$10,200 | \$0,000 | \$0,000 | \$51,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$2,829,888 | \$707,482 | \$0,000 | \$0,000 | \$3,537,370 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,994,735 | \$498,684 | \$0,000 | \$0,000 | \$2,493,419 |
| | | | \$4,905,423 | \$1,226,366 | \$0,000 | \$0,000 | \$6,131,789 | |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-328A | LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE III - NEW ALIGNMENT | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006889 | FROM HILLDALE DRIVE TO WOODROW ROAD | Sponsor | DeKalb County | 0 | 4 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2016 | STP - Urban (>200K) (ARC) | \$7,679,200 | \$0,000 | \$1,919,800 | \$0,000 | \$9,599,000 |
| | | | \$7,679,200 | \$0,000 | \$1,919,800 | \$0,000 | \$9,599,000 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-330 | TURNER HILL ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006891 | FROM MALL PARKWAY TO 1500 FEET WEST OF MCDANIEL MILL ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | DeKalb County | 2 | 4 | 1.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|-----------|------|-----------|---------------------------------------|-----------------|--------------------|----------------|---------------------|---------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$232,750 | \$0,000 | \$232,750 |
| PE- OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,018,087 | \$0,000 | \$6,018,087 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$8,280,442 | \$0,000 | \$2,070,111 | \$0,000 | \$10,350,553 |
| | | | \$8,320,442 | \$10,000 | \$8,320,948 | \$0,000 | \$16,651,390 | |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| DK-344A | UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0002669 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$200,000 | \$0,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$5,982,300 | \$0,000 | \$0,000 | \$0,000 | \$5,982,300 |
| | | | \$6,182,300 | \$0,000 | \$500,000 | \$0,000 | \$6,682,300 | |

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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| DK-344C | UPGRADES TO APPROXIMATELY 31 SIGNALS IN DEKALB COUNTY | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006999 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$5,011,616 | \$0,000 | \$0,000 | \$0,000 | \$5,011,616 |
| | | | \$5,011,616 | \$0,000 | \$0,000 | \$0,000 | \$5,011,616 |

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|-------------------|---|--------------|---------------------------------|---|---------|--------------|--------------|
| DK-348 | US 29/78/278 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007031 | AT LULLWATER CREEK | Sponsor | GDOT | 6 | 6 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|------------------|----------------|----------------|--------------------|------------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$504,000 | \$126,000 | \$0,000 | \$0,000 | \$630,000 |
| PE | | 2014 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2015 | National Highway Performance Program (NHPP) | \$571,200 | \$142,800 | \$0,000 | \$0,000 | \$714,000 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$764,896 | \$191,224 | \$0,000 | \$0,000 | \$956,120 |
| | | | \$1,848,096 | \$462,024 | \$0,000 | \$0,000 | \$2,310,120 | |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| DK-352 | SOUTH FORK PEACHTREE CREEK TRAIL | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007632 | FROM MASON MILL TENNIS CENTER TO NORTH DRUID HILLS ROAD | Sponsor | DeKalb County | N/A | N/A | 0.8 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| CST | | 2014 | Federal Earmark Funding | \$1,439,840 | \$0,000 | \$317,500 | \$0,000 | \$1,757,340 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,100,000 | \$0,000 | \$317,500 | \$0,000 | \$1,417,500 |
| | | | \$2,539,840 | \$0,000 | \$685,000 | \$0,000 | \$3,224,840 | |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-353 | CITY STREETScape AND PEDESTRIAN ENHANCEMENT | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007613 | | Sponsor | City of Clarkston | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|--------------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | Federal Earmark Funding | \$00,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| PE | AUTH | 2013 | Georgia Transportation Infrastructure Bank | \$0,000 | \$440,549 | \$0,000 | \$0,000 | \$440,549 |
| ROW | | 2014 | Georgia Transportation Infrastructure Bank | \$0,000 | \$431,250 | \$0,000 | \$0,000 | \$431,250 |
| CST | | 2016 | Georgia Transportation Infrastructure Bank | \$0,000 | \$1,128,201 | \$0,000 | \$0,000 | \$1,128,201 |
| CST | | 2016 | Federal Earmark Funding | \$3,519,601 | \$0,000 | \$138,003 | \$0,000 | \$3,657,604 |
| | | | | \$3,599,601 | \$2,000,000 | \$158,003 | \$0,000 | \$5,757,604 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-363 | MAIN STREET PEDESTRIAN FACILITY: PHASE II | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0009167 | | Sponsor | City of Stone Mountain | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$00,000 | \$0,000 | \$22,000 | \$0,000 | \$110,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000 | \$0,000 | \$4,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$352,800 | \$0,000 | \$88,200 | \$0,000 | \$441,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$927,200 | \$0,000 | \$231,800 | \$0,000 | \$1,159,000 |
| | | | | \$1,368,000 | \$0,000 | \$346,000 | \$0,000 | \$1,714,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-375 | PANTHERSVILLE ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007015 | AT CLIFTON SPRINGS ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|-----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$07,073 | \$21,768 | \$0,000 | \$0,000 | \$108,841 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,041,000 | \$0,000 | \$1,041,000 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$794,784 | \$0,000 | \$280,591 | \$0,000 | \$1,075,375 |
| | | | | \$881,857 | \$21,768 | \$1,321,591 | \$0,000 | \$2,225,216 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | N/A | N/A | 1.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$2,400,000 | \$0,000 | \$600,000 | \$0,000 | \$3,000,000 |
| | | | | \$2,800,000 | \$0,000 | \$1,700,000 | \$0,000 | \$4,500,000 |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| DK-377 | NORTH MCDONOUGH ROAD BICYCLE AND PEDESTRIAN FACILITIES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0010327 | FROM COLLEGE AVENUE TO WEST TRINITY PLACE | Sponsor | City of Decatur | 4 | 2 | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$226,000 | \$0,000 | \$226,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,335,867 | \$0,000 | \$433,967 | \$0,000 | \$1,769,834 |
| | | | | \$1,335,867 | \$0,000 | \$959,967 | \$0,000 | \$2,295,834 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| DK-403 | NORTHLAKE AREA PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0009031 | | Sponsor | DeKalb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | AUTH | Transportation Enhancement | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | 2015 | STP - Enhancements | \$475,000 | \$0,000 | \$118,750 | \$0,000 | \$593,750 |
| CST | | 2015 | Federal Earmark Funding | \$719,920 | \$0,000 | \$179,980 | \$0,000 | \$899,900 |
| | | | | \$1,194,920 | \$0,000 | \$298,730 | \$0,000 | \$1,493,650 |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| DK-406 | CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012611 | | Sponsor | City of Decatur | 4 | 2 | 1.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | | 2014 | STP - Urban (>200K) (ARC) | \$287,200 | \$0,000 | \$71,800 | \$0,000 | \$359,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,822,230 | \$0,000 | \$455,560 | \$0,000 | \$2,277,790 |
| | | | \$2,109,430 | \$0,000 | \$927,360 | \$0,000 | \$3,036,790 | |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| DK-407 | NEW PEACHTREE ROAD BICYCLE/PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012612 | FROM NORTH OF SHALLOWFORD ROAD TO STEWART ROAD | Sponsor | City of Doraville | 5 | 3 | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------|----------------|------------------|----------------|--------------------|-------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$50,000 | \$0,000 | \$12,500 | \$0,000 | \$62,500 |
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$70,000 | \$0,000 | \$17,500 | \$0,000 | \$87,500 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$24,000 | \$0,000 | \$6,000 | \$0,000 | \$30,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$2,184,000 | \$0,000 | \$546,000 | \$0,000 | \$2,730,000 |
| | | | \$2,328,000 | \$0,000 | \$582,000 | \$0,000 | \$2,910,000 | |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-408 | KEY ROAD AND CONSTITUTION ROAD BRIDGE DECK REPLACEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012613 | AT ENTRENCHMENT CREEK | Sponsor | DeKalb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------|----------------|------------------|----------------|--------------------|-------------|
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,252,000 | \$0,000 | \$313,000 | \$0,000 | \$1,565,000 |
| | | | \$1,292,000 | \$0,000 | \$323,000 | \$0,000 | \$1,615,000 | |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-412 | TUCKER PEDESTRIAN FACILITIES - PHASE II | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012617 | | Sponsor | DeKalb County | N/A | N/A | 0.9 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$50,000 | \$0,000 | \$12,500 | \$0,000 | \$62,500 |
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$70,000 | \$0,000 | \$17,500 | \$0,000 | \$87,500 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$640,000 | \$0,000 | \$160,000 | \$0,000 | \$800,000 |
| | | | | \$960,000 | \$0,000 | \$240,000 | \$0,000 | \$1,200,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-413 | ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0008121 | FROM ALLGOOD ROAD TO ROLAND ROAD | Sponsor | DeKalb County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------------|--------------------|----------------|------------------|----------------|--------------------|
| ROW | | 2015 | Federal Earmark Funding | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2016 | STP - Enhancements | \$441,600 | \$0,000 | \$110,400 | \$0,000 | \$552,000 |
| CST | | 2016 | Federal Earmark Funding | \$749,800 | \$0,000 | \$187,450 | \$0,000 | \$937,250 |
| | | | | \$1,491,400 | \$0,000 | \$372,850 | \$0,000 | \$1,864,250 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| DK-414 | BICYCLE/PEDESTRIAN UPGRADE TO PUBLIC SCHOOLS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007618 | | Sponsor | DeKalb County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | | 2017 | Federal Earmark Funding | \$2,159,760 | \$0,000 | \$539,940 | \$0,000 | \$2,699,700 |
| CST | | 2017 | Federal Earmark Funding | \$299,900 | \$0,000 | \$74,975 | \$0,000 | \$374,875 |
| | | | | \$2,459,660 | \$0,000 | \$614,915 | \$0,000 | \$3,074,575 |

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|-------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| DK-416 | US 23/29 (PONCE DE LEON AVENUE) | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0010474 | FROM N. PONCE DE LEON AVENUE TO S. PONCE DE LEON AVENUE (VICINITY OF LULLWATER CREEK) | Sponsor | GDOT | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$88,000 | \$22,000 | \$0,000 | \$0,000 | \$110,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$320,688 | \$80,172 | \$0,000 | \$0,000 | \$400,860 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$673,014 | \$168,253 | \$0,000 | \$0,000 | \$841,267 |
| | | | | \$1,081,702 | \$270,425 | \$0,000 | \$0,000 | \$1,352,127 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-417 | GEORGETOWN AREA MULTIMODAL IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012875 | | Sponsor | City of Dunwoody | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$750,000 | \$0,000 | \$750,000 |
| UTL | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,200,000 | \$0,000 | \$1,200,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$540,000 | \$0,000 | \$1,760,000 | \$0,000 | \$2,300,000 |
| | | | | \$840,000 | \$0,000 | \$3,785,000 | \$0,000 | \$4,625,000 |

| | | | | | | | |
|------------------|--|--------------|------------------------|--|---------|--------------|--------------|
| DK-418 | PERIMETER COMMUTER TRAIL SYSTEM STUDY | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012876 | | Sponsor | Perimeter CID - DeKalb | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| SCP | AUTH | 2014 | TAP - Urban (>200K) (ARC) | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |
| | | | | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-419 | ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Brookhaven | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$150,000 | \$0,000 | \$37,500 | \$0,000 | \$187,500 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$900,000 | \$0,000 | \$225,000 | \$0,000 | \$1,125,000 |
| | | | | \$1,050,000 | \$0,000 | \$262,500 | \$0,000 | \$1,312,500 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-420 | DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Dunwoody | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$40,000 | \$0,000 | \$140,000 |
| UTL | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$265,000 | \$0,000 | \$1,265,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-421 | US 78/278 (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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|------------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$125,000 | \$0,000 | \$0,000 | \$0,000 | \$125,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$200,000 | \$50,000 | \$0,000 | \$0,000 | \$250,000 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$520,000 | \$130,000 | \$0,000 | \$0,000 | \$650,000 |
| | | | | \$845,000 | \$180,000 | \$0,000 | \$0,000 | \$1,025,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-422 | US 23 (MORELAND AVENUE) SIGNAL UPGRADES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 0012819 | AT 12 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$300,000 | \$0,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$480,000 | \$120,000 | \$0,000 | \$0,000 | \$600,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,248,000 | \$312,000 | \$0,000 | \$0,000 | \$1,560,000 |
| | | | \$2,028,000 | \$432,000 | \$0,000 | \$0,000 | \$2,460,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-423 | SR 155 (CLAIRMONT ROAD) SIGNAL UPGRADES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012826 | AT 8 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | 2015 | STP - Statewide Flexible (GDOT) | \$200,000 | \$0,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$320,000 | \$80,000 | \$0,000 | \$0,000 | \$400,000 |
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$832,000 | \$208,000 | \$0,000 | \$0,000 | \$1,040,000 |
| | | | \$1,352,000 | \$288,000 | \$0,000 | \$0,000 | \$1,640,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-424 | US 29 (SCOTT BOULEVARD / LAWRENCEVILLE HIGHWAY) AND SR 236 (HUGH HOWELL ROAD) SIGNAL UPGRADES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 0012814 | AT 9 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$225,000 | \$0,000 | \$0,000 | \$0,000 | \$225,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$450,000 | \$0,000 | \$0,000 | \$0,000 | \$450,000 |
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$1,170,000 | \$0,000 | \$0,000 | \$0,000 | \$1,170,000 |
| | | | \$1,845,000 | \$0,000 | \$0,000 | \$0,000 | \$1,845,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-425 | US 278 (COVINGTON HIGHWAY) AND EVANS MILL ROAD SIGNAL UPGRADES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012815 | AT 10 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$250,000 | \$0,000 | \$0,000 | \$0,000 | \$250,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$500,000 | \$0,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$1,050,000 | \$0,000 | \$0,000 | \$0,000 | \$1,050,000 |
| | | | \$1,800,000 | \$0,000 | \$0,000 | \$0,000 | \$1,800,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-426 | SR 154 (MEMORIAL DRIVE) AND SR 155 (CANDLER ROAD) SIGNAL UPGRADES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012820 | AT 14 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$350,000 | \$0,000 | \$0,000 | \$0,000 | \$350,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$700,000 | \$0,000 | \$0,000 | \$0,000 | \$700,000 |
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$1,820,000 | \$0,000 | \$0,000 | \$0,000 | \$1,820,000 |
| | | | \$2,870,000 | \$0,000 | \$0,000 | \$0,000 | \$2,870,000 |

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|-------------------|---|--------------|---------------------------------------|---|---------|--------------|--------------|
| DK-AR-206 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 713290- | AT SR 155 (FLAT SHOALS PARKWAY) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|---------------------|---------------------|
| PE | AUTH | 1998 | National Highway System | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | National Highway System | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | AUTH | 2012 | National Highway System | \$7,489,600 | \$1,872,400 | \$0,000 | \$0,000 | \$9,362,000 |
| UTL | | 2015 | National Highway Performance Program (NHPP) | \$448,800 | \$112,200 | \$0,000 | \$0,000 | \$561,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$20,028,557 | \$5,007,139 | \$0,000 | \$0,000 | \$25,035,696 |
| | | | \$28,086,957 | \$7,021,739 | \$0,000 | \$0,000 | \$35,108,696 | |

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|-------------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| DK-AR-207 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 713300- | AT BOULDERCREST ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | Interstate Maintenance | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| ROW | AUTH | 2014 | National Highway Performance Program (NHPP) | \$384,000 | \$96,000 | \$0,000 | \$0,000 | \$480,000 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$17,473,726 | \$4,368,432 | \$0,000 | \$0,000 | \$21,842,158 |
| UTL | | 2019 | National Highway Performance Program (NHPP) | \$264,979 | \$66,245 | \$0,000 | \$0,000 | \$331,224 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$19,956,085 | \$4,989,021 | \$0,000 | \$0,000 | \$24,945,106 |
| | | | | \$38,158,790 | \$9,539,698 | \$0,000 | \$0,000 | \$47,698,488 |

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|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| DK-AR-241 | I-285 EAST INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0000378 | AT I-20 EAST | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | National Highway System | \$4,480,000 | \$1,120,000 | \$0,000 | \$0,000 | \$5,600,000 |
| ROW | | 2017 | National Highway Performance Program (NHPP) | \$10,659,319 | \$2,664,830 | \$0,000 | \$0,000 | \$13,324,149 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$56,000,000 | \$14,000,000 | \$0,000 | \$0,000 | \$70,000,000 |
| | | | | \$71,139,319 | \$17,784,830 | \$0,000 | \$0,000 | \$88,924,149 |

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|-------------------|--|
| DK-AR-242 | PANOLA ROAD WIDENING: SEGMENT 4 - INCLUDES I-20 INTERCHANGE |
| 0002868 | FROM FAIRINGTON ROAD TO SNAPPINGER WOODS DRIVE |
| Programmed | |

| | | | | | |
|--------------|------------------------------------|---|---------|--------------|--------------|
| Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | GDOT | Var | Var | N/A | 2020 |
| Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | \$1,378,423 | \$344,606 | \$0,000 | \$0,000 | \$1,723,029 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$5,709,283 | \$1,427,321 | \$0,000 | \$0,000 | \$7,136,604 |
| UTL | | 2017 | National Highway Performance Program (NHPP) | \$1,119,338 | \$279,834 | \$0,000 | \$0,000 | \$1,399,172 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$15,703,336 | \$3,925,834 | \$0,000 | \$0,000 | \$19,629,170 |
| | | | | \$24,710,380 | \$6,177,595 | \$0,000 | \$0,000 | \$30,887,975 |

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|--------------------|---|
| DK-AR-BP020 | STONE MOUNTAIN LITHONIA ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS |
| 0006899/0007621 | FROM POOLE STREET TO ROCKBRIDGE ROAD |
| Programmed | |

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|--------------|--|--|---------|--------------|--------------|
| Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | DeKalb County | N/A | N/A | 6.9 | 2015 |
| Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2008 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$215,000 | \$0,000 | \$215,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$339,728 | \$0,000 | \$339,728 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$287,646 | \$0,000 | \$287,646 |
| CST | | 2014 | High Priority Projects from TEA-21 | \$719,921 | \$0,000 | \$1,111,179 | \$0,000 | \$1,831,100 |
| CST | | 2014 | Federal Earmark Funding | \$899,900 | \$0,000 | \$270,166 | \$0,000 | \$1,170,066 |
| CST | | 2014 | TAP - Urban (>200K) (ARC) | \$1,750,000 | \$0,000 | \$437,000 | \$0,000 | \$2,187,000 |
| | | | | \$3,369,821 | \$0,000 | \$2,660,719 | \$0,000 | \$6,030,540 |

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|--------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-AR-BP067 | DEKALB SIDEWALK PROGRAM: PHASE 2C - FLAT SHOALS, HENDERSON, AND SALEM ROADS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0008268 | | Sponsor | DeKalb County | N/A | N/A | 5.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$75,000 | \$0,000 | \$75,000 |
| ROW | | 2014 | Federal Earmark Funding | \$600,000 | \$0,000 | \$150,000 | \$0,000 | \$750,000 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,094,508 | \$0,000 | \$2,094,508 |
| | | | | \$600,000 | \$0,000 | \$2,319,508 | \$0,000 | \$2,919,508 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| DO-019 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 721770- | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Sponsor | GDOT | 2 | 4 | 3.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$9,715,911 | \$2,428,978 | \$0,000 | \$0,000 | \$12,144,889 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$7,331,768 | \$1,832,942 | \$0,000 | \$0,000 | \$9,164,710 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$824,605 | \$0,000 | \$824,605 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,076,835 | \$2,269,209 | \$0,000 | \$0,000 | \$11,346,044 |
| | | | | \$27,324,514 | \$6,831,129 | \$824,605 | \$0,000 | \$34,980,248 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-220A | LEE ROAD: SEGMENT 2 - WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0004428 | FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE | Sponsor | GRTA | 2 | 4 | 2.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2010 | STP - Statewide Flexible (GDOT) | \$4,800,000 | \$1,200,000 | \$0,000 | \$0,000 | \$6,000,000 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$4,930,645 | \$1,232,661 | \$1,936,694 | \$0,000 | \$8,100,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$3,160,240 | \$790,060 | \$9,538,425 | \$0,000 | \$13,488,725 |
| | | | | \$12,930,885 | \$3,232,721 | \$11,475,119 | \$0,000 | \$27,638,725 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-282A | SR 92 REALIGNMENT: PHASE I INCLUDING BRIDGE UNDERPASS AND RAILROAD CROSSING CLOSURES | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| 0006900 | FROM COOPER STREET RELOCATION TO ELLIS STREET RELOCATION | Sponsor | GDOT | 0 | 6 | 0.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2005 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,680,000 | \$0,000 | \$1,680,000 |
| PE | AUTH | 2010 | Federal Earmark Funding | \$367,855 | \$0,000 | \$0,000 | \$0,000 | \$367,855 |
| PE | AUTH | 2011 | Federal Earmark Funding | \$1,600,000 | \$0,000 | \$0,000 | \$0,000 | \$1,600,000 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$9,136,000 | \$2,284,000 | \$0,000 | \$0,000 | \$11,420,000 |
| UTL | | 2014 | STP - Statewide Flexible (GDOT) | \$488,000 | \$122,000 | \$0,000 | \$0,000 | \$610,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$22,503,983 | \$5,625,996 | \$0,000 | \$0,000 | \$28,129,979 |
| | | | | \$34,095,838 | \$8,031,996 | \$1,680,000 | \$0,000 | \$43,807,834 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-282B | SR 92 REALIGNMENT: PHASE II | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| 0006901 | FROM COOPER STREET RELOCATION TO PINE DRIVE | Sponsor | GDOT | Var | 6 | 1.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2005 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,785,000 | \$0,000 | \$1,785,000 |
| PE | AUTH | 2010 | Federal Earmark | \$360,000 | \$90,000 | \$0,000 | \$0,000 | \$450,000 |
| PE | AUTH | 2011 | Federal Earmark Funding | \$520,000 | \$130,000 | \$0,000 | \$0,000 | \$650,000 |
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$1,120,000 | \$200,000 | \$0,000 | \$0,000 | \$1,400,000 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$12,279,840 | \$3,069,960 | \$2,481,000 | \$0,000 | \$17,830,800 |
| ROW | AUTH | 2011 | Federal Earmark Funding | \$4,664,355 | \$1,666,000 | \$0,000 | \$0,000 | \$6,330,444 |
| UTL | | 2014 | STP - Statewide Flexible (GDOT) | \$994,400 | \$248,600 | \$0,000 | \$0,000 | \$1,243,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$12,697,354 | \$3,174,339 | \$0,000 | \$0,000 | \$15,871,693 |
| | | | | \$32,635,949 | \$8,658,988 | \$4,266,000 | \$0,000 | \$45,560,937 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-282C | SR 92 REALIGNMENT: PHASE III | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| 720970- | FROM ELLIS STREET RELOCATION TO NORTH OF MALONE ROAD | Sponsor | GDOT | Var | 6 | 1.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$2,936,000 | \$734,000 | \$0,000 | \$0,000 | \$3,670,000 |
| PE | AUTH | 2010 | Federal Earmark Funding | \$928,928 | \$0,000 | \$0,000 | \$0,000 | \$928,928 |
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$628,715 | \$207,179 | \$0,000 | \$0,000 | \$1,035,894 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$11,320,400 | \$2,830,100 | \$0,000 | \$0,000 | \$14,150,500 |
| UTL | | 2014 | STP - Statewide Flexible (GDOT) | \$803,200 | \$200,800 | \$0,000 | \$0,000 | \$1,004,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$14,936,192 | \$3,734,048 | \$0,000 | \$0,000 | \$18,670,240 |
| | | | | \$31,753,435 | \$7,706,127 | \$0,000 | \$0,000 | \$39,459,562 |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| 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 | 4 | 4 | 2.2 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$596,000 | \$0,000 | \$149,000 | \$0,000 | \$745,000 |
| | | | | \$696,000 | \$0,000 | \$174,000 | \$0,000 | \$870,000 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| DO-295 | SR 6 (THORNTON ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Cobb County,Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0012620 | FROM I-20 IN DOUGLAS COUNTY TO GARRETT ROAD IN COBB COUNTY | Sponsor | Cobb County,Douglas County | 6 | 6 | 4.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$164,000 | \$0,000 | \$41,000 | \$0,000 | \$205,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,312,000 | \$0,000 | \$328,000 | \$0,000 | \$1,640,000 |
| | | | | \$1,476,000 | \$0,000 | \$369,000 | \$0,000 | \$1,845,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| 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 | 2 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$96,000 | \$0,000 | \$24,000 | \$0,000 | \$120,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$960,000 | \$0,000 | \$240,000 | \$0,000 | \$1,200,000 |
| | | | | \$1,056,000 | \$0,000 | \$264,000 | \$0,000 | \$1,320,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| DO-297 | ITS SYSTEM EXPANSION - CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0012622 | AT SR 92 (FAIRBURN ROAD), US 78 (BANKHEAD STERET/BROAD STREET) AND CHAPEL HILL ROAD | Sponsor | Douglas County | N/A | N/A | 10.7 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$84,000 | \$0,000 | \$21,000 | \$0,000 | \$105,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$476,000 | \$0,000 | \$119,000 | \$0,000 | \$595,000 |
| | | | | \$560,000 | \$0,000 | \$140,000 | \$0,000 | \$700,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DO-298 | CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION FROM BOUNDARY WATERS PARK TO SWEETWATER CREEK STATE PARK | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0012877 | | Sponsor | Douglas County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$741,300 | \$0,000 | \$741,300 |
| CST | | 2016 | 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 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| DO-299 | SR 6 (THORNTON ROAD) TRUCK FRIENDLY LANES | Jurisdiction | Cobb County, Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0010821 | FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY | Sponsor | GDOT | 6 | 6 | TBD | 2030 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| SCP | | 2014 | National Highway Performance Program (NHPP) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| PE | | 2017 | National Highway Performance Program (NHPP) | \$1,319,835 | \$329,959 | \$0,000 | \$0,000 | \$1,649,794 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$5,513,691 | \$1,378,423 | \$0,000 | \$0,000 | \$6,892,114 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$22,400,000 | \$5,600,000 | \$0,000 | \$0,000 | \$28,000,000 |
| | | | | \$31,633,526 | \$7,908,382 | \$0,000 | \$0,000 | \$39,541,908 |

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| | | | | | | | |
|-------------------|----------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| FA-085 | SR 85 WIDENING | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 321960- | FROM SR 92 TO GRADY AVENUE | Sponsor | GDOT | 2 | 4 | 0.8 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|--------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$22,000 | \$0,000 | \$0,000 | \$0,000 | \$40,000 |
| PE | AUTH | AUTH | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$1,120,000 | \$280,000 | \$0,000 | \$0,000 | \$1,400,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$4,480,000 | \$0,000 | \$1,120,000 | \$0,000 | \$5,600,000 |
| | | | | \$5,632,000 | \$288,000 | \$1,120,000 | \$0,000 | \$7,040,000 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FA-236A | EAST FAYETTEVILLE BYPASS: SEGMENT 1 - NEW ALIGNMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0006904 | FROM SOUTH JEFF DAVIS DRIVE TO SR 54 (FAYETTEVILLE ROAD) | Sponsor | Fayette County | 0 | 2 | 4.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----------|--------|------|---------------------------------------|--------------------|-----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,710,000 | \$0,000 | \$2,710,000 |
| PE- OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,107,000 | \$0,000 | \$5,107,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,423,640 | \$0,000 | \$5,423,640 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$7,000,000 | \$0,000 | \$19,947,544 | \$0,000 | \$26,947,544 |
| | | | | \$7,040,000 | \$10,000 | \$33,188,184 | \$0,000 | \$40,238,184 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FA-236B | EAST FAYETTEVILLE BYPASS: SEGMENT 2 - NEW ALIGNMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0008517 | FROM SR 54 (FAYETTEVILLE ROAD) TO SR 85 [PE AND ROW FUNDS INCLUDED UNDER SCOPE OF FA-236A] | Sponsor | Fayette County | Var | 2 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,290,000 | \$0,000 | \$1,290,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,861,000 | \$0,000 | \$2,861,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$7,107,756 | \$0,000 | \$2,081,346 | \$0,000 | \$9,189,102 |
| | | | | \$7,107,756 | \$0,000 | \$6,232,346 | \$0,000 | \$13,340,102 |

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|-------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| FA-267 | MCINTOSH ROAD BRIDGE REPLACEMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 331650- | AT FLINT RIVER | Sponsor | Fayette County | 2 | 2 | 0.3 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----------|--------|------|---------------------------------------|--------------------|-----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| PE- OV | AUTH | 2011 | Bridge (Off-System) | \$43,264 | \$10,816 | \$0,000 | \$0,000 | \$54,080 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$113,000 | \$0,000 | \$113,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$35,000 | \$0,000 | \$35,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,239,171 | \$0,000 | \$559,793 | \$0,000 | \$2,798,964 |
| | | | | \$2,282,435 | \$10,816 | \$1,007,793 | \$0,000 | \$3,301,044 |

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|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| FA-349 | EBENEZER CHURCH ROAD BRIDGE REPLACEMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0008598 | AT WHITEWATER CREEK | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|------------------|------------------|----------------|--------------------|
| PE | | 2016 | STP - Urban (>200K) (ARC) | \$86,047 | \$21,512 | \$0,000 | \$0,000 | \$107,559 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$913,134 | \$228,284 | \$0,000 | \$0,000 | \$1,141,418 |
| | | | | \$999,181 | \$249,796 | \$100,000 | \$0,000 | \$1,348,977 |

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|-------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| FA-351 | SR 85 CONNECTOR, BROOKS WOOLSEY ROAD AND EBENEZER ROAD - RESURFACING | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0012623 | | Sponsor | Fayette County, Town of Brooks | N/A | N/A | 10.6 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$705,600 | \$0,000 | \$176,400 | \$0,000 | \$882,000 |
| | | | | \$745,600 | \$0,000 | \$186,400 | \$0,000 | \$932,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$91,200 | \$0,000 | \$22,800 | \$0,000 | \$114,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$60,800 | \$0,000 | \$15,200 | \$0,000 | \$76,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$606,400 | \$0,000 | \$151,600 | \$0,000 | \$758,000 |
| | | | | \$858,400 | \$0,000 | \$214,600 | \$0,000 | \$1,073,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FA-353 | PATH FORWARD PROGRAM - WEST FAYETTEVILLE NEIGHBORHOODS | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0012878 | | Sponsor | Fayette County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$170,000 | \$0,000 | \$170,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,123,500 | \$0,000 | \$2,123,500 |
| | | | | \$749,000 | \$0,000 | \$2,480,750 | \$0,000 | \$3,229,750 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| FA-354 | PATH FORWARD PROGRAM - COWETA-FAYETTE ROCKAWAY ROAD | Jurisdiction | Coweta County, Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0012879 | | Sponsor | City of Fayetteville | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$20,000 | \$0,000 | \$20,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$262,500 | \$0,000 | \$262,500 |
| | | | | \$92,000 | \$0,000 | \$305,500 | \$0,000 | \$397,500 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| FN-067A | SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721780- | FROM ACADEMY STREET TO WINDWARD PARKWAY | Sponsor | GDOT | 2 | 4 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 1993 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$500,000 | \$0,000 | \$1,500,000 |
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$500,000 | \$0,000 | \$1,500,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$17,507,691 | \$4,376,923 | \$0,000 | \$0,000 | \$21,884,614 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$9,890,494 | \$2,472,624 | \$0,000 | \$0,000 | \$12,363,118 |
| | | | | \$30,598,185 | \$7,649,547 | \$1,000,000 | \$0,000 | \$39,247,732 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-067B | SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721790- | FROM UPPER HEMBREE ROAD TO ACADEMY STREET | Sponsor | GDOT | 4 | 4 | 1.7 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Urban (>200K) (ARC) | \$800,000 | \$200,000 | \$500,000 | \$0,000 | \$1,500,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$11,885,971 | \$2,971,493 | \$0,000 | \$0,000 | \$14,857,464 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$469,897 | \$117,474 | \$0,000 | \$0,000 | \$587,371 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$8,454,541 | \$2,113,635 | \$0,000 | \$0,000 | \$10,568,176 |
| | | | | \$23,210,409 | \$5,802,602 | \$500,000 | \$0,000 | \$29,513,011 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-192H | HARDSCRABBLE ROAD MULTI-USE PATH | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0000265 | FROM KING ROAD TO ETRIS ROAD | Sponsor | City of Roswell | N/A | N/A | 1.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | High Priority Projects from TEA-21 | \$51,200 | \$0,000 | \$12,800 | \$0,000 | \$64,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$206,000 | \$0,000 | \$206,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| CST | | 2015 | High Priority Projects from TEA-21 | \$2,415,535 | \$0,000 | \$603,884 | \$0,000 | \$3,019,419 |
| | | | | \$2,506,735 | \$0,000 | \$882,684 | \$0,000 | \$3,389,419 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|--|--------------|--|---|---------|--------------|--------------|
| FN-221 | JOHNSON FERRY ROAD OPERATIONAL IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 751420- | FROM US 19 (ROSWELL ROAD) TO HUNTING CREEK ROAD | Sponsor | City of Sandy Springs | 2 | 2 | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2007 | High Priority Projects from TEA-21 | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| PE | AUTH | 2007 | Federal Earmark Funding | \$684,800 | \$171,200 | \$0,000 | \$0,000 | \$856,000 |
| ROW | | 2015 | Federal Earmark Funding | \$120,750 | \$30,187 | \$0,000 | \$0,000 | \$150,937 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$5,078,400 | \$1,854,667 | \$960,996 | \$0,000 | \$7,894,063 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,168,000 | \$0,000 | \$1,168,000 |
| CST | | 2017 | Federal Earmark Funding | \$944,200 | \$236,050 | \$0,000 | \$0,000 | \$1,180,250 |
| CST | | 2017 | Federal Earmark Funding | \$1,799,800 | \$449,950 | \$0,000 | \$0,000 | \$2,249,750 |
| | | | | \$9,127,950 | \$2,867,054 | \$2,128,996 | \$0,000 | \$14,124,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FN-222 | SR 9 (CUMMING HIGHWAY) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007838 | FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE | Sponsor | GDOT | 2 | 4 | 3.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,609,882 | \$422,471 | \$0,000 | \$0,000 | \$2,112,353 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$6,686,313 | \$1,671,578 | \$0,000 | \$0,000 | \$8,357,891 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,970,538 | \$1,492,634 | \$0,000 | \$0,000 | \$7,463,172 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$16,923,272 | \$4,230,818 | \$0,000 | \$0,000 | \$21,154,090 |
| | | | | \$31,270,005 | \$7,817,501 | \$0,000 | \$0,000 | \$39,087,506 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | | | | | | | |
|-------------------|--|--------------|---------------------------------|--|---------|--------------|--------------|
| FN-232B | SR 140 (HOUZE ROAD) BRIDGE REPLACEMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721308- | AT LITTLE RIVER AT THE FULTON/CHEROKEE COUNTY LINE | Sponsor | GDOT | 2 | 2 | 0.3 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | AUTH | 1991 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,299,316 | \$824,829 | \$0,000 | \$0,000 | \$4,124,145 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$271,075 | \$67,769 | \$0,000 | \$0,000 | \$338,844 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$2,391,889 | \$597,972 | \$0,000 | \$0,000 | \$2,989,861 |
| | | | | \$7,162,280 | \$1,790,570 | \$0,000 | \$0,000 | \$8,952,850 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-237 | SR 372 (CRABAPPLE ROAD/BIRMINGHAM HIGHWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007313 | AT MCFARLIN LANE, BROADWELL ROAD, AND CRABAPPLE CHASE DRIVE | Sponsor | City of Milton | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | High Priority Projects from TEA-21 | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$32,000 | \$8,000 | \$0,000 | \$0,000 | \$40,000 |
| ROW | | 2014 | High Priority Projects from TEA-21 | \$1,280,000 | \$0,000 | \$0,000 | \$0,000 | \$1,280,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000 | \$0,000 | \$5,000 |
| CST | | 2015 | High Priority Projects from TEA-21 | \$1,680,000 | \$0,000 | \$1,165,746 | \$0,000 | \$2,845,746 |
| | | | | \$3,392,000 | \$8,000 | \$1,270,746 | \$0,000 | \$4,670,746 |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-238 | BELL ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007311 | AT BOLES ROAD | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|----------------|-----------------|----------------|--------------------|
| PE | AUTH | 2008 | High Priority Projects from TEA-21 | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |
| ROW | AUTH | 2013 | Highway Safety Improvement Program (HSIP) | \$1,200,000 | \$0,000 | \$0,000 | \$0,000 | \$1,200,000 |
| UTL | | 2014 | Highway Safety Improvement Program (HSIP) | \$50,000 | \$0,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | | 2014 | Highway Safety Improvement Program (HSIP) | \$975,000 | \$0,000 | \$0,000 | \$0,000 | \$975,000 |
| | | | | \$2,505,000 | \$0,000 | \$70,000 | \$0,000 | \$2,575,000 |

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|-------------------|-------------------------------------|--------------|--------------------------|--|---------|--------------|--------------|
| FN-251 | BELL ROAD BRIDGE REPLACEMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0008750 | AT CAULEY CREEK | Sponsor | GDOT | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | Bridge (Off-System) | \$97,241 | \$24,310 | \$0,000 | \$0,000 | \$121,551 |
| ROW | AUTH | 2013 | High Priority Projects from TEA-21 | \$155,200 | \$0,000 | \$204,800 | \$0,000 | \$360,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$27,591 | \$0,000 | \$27,591 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,173,785 | \$293,446 | \$0,000 | \$0,000 | \$1,467,231 |
| | | | | \$1,426,226 | \$317,756 | \$232,391 | \$0,000 | \$1,976,373 |

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|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| FN-252 | PARSONS ROAD BRIDGE REPLACEMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0008751 | AT JOHNS CREEK | Sponsor | GDOT | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | Bridge (Off-System) | \$97,241 | \$24,310 | \$0,000 | \$0,000 | \$121,551 |
| ROW | AUTH | 2013 | High Priority Projects from TEA-21 | \$130,400 | \$0,000 | \$299,600 | \$0,000 | \$430,000 |
| CST | | 2014 | High Priority Projects from TEA-21 | \$100,000 | \$25,000 | \$0,000 | \$0,000 | \$125,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$928,004 | \$232,001 | \$0,000 | \$0,000 | \$1,160,005 |
| | | | | \$1,255,645 | \$281,311 | \$299,600 | \$0,000 | \$1,836,556 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FN-253 | SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0009640 | AT CHATTAHOOCHEE RIVER | Sponsor | City of Roswell | N/A | N/A | <1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$45,900 | \$0,000 | \$45,900 |
| CST | | 2017 | Donor State Bonus | \$2,580,500 | \$0,000 | \$645,125 | \$0,000 | \$3,225,625 |
| | | | | \$3,020,500 | \$10,000 | \$791,025 | \$0,000 | \$3,821,525 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FN-259 | ENCORE PARKWAY BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010241 | FROM WESTSIDE PARKWAY TO NORTH POINT PARKWAY | Sponsor | City of Alpharetta | 2 | 2 | 0.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$227,100 | \$0,000 | \$227,100 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$868,000 | \$0,000 | \$868,000 |
| UTL | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$403,500 | \$0,000 | \$403,500 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$4,000,000 | \$0,000 | \$6,132,036 | \$0,000 | \$10,132,036 |
| | | | | \$4,000,000 | \$0,000 | \$7,630,636 | \$0,000 | \$11,630,636 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FN-260 | SR 9 (ROSWELL ROAD) PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0002310 | FROM CLIFTWOOD DRIVE TO HAMMOND DRIVE | Sponsor | City of Sandy Springs | N/A | N/A | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2012 | STP - Urban (>200K) (ARC) | \$641,120 | \$0,000 | \$260,000 | \$0,000 | \$901,120 |
| CST | | 2015 | STP - Enhancements | \$800,000 | \$0,000 | \$587,940 | \$0,000 | \$1,387,940 |
| | | | | \$1,441,120 | \$0,000 | \$847,940 | \$0,000 | \$2,289,060 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-263 | SR 120 (KIMBALL BRIDGE ROAD) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010418 | FROM STATE BRIDGE ROAD TO JONES BRIDGE ROAD | Sponsor | City of Johns Creek | 2 | 4 | 1.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|------------------------------------|---------------------|----------------------|----------------|----------------|---------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$744,606 | \$186,151 | \$0,000 | \$0,000 | \$930,757 |
| ROW | | 2016 | High Priority Projects from TEA-21 | \$635,000 | \$158,750 | \$0,000 | \$0,000 | \$793,750 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$7,659,009 | \$1,914,752 | \$0,000 | \$0,000 | \$9,573,761 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,935,394 | \$3,483,849 | \$0,000 | \$0,000 | \$17,419,243 |
| | | | | \$22,974,009 | \$5,743,502 | \$0,000 | \$0,000 | \$28,717,511 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-264 | SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721000- | FROM PARSONS ROAD TO SR 141 (MEDLOCK BRIDGE ROAD) | Sponsor | GDOT | 2 | 4 | 2.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$1,178,382 | \$294,595 | \$0,000 | \$0,000 | \$1,472,977 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$6,238,940 | \$1,559,735 | \$0,000 | \$0,000 | \$7,798,675 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$13,535,900 | \$3,383,975 | \$0,000 | \$0,000 | \$16,919,875 |
| | | | | \$20,953,222 | \$5,238,305 | \$0,000 | \$0,000 | \$26,191,527 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 DRIVE | Sponsor | City of Roswell | 2 | 4 | 1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$2,784,000 | \$696,000 | \$0,000 | \$0,000 | \$3,480,000 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,500,000 | \$0,000 | \$1,500,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,000,000 | \$3,000,000 | \$0,000 | \$0,000 | \$15,000,000 |
| | | | | \$15,184,000 | \$3,796,000 | \$1,500,000 | \$0,000 | \$20,480,000 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-273 | OLD ALABAMA ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 751650 | FROM NESBIT FERRY ROAD TO JONES BRIDGE ROAD | Sponsor | City of Johns Creek | 2 | 4 | 1.5 | 2015 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| | | | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 2 | 0.7 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2015 | STP - Urban (>200K) (ARC) | \$300,000 | \$0,000 | \$2,570,000 | \$0,000 | \$2,870,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$550,000 | \$0,000 | \$550,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$2,098,000 | \$0,000 | \$525,000 | \$0,000 | \$2,623,000 |
| | | | \$2,738,000 | \$0,000 | \$3,730,000 | \$0,000 | \$6,468,000 | |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-277 | OLD ALABAMA ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 752660- | FROM BUICE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD) | Sponsor | City of Johns Creek | 2 | 4 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|--------------------|----------------|----------------|--------------------|-------------|
| PE | AUTH | 1997 | STP - Urban (>200K) (ARC) | \$3,234,883 | \$808,721 | \$0,000 | \$0,000 | \$4,043,604 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,672,000 | \$418,000 | \$0,000 | \$0,000 | \$2,090,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,020,880 | \$505,220 | \$0,000 | \$0,000 | \$2,526,100 |
| | | | \$6,927,763 | \$1,731,941 | \$0,000 | \$0,000 | \$8,659,704 | |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | GDOT | 0 | 1 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|----------------|--------------------|
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$810,000 | \$0,000 | \$810,000 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$1,096,000 | \$274,000 | \$1,689,095 | \$0,000 | \$3,059,095 |
| | | | | \$1,096,000 | \$274,000 | \$2,499,095 | \$0,000 | \$3,869,095 |

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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| FN-281A | ITS SYSTEM EXPANSION / CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012626 | AT STATE BRIDGE ROAD, ABBOTTS BRIDGE ROAD AND MCGINNIS FERRY ROAD | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|-----------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$32,800 | \$0,000 | \$8,200 | \$0,000 | \$41,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$600,000 | \$0,000 | \$600,000 |
| | | | | \$32,800 | \$0,000 | \$608,200 | \$0,000 | \$641,000 |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| FN-281B | ITS TRAFFIC CONTROL CENTER EXPANSION - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012627 | | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$11,600 | \$0,000 | \$2,900 | \$0,000 | \$14,500 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$104,400 | \$0,000 | \$113,005 | \$0,000 | \$217,405 |
| | | | | \$116,000 | \$0,000 | \$115,905 | \$0,000 | \$231,905 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-281C | ITS SYSTEM ADAPTIVE SIGNAL CONTROL SOFTWARE UPGRADE AND BACKUP POWER - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS AT MULTIPLE CORRIDORS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012628 | | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------|----------------|------------------|----------------|------------------|-----------|
| CST | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$359,359 | \$0,000 | \$89,840 | \$0,000 | \$449,199 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$295,200 | \$0,000 | \$73,800 | \$0,000 | \$369,000 |
| | | | \$654,559 | \$0,000 | \$163,640 | \$0,000 | \$818,199 | |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-282 | SR 9 (ROSWELL ROAD) - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012629 | | Sponsor | City of Sandy Springs | 4 | 4 | 4.3 | 2020 |
| Programmed | FROM ATLANTA CITY LIMITS TO ABERNATHY ROAD | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| | | | \$1,320,000 | \$0,000 | \$330,000 | \$0,000 | \$1,650,000 | |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-284 | PERIMETER ACTIVITY CENTER - ITS UPGRADES AND SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | DeKalb County, Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012631 | | Sponsor | Perimeter CID - DeKalb, Perimeter CID - Fulton | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-------------|
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 | |

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|------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| FN-288 | BARNWELL ROAD MULTI-USE TRAIL SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012880 | FROM SR 140 (HOLCOMB BRIDGE ROAD) TO REDCOAT WAY | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

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|------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| FN-289 | BETHANY BEND, COGBURN ROAD, WINDWARD PARKWAY CONNECTION - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012881 | | Sponsor | City of Milton | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-290 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007310 | FROM JONES BRIDGE ROAD TO PARSON ROAD (WEST) | Sponsor | City of Johns Creek | 2 | 2 | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|---------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE AUTH | 2009 | High Priority Projects from TEA-21 | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| PE AUTH | 2014 | High Priority Projects from TEA-21 | \$224,600 | \$0,000 | \$56,150 | \$0,000 | \$280,750 |
| ROW | 2014 | High Priority Projects from TEA-21 | \$305,000 | \$0,000 | \$755,000 | \$0,000 | \$1,060,000 |
| UTL | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$25,000 | \$0,000 | \$25,000 |
| CST | 2015 | High Priority Projects from TEA-21 | \$1,244,800 | \$0,000 | \$1,250,592 | \$0,000 | \$2,495,392 |
| | | | \$1,934,400 | \$0,000 | \$2,126,742 | \$0,000 | \$4,061,142 |

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|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| FN-291 | SR 400 INTERCHANGE IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010880 | AT SR 140 (HOLCOMB BRIDGE ROAD) | Sponsor | City of Roswell | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,000,000 | \$0,000 | \$6,000,000 |
| | | | \$0,000 | \$0,000 | \$6,000,000 | \$0,000 | \$6,000,000 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-292 | BIG CREEK PARKWAY - NEW ALIGNMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010874 | FROM HOLCOMB BRIDGE ROAD AT WARSAW ROAD TO HOLCOMB BRIDGE ROAD AT HOLCOMB WOODS PARKWAY | Sponsor | City of Roswell | 0 | 4 | 1.1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|--------------|---------------------------------------|---------------------------------------|----------------|---------------------|----------------|---------------------|--------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,400,000 | \$0,000 | \$2,400,000 |
| ROW | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,000,000 | \$0,000 | \$12,000,000 |
| CST | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 | |
| | | | \$0,000 | \$0,000 | \$50,400,000 | \$0,000 | \$50,400,000 | |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-293 | SR 141 (MEDLOCK BRIDGE ROAD) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010875 | FROM FROM STATE BRIDGE ROAD TO MEDLOCK CROSSING PARKWAY | Sponsor | City of Johns Creek | 4 | 6 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|------------------|----------------|------------------|
| CST | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| | | | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |

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|-------------------|--------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-294 | JONES BRIDGE ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM OLD ALABAMA ROAD TO WATERS ROAD | Sponsor | City of Johns Creek | 2 | 4 | 0.4 | 2015 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|------------------|----------------|------------------|
| CST | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| | | | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-295 | JONES BRIDGE ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM FROM STATE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Sponsor | City of Johns Creek | 2 | 4 | 1.4 | 2015 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| | | | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |

| | | | | | | | |
|------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-296 | JONES BRIDGE ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM FROM (ABBOTTS BRIDGE ROAD) TO DOUGLAS ROAD | Sponsor | City of Johns Creek | 2 | 4 | 0.6 | 2015 |
| Completed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|------------------|----------------|------------------|-----------|
| CST | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| | | | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 | |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-297 | JOHNS CREEK CITYWIDE ITS SYSTEM EXPANSION | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Johns Creek | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| ROW | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$30,000 | \$0,000 | \$30,000 |
| UTL | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$20,000 | \$0,000 | \$20,000 |
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | \$1,040,000 | \$0,000 | \$310,000 | \$0,000 | \$1,350,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-298 | GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Sandy Springs | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2015 | STP - Urban (>200K) (ARC) | \$180,000 | \$0,000 | \$45,000 | \$0,000 | \$225,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,020,000 | \$0,000 | \$255,000 | \$0,000 | \$1,275,000 |
| | | | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-AR-100A | SR 400 COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721850- | FROM VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD TO NORTH OF SPALDING DRIVE | Sponsor | GDOT | 0 | 4 | 3.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|----------------------|---------------------|----------------|----------------|----------------------|
| PE | 2014 | National Highway Performance Program (NHPP) | \$12,240,000 | \$3,060,000 | \$0,000 | \$0,000 | \$15,300,000 |
| ROW | 2016 | National Highway Performance Program (NHPP) | \$21,224,160 | \$5,306,040 | \$0,000 | \$0,000 | \$26,530,200 |
| ROW | 2017 | National Highway Performance Program (NHPP) | \$21,648,643 | \$5,412,161 | \$0,000 | \$0,000 | \$27,060,804 |
| CST | 2018 | National Highway Performance Program (NHPP) | \$137,967,797 | \$34,491,949 | \$0,000 | \$0,000 | \$172,459,746 |
| | | | \$193,080,600 | \$48,270,150 | \$0,000 | \$0,000 | \$241,350,750 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-AR-185 | REVIVE 285 - I-285 NORTH AUXILIARY LANE IN WESTBOUND DIRECTION | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 713230- | FROM US 19 (ROSWELL ROAD) TO RIVERSIDE DRIVE (INCLUDES BRIDGE REPLACEMENT AND RAMP INTERSECTION IMPROVEMENTS) | Sponsor | GDOT | 4 | 5 | 1.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | 2016 | National Highway Performance Program (NHPP) | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$949,840 | \$237,460 | \$0,000 | \$0,000 | \$1,187,300 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$720,000 | \$180,000 | \$0,000 | \$0,000 | \$900,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,600,000 | \$3,400,000 | \$0,000 | \$0,000 | \$17,000,000 |
| | | | | \$16,229,840 | \$4,057,460 | \$0,000 | \$0,000 | \$20,287,300 |

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|------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| FS-142 | BUFFINGTON ROAD BRIDGE REPLACEMENT | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 742976- | AT MORNING CREEK | Sponsor | GDOT | 2 | 2 | 0.2 | 2015 |
| Completed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2012 | Bridge (Off-System) | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| PE | AUTH | AUTH | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2011 | Bridge (Off-System) | \$504,000 | \$126,000 | \$0,000 | \$0,000 | \$630,000 |
| ROW | AUTH | AUTH | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$230,000 | \$0,000 | \$230,000 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$909,077 | \$227,269 | \$14,894 | \$0,000 | \$1,151,240 |
| | | | | \$1,533,077 | \$383,269 | \$244,894 | \$0,000 | \$2,161,240 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FS-195 | SR 279 (OLD NATIONAL HIGHWAY) PEDESTRIAN FACILITIES | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0006912 | FROM FLAT SHOALS ROAD TO SULLIVAN ROAD | Sponsor | Fulton County | N/A | N/A | 2.3 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$270,251 | \$0,000 | \$270,251 |
| ROW | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$512,000 | \$0,000 | \$168,000 | \$0,000 | \$680,000 |
| UTL | | 2014 | STP - Urban (>200K) (ARC) | \$150,000 | \$0,000 | \$37,500 | \$0,000 | \$187,500 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$2,750,000 | \$0,000 | \$687,500 | \$0,000 | \$3,437,500 |
| | | | | \$3,412,000 | \$0,000 | \$1,163,251 | \$0,000 | \$4,575,251 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FS-208 | BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007533 | AT STONEWALL TELL ROAD | Sponsor | Fulton County | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2012 | Federal Earmark Funding | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| ROW | | 2014 | Federal Earmark Funding | \$35,400 | \$0,000 | \$564,600 | \$0,000 | \$600,000 |
| UTL | | 2016 | Federal Earmark Funding | \$114,443 | \$0,000 | \$35,557 | \$0,000 | \$150,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,480,000 | \$0,000 | \$370,000 | \$0,000 | \$1,850,000 |
| | | | | \$2,109,843 | \$0,000 | \$1,090,157 | \$0,000 | \$3,200,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| FS-209 | SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0002308/0009643 | FROM COCHRAN MILL PARK TO PHILLIPS ROAD | Sponsor | Chattahoochee Hills | N/A | N/A | 3.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|------------------|----------------|--------------------|
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$25,000 | \$0,000 | \$25,000 |
| CST | | 2016 | STP - Enhancements | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |
| CST | | 2016 | Federal Earmark Funding | \$449,950 | \$0,000 | \$112,487 | \$0,000 | \$562,437 |
| | | | | \$949,950 | \$0,000 | \$262,487 | \$0,000 | \$1,212,437 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FS-210 | NORTH CENTRAL AVENUE PEDESTRIAN FACILITIES | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0008903 | FROM N. WHITNEY AVENUE TO DEARBORN PLAZA | Sponsor | City of Hapeville | N/A | N/A | 0.4 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$210,400 | \$0,000 | \$54,600 | \$0,000 | \$273,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$199,126 | \$0,000 | \$199,126 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$449,800 | \$0,000 | \$449,800 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$919,200 | \$0,000 | \$229,800 | \$0,000 | \$1,149,000 |
| | | | | \$1,137,600 | \$0,000 | \$933,326 | \$0,000 | \$2,070,926 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$316,995 | \$0,000 | \$316,995 |
| CST | | 2014 | Federal Earmark Funding | \$707,900 | \$0,000 | \$176,975 | \$0,000 | \$884,875 |
| | | | | \$899,900 | \$0,000 | \$641,970 | \$0,000 | \$1,541,870 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FS-213 | HAPEVILLE PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007532 | | Sponsor | City of Hapeville | N/A | N/A | 2.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | Federal Earmark Funding | \$600,000 | \$0,000 | \$150,000 | \$0,000 | \$750,000 |
| ROW | | 2014 | Federal Earmark Funding | \$100,000 | \$0,000 | \$231,000 | \$0,000 | \$331,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,628,820 | \$0,000 | \$1,628,820 |
| CST | | 2015 | Federal Earmark Funding | \$1,439,840 | \$0,000 | \$359,960 | \$0,000 | \$1,799,800 |
| CST | | 2015 | Federal Earmark Funding | \$1,970,000 | \$0,000 | \$492,500 | \$0,000 | \$2,462,500 |
| | | | | \$4,109,840 | \$0,000 | \$2,862,280 | \$0,000 | \$6,972,120 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Statewide Flexible (GDOT) | \$1,900,000 | \$0,000 | \$0,000 | \$0,000 | \$1,900,000 |
| UTL | | 2016 | STP - Statewide Flexible (GDOT) | \$500,000 | \$0,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,312,000 | \$0,000 | \$0,000 | \$0,000 | \$1,312,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$1,038,000 | \$0,000 | \$0,000 | \$0,000 | \$1,038,000 |
| | | | | \$5,100,000 | \$0,000 | \$0,000 | \$0,000 | \$5,100,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FS-220 | US 19/41 (DOGWOOD DRIVE) BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0010329 | FROM SOUTH CENTRAL AVENUE TO NORTH AVENUE | Sponsor | City of Hapeville | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$920,000 | \$0,000 | \$500,468 | \$0,000 | \$1,420,468 |
| | | | | \$1,200,000 | \$0,000 | \$570,468 | \$0,000 | \$1,770,468 |

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|-------------------|--|--------------|------------------------------|--|---------|--------------|--------------|
| FS-226 | HAPEVILLE RAIL FACILITIES AND CORRIDOR IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007949 | | Sponsor | City of Hapeville | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2013 | Federal Earmark Funding | \$449,000 | \$0,000 | \$0,000 | \$0,000 | \$449,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$1,900,883 | \$475,221 | \$0,000 | \$0,000 | \$2,376,104 |
| | | | | \$2,349,883 | \$475,221 | \$0,000 | \$0,000 | \$2,825,104 |

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|-------------------|--------------------------------------|--------------|--|--|---------|--------------|--------------|
| FS-232 | ROAD SIGN REPLACEMENT PROGRAM | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012634 | | Sponsor | City of East Point | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |
| | | | | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FS-233 | CLEVELAND AVENUE, SYLVAN ROAD, VIRGINIA AVENUE, AND NORMAN BERRY DRIVE - RESURFACING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012635 | | Sponsor | City of East Point | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$92,000 | \$0,000 | \$23,000 | \$0,000 | \$115,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,503,000 | \$0,000 | \$375,750 | \$0,000 | \$1,878,750 |
| | | | | \$1,595,000 | \$0,000 | \$398,750 | \$0,000 | \$1,993,750 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 1.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$2,469,600 | \$0,000 | \$617,400 | \$0,000 | \$3,087,000 |
| | | | | \$3,099,600 | \$0,000 | \$774,900 | \$0,000 | \$3,874,500 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FS-235 | NEW HOPE ROAD PEDESTRIAN FACILITIES | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012637 | FROM SR 166 (CAMPBELLTON ROAD) TO VERSAILLES ROAD | Sponsor | TBD | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$376,247 | \$0,000 | \$1,376,247 |

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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| FS-279 | DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012638 | | Sponsor | City of East Point | 3/4 | 2/3 | N/A | 2030 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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) | \$447,137 | \$0,000 | \$111,784 | \$0,000 | \$558,921 |
| ROW | | 2018 | STP - Urban (>200K) (ARC) | \$220,000 | \$0,000 | \$55,000 | \$0,000 | \$275,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$3,082,880 | \$0,000 | \$770,720 | \$0,000 | \$3,853,600 |
| | | | | \$3,850,017 | \$0,000 | \$962,504 | \$0,000 | \$4,812,521 |

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|------------------|--|--------------|-------------------------|--|---------|--------------|--------------|
| FS-280 | GLOBAL GATEWAY CONNECTOR BICYCLE AND PEDESTRIAN BRIDGE - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012882 | | Sponsor | City of College Park | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| | | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

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|-------------------|---|--------------|--------------------------------------|--|---------|--------------|--------------|
| FS-281 | I-285 WEST - DIVERGING DIAMOND INTERCHANGE | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SR 6 (CAMP CREEK PARKWAY) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|--------------------|--------------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$580,000 | \$145,000 | \$0,000 | \$0,000 | \$725,000 |
| ROW | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$260,000 | \$65,000 | \$0,000 | \$0,000 | \$325,000 |
| UTL | | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| CST | | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$3,500,000 | \$1,735,000 | \$2,225,000 | \$0,000 | \$7,460,000 |
| | | | | \$4,500,000 | \$1,985,000 | \$2,225,000 | \$0,000 | \$8,710,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FS-282 | I-19/41 (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 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$400,000 | \$0,000 | \$0,000 | \$0,000 | \$400,000 |
| ROW | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$640,000 | \$160,000 | \$0,000 | \$0,000 | \$800,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,664,000 | \$416,000 | \$0,000 | \$0,000 | \$2,080,000 |
| | | | \$2,704,000 | \$576,000 | \$0,000 | \$0,000 | \$3,280,000 |

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|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| FS-AR-182 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| 0007841 | AT SR 74 (SENOIA ROAD) | Sponsor | GDOT | Var | Var | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | \$690,702 | \$172,675 | \$0,000 | \$0,000 | \$863,377 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$6,595,272 | \$1,648,818 | \$0,000 | \$0,000 | \$8,244,090 |
| UTL | LR 2020-2030 | General Federal Aid 2020-2040 | \$436,000 | \$109,000 | \$0,000 | \$0,000 | \$545,000 | |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,520,000 | \$3,380,000 | \$0,000 | \$0,000 | \$16,900,000 | |
| | | | \$21,281,974 | \$5,320,493 | \$0,000 | \$0,000 | \$26,602,467 | |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| 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 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|--------------|-------------------------------|---|--------------------|----------------|----------------|---------------------|--------------|
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$849,594 | \$212,399 | \$0,000 | \$0,000 | \$1,061,993 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$13,876,421 | \$3,469,105 | \$0,000 | \$0,000 | \$17,345,526 |
| UTL | LR 2020-2030 | General Federal Aid 2020-2040 | \$348,480 | \$87,120 | \$0,000 | \$0,000 | \$435,600 | |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,618,797 | \$2,404,699 | \$0,000 | \$0,000 | \$12,023,496 | |
| | | | \$24,693,292 | \$6,173,323 | \$0,000 | \$0,000 | \$30,866,615 | |

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|---------------------|---|--------------|--|--|---------|--------------|--------------|
| FS-AR-BP087B | BUFFINGTON ROAD TRAFFIC FLOW AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007096 | FROM ROYAL SOUTH PARKWAY TO US 29 (ROOSEVELT HIGHWAY) | Sponsor | Fulton County | N/A | N/A | 1.8 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2005 | Congestion Mitigation and Air Quality | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2013 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| UTL | | 2014 | STP - Urban (>200K) (ARC) | \$348,000 | \$0,000 | \$87,000 | \$0,000 | \$435,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,153 | \$0,000 | \$2,000,153 |
| | | | | \$2,948,000 | \$0,000 | \$737,153 | \$0,000 | \$3,685,153 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | | | |

| | 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 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$1,243,498 | \$310,875 | \$0,000 | \$0,000 | \$1,554,373 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$425,239 | \$106,310 | \$0,000 | \$0,000 | \$531,549 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$4,091,827 | \$1,022,957 | \$0,000 | \$0,000 | \$5,114,784 |
| | | | | \$6,381,397 | \$1,595,350 | \$0,000 | \$0,000 | \$7,976,747 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-001B | SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0007844 | FROM MCFARLAND ROAD TO SR 371 (POST ROAD) | Sponsor | GDOT | 2 | 4 | 2.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$560,000 | \$140,000 | \$0,000 | \$0,000 | \$700,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$3,374,591 | \$843,648 | \$0,000 | \$0,000 | \$4,218,239 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$941,600 | \$235,400 | \$0,000 | \$0,000 | \$1,177,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,817,966 | \$2,454,492 | \$0,000 | \$0,000 | \$12,272,458 |
| | | | | \$14,694,157 | \$3,673,540 | \$0,000 | \$0,000 | \$18,367,697 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-001C | SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0008357 | FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY) | Sponsor | GDOT | 2 | 4 | 3.8 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$2,383,083 | \$595,771 | \$0,000 | \$0,000 | \$2,978,854 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,112,936 | \$528,234 | \$0,000 | \$0,000 | \$2,641,170 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,999,188 | \$3,499,797 | \$0,000 | \$0,000 | \$17,498,985 |
| | | | | \$20,416,940 | \$5,104,235 | \$0,000 | \$0,000 | \$25,521,175 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-001D | SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 121690- | FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY) | Sponsor | GDOT | 2 | 4 | 2.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|----------------------|----------------------|--------------------|--------------------|----------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$424,000 | \$106,000 | \$0,000 | \$0,000 | \$530,000 |
| ROW | | 2017 | Federal Earmark Funding | \$245,000 | \$0,000 | \$0,000 | \$0,000 | \$245,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$10,994,115 | \$2,748,529 | \$0,000 | \$0,000 | \$13,742,644 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$1,346,111 | \$336,528 | \$0,000 | \$0,000 | \$1,682,639 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$13,712,217 | \$3,428,054 | \$0,000 | \$0,000 | \$17,140,271 |
| | | | | \$27,321,443 | \$6,769,111 | \$0,000 | \$0,000 | \$34,090,554 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-008B | BETHELVIEW ROAD - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0009316 | FROM CASTLEBERRY ROAD TO SR 20 (CANTON HIGHWAY) | Sponsor | GDOT | 2 | 4 | 5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$81,600 | \$20,400 | \$0,000 | \$0,000 | \$102,000 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$10,328,000 | \$2,582,000 | \$0,000 | \$0,000 | \$12,910,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,855,146 | \$0,000 | \$1,855,146 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$20,077,991 | \$5,019,498 | \$0,000 | \$0,000 | \$25,097,489 |
| | | | | \$30,487,591 | \$7,621,898 | \$1,855,146 | \$0,000 | \$39,964,635 |

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|-------------------|--|--------------|---------------------------|---|---------|--------------|--------------|
| FT-012 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0010211 | AT SIX MILE CREEK / LAKE LANIER | Sponsor | GDOT | 2 | 4 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | AUTH | 2012 | Bridge (On-System) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$1,350,023 | \$337,506 | \$0,000 | \$0,000 | \$1,687,529 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$5,019,023 | \$1,254,756 | \$0,000 | \$0,000 | \$6,273,779 |
| | | | | \$7,169,046 | \$1,792,262 | \$0,000 | \$0,000 | \$8,961,308 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-027 | SHARON ROAD WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 141 (PEACHTREE PARKWAY) TO OLD ATLANTA ROAD | Sponsor | Forsyth County | 2 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$605,000 | \$0,000 | \$605,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,152,697 | \$0,000 | \$2,152,697 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,679,200 | \$0,000 | \$6,679,200 |
| | | | | \$0,000 | \$0,000 | \$9,436,897 | \$0,000 | \$9,436,897 |

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|-------------------|----------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-028A | OLD ATLANTA ROAD WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SHARON ROAD TO NICHOLS ROAD | Sponsor | Forsyth County | 2 | 4 | 0.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,390,000 | \$0,000 | \$2,390,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| | | | \$0,000 | \$0,000 | \$8,390,000 | \$0,000 | \$8,390,000 | |

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|-------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| FT-060 | SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 142260- | AT SETTINGDOWN CREEK | Sponsor | GDOT | 2 | 2 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|------------------|----------------|----------------|--------------------|-------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$298,836 | \$74,709 | \$0,000 | \$0,000 | \$373,545 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,651,981 | \$412,995 | \$0,000 | \$0,000 | \$2,064,976 |
| | | | \$1,990,817 | \$497,704 | \$0,000 | \$0,000 | \$2,488,521 | |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-061A | SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0002862 | FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY | Sponsor | GDOT | 2 | 4 | 6.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|--------------|-------------------------------|---|---------------------|----------------|----------------|---------------------|--------------|
| PE | AUTH | 2004 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$23,576,435 | \$5,894,109 | \$0,000 | \$0,000 | \$29,470,544 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$24,047,964 | \$6,011,991 | \$0,000 | \$0,000 | \$30,059,955 |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,000,000 | \$3,000,000 | \$0,000 | \$0,000 | \$15,000,000 | |
| | | | \$61,224,399 | \$15,306,100 | \$0,000 | \$0,000 | \$76,530,499 | |

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|------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-061D | SR 20 (BUFORD HIGHWAY) WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0002392 | FROM SAMPLES ROAD / TRAMMEL ROAD TO JAMES BURGESS ROAD | Sponsor | GDOT | 2 | 4 | 2.8 | 2020 |
| Completed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|---------------------|------------------|----------------|---------------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$06,086 | \$21,521 | \$557,000 | \$0,000 | \$664,607 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$2,160,000 | \$540,000 | \$0,000 | \$0,000 | \$2,700,000 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$13,117,179 | \$3,279,295 | \$0,000 | \$0,000 | \$16,396,474 |
| ROW | AUTH | 2012 | STP - Urban (>200K) (ARC) | \$12,490,693 | \$3,122,673 | \$0,000 | \$0,000 | \$15,613,366 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$9,044,842 | \$2,261,210 | \$0,000 | \$0,000 | \$11,306,052 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$27,261,552 | \$6,815,388 | \$0,000 | \$0,000 | \$34,076,940 |
| | | | | \$64,160,352 | \$16,040,087 | \$557,000 | \$0,000 | \$80,757,439 |

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|-------------------|--|--------------|---------------------------|---|---------|--------------|--------------|
| FT-062C | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 122017- | AT TWO MILE CREEK / LAKE LANIER | Sponsor | GDOT | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | AUTH | 1997 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2016 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$1,430,758 | \$357,690 | \$0,000 | \$0,000 | \$1,788,448 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$90,093 | \$22,523 | \$0,000 | \$0,000 | \$112,616 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$4,975,864 | \$1,243,966 | \$0,000 | \$0,000 | \$6,219,830 |
| | | | | \$6,504,715 | \$1,626,179 | \$0,000 | \$0,000 | \$8,130,894 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| FT-063B | UNION HILL ROAD / MULLINAX ROAD: SEGMENT 2 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MCFARLAND ROAD TO SR 9 (ATLANTA HIGHWAY) | Sponsor | Forsyth County | 2 | 4 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$16,540,000 | \$0,000 | \$16,540,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$13,000,000 | \$0,000 | \$13,000,000 |
| | | | | \$0,000 | \$0,000 | \$29,540,000 | \$0,000 | \$29,540,000 |

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|-------------------|---------------------------------|--------------|---------------------------------|--|---------|--------------|--------------|
| FT-310 | SR 53 BRIDGE REPLACEMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0007021 | AT CHESTATEE RIVER | Sponsor | GDOT | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|------------------------|----------------------|--------------------|--------------------|---------------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$1,450,201 | \$362,550 | \$0,000 | \$0,000 | \$1,812,751 |
| PE | | 2015 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2014 | National Highway Performance Program (NHPP) | \$408,000 | \$102,000 | \$0,000 | \$0,000 | \$510,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$10,298,462 | \$2,574,615 | \$0,000 | \$0,000 | \$12,873,077 |
| | | | | \$12,164,663 | \$3,041,165 | \$0,000 | \$0,000 | \$15,205,828 |

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|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| FT-322 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 122012- | AT CHATTAHOOCHEE RIVER/LAKE LANIER | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | 2017 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$1,677,125 | \$419,281 | \$0,000 | \$0,000 | \$2,096,406 |
| UTL | | 2018 | STP - Statewide Flexible (GDOT) | \$33,376 | \$8,344 | \$0,000 | \$0,000 | \$41,720 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$11,743,124 | \$2,935,781 | \$0,000 | \$0,000 | \$14,678,905 |
| | | | | \$13,461,625 | \$3,365,406 | \$0,000 | \$0,000 | \$16,827,031 |

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|-------------------|---------------------------------|--------------|---------------------------------------|---|---------|--------------|--------------|
| FT-324 | SR 400 - NEW INTERCHANGE | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0007526 | AT MCGINNIS FERRY ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|------------------------|------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2012 | Federal Earmark Funding | \$2,549,688 | \$637,422 | \$0,000 | \$0,000 | \$3,187,110 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$11,767,000 | \$0,000 | \$11,767,000 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,340,000 | \$0,000 | \$2,340,000 |
| CST | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$22,423,881 | \$0,000 | \$22,423,881 |
| | | | | \$2,549,688 | \$637,422 | \$36,530,881 | \$0,000 | \$39,717,991 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| FT-328 | TRAFFIC SIGNAL CABINET UPGRADES AT 15 LOCATIONS | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0012639 | | Sponsor | Forsyth County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|---------------------|--------------------|--------------------|--------------------|------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$16,000 | \$0,000 | \$4,000 | \$0,000 | \$20,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$304,000 | \$0,000 | \$76,000 | \$0,000 | \$380,000 |
| | | | | \$320,000 | \$0,000 | \$80,000 | \$0,000 | \$400,000 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-329 | LANIER PARKWAY - NEW ALIGNMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PIRKLE FERRY ROAD TO PILGRIM MILL ROAD | Sponsor | Forsyth County | 0 | 2 | 1.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$8,900,000 | \$0,000 | \$8,900,000 |
| | | | | \$0,000 | \$0,000 | \$8,900,000 | \$0,000 | \$8,900,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$950,000 | \$0,000 | \$950,000 |
| CST | | 2018 | 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 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FT-332 | OLD ATLANTA ROAD: SEGMENT 5 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ST. MARLO COUNTRY CLUB WAY TO MCGINNIS FERRY ROAD | Sponsor | Forsyth County | 2 | 4 | 0.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,500,000 | \$0,000 | \$4,500,000 |
| | | | | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |

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|-------------------|---|--------------|---------------------------------------|--|---------|--------------|--------------|
| GW-078C | US 78 (MAIN STREET IN CITY OF SNELLVILLE) CONTINUOUS FLOW INTERSECTION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006439 | AT SR 124 (SCENIC HIGHWAY) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| ROW | | 2014 | National Highway Performance Program (NHPP) | \$7,440,000 | \$1,860,000 | \$0,000 | \$0,000 | \$9,300,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$557,134 | \$0,000 | \$557,134 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$5,416,901 | \$1,354,225 | \$0,000 | \$0,000 | \$6,771,126 |
| | | | | \$13,256,901 | \$3,314,225 | \$1,557,134 | \$0,000 | \$18,128,260 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-099C | US 23 (BUFORD HIGHWAY) WIDENING: SEGMENT 3 | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 132950- | FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY | Sponsor | GDOT | 2 | 4 | 2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$450,000 | \$0,000 | \$450,000 |
| PE | AUTH | 2010 | STP - Statewide Flexible (GDOT) | \$53,604 | \$13,401 | \$0,000 | \$0,000 | \$67,005 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$704,000 | \$176,000 | \$0,000 | \$0,000 | \$880,000 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| ROW | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$7,112,000 | \$1,778,000 | \$0,000 | \$0,000 | \$8,890,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$6,712,267 | \$1,678,067 | \$0,000 | \$0,000 | \$8,390,334 |
| | | | | \$14,581,871 | \$3,645,468 | \$2,450,000 | \$0,000 | \$20,677,339 |

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|-------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| GW-290 | SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 132986- | AT SINGLETON CREEK | Sponsor | GDOT | 4 | 4 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2000 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2000 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2005 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$2,346,914 | \$586,729 | \$0,000 | \$0,000 | \$2,933,643 |
| | | | | \$2,586,914 | \$646,729 | \$0,000 | \$0,000 | \$3,233,643 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) NEAR INTERSECTION WITH SR 324 (GRAVEL SPRINGS ROAD) | Sponsor | Gwinnett County | 0 | 4 | 8.5 | 2040 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2010 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$17,000,000 | \$0,000 | \$17,000,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$30,542,625 | \$0,000 | \$30,542,625 |
| ROW | | 2015 | Federal Earmark Funding | \$4,499,500 | \$0,000 | \$1,124,875 | \$0,000 | \$5,624,375 |
| UTL | | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$10,355,000 | \$0,000 | \$10,355,000 |
| CST | | LR 2031-2040 | General Federal Aid 2020-2040 | \$143,717,836 | \$35,929,459 | \$0,000 | \$0,000 | \$179,647,295 |
| | | | | \$148,257,336 | \$35,939,459 | \$69,022,500 | \$0,000 | \$253,219,295 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-308C | SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006925 | FROM SR 20 (BUFORD HIGHWAY / MALL OF GEORGIA PARKWAY) TO PEACHTREE INDUSTRIAL BOULEVARD | Sponsor | Gwinnett County | 0 | 4 | 3.6 | 2040 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2015 | Federal Earmark Funding | \$2,159,760 | \$0,000 | \$539,940 | \$0,000 | \$2,699,700 |
| 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 |
| | | | | \$2,159,760 | \$0,000 | \$132,062,026 | \$0,000 | \$134,221,786 |

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|-------------------|---|--------------|------------------------------------|----------|---|--------------|--------------|
| GW-309 | WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006926 | FROM STEVE REYNOLDS BLVD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | Gwinnett County | Var | 4 | 1.1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis | In the Region's Air Quality Conformity Analysis | | |

| 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 | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$16,600,000 | \$0,000 | \$16,600,000 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| CST | | LR 2020-2030 | 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 | |

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|-------------------|---|--------------|-------------------------------|----------|--|--------------|--------------|
| GW-326 | PLEASANT HILL ROAD ATMS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006823 | FROM US 23 (BUFORD HIGHWAY) TO FULTON COUNTY LINE | Sponsor | Gwinnett County | 4 | 4 | 2.6 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis | Exempt from Air Quality Analysis (40 CFR 93) | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|------------------|-----------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$175,000 | \$0,000 | \$175,000 |
| CST | | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$406,750 | \$0,000 | \$101,688 | \$0,000 | \$508,438 |
| | | | \$406,750 | \$0,000 | \$276,688 | \$0,000 | \$683,438 | |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-331 | CONNECTOR STREET - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0007535 | FROM HEWATT ROAD TO BRITT ROAD | Sponsor | Evermore CID | 0 | 2 | 0.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 2008 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$604,349 | \$0,000 | \$604,349 |
| PE | AUTH | 2014 | Federal Earmark Funding | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2014 | Georgia Transportation Infrastructure Bank | \$0,000 | \$763,961 | \$0,000 | \$0,000 | \$763,961 |
| ROW | | 2014 | Federal Earmark Funding | \$2,840,000 | \$0,000 | \$1,577,563 | \$0,000 | \$4,417,563 |
| ROW | | 2014 | Federal Earmark Funding | \$449,950 | \$112,488 | \$0,000 | \$0,000 | \$562,438 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$160,970 | \$0,000 | \$160,970 |
| CST | | 2015 | Federal Earmark Funding | \$2,184,426 | \$0,000 | \$710,283 | \$0,000 | \$2,894,709 |
| | | | | \$5,514,376 | \$876,449 | \$3,063,165 | \$0,000 | \$9,453,990 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| GW-339 | DOWNTOWN LILBURN PEDESTRIAN FACILITIES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0008904 | | Sponsor | City of Lilburn | N/A | N.A | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |
| | | | | \$700,000 | \$0,000 | \$175,000 | \$0,000 | \$875,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| GW-340 | OLD HIGHWAY 78 / WALTON COURT RE-ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0008905 | | Sponsor | Evermore CID | N/A | N/A | 0.2 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$815,000 | \$0,000 | \$815,000 |
| ROW | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$283,200 | \$0,000 | \$70,800 | \$0,000 | \$354,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,200 | \$0,000 | \$5,200 |
| CST | | 2014 | Georgia Transportation Infrastructure Bank | \$0,000 | \$100,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$233,600 | \$0,000 | \$146,918 | \$0,000 | \$380,518 |
| | | | | \$716,800 | \$100,000 | \$1,087,918 | \$0,000 | \$1,904,718 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| GW-342 | DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS & ONE-WAY PAIR CONVERSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0008963 | | Sponsor | City of Lawrenceville | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$461,960 | \$0,000 | \$115,540 | \$0,000 | \$577,500 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$120,000 | \$0,000 | \$120,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$2,628,240 | \$0,000 | \$657,060 | \$0,000 | \$3,285,300 |
| | | | | \$3,090,200 | \$0,000 | \$892,600 | \$0,000 | \$3,982,800 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| GW-356 | SOUTH LEE STREET PEDESTRIAN IMPROVEMENTS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010242 | FROM MAIN STREET TO SR 13 (BUFORD HIGHWAY) | Sponsor | City of Buford | 3 | 3 | 0.9 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$153,000 | \$0,000 | \$130,000 | \$0,000 | \$283,000 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,120,472 | \$0,000 | \$530,118 | \$0,000 | \$2,650,590 |
| | | | | \$2,473,472 | \$0,000 | \$1,110,118 | \$0,000 | \$3,583,590 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| GW-357 | US 23 (BUFORD HIGHWAY) MEDIANS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010330 | FROM SR 140 (JIMMY CARTER BOULEVARD) TO SR 378 (BEAVER RUIN ROAD) | Sponsor | City of Norcross | 4 | 4 | 1.5 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$220,000 | \$0,000 | \$55,000 | \$0,000 | \$275,000 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$170,000 | \$0,000 | \$170,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,403,535 | \$0,000 | \$373,829 | \$0,000 | \$1,777,364 |
| | | | | \$1,623,535 | \$0,000 | \$598,829 | \$0,000 | \$2,222,364 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| GW-379 | WALTHER BOULEVARD GRADE SEPARATION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010425 | AT SR 316 | Sponsor | GDOT | 0 | 2 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2012 | National Highway System | \$204,000 | \$51,000 | \$0,000 | \$0,000 | \$255,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$489,600 | \$0,000 | \$489,600 |
| UTL | | 2014 | National Highway Performance Program (NHPP) | \$416,130 | \$104,032 | \$0,000 | \$0,000 | \$520,162 |
| CST | | 2014 | National Highway Performance Program (NHPP) | \$3,133,440 | \$783,360 | \$0,000 | \$0,000 | \$3,916,800 |
| | | | | \$3,753,570 | \$938,392 | \$489,600 | \$0,000 | \$5,181,562 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| GW-380 | US 23/SR 13 (BUFORD HIGHWAY) BICYCLE AND PEDESTRIAN FACILITIES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0011639 | FROM MCGINNIS FERRY ROAD TO ENTRANCE OF GEORGE PIERCE PARK | Sponsor | City of Suwanee | N/A | N/A | 1.7 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$20,000 | \$0,000 | \$20,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$2,996,230 | \$0,000 | \$749,058 | \$0,000 | \$3,745,288 |
| | | | | \$3,296,230 | \$0,000 | \$844,058 | \$0,000 | \$4,140,288 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| GW-381 | I-85 NORTHBOUND AUXILIARY/FLEX LANE | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010881 | FROM SR 140 (JIMMY CARTER BOULEVARD) TO INDIAN TRAIL-LILBURN ROAD | Sponsor | GDOT | N/A | N/A | 2.0 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$2,108,438 | \$527,109 | \$0,000 | \$0,000 | \$2,635,547 |
| | | | | \$2,348,438 | \$587,109 | \$0,000 | \$0,000 | \$2,935,547 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| GW-382 | BEAVER RUIN ROAD IN VICINITY OF SUMMEROUR MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS/BICYCLE AND PEDESTRIAN FACILITIES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012640 | | Sponsor | City of Norcross, Gwinnett Village CID | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$756,000 | \$0,000 | \$189,000 | \$0,000 | \$945,000 |
| | | | | \$976,000 | \$0,000 | \$244,000 | \$0,000 | \$1,220,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| GW-383 | US 23/SR 13 (BUFORD HIGHWAY) PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012641 | FROM SIMPSON CIRCLE TO NORTH BERKELEY LAKE ROAD | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$920,000 | \$0,000 | \$230,000 | \$0,000 | \$1,150,000 |
| | | | | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| GW-384 | WESTERN GWINNETT BIKEWAY EXTENSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012883 | | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Bicycle Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$384,000 | \$0,000 | \$384,000 |
| CST | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |
| | | | | \$900,000 | \$0,000 | \$5,409,000 | \$0,000 | \$6,309,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| GW-385 | NORCROSS TO LILBURN MULTIUSE TRAIL | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012884 | | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$626,600 | \$0,000 | \$626,600 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| | | | | \$300,000 | \$0,000 | \$5,701,600 | \$0,000 | \$6,001,600 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-386 | I-85 NORTH WIDENING | Jurisdiction | Barrow County,Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 110610- | FROM HAMILTON MILL ROAD IN GWINNETT COUNTY TO SR 211 IN BARROW COUNTY | Sponsor | GDOT | 4 | 6 | TBD | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$91,453,837 | \$22,863,459 | \$0,000 | \$0,000 | \$114,317,296 |
| | | | | \$94,245,264 | \$23,561,316 | \$0,000 | \$0,000 | \$117,806,580 |

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|-------------------|---------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-387 | SR 141 SOUTHBOUND IMPROVEMENTS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010877 | AT PEACHTREE INDUSTRIAL BOULEVARD | Sponsor | GDOT | Var | Var | TBD | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|-----------------|------------------|----------------|------------------|
| PE | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$150,000 | \$0,000 | \$150,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$367,200 | \$91,800 | \$0,000 | \$0,000 | \$459,000 |
| | | | | \$367,200 | \$91,800 | \$250,000 | \$0,000 | \$709,000 |

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|-------------------|-------------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|--------------------|--------------------|----------------|---------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000,000 | \$0,000 | \$4,000,000 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$6,400,000 | \$1,600,000 | \$0,000 | \$0,000 | \$8,000,000 |
| | | | | \$6,400,000 | \$1,600,000 | \$5,000,000 | \$0,000 | \$13,000,000 |

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|-------------------|-------------------------------------|--------------|---------------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| ROW | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000,000 | \$0,000 | \$4,000,000 |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$10,640,000 | \$2,660,000 | \$0,000 | \$0,000 | \$13,300,000 |
| | | | \$10,640,000 | \$2,660,000 | \$6,000,000 | \$0,000 | \$19,300,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| GW-390 | GWINNETT COUNTY ATMS/ITS INFRASTRUCTURE EXPANSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|--------------------|----------------|--------------------|
| PE | 2015 | STP - Urban (>200K) (ARC) | \$246,000 | \$0,000 | \$61,500 | \$0,000 | \$307,500 |
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$4,674,000 | \$0,000 | \$1,168,500 | \$0,000 | \$5,842,500 |
| | | | \$4,920,000 | \$0,000 | \$1,230,000 | \$0,000 | \$6,150,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| GW-391 | US 78 (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 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$125,000 | \$0,000 | \$0,000 | \$0,000 | \$125,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$250,000 | \$0,000 | \$0,000 | \$0,000 | \$250,000 |
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$650,000 | \$0,000 | \$0,000 | \$0,000 | \$650,000 |
| | | | \$1,025,000 | \$0,000 | \$0,000 | \$0,000 | \$1,025,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|----------------|-----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$800,000 | \$0,000 | \$20,000 | \$0,000 | \$820,000 |
| | | | \$960,000 | \$0,000 | \$60,000 | \$0,000 | \$1,020,000 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| GW-AR-242 | HOSPITAL DRIVE CONNECTOR ROAD - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006276 | FROM INTERSECTION OF WEST LAWRENCEVILLE STREET AND MCCLURE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Sponsor | City of Duluth | 0 | 2 | 0.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------|----------------|------------------|----------------|--------------------|-------------|
| PE | AUTH | 2005 | STP - Urban (>200K) (ARC) | \$173,294 | \$0,000 | \$43,324 | \$0,000 | \$216,618 |
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2017 | STP - Urban (>200K) (ARC) | \$1,412,000 | \$0,000 | \$581,000 | \$0,000 | \$1,993,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$717,650 | \$0,000 | \$179,413 | \$0,000 | \$897,063 |
| | | | \$2,342,944 | \$0,000 | \$813,737 | \$0,000 | \$3,156,681 | |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| HE-020A | SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 321520- | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE | Sponsor | GDOT | 2 | 4 | 1.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|--------------------|--------------------|----------------|---------------------|--------------|
| PE | AUTH | 1992 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$56,000 | \$14,000 | \$0,000 | \$0,000 | \$70,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,043,131 | \$760,783 | \$0,000 | \$0,000 | \$3,803,914 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,862,949 | \$0,000 | \$1,862,949 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$9,812,506 | \$2,453,126 | \$0,000 | \$0,000 | \$12,265,632 |
| | | | \$12,911,637 | \$3,227,909 | \$1,862,949 | \$0,000 | \$18,002,495 | |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-020B | SR 20/81 (HAMPTON STREET / KEYS FERRY ROAD) - EXTENSION AND UPGRADE OF ONE-WAY PAIR THROUGH DOWNTOWN MCDONOUGH | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 321530- | FROM WEST OF NORFOLK SOUTHERN RAIL LINE TO EAST OF LEMON STREET | Sponsor | GDOT | 2 | 4 | 1.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1995 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$192,000 | \$48,000 | \$0,000 | \$0,000 | \$240,000 |
| ROW | AUTH | 2011 | GA Department of Transportation Funds | \$0,000 | \$8,000,000 | \$0,000 | \$0,000 | \$8,000,000 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$4,333,257 | \$1,083,314 | \$0,000 | \$0,000 | \$5,416,571 |
| | | | | \$4,525,257 | \$9,131,314 | \$0,000 | \$0,000 | \$13,656,571 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| SCP | | 2015 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| PE | | 2017 | STP - Statewide Flexible (GDOT) | \$3,029,988 | \$757,497 | \$0,000 | \$0,000 | \$3,787,485 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$20,944,362 | \$5,236,090 | \$0,000 | \$0,000 | \$26,180,452 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,003,432 | \$2,250,858 | \$0,000 | \$0,000 | \$11,254,290 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$40,860,724 | \$10,215,181 | \$0,000 | \$0,000 | \$51,075,905 |
| | | | | \$74,638,506 | \$18,659,626 | \$0,000 | \$0,000 | \$93,298,132 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-110 | JODECO ROAD WIDENING AND CAMPGROUND ROAD EXTENSION/REALIGNMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT MEADOWBROOK DRIVE TO PEACH DRIVE (WIDENING OF JODECO) AND FROM PEACH DRIVE TO BRANNAN ROAD (EXTENSION/REALIGNMENT) | Sponsor | Henry County | Var | 4 | 3.0 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$16,000,000 | \$0,000 | \$16,000,000 |
| | | | | \$0,000 | \$0,000 | \$18,000,000 | \$0,000 | \$18,000,000 |

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|-------------------|--------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-113 | SR 155 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0007856 | FROM I-75 SOUTH TO SR 81 | Sponsor | GDOT | 2 | 4 | 3.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | 2015 | National Highway Performance Program (NHPP) | \$1,120,150 | \$280,038 | \$0,000 | \$0,000 | \$1,400,188 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$1,364,166 | \$341,041 | \$0,000 | \$0,000 | \$1,705,207 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,041,968 | \$510,492 | \$0,000 | \$0,000 | \$2,552,460 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,433,268 | \$3,108,317 | \$0,000 | \$0,000 | \$15,541,585 |
| | | | | \$16,959,552 | \$4,239,888 | \$0,000 | \$0,000 | \$21,199,440 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-118B | MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II - NEW ALIGNMENT | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM US 23 (ATLANTA STREET) TO SR 155 (DECATUR ROAD) | Sponsor | Henry County | 0 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$360,000 | \$0,000 | \$360,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$350,000 | \$0,000 | \$350,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,500,000 | \$0,000 | \$2,500,000 |
| | | | | \$0,000 | \$0,000 | \$3,210,000 | \$0,000 | \$3,210,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| HE-134A | FAIRVIEW ROAD: PHASE I - WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ANVIL BLOCK ROAD TO SPRAGGINS MEMORIAL PARKWAY | Sponsor | Henry County | 2 | 4 | 3.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$364,502 | \$0,000 | \$364,502 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,500,000 | \$0,000 | \$3,500,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$10,100,000 | \$0,000 | \$10,100,000 |
| | | | | \$0,000 | \$0,000 | \$13,964,502 | \$0,000 | \$13,964,502 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| HE-161A | ROCK QUARRY ROAD WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EAGLES LANDING PARKWAY TO RED OAK ROAD | Sponsor | Henry County | 2 | 4 | 1.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$600,000 | \$0,000 | \$600,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,000,000 | \$0,000 | \$3,000,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$15,840,000 | \$0,000 | \$15,840,000 |
| | | | | \$0,000 | \$0,000 | \$19,440,000 | \$0,000 | \$19,440,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| HE-179 | WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD | Sponsor | Henry County | 0 | 2 | 3.1 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$950,000 | \$0,000 | \$950,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000,000 | \$0,000 | \$4,000,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,000,000 | \$0,000 | \$12,000,000 |
| | | | | \$0,000 | \$0,000 | \$16,950,000 | \$0,000 | \$16,950,000 |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| HE-194 | JODECO ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0012642 | AT BLACKHALL ROAD | Sponsor | Henry County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$114,400 | \$0,000 | \$28,600 | \$0,000 | \$143,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| UTL | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$814,400 | \$0,000 | \$203,600 | \$0,000 | \$1,018,000 |
| | | | | \$1,248,800 | \$0,000 | \$312,200 | \$0,000 | \$1,561,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| HE-195 | MCDONOUGH TOWN CENTER AND ATLANTA STREET BICYCLE AND PEDESTRIAN ACCESSIBILITY | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0012643 | | Sponsor | City of McDonough | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$152,000 | \$0,000 | \$38,000 | \$0,000 | \$190,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,360,000 | \$0,000 | \$340,000 | \$0,000 | \$1,700,000 |
| | | | | \$1,512,000 | \$0,000 | \$378,000 | \$0,000 | \$1,890,000 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| HE-196 | ELLIOTT ROAD BRIDGE REPLACEMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0011690 | AT WALNUT CREEK | Sponsor | GDOT | 2 | 2 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Off-System Bridge | \$244,800 | \$61,200 | \$0,000 | \$0,000 | \$306,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| UTL | | 2017 | STP - Off-System Bridge | \$43,297 | \$10,824 | \$0,000 | \$0,000 | \$54,121 |
| CST | | 2017 | STP - Off-System Bridge | \$1,298,919 | \$324,730 | \$0,000 | \$0,000 | \$1,623,649 |
| | | | | \$1,587,016 | \$396,754 | \$300,000 | \$0,000 | \$2,283,770 |

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|-------------------|--|--------------|---------------------------------|--|---------|--------------|--------------|
| HE-197 | BLACKHALL ROAD BRIDGE REPLACEMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0011691 | AT RUM CREEK | Sponsor | GDOT | 2 | 2 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | Bridge (Off-System) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| | | | | \$1,480,000 | \$370,000 | \$300,000 | \$0,000 | \$2,150,000 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| HE-920B | SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 342970- | FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY | Sponsor | GDOT | 2 | 4 | 7.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------------|------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$1,320,000 | \$330,000 | \$0,000 | \$0,000 | \$1,650,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$5,994,552 | \$1,498,638 | \$0,000 | \$0,000 | \$7,493,190 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$8,659,457 | \$2,164,864 | \$0,000 | \$0,000 | \$10,824,321 |
| UTL | LR 2020-2030 | | General Federal Aid 2020-2040 | \$3,491,985 | \$872,996 | \$0,000 | \$0,000 | \$4,364,981 |
| CST | LR 2020-2030 | | General Federal Aid 2020-2040 | \$29,485,098 | \$7,371,275 | \$0,000 | \$0,000 | \$36,856,373 |
| | | | | \$49,351,092 | \$12,337,773 | \$0,000 | \$0,000 | \$61,688,865 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|-------------------|------------------------------------|--------------|-----------------------|---|---------|--------------|--------------|
| M-AR-274B2 | MARTA CLEAN BUS PROCUREMENT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2014 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2015 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2016 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2017 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2018 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2019 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| | | | \$12,350,000 | \$0,000 | \$3,087,500 | \$0,000 | \$15,437,500 | |

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|-------------------|------------------------------------|--------------|-----------------------|---|---------|--------------|--------------|
| M-AR-274B3 | MARTA CLEAN BUS PROCUREMENT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2014 | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | 2015 | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | 2016 | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | 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 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|-----------------------------------|--------------|------------------------------|--|---------|--------------|--------------|
| M-AR-305 | CLEAN FUEL BUS REPLACEMENT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2013 | State of Good Repair Grant (5337) | \$6,843,200 | \$0,000 | \$1,710,800 | \$0,000 | \$8,554,000 |
| | | | \$6,843,200 | \$0,000 | \$1,710,800 | \$0,000 | \$8,554,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| M-AR-312 | MARTA RAIL STATIONS - BICYCLE AND PEDESTRIAN ACCESS IMPROVEMENTS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012644 | | Sponsor | MARTA | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$150,000 | \$0,000 | \$150,000 |
| CST | 2014 | STP - Urban (>200K) (ARC) | \$820,000 | \$0,000 | \$205,000 | \$0,000 | \$1,025,000 |
| | | | \$820,000 | \$0,000 | \$355,000 | \$0,000 | \$1,175,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|--|---------|--------------|--------------|
| M-AR-313 | MARTA RAIL SERVICE FREQUENCY IMPROVEMENTS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$6,484,450 | \$0,000 | \$1,621,113 | \$0,000 | \$8,105,563 |
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$515,000 | \$0,000 | \$128,888 | \$0,000 | \$643,888 |
| | | | \$6,999,450 | \$0,000 | \$1,750,001 | \$0,000 | \$8,749,451 |

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FY 2014-2019 Transportation Improvement Program**

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|-------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| M-AR-314 | MARTA COMPRESSED NATURAL GAS (CNG) BUS ACQUISITION | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$5,784,450 | \$0,000 | \$1,446,113 | \$0,000 | \$7,230,563 |
| | | | \$5,784,450 | \$0,000 | \$1,446,113 | \$0,000 | \$7,230,563 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 4 | 1.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ROW | 2016 | STP - Statewide Flexible (GDOT) | \$9,717,336 | \$2,429,334 | \$0,000 | \$0,000 | \$12,146,670 |
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$7,497,264 | \$1,874,316 | \$0,000 | \$0,000 | \$9,371,580 |
| | | | \$17,214,600 | \$4,303,650 | \$0,000 | \$0,000 | \$21,518,250 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| NE-005B | SR 142 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 242230- | FROM AIRPORT ENTRANCE APPROXIMATELY 1000' NORTH OF ALCOVY ROAD TO HAZELBRAND ROAD | Sponsor | GDOT | 2 | 4 | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|---------------------|---------------------|
| PE | AUTH | 1998 | STP - Statewide Flexible (GDOT) | \$1,042,122 | \$260,531 | \$0,000 | \$0,000 | \$1,302,653 |
| ROW | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$3,200,000 | \$800,000 | \$0,000 | \$0,000 | \$4,000,000 |
| UTL | | 2016 | National Highway Performance Program (NHPP) | \$1,116,349 | \$279,087 | \$0,000 | \$0,000 | \$1,395,436 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$9,366,675 | \$2,341,669 | \$0,000 | \$0,000 | \$11,708,344 |
| | | | \$14,725,146 | \$3,681,287 | \$0,000 | \$0,000 | \$18,406,433 | |

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|-------------------|---------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| NE-007 | US 278 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 231630- | FROM COVINGTON BYPASS TO SR 142 | Sponsor | GDOT | 2 | 4 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|--------------------|----------------|----------------|---------------------|-------------|
| PE | AUTH | 1999 | STP - Statewide Flexible (GDOT) | \$560,000 | \$140,000 | \$0,000 | \$0,000 | \$700,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | | 2014 | STP - Statewide Flexible (GDOT) | \$2,510,400 | \$627,600 | \$0,000 | \$0,000 | \$3,138,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$7,035,181 | \$1,758,795 | \$0,000 | \$0,000 | \$8,793,976 |
| | | | \$10,265,581 | \$2,566,395 | \$0,000 | \$0,000 | \$12,831,976 | |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| NE-069 | ALMON ROAD OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0009706 | FROM ROCKDALE COUNTY LINE TO I-20 EAST | Sponsor | Newton County | Var | Var | 2.2 | 2030 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,204,000 | \$0,000 | \$4,204,000 |
| UTL | LR 2020-2030 | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | LR 2020-2030 | LR 2020-2030 | General Federal Aid 2020-2040 | \$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-075 | TURKEY CREEK/YELLOW RIVER TRAIL | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0007592 | FROM TURNER LAKE PARK TO NEWTON COUNTY EDUCATIONAL COMPLEX | Sponsor | Newton County | N/A | N/A | 2.2 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|-----------------|------------------|----------------|--------------------|-----------|
| PE | AUTH | 2008 | Federal Earmark Funding | \$75,000 | \$0,000 | \$18,750 | \$0,000 | \$93,750 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$320,000 | \$80,000 | \$0,000 | \$0,000 | \$400,000 |
| CST | | 2017 | Federal Earmark Funding | \$524,925 | \$0,000 | \$384,075 | \$0,000 | \$909,000 |
| | | | \$919,925 | \$80,000 | \$402,825 | \$0,000 | \$1,402,750 | |

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|-------------------|---|--------------|--|---|---------|--------------|--------------|
| NE-090 | PACE STREET COMPLETE STREET RETROFIT AND BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0010331 | FROM FLOYD STREET TO US 278 | Sponsor | City of Covington | 4 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$122,400 | \$0,000 | \$122,400 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,748,000 | \$0,000 | \$437,000 | \$0,000 | \$2,185,000 |
| | | | | \$1,908,000 | \$0,000 | \$599,400 | \$0,000 | \$2,507,400 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| NE-099A | CROWELL ROAD INTERSECTION IMPROVEMENT | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0012645 | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Sponsor | Newton County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$110,400 | \$0,000 | \$27,600 | \$0,000 | \$138,000 |
| UTL | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$20,000 | \$0,000 | \$5,000 | \$0,000 | \$25,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$333,600 | \$0,000 | \$83,400 | \$0,000 | \$417,000 |
| | | | | \$464,000 | \$0,000 | \$116,000 | \$0,000 | \$580,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| NE-099B | CROWELL ROAD INTERSECTION IMPROVEMENT | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0012646 | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Sponsor | Newton County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$146,400 | \$0,000 | \$36,600 | \$0,000 | \$183,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$8,000 | \$0,000 | \$2,000 | \$0,000 | \$10,000 |
| UTL | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$20,000 | \$0,000 | \$5,000 | \$0,000 | \$25,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$705,600 | \$0,000 | \$176,400 | \$0,000 | \$882,000 |
| | | | | \$880,000 | \$0,000 | \$220,000 | \$0,000 | \$1,100,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| 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 |
| 0012647 | | Sponsor | City of Covington, City of Oxford | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | 2015 | STP - Urban (>200K) (ARC) | \$594,000 | \$0,000 | \$148,500 | \$0,000 | \$742,500 |
| | | | \$594,000 | \$0,000 | \$248,500 | \$0,000 | \$842,500 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| NE-101 | SR 81 INTERSECTION IMPROVEMENTS | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0012648 | AT SR 142 | Sponsor | Newton County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|---------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE AUTH | 2013 | STP - Urban (>200K) (ARC) | \$72,000 | \$0,000 | \$18,000 | \$0,000 | \$90,000 |
| ROW | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| UTL | 2017 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | 2017 | STP - Urban (>200K) (ARC) | \$520,000 | \$0,000 | \$130,000 | \$0,000 | \$650,000 |
| | | | \$752,000 | \$0,000 | \$188,000 | \$0,000 | \$940,000 |

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|-------------------|----------------------------------|--------------|---------------------------------|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | 2015 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$7,517,325 | \$1,879,331 | \$0,000 | \$0,000 | \$9,396,656 |
| | | | \$7,829,325 | \$1,957,331 | \$0,000 | \$0,000 | \$9,786,656 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| PA-015B | BILL CARRUTH PARKWAY: PHASE 2 - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM RAILROAD BRIDGE TO NEBO ROAD | Sponsor | Paulding County | 2 | 4 | 1.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |
| | | | | \$0,000 | \$0,000 | \$15,700,000 | \$0,000 | \$15,700,000 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| PA-015C | BILL CARRUTH PARKWAY: PHASE 3 - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM NEBO ROAD TO SR 92 (HIRAM DOUGLASVILLE HIGHWAY) | Sponsor | Paulding County | 2 | 4 | 1.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,500,000 | \$0,000 | \$7,500,000 |
| | | | | \$0,000 | \$0,000 | \$8,000,000 | \$0,000 | \$8,000,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|---|---------|--------------|--------------|
| PA-027 | SR 92 BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 632921- | AT SOUTHERN RAIL LINE IN DOWNTOWN HIRAM | Sponsor | GDOT | 2 | 4 | 0.3 | 2030 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2006 | Bridge (On-System) | \$10,400 | \$2,600 | \$0,000 | \$0,000 | \$13,000 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$2,163,921 | \$540,980 | \$0,000 | \$0,000 | \$2,704,901 |
| | | | | \$2,214,321 | \$553,580 | \$0,000 | \$0,000 | \$2,767,901 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-061C1 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 621570- | 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1997 | STP - Statewide Flexible (GDOT) | \$1,432,367 | \$358,092 | \$0,000 | \$0,000 | \$1,790,459 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$10,890,999 | \$2,722,750 | \$0,000 | \$0,000 | \$13,613,749 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,975,306 | \$743,827 | \$0,000 | \$0,000 | \$3,719,133 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$23,426,282 | \$5,856,571 | \$0,000 | \$0,000 | \$29,282,853 |
| | | | | \$38,804,954 | \$9,701,240 | \$0,000 | \$0,000 | \$48,506,194 |

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|-------------------|---|--------------|------------------------------------|--|---------|--------------|--------------|
| PA-062 | PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0007285 | FROM END OF EXISTING AIRPORT PARKWAY ON NEW LOCATION TO A CUL-DE-SAC | Sponsor | Paulding County | 0 | 2 | 1.0 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2006 | Federal Earmark Funding | \$0,000 | \$0,000 | \$403,385 | \$0,000 | \$403,385 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,420,000 | \$0,000 | \$1,420,000 |
| CST | | 2016 | Federal Earmark Funding | \$1,606,500 | \$0,000 | \$178,513 | \$0,000 | \$1,785,013 |
| | | | | \$1,614,500 | \$2,000 | \$2,001,898 | \$0,000 | \$3,618,398 |

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FY 2014-2019 Transportation Improvement Program**

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-063 | PAULDING COUNTY TECHNOLOGY PARK LOCAL ACCESS ROAD: PHASE 2 - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0008037 | FROM PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY ON NEW LOCATION TO A CUL-DE-SAC | Sponsor | Paulding County | 0 | 2 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,013,000 | \$0,000 | \$1,013,000 |
| CST | | 2016 | Appalachian Local Access | \$1,000,000 | \$0,000 | \$1,456,961 | \$0,000 | \$2,456,961 |
| | | | | \$1,040,000 | \$10,000 | \$2,595,961 | \$0,000 | \$3,645,961 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-092A | SR 92 (HIRAM DOUGLASVILLE HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0007691 | FROM BETWEEN BROWN AND MALONE STREETS IN DOUGLAS COUNTY (TERMINUS OF DO-282C) TO NEBO ROAD IN PAULDING COUNTY | Sponsor | GDOT | 2 | 6 | 6.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$1,440,000 | \$360,000 | \$0,000 | \$0,000 | \$1,800,000 |
| ROW | | 2014 | STP - Statewide Flexible (GDOT) | \$15,691,680 | \$3,922,920 | \$0,000 | \$0,000 | \$19,614,600 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$4,439,517 | \$1,109,879 | \$0,000 | \$0,000 | \$5,549,396 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$33,594,862 | \$8,398,715 | \$0,000 | \$0,000 | \$41,993,577 |
| | | | | \$55,966,059 | \$13,991,514 | \$0,000 | \$0,000 | \$69,957,573 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2002 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2005 | STP - Urban (>200K) (ARC) | \$1,856,000 | \$464,000 | \$0,000 | \$0,000 | \$2,320,000 |
| ROW | AUTH | 2006 | STP - Urban (>200K) (ARC) | \$1,225,600 | \$306,400 | \$0,000 | \$0,000 | \$1,532,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$15,893,711 | \$3,973,428 | \$0,000 | \$0,000 | \$19,867,139 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,306,440 | \$576,610 | \$0,000 | \$0,000 | \$2,883,050 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$27,091,284 | \$6,772,821 | \$0,000 | \$0,000 | \$33,864,105 |
| | | | | \$48,373,035 | \$12,093,259 | \$0,000 | \$0,000 | \$60,466,294 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-092C | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0007692 | FROM SR 120 (MARIETTA HIGHWAY) TO CEDARCREST ROAD | Sponsor | GDOT | 2 | 4 | 8.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$320,000 | \$80,000 | \$0,000 | \$0,000 | \$400,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$14,903,792 | \$3,725,948 | \$0,000 | \$0,000 | \$18,629,740 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,307,200 | \$1,326,800 | \$0,000 | \$0,000 | \$6,634,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$21,770,979 | \$5,442,745 | \$0,000 | \$0,000 | \$27,213,724 |
| | | | | \$42,701,971 | \$10,675,493 | \$0,000 | \$0,000 | \$53,377,464 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-092E | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0006857 | FROM CEDARCREST ROAD TO COBB COUNTY LINE NORTH OF OLD STILESBORO ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | GDOT | 2 | 4 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$2,208,145 | \$552,036 | \$0,000 | \$0,000 | \$2,760,181 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$4,813,379 | \$1,203,345 | \$0,000 | \$0,000 | \$6,016,724 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,056,726 | \$1,512,858 | \$0,000 | \$0,000 | \$13,569,584 |
| | | | | \$19,602,250 | \$3,399,239 | \$0,000 | \$0,000 | \$23,001,489 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| PA-095 | JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0010332 | | Sponsor | City of Dallas | N/A | N/A | 0.7 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | STP - Urban (>200K) (ARC) | \$52,000 | \$0,000 | \$13,000 | \$0,000 | \$65,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,428,936 | \$0,000 | \$422,234 | \$0,000 | \$1,851,170 |
| | | | | \$2,000,936 | \$0,000 | \$565,234 | \$0,000 | \$2,566,170 |

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|------------------|---|--------------|------------------|--|---------|--------------|--------------|
| PA-100 | DALLAS BATTLEFIELD TRAIL: PHASE 2 - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0012885 | | Sponsor | City of Dallas | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| | | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| PA-101A | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE I | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Paulding County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$197,855 | \$0,000 | \$49,464 | \$0,000 | \$247,319 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,297,000 | \$0,000 | \$600,000 | \$0,000 | \$1,897,000 |
| | | | | \$1,494,855 | \$0,000 | \$649,464 | \$0,000 | \$2,144,319 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| PA-101B | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE II | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Paulding County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$150,338 | \$0,000 | \$37,584 | \$0,000 | \$187,922 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,012,000 | \$0,000 | \$434,000 | \$0,000 | \$1,446,000 |
| | | | | \$1,162,338 | \$0,000 | \$471,584 | \$0,000 | \$1,633,922 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| RO-015E | PARKER ROAD / MILLERS CHAPEL ROAD WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0004433 | FROM FLAT SHOALS ROAD TO SR 138 | Sponsor | GRTA | 2 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2003 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$325,000 | \$325,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$12,000 | \$3,000 | \$0,000 | \$0,000 | \$15,000 |
| ROW | AUTH | 2010 | STP - Statewide Flexible (GDOT) | \$1,000,000 | \$0,000 | \$1,588,708 | \$0,000 | \$2,588,708 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,206,278 | \$0,000 | \$1,206,278 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$2,602,769 | \$650,692 | \$0,000 | \$0,000 | \$3,253,461 |
| | | | | \$3,614,769 | \$653,692 | \$2,794,986 | \$325,000 | \$7,388,447 |

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|------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| RO-034 | OLD COVINGTON HIGHWAY WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 752270- | FROM GREEN STREET TO SR 138/20 (WALNUT GROVE ROAD) | Sponsor | GRTA | 2 | 4 | 0.7 | 2020 |
| Completed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|--------------------|---------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$307,000 | \$307,000 |
| ROW | AUTH | 2007 | State Bonds | \$0,000 | \$0,000 | \$3,128,850 | \$1,737,000 | \$4,865,850 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$2,400,000 | \$600,000 | \$0,000 | \$0,000 | \$3,000,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$313,289 | \$0,000 | \$313,289 |
| CST | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$1,529,505 | \$0,000 | \$2,529,505 |
| | | | | \$3,200,000 | \$800,000 | \$4,971,644 | \$2,044,000 | \$11,015,644 |

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|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| RO-138B | SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0002040 | FROM EBENEZER ROAD / STANTON ROAD TO PARKER ROAD | Sponsor | GDOT | 2 | 2 | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$76,000 | \$0,000 | \$76,000 |
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$42,448 | \$10,612 | \$0,000 | \$0,000 | \$53,060 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$82,705 | \$0,000 | \$82,705 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$967,922 | \$241,981 | \$0,000 | \$0,000 | \$1,209,903 |
| | | | | \$1,010,370 | \$252,593 | \$158,705 | \$0,000 | \$1,421,668 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| RO-138C | SALEM ROAD CONNECTOR (OLD SALEM ROAD REALIGNMENT) | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 721582 | FROM IN VICINITY OF SR 20/138 - RELOCATE INTERSECTION TO SOUTH AWAY FROM I-20 | Sponsor | Rockdale County | 4 | 4 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|--------------------|------------------|----------------|---------------------|--------------|
| PE | AUTH | 2006 | 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 | | 2018 | STP - Statewide Flexible (GDOT) | \$21,948,043 | \$5,487,011 | \$0,000 | \$0,000 | \$27,435,054 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$2,663,805 | \$665,951 | \$0,000 | \$0,000 | \$3,329,756 |
| | | | \$24,651,848 | \$6,162,962 | \$200,000 | \$0,000 | \$31,014,810 | |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| RO-206 | SR 162 (SALEM ROAD) WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0004434 | FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY | Sponsor | GDOT | 2 | 4 | 1.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|--------------------|----------------|----------------|---------------------|--------------|
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$12,105,262 | \$3,026,315 | \$0,000 | \$0,000 | \$15,131,577 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$9,226,894 | \$2,306,723 | \$0,000 | \$0,000 | \$11,533,617 |
| | | | \$21,332,156 | \$5,333,038 | \$0,000 | \$0,000 | \$26,665,194 | |

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|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| RO-229 | SR 212 (SCOTT HIGHWAY) BRIDGE REPLACEMENT | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 742980- | AT HONEY CREEK | Sponsor | GDOT | 2 | 2 | 0.8 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|------------------|----------------|----------------|--------------------|-------------|
| PE | AUTH | 2002 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | Bridge (On-System) | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | | 2014 | STP - Statewide Flexible (GDOT) | \$204,000 | \$51,000 | \$0,000 | \$0,000 | \$255,000 |
| UTL | | 2015 | STP - Statewide Flexible (GDOT) | \$109,866 | \$27,467 | \$0,000 | \$0,000 | \$137,333 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$2,388,259 | \$597,065 | \$0,000 | \$0,000 | \$2,985,324 |
| | | | \$2,822,125 | \$705,532 | \$0,000 | \$0,000 | \$3,527,657 | |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| RO-235C | SIGMAN ROAD WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 752190- | FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD | Sponsor | Rockdale County | 2 | 4 | 1.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 1996 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,943,000 | \$0,000 | \$2,943,000 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$3,770,087 | \$942,522 | \$0,000 | \$0,000 | \$4,712,609 |
| | | | | \$3,770,087 | \$942,522 | \$2,943,000 | \$0,000 | \$7,655,609 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| RO-237 | KLONDIKE ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006932 | AT MCDANIEL MILL ROAD / HURST ROAD | Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$20,000 | \$5,000 | \$0,000 | \$0,000 | \$25,000 |
| ROW | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$150,000 | \$0,000 | \$150,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$1,149,600 | \$0,000 | \$744,906 | \$0,000 | \$1,894,506 |
| | | | | \$1,169,600 | \$5,000 | \$944,906 | \$0,000 | \$2,119,506 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| RO-242C | SR 20 (LOGANVILLE HIGHWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006935 | AT WEST HIGHTOWER TRAIL | Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|------------------|-----------------|------------------|----------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$148,000 | \$0,000 | \$148,000 |
| UTL | | 2019 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$59,600 | \$0,000 | \$59,600 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$775,200 | \$0,000 | \$603,830 | \$0,000 | \$1,379,030 |
| | | | | \$815,200 | \$10,000 | \$911,430 | \$0,000 | \$1,736,630 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| RO-247 | GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006697 | | Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | | 2015 | Federal Earmark Funding | \$500,000 | \$0,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | | 2015 | Federal Earmark Funding | \$931,935 | \$0,000 | \$232,984 | \$0,000 | \$1,164,919 |
| CST | | 2015 | 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-248 | HARDIN/O'KELLY STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0011640 | FROM DOGWOOD DRIVE TO GREEN STREET | Sponsor | City of Conyers | N/A | N/A | 0.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$356,976 | \$0,000 | \$89,244 | \$0,000 | \$446,220 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$751,200 | \$0,000 | \$197,800 | \$0,000 | \$949,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$2,566,400 | \$0,000 | \$641,600 | \$0,000 | \$3,208,000 |
| | | | | \$3,674,576 | \$0,000 | \$928,644 | \$0,000 | \$4,603,220 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
FY 2014-2019 Transportation Improvement Program**

| | | | | | | | |
|-------------------|------------------------------------|--------------|---|--|---------|--------------|--------------|
| RO-256 | SIGMAN ROAD MULTI-USE TRAIL | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0012886 | | Sponsor | Rockdale County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2014 | TAP - Urban (>200K) (ARC) | \$250,000 | \$0,000 | \$62,500 | \$0,000 | \$312,500 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| | | | | \$250,000 | \$0,000 | \$2,262,500 | \$0,000 | \$2,512,500 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|-----------------|----------------|----------------|------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$50,000 | \$0,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$208,000 | \$52,000 | \$0,000 | \$0,000 | \$260,000 |
| | | | | \$338,000 | \$72,000 | \$0,000 | \$0,000 | \$410,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------------|---|---------|--------------|--------------|
| RO-AR-138 | I-20 EAST INTERCHANGE IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 731048- | AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY) | Sponsor | GDOT | 4 | 6 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2015 | National Highway Performance Program (NHPP) | \$3,463,783 | \$865,946 | \$0,000 | \$0,000 | \$4,329,729 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$27,568,456 | \$6,892,114 | \$0,000 | \$0,000 | \$34,460,570 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$8,499,200 | \$2,124,800 | \$0,000 | \$0,000 | \$10,624,000 |
| | | | | \$40,331,439 | \$10,082,860 | \$0,000 | \$0,000 | \$50,414,299 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | | | | | | | |
|-------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2005 | Bridge (Off-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$146,000 | \$0,000 | \$146,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$716,772 | \$179,193 | \$8,806 | \$0,000 | \$904,771 |
| | | | | \$724,772 | \$181,193 | \$154,806 | \$0,000 | \$1,060,771 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| SP-021 | SR 16 WIDENING | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 332890- | FROM PINE HILL ROAD TO US 19 (INCLUDES BRIDGE RECONSTRUCTION AND TURN LANES AT INTERCHANGE) | Sponsor | GDOT | 2 | 4 | 0.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | National Highway System | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$244,000 | \$61,000 | \$0,000 | \$0,000 | \$305,000 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$232,000 | \$58,000 | \$0,000 | \$0,000 | \$290,000 |
| ROW | AUTH | 2013 | National Highway System | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| UTL | | 2014 | National Highway Performance Program (NHPP) | \$17,479 | \$4,370 | \$0,000 | \$0,000 | \$21,849 |
| CST | | 2014 | National Highway Performance Program (NHPP) | \$8,845,314 | \$2,211,329 | \$0,000 | \$0,000 | \$11,056,643 |
| | | | | \$10,298,793 | \$2,574,699 | \$0,000 | \$0,000 | \$12,873,492 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-1
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| | | | | | | | |
|-------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| SP-069A | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE I | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 0008237 | | Sponsor | City of Griffin | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$596,300 | \$0,000 | \$596,300 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$132,000 | \$0,000 | \$132,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,253,053 | \$0,000 | \$313,263 | \$0,000 | \$1,566,316 |
| | | | | \$1,253,053 | \$0,000 | \$1,041,563 | \$0,000 | \$2,294,616 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|---|---------|--------------|--------------|
| SP-069B | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE II | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 0008238 | | Sponsor | City of Griffin | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|------------------|----------------|------------------|
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$44,100 | \$0,000 | \$44,100 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$44,000 | \$0,000 | \$44,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$166,540 | \$0,000 | \$56,708 | \$0,000 | \$223,248 |
| | | | | \$166,540 | \$0,000 | \$144,808 | \$0,000 | \$311,348 |

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| SP-168 | DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 0010333 | | Sponsor | City of Griffin | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$2,343,600 | \$0,000 | \$585,900 | \$0,000 | \$2,929,500 |
| | | | | \$2,545,600 | \$0,000 | \$736,400 | \$0,000 | \$3,282,000 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| WA-003 | MONROE EAST CONNECTOR - NEW ALIGNMENT | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 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 | Sponsor | City of Monroe | 0 | 2 | 4.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 2003 | STP - Statewide Flexible (GDOT) | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,478,215 | \$869,554 | \$0,000 | \$0,000 | \$4,347,769 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$541,216 | \$0,000 | \$541,216 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$10,535,737 | \$2,633,934 | \$0,000 | \$0,000 | \$13,169,671 |
| | | | | \$15,013,952 | \$3,753,488 | \$541,216 | \$0,000 | \$19,308,656 |

| | | | | | | | |
|------------------|---------------------------------|--------------|--------------------------|--|---------|--------------|--------------|
| WA-016 | SR 81 BRIDGE REPLACEMENT | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 142296- | AT APALACHEE RIVER | Sponsor | GDOT | 2 | 2 | 0.2 | 2020 |
| Completed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | AUTH | 2013 | Bridge (On-System) | \$304,000 | \$76,000 | \$0,000 | \$0,000 | \$380,000 |
| UTL | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$34,272 | \$8,568 | \$0,000 | \$0,000 | \$42,840 |
| CST | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$2,075,234 | \$518,809 | \$0,000 | \$0,000 | \$2,594,043 |
| | | | | \$2,421,506 | \$605,377 | \$0,000 | \$0,000 | \$3,026,883 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| WA-021 | SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| 142000- | FROM NORTH SHARON CHURCH ROAD TO SR 81 [INCLUDES ONE-WAY PAIR IN LOGANVILLE] | Sponsor | GDOT | 2 | 4 | 1.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$8,678,601 | \$2,169,650 | \$0,000 | \$0,000 | \$10,848,251 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$3,241,502 | \$810,375 | \$0,000 | \$0,000 | \$4,051,877 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$16,730,676 | \$4,182,669 | \$0,000 | \$0,000 | \$20,913,345 |
| | | | | \$28,738,779 | \$7,184,694 | \$0,000 | \$0,000 | \$35,923,473 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| WA-030 | NORTH BROAD STREET PEDESTRIAN AND BICYCLE IMPROVEMENTS | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 0011641 | FROM MARABLE STREET TO US 78 BRIDGE | Sponsor | City of Monroe | N/A | N/A | 0.6 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,440,000 | \$0,000 | \$360,000 | \$0,000 | \$1,800,000 |
| | | | | \$1,640,000 | \$0,000 | \$410,000 | \$0,000 | \$2,050,000 |

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| | | | | | | | |
|-------------------|---------------------------------|--------------|---------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|---------------------|---------------------|----------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$68,000 | \$17,000 | \$0,000 | \$0,000 | \$85,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$170,000 | \$42,500 | \$0,000 | \$0,000 | \$212,500 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$36,000 | \$9,000 | \$0,000 | \$0,000 | \$45,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,800,000 | \$450,000 | \$0,000 | \$0,000 | \$2,250,000 |
| | | | | \$2,074,000 | \$518,500 | \$0,000 | \$0,000 | \$2,592,500 |



APPENDIX A-2

2040 Regional Transportation Plan Project List (Constrained Element)

March 2014 Update

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | | |
|--------------------|--|-------------|---------------------------|---------------------|--|------------------|----------------|--------------------|
| AR-001-2015 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010461 | | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2015 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | | |
|--------------------|--|-------------|---------------------------|---------------------|--|------------------|----------------|--------------------|
| AR-001-2016 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010462 | | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2016 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | | |
|--------------------|--|-------------|---------------------------|---------------------|--|------------------|----------------|--------------------|
| AR-001-2017 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010463 | | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2017 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | | |
|--------------------|--|-------------|---------------------------|---------------------|--|------------------|----------------|--------------------|
| AR-001-2018 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2018 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-001-2019 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2019 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2014 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|----------------|----------------|----------------|----------------|----------------|
| CST | 2014 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2015 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2015 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2016 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2016 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2017 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2017 | STP - Urban (>200K) (ARC) | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |
| | | | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2018 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2018 | STP - Urban (>200K) (ARC) | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |
| | | | \$3,600,000 | \$0,000 | \$900,000 | \$0,000 | \$4,500,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-002-2019 | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | 2019 | STP - Urban (>200K) (ARC) | \$15,600,000 | \$0,000 | \$3,750,000 | \$0,000 | \$19,350,000 |
| | | | \$15,600,000 | \$0,000 | \$3,750,000 | \$0,000 | \$19,350,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| AR-003-LR1 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION PROGRAMS - FY 2020-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002) | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | ARC | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|----------------------|----------------|---------------------|----------------|----------------------|
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$130,000,000 | \$0,000 | \$32,500,000 | \$0,000 | \$162,500,000 |
| | | | \$130,000,000 | \$0,000 | \$32,500,000 | \$0,000 | \$162,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---------------------|--|---------|--------------|--------------|
| 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) | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | ARC | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Other / LCI Program | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| CST | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-004-2014 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010464 | | Sponsor | ARC | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$2,750,000 | \$0,000 | \$687,500 | \$0,000 | \$3,437,500 |
| | | | \$2,750,000 | \$0,000 | \$687,500 | \$0,000 | \$3,437,500 |

| | | | | | | | |
|--------------------|--|--------------|------------------|--|---------|--------------|--------------|
| AR-004-2015 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010465 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | 2015 | STP - Urban (>200K) (ARC) | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |
| | | | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------|--|---------|--------------|--------------|
| AR-004-2016 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010466 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2016 | STP - Urban (>200K) (ARC) | \$1,750,000 | \$0,000 | \$437,500 | \$0,000 | \$2,187,500 |
| | | | \$1,750,000 | \$0,000 | \$437,500 | \$0,000 | \$2,187,500 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|------------------|---|---------|--------------|--------------|
| AR-004-2017 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010467 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2017 | STP - 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-004-2018 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2018 | STP - 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-004-2019 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2019 | STP - 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 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | ARC | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| PE | LR 2020-2030 | General Federal Aid 2020-2040 | \$22,000,000 | \$0,000 | \$5,500,000 | \$0,000 | \$27,500,000 |
| | | | \$22,000,000 | \$0,000 | \$5,500,000 | \$0,000 | \$27,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------|---|---------|--------------|--------------|
| AR-004-LR2 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | ARC | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------|---------|-------------|---------|--------------|
| PE | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-010-2016 | TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2016-2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010935 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-------------|---------|-----------|---------|-------------|
| PE | 2016 | 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-010-2018 | TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2018-2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-------------|---------|-----------|---------|-------------|
| PE | 2018 | 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-011-2016 | RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2016-2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010500 | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-------------|---------|---------|---------|-------------|
| PE | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$4,100,000 | \$0,000 | \$0,000 | \$0,000 | \$4,100,000 |
| | | | \$4,100,000 | \$0,000 | \$0,000 | \$0,000 | \$4,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|---------------------------|--|---------|--------------|--------------|
| AR-011-2018 | RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2018-2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2018 | 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 2020-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011) | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | ARC | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| PE | LR 2020-2030 | General Federal Aid 2020-2040 | \$45,300,000 | \$0,000 | \$11,325,000 | \$0,000 | \$56,625,000 |
| | | | \$45,300,000 | \$0,000 | \$11,325,000 | \$0,000 | \$56,625,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------|--|---------|--------------|--------------|
| AR-012-LR2 | TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2031-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011) | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | ARC | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| PE | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-013 | EVALUATION OF TDM PROGRAM IN TRANSPORTATION MANAGEMENT AREAS TO GUIDE PROGRAM DEVELOPMENT | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | ARC | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / TDM & Air Quality | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-----------------|----------------|-----------------|----------------|-----------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| | | | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | | |
|-------------------|---|-------------|---------------------------|------------------------------------|--|--------------------|----------------|--------------------|
| AR-046-CO | TRANSIT SYSTEM CAPITAL AND PREVENTIVE MAINTENANCE PROGRAM - CCT FY 2014 ALLOCATION | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0013054 | | | Sponsor | Cobb County | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2014 | STP - Urban (>200K) (ARC) | \$5,000,000 | \$0,000 | \$1,250,000 | \$0,000 | \$6,250,000 |
| | | | | \$5,000,000 | \$0,000 | \$1,250,000 | \$0,000 | \$6,250,000 |

| | | | | | | | | |
|-------------------|---|-------------|---------------------------|------------------------------------|--|--------------------|----------------|---------------------|
| AR-046-M | TRANSIT SYSTEM CAPITAL AND PREVENTIVE MAINTENANCE PROGRAM - MARTA FY 2014 ALLOCATION | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0013055 | | | Sponsor | MARTA | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2014 | STP - Urban (>200K) (ARC) | \$10,000,000 | \$0,000 | \$2,500,000 | \$0,000 | \$12,500,000 |
| | | | | \$10,000,000 | \$0,000 | \$2,500,000 | \$0,000 | \$12,500,000 |

| | | | | | | | | |
|--------------------|--|-------------|--|-----------------------|--|----------------|----------------|----------------|
| AR-050-2014 | REGIONAL CMAQ PROGRAM - FY 2014 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | TBD | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2014 | 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-050-2015 | REGIONAL CMAQ PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2015 | 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 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-050-2016 | REGIONAL CMAQ PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| ALL | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$3,634,392 | \$0,000 | \$908,598 | \$0,000 | \$4,542,990 |
| | | | \$3,634,392 | \$0,000 | \$908,598 | \$0,000 | \$4,542,990 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-050-2017 | REGIONAL CMAQ PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$8,330,000 | \$0,000 | \$2,082,500 | \$0,000 | \$10,412,500 |
| | | | \$8,330,000 | \$0,000 | \$2,082,500 | \$0,000 | \$10,412,500 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-050-2018 | REGIONAL CMAQ PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$16,590,000 | \$0,000 | \$4,147,500 | \$0,000 | \$20,737,500 |
| | | | \$16,590,000 | \$0,000 | \$4,147,500 | \$0,000 | \$20,737,500 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-050-2019 | REGIONAL CMAQ PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2019 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| AR-051-2015 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2015 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| AR-051-2016 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2016 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| AR-051-2017 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2017 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| AR-051-2018 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2018 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|---------------------------------------|--|---------|--------------|--------------|
| AR-051-2019 | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2019 | TAP - Urban (>200K) (ARC) | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |
| | | | \$7,200,000 | \$0,000 | \$1,800,000 | \$0,000 | \$9,000,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------------|--|---------|--------------|--------------|
| AR-051-LR1 | ACTIVE MODES PROGRAM - FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|----------------------|----------------|---------------------|----------------|----------------------|
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$110,000,000 | \$0,000 | \$27,500,000 | \$0,000 | \$137,500,000 |
| | | | \$110,000,000 | \$0,000 | \$27,500,000 | \$0,000 | \$137,500,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------------|--|---------|--------------|--------------|
| AR-051-LR2 | ACTIVE MODES PROGRAM - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Other / Bicycle and Pedestrian | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|----------------------|----------------|---------------------|----------------|----------------------|
| CST | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-052-2014 | REGIONAL STP URBAN PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|----------------|----------------|----------------|----------------|----------------|
| ALL | 2014 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|---|---------|--------------|--------------|
| AR-052-2015 | REGIONAL STP URBAN PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2015 | STP - Urban (>200K) (ARC) | \$4,831,257 | \$0,000 | \$1,207,814 | \$0,000 | \$6,039,071 |
| | | | \$4,831,257 | \$0,000 | \$1,207,814 | \$0,000 | \$6,039,071 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|---|---------|--------------|--------------|
| AR-052-2016 | REGIONAL STP URBAN PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2016 | STP - Urban (>200K) (ARC) | \$27,453,301 | \$0,000 | \$6,863,325 | \$0,000 | \$34,316,626 |
| | | | \$27,453,301 | \$0,000 | \$6,863,325 | \$0,000 | \$34,316,626 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|---|---------|--------------|--------------|
| AR-052-2017 | REGIONAL STP URBAN PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2017 | STP - Urban (>200K) (ARC) | \$29,084,075 | \$0,000 | \$7,271,019 | \$0,000 | \$36,355,094 |
| | | | \$29,084,075 | \$0,000 | \$7,271,019 | \$0,000 | \$36,355,094 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|---|---------|--------------|--------------|
| AR-052-2018 | REGIONAL STP URBAN PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2018 | STP - Urban (>200K) (ARC) | \$27,293,521 | \$0,000 | \$6,823,380 | \$0,000 | \$34,116,901 |
| | | | \$27,293,521 | \$0,000 | \$6,823,380 | \$0,000 | \$34,116,901 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-052-2019 | REGIONAL STP URBAN PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2019 | STP - Urban (>200K) (ARC) | \$12,444,323 | \$0,000 | \$3,111,081 | \$0,000 | \$15,555,404 |
| | | | \$12,444,323 | \$0,000 | \$3,111,081 | \$0,000 | \$15,555,404 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-074-2014 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012581 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$4,080,000 | \$1,020,000 | \$0,000 | \$0,000 | \$5,100,000 |
| | | | \$4,080,000 | \$1,020,000 | \$0,000 | \$0,000 | \$5,100,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-074-2015 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012582 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$10,440,000 | \$2,610,000 | \$0,000 | \$0,000 | \$13,050,000 |
| | | | \$10,440,000 | \$2,610,000 | \$0,000 | \$0,000 | \$13,050,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-074-2017 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012583 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$9,600,000 | \$2,400,000 | \$0,000 | \$0,000 | \$12,000,000 |
| | | | \$9,600,000 | \$2,400,000 | \$0,000 | \$0,000 | \$12,000,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-075B | PRIORITIZED REGIONWIDE SIGNAL RETIMING PROGRAM - PHASE 2 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012585 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Urban (>200K) (ARC) | \$4,000,000 | \$1,000,000 | \$0,000 | \$0,000 | \$5,000,000 |
| | | | \$4,000,000 | \$1,000,000 | \$0,000 | \$0,000 | \$5,000,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2014 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007698 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|--------------------|-------------|
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 |
| | | | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 | |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2015 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007699 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | National Highway Performance Program (NHPP) | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 |
| | | | \$5,600,000 | \$1,400,000 | \$0,000 | \$0,000 | \$7,000,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2016 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007700 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | 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 |

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| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-100-2017 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007701 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | 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-100-2018 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007702 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | 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-100-2019 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007703 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2019 | 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-101-2015 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007717 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | 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 |

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|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-101-2016 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007718 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | 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-101-2017 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007719 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | 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-101-2018 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007720 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 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-101-2019 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007721 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-102-2014 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007734 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|------------------|----------------|----------------|--------------------|-------------|
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$2,800,000 | \$700,000 | \$0,000 | \$0,000 | \$3,500,000 |
| | | | \$2,800,000 | \$700,000 | \$0,000 | \$0,000 | \$3,500,000 | |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-102-2015 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007735 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|--------------------|-------------|
| CST | | 2015 | 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-102-2016 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007736 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|--------------------|-------------|
| CST | | 2016 | 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-102-2017 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007737 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|--------------------|-------------|
| CST | | 2017 | 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 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-102-2018 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007738 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | 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-102-2019 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007739 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2019 | 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-103-2015 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007753 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | National Highway Performance Program (NHPP) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| | | | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-103-2016 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007754 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-103-2017 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007755 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | 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-103-2018 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007756 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | 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-103-2019 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007757 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-104-2014 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007770 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|------------------|----------------|----------------|------------------|-----------|
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 |
| | | | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 | |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-104-2015 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007771 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | 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-104-2016 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007772 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | 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-104-2017 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007773 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | 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-104-2018 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007774 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | 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 |

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| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-104-2019 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007775 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-105-2014 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009547 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$14,600,000 | \$3,650,000 | \$0,000 | \$0,000 | \$18,250,000 |
| | | | \$14,600,000 | \$3,650,000 | \$0,000 | \$0,000 | \$18,250,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2015 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009548 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |
| | | | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2016 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009549 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |
| | | | \$18,800,000 | \$4,700,000 | \$0,000 | \$0,000 | \$23,500,000 |

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| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2017 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009810 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |
| | | | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2018 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009811 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |
| | | | \$20,200,000 | \$5,050,000 | \$0,000 | \$0,000 | \$25,250,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-105-2019 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009812 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$13,000,000 | \$3,250,000 | \$0,000 | \$0,000 | \$16,250,000 |
| | | | \$13,000,000 | \$3,250,000 | \$0,000 | \$0,000 | \$16,250,000 |

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|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-106-2014 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007497 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$5,966,400 | \$1,491,600 | \$0,000 | \$0,000 | \$7,458,000 |
| | | | \$5,966,400 | \$1,491,600 | \$0,000 | \$0,000 | \$7,458,000 |

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| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-106-2015 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007498 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (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-106-2016 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009790 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (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-106-2017 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009791 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-106-2018 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009792 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (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 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-106-2019 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009793 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$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-110-2014 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009580 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | National Highway Performance Program (NHPP) Exempt | \$10,627,200 | \$2,656,800 | \$0,000 | \$0,000 | \$13,284,000 |
| | | | \$10,627,200 | \$2,656,800 | \$0,000 | \$0,000 | \$13,284,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-110-2015 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009581 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | National Highway Performance Program (NHPP) Exempt | \$10,733,600 | \$2,683,400 | \$0,000 | \$0,000 | \$13,417,000 |
| | | | \$10,733,600 | \$2,683,400 | \$0,000 | \$0,000 | \$13,417,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-110-2016 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009582 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | National Highway Performance Program (NHPP) Exempt | \$10,840,000 | \$2,710,000 | \$0,000 | \$0,000 | \$13,550,000 |
| | | | \$10,840,000 | \$2,710,000 | \$0,000 | \$0,000 | \$13,550,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-110-2017 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009583 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | National Highway Performance Program (NHPP) Exempt | \$11,058,400 | \$2,764,600 | \$0,000 | \$0,000 | \$13,823,000 |
| | | | \$11,058,400 | \$2,764,600 | \$0,000 | \$0,000 | \$13,823,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-110-2018 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012955 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | National Highway Performance Program (NHPP) Exempt | \$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-110-2019 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012956 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | National Highway Performance Program (NHPP) Exempt | \$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-111-2014 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006192 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2015 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006193 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2016 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009766 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2017 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009767 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2018 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009768 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | National Highway Performance Program (NHPP) | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |
| | | | \$13,051,200 | \$3,262,800 | \$0,000 | \$0,000 | \$16,314,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-111-2019 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009769 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | National Highway Performance Program (NHPP) | \$16,779,600 | \$4,194,900 | \$0,000 | \$0,000 | \$20,974,500 |
| | | | \$16,779,600 | \$4,194,900 | \$0,000 | \$0,000 | \$20,974,500 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-113-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006136 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (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-113-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006137 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (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-113-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009746 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-113-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009747 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-113-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009748 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (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-113-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009749 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (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-114-2014 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006171 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | National Highway Performance Program (NHPP) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2015 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006172 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | National Highway Performance Program (NHPP) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2016 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010300 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | National Highway Performance Program (NHPP) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2017 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010301 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | 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-114-2018 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010302 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-114-2019 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010303 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-116-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | AUTH | 2014 STP - Statewide Flexible (GDOT) | \$2,736,000 | \$684,000 | \$0,000 | \$0,000 | \$3,420,000 |
| | | | \$2,736,000 | \$684,000 | \$0,000 | \$0,000 | \$3,420,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-117-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006199 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-117-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006200 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

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| | | | | | | | |
|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009770 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009771 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009772 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |
| | | | \$1,640,800 | \$410,200 | \$0,000 | \$0,000 | \$2,051,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|---|---------|--------------|--------------|
| AR-117-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009773 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |
| | | | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006129 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$22,372,800 | \$5,593,200 | \$0,000 | \$0,000 | \$27,966,000 |
| | | | \$22,372,800 | \$5,593,200 | \$0,000 | \$0,000 | \$27,966,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006130 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009742 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009743 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009744 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |
| | | | \$26,101,600 | \$6,525,400 | \$0,000 | \$0,000 | \$32,627,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-118-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009745 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$26,938,396 | \$6,734,599 | \$0,000 | \$0,000 | \$33,672,995 |
| | | | \$26,938,396 | \$6,734,599 | \$0,000 | \$0,000 | \$33,672,995 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006206 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | 2014 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006207 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009774 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009775 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009776 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |
| | | | | \$372,800 | \$93,200 | \$0,000 | \$0,000 | \$466,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-119-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009777 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------|------------------|----------------|----------------|--------------------|
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$932,200 | \$233,050 | \$0,000 | \$0,000 | \$1,165,250 |
| | | | | \$932,200 | \$233,050 | \$0,000 | \$0,000 | \$1,165,250 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-121-2017 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009754 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|------------------|-----------------|----------------|----------------|------------------|
| CST | 2017 | 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-121-2018 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009755 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|------------------|-----------------|----------------|----------------|------------------|
| CST | 2018 | 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-121-2019 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009756 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-122-2014 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006213 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2015 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006214 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2016 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009778 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2017 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009779 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2018 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009780 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |
| | | | \$1,416,800 | \$354,200 | \$0,000 | \$0,000 | \$1,771,000 |

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| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-122-2019 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009781 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |
| | | | \$1,870,080 | \$467,520 | \$0,000 | \$0,000 | \$2,337,600 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-123-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006220 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (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-123-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006221 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (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-123-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009782 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (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 |

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| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-123-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009783 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-123-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009784 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (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-123-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009785 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |
| | | | \$3,728,800 | \$932,200 | \$0,000 | \$0,000 | \$4,661,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-125-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006178 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$29,990,400 | \$7,497,600 | \$0,000 | \$0,000 | \$37,488,000 |
| | | | \$29,990,400 | \$7,497,600 | \$0,000 | \$0,000 | \$37,488,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006179 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$26,929,600 | \$6,732,400 | \$0,000 | \$0,000 | \$33,662,000 |
| | | | \$26,929,600 | \$6,732,400 | \$0,000 | \$0,000 | \$33,662,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009758 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$26,325,600 | \$6,581,400 | \$0,000 | \$0,000 | \$32,907,000 |
| | | | \$26,325,600 | \$6,581,400 | \$0,000 | \$0,000 | \$32,907,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009759 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |
| | | | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009760 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |
| | | | \$25,020,000 | \$6,255,000 | \$0,000 | \$0,000 | \$31,275,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-125-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009761 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$33,559,200 | \$8,389,800 | \$0,000 | \$0,000 | \$41,949,000 |
| | | | \$33,559,200 | \$8,389,800 | \$0,000 | \$0,000 | \$41,949,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-127-2014 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003376 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |
| | | | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-127-2015 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003377 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |
| | | | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|---|---------|--------------|--------------|
| AR-127-2016 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003378 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |
| | | | \$6,712,000 | \$1,678,000 | \$0,000 | \$0,000 | \$8,390,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-127-2017 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003379 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (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-127-2018 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003380 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |
| | | | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |

| | | | | | | | |
|--------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-127-2019 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| M003381 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |
| | | | \$5,593,200 | \$1,398,300 | \$0,000 | \$0,000 | \$6,991,500 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2014 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012764 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | STP - Statewide Flexible (GDOT) | \$1,864,800 | \$466,200 | \$0,000 | \$0,000 | \$2,331,000 |
| | | | \$1,864,800 | \$466,200 | \$0,000 | \$0,000 | \$2,331,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2015 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012765 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2016 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012766 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2017 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012767 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2018 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-129-2019 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | STP - Statewide Flexible (GDOT) | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |
| | | | \$2,983,200 | \$745,800 | \$0,000 | \$0,000 | \$3,729,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2014 | RURAL ROADS SAFETY PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008645 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Highway Safety Improvement Program (HSIP) | \$1,193,600 | \$298,400 | \$0,000 | \$0,000 | \$1,492,000 |
| | | | \$1,193,600 | \$298,400 | \$0,000 | \$0,000 | \$1,492,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2015 | RURAL ROADS SAFETY PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008639 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2015 | Highway Safety Improvement Program (HSIP) | \$1,304,800 | \$326,200 | \$0,000 | \$0,000 | \$1,631,000 |
| | | | \$1,304,800 | \$326,200 | \$0,000 | \$0,000 | \$1,631,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2018 | RURAL ROADS SAFETY PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2018 | Highway Safety Improvement Program (HSIP) | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |
| | | | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |

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| | | | | | | | |
|--------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-131-2019 | RURAL ROADS SAFETY PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2019 | Highway Safety Improvement Program (HSIP) | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |
| | | | \$1,398,000 | \$349,500 | \$0,000 | \$0,000 | \$1,747,500 |

| | | | | | | | |
|--------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-132-2014 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008332 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2014 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

| | | | | | | | |
|--------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-132-2015 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008333 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2015 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

| | | | | | | | |
|--------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-132-2016 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008334 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|------------------|----------------|----------------|----------------|------------------|
| CST | 2016 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 |

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|--------------------|---|-------------------------------|----------------|--|--------------|--------------|--------------|--|
| AR-132-2017 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009802 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis | | | Exempt from Air Quality Analysis (40 CFR 93) |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2017 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 | |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 | |

| | | | | | | | | |
|--------------------|---|-------------------------------|----------------|--|--------------|--------------|--------------|--|
| AR-132-2018 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009803 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis | | | Exempt from Air Quality Analysis (40 CFR 93) |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2018 | Safe Routes to School Program | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 | |
| | | | \$210,000 | \$0,000 | \$0,000 | \$0,000 | \$210,000 | |

| | | | | | | | | |
|--------------------|---|-------------------------------|----------------|--|--------------|--------------|--------------|--|
| AR-132-2019 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2019 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009804 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis | | | Exempt from Air Quality Analysis (40 CFR 93) |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2019 | Safe Routes to School Program | \$121,186 | \$0,000 | \$0,000 | \$0,000 | \$121,186 | |
| | | | \$121,186 | \$0,000 | \$0,000 | \$0,000 | \$121,186 | |

| | | | | | | | | |
|--------------------|---|---------------------------------------|----------------|--|--------------|--------------|--------------|--|
| AR-133-2014 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2014 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0008325 | | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis | | | Exempt from Air Quality Analysis (40 CFR 93) |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2014 | Safe Route to School - Infrastructure | \$3,636,000 | \$0,000 | \$0,000 | \$0,000 | \$3,636,000 | |
| | | | \$3,636,000 | \$0,000 | \$0,000 | \$0,000 | \$3,636,000 | |

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|--------------------|---|--------------|---|---|---------|--------------|--------------|
| AR-133-2018 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009799 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2018 | Safe Route to School - Infrastructure | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |
| | | | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |

| | | | | | | | |
|--------------------|---|--------------|---|---|---------|--------------|--------------|
| AR-133-2019 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009800 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2019 | Safe Route to School - Infrastructure | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |
| | | | \$1,092,072 | \$0,000 | \$0,000 | \$0,000 | \$1,092,072 |

| | | | | | | | |
|--------------------|---|--------------|---|---|---------|--------------|--------------|
| AR-134-2014 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009223 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2014 | Safe Route to School - Either | \$1,454,000 | \$0,000 | \$0,000 | \$0,000 | \$1,454,000 |
| | | | \$1,454,000 | \$0,000 | \$0,000 | \$0,000 | \$1,454,000 |

| | | | | | | | |
|--------------------|---|--------------|---|---|---------|--------------|--------------|
| AR-134-2015 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009324 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-------------------------------|-----------------|----------------|----------------|----------------|-----------------|
| CST | 2015 | Safe Route to School - Either | \$84,000 | \$0,000 | \$0,000 | \$0,000 | \$84,000 |
| | | | \$84,000 | \$0,000 | \$0,000 | \$0,000 | \$84,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | | |
|--------------------|---|-------------------------------|------------------|---|--|----------------|------------------|--------------|
| AR-134-2018 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009227 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2018 | Safe Route to School - Either | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |
| | | | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |

| | | | | | | | | |
|--------------------|---|-------------------------------|------------------|---|--|----------------|------------------|--------------|
| AR-134-2019 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2019 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009228 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2019 | Safe Route to School - Either | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |
| | | | \$261,016 | \$0,000 | \$0,000 | \$0,000 | \$261,016 | |

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|--|----------------|--------------------|--------------|
| AR-135-2014 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2014 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006122 | | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2014 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |

| | | | | | | | | |
|--------------------|--|--------------------|--------------------|---|--|----------------|--------------------|--------------|
| AR-135-2015 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0006123 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2015 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|---|--|---------|--------------|--------------|
| AR-135-2016 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009738 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2016 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 |

| | | | | | | | |
|--------------------|--|--------------|---|--|---------|--------------|--------------|
| AR-135-2017 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009739 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2017 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 |

| | | | | | | | |
|--------------------|--|--------------|---|--|---------|--------------|--------------|
| AR-135-2018 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009740 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2018 | STP - Enhancements | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 |
| | | | \$7,084,800 | \$0,000 | \$1,771,200 | \$0,000 | \$8,856,000 |

| | | | | | | | |
|--------------------|--|--------------|---|--|---------|--------------|--------------|
| AR-135-2019 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009741 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------|--------------------|----------------|--------------------|----------------|---------------------|
| CST | 2019 | STP - Enhancements | \$9,694,880 | \$0,000 | \$2,423,720 | \$0,000 | \$12,118,600 |
| | | | \$9,694,880 | \$0,000 | \$2,423,720 | \$0,000 | \$12,118,600 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2014 | RECREATIONAL TRAILS PROGRAM - FY 2014 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007504 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2015 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2014 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2015 | RECREATIONAL TRAILS PROGRAM - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007505 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2015 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2016 | RECREATIONAL TRAILS PROGRAM - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0007507 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2016 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

| | | | | | | | | |
|--------------------|--|-------------|-----------------------------|--|--|----------------|----------------|------------------|
| AR-136-2017 | RECREATIONAL TRAILS PROGRAM - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009794 | | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2017 | Recreational Trails Program | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |
| | | | | \$466,400 | \$116,600 | \$0,000 | \$0,000 | \$583,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-136-2018 | RECREATIONAL TRAILS PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009795 | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|------------------|------------------|----------------|----------------|------------------|
| CST | 2018 | Recreational Trails Program | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |
| | | | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-136-2019 | RECREATIONAL TRAILS PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009796 | | Sponsor | Dept. of Natural Resources | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|------------------|------------------|----------------|----------------|------------------|
| CST | 2019 | Recreational Trails Program | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |
| | | | \$466,100 | \$116,525 | \$0,000 | \$0,000 | \$582,625 |

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-137-2014 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0009206 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|-----------------|----------------|----------------|------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$304,000 | \$76,000 | \$0,000 | \$0,000 | \$380,000 |
| | | | \$304,000 | \$76,000 | \$0,000 | \$0,000 | \$380,000 |

| | | | | | | | |
|--------------------|--|--------------|--|--|---------|--------------|--------------|
| AR-137-2015 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010502 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2015 | 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 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-137-2016 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010503 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2016 | 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-137-2017 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010504 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2017 | 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-137-2018 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2018 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 2018 | 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-137-2019 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|------------------|
| CST | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
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| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2015 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2015 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010507 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2015 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2016 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2016 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010508 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2016 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2017 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2017 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0010509 | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2017 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | | |
|--------------------|---|-------------|---------------------------|-----------------------|--|----------------|----------------|------------------|
| AR-138-2018 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2018 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| PE | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2018 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

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|--------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-138-2019 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2019 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------|------------------|------------------|----------------|----------------|------------------|
| PE | 2019 | STP - Urban (>200K) (ARC) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| | | | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |

| | | | | | | | |
|-------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-138-LR1 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,500,000 | \$1,375,000 | \$0,000 | \$0,000 | \$6,875,000 |
| | | | \$5,500,000 | \$1,375,000 | \$0,000 | \$0,000 | \$6,875,000 |

| | | | | | | | |
|-------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-138-LR2 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-190-2014 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2014 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 2014 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|--|---------|--------------|--------------|
| AR-190-2015 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2015 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 2015 | 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-190-2016 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2016 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 2016 | 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-190-2017 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2017 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 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 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|------------------|----------------|---------------------|----------------|----------------|---------------------|
| CST | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|--|----------------|----------------|---------------------|
| AR-190-2019 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2019 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 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-LR1 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2020-2030 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | GRTA | N/A | N/A | N/A | 2030 |
| Long Range | | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2020-2030 | State of Georgia | \$0,000 | \$132,000,000 | \$0,000 | \$0,000 | \$132,000,000 |
| | | | | \$0,000 | \$132,000,000 | \$0,000 | \$0,000 | \$132,000,000 |

| | | | | | | | | |
|-------------------|---|--------------|------------------|------------------------------------|--|----------------|----------------|----------------------|
| AR-190-LR2 | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2031-2040 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | GRTA | N/A | N/A | N/A | 2040 |
| Long Range | | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 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 2020-2030 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,185,000,000 | \$296,000,000 | \$0,000 | \$0,000 | \$1,481,000,000 |
| | | | | \$1,185,000,000 | \$296,000,000 | \$0,000 | \$0,000 | \$1,481,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | | |
|-------------------|---|--------------|-------------------------------|-----------------------|---|--------------|--------------|-----------------|
| AR-200-LR2 | ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2031-2040 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 2020-2030 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2020-2030 | General Federal Aid 2020-2040 | \$750,000,000 | \$187,500,000 | \$0,000 | \$0,000 | \$937,500,000 |
| | | | | \$750,000,000 | \$187,500,000 | \$0,000 | \$0,000 | \$937,500,000 |

| | | | | | | | | |
|-------------------|--|--------------|-------------------------------|-----------------------|---|--------------|--------------|---------------|
| AR-210-LR2 | ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2031-2040 | General Federal Aid 2020-2040 | \$700,000,000 | \$175,000,000 | \$0,000 | \$0,000 | \$875,000,000 |
| | | | | \$700,000,000 | \$175,000,000 | \$0,000 | \$0,000 | \$875,000,000 |

| | | | | | | | | |
|-------------------|---|--------------|-------------------------------|-----------------------|---|---------------|--------------|---------------|
| AR-220-LR1 | ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2020-2030 | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2020-2030 | General Federal Aid 2020-2040 | \$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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|-----------------------|--|---------|--------------|--------------|
| AR-220-LR2 | ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------|---------|---------------|---------|---------------|
| CST | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------|---------------|---------|---------|---------------|
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$439,680,000 | \$109,920,000 | \$0,000 | \$0,000 | \$549,600,000 |
| | | | \$439,680,000 | \$109,920,000 | \$0,000 | \$0,000 | \$549,600,000 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| AR-230-LR2 | BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|-----------------|---------------|---------|---------|-----------------|
| CST | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------|---------------|---------|---------|---------------|
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$418,597,200 | \$104,649,300 | \$0,000 | \$0,000 | \$523,246,500 |
| | | | \$418,597,200 | \$104,649,300 | \$0,000 | \$0,000 | \$523,246,500 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| AR-240-LR2 | BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|----------------------|----------------------|----------------|----------------|----------------------|
| CST | LR 2031-2040 | General Federal Aid 2020-2040 | \$777,394,800 | \$194,348,700 | \$0,000 | \$0,000 | \$971,743,500 |
| | | | \$777,394,800 | \$194,348,700 | \$0,000 | \$0,000 | \$971,743,500 |

| | | | | | | | |
|-------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AR-250-LR1 | BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$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-250-LR2 | BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| CST | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-255-LR1 | SHOULDER RUNNING AND OTHER OPERATIONAL IMPROVEMENTS ON FREEWAYS TO SUPPORT MANAGED LANE NETWORK | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Managed Lanes | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|----------------------|---------------------|----------------|----------------|----------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$160,000,000 | \$40,000,000 | \$0,000 | \$0,000 | \$200,000,000 |
| | | | \$160,000,000 | \$40,000,000 | \$0,000 | \$0,000 | \$200,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-295-LR1 | OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|------------------------|----------------------|---------------------|----------------|------------------------|
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,000,000,000 | \$250,000,000 | \$13,750,000 | \$0,000 | \$1,263,750,000 |
| | | | \$1,000,000,000 | \$250,000,000 | \$13,750,000 | \$0,000 | \$1,263,750,000 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AR-295-LR2 | OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|------------------------|----------------------|---------------------|----------------|------------------------|
| CST | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-575 TO SR 9 (ALPHARETTA HIGHWAY) | Sponsor | GDOT | 2 | 2 | TBD | 2030 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$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 | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 6 (THORNTON ROAD) TO SR 92 | Sponsor | GDOT | 2 | 2 | TBD | 2030 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$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 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | TBD | 2030 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$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-312 | HERO TRUCK EQUIPMENT UPGRADE AND SERVICE EXPANSION ON I-85 SOUTH, I-20 EAST AND I-20 WEST | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,440,000 | \$360,000 | \$0,000 | \$0,000 | \$1,800,000 |
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$440,000 | \$110,000 | \$0,000 | \$0,000 | \$550,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$440,000 | \$110,000 | \$0,000 | \$0,000 | \$550,000 |
| | | | \$2,320,000 | \$580,000 | \$0,000 | \$0,000 | \$2,900,000 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------------|--|---------|--------------|--------------|
| AR-400 | GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT) | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 770311- | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| ROW | LR 2020-2030 | New Starts | \$26,875,000 | \$0,000 | \$26,875,000 | \$0,000 | \$53,750,000 | |
| CST | LR 2020-2030 | Local Sources - PPP | \$0,000 | \$0,000 | \$300,000,000 | \$0,000 | \$300,000,000 | |
| CST | LR 2020-2030 | Private Sources - PPP | \$0,000 | \$0,000 | \$150,000,000 | \$0,000 | \$150,000,000 | |
| | | | \$28,675,000 | \$16,730,637 | \$476,875,000 | \$0,000 | \$522,280,637 | |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | | |
|----------------|---|--------------|---------------------------------------|------------------------|--|----------------|----------------|----------------------|
| AR-409A | REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION | | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 0003534 | FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER | | Sponsor | GDOT | N/A | N/A | 8.9 | 2040 |
| Long Range | | | Service Type | Transit / Rail Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ROW | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2031-2040 | GA Department of Transportation Funds | \$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 | | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 0003534 | FROM PERIMETER CENTER TO DORAVILLE | | Sponsor | GDOT | N/A | N/A | 6.4 | 2040 |
| Long Range | | | Service Type | Transit / Rail Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |
| ROW | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2031-2040 | GA Department of Transportation Funds | \$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 | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM LINDBERGH MARTA STATION TO EMORY HOSPITAL | | Sponsor | MARTA | N/A | N/A | 4.2 | 2040 |
| Long Range | | | Service Type | Transit / Rail Capital | Analysis In the Region's Air Quality Conformity Analysis | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2031-2040 | New Starts | \$237,500,000 | \$0,000 | \$237,500,000 | \$0,000 | \$475,000,000 |
| | | | | \$237,500,000 | \$0,000 | \$237,500,000 | \$0,000 | \$475,000,000 |

| | | | | | | | | |
|---------------|--|--------------|------------------|------------------------|---|----------------------|----------------|------------------------|
| AR-420 | I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION | | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT INDIAN CREEK MARTA STATION TO WESLEY CHAPEL ROAD AND BUS RAPID TRANSIT SERVICE FROM FIVE POINTS MARTA STATION TO WESLEY CHAPEL ROAD | | Sponsor | MARTA | N/A | N/A | TBD | 2040 |
| Long Range | | | Service Type | Transit / Rail Capital | Analysis In the Region's Air Quality Conformity Analysis | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | LR 2031-2040 | New Starts | \$700,000,000 | \$0,000 | \$700,000,000 | \$0,000 | \$1,400,000,000 |
| | | | | \$700,000,000 | \$0,000 | \$700,000,000 | \$0,000 | \$1,400,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| 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 | City of Atlanta | N/A | N/A | 3.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2016 | STP - Urban (>200K) (ARC) | \$740,000 | \$0,000 | \$185,000 | \$0,000 | \$925,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$3,985,000 | \$0,000 | \$996,250 | \$0,000 | \$4,981,250 |
| | | | | \$5,871,788 | \$0,000 | \$1,467,947 | \$0,000 | \$7,339,735 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-450B | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0009396/0013103 | FROM LENA STREET TO UNIVERSITY AVENUE | Sponsor | City of Atlanta | N/A | N/A | 3.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$929,251 | \$0,000 | \$232,313 | \$0,000 | \$1,161,564 |
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$674,581 | \$0,000 | \$168,645 | \$0,000 | \$843,226 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$9,547,000 | \$0,000 | \$9,547,000 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$2,000,000 | \$0,000 | \$1,082,500 | \$0,000 | \$3,082,500 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,112,550 | \$0,000 | \$1,112,550 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,398,967 | \$0,000 | \$3,398,967 |
| CST | | 2014 | TIGER V Discretionary Grant | \$18,000,000 | \$0,000 | \$10,000,000 | \$0,000 | \$28,000,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$5,308,106 | \$0,000 | \$1,327,027 | \$0,000 | \$6,635,133 |
| | | | | \$26,911,938 | \$0,000 | \$26,869,002 | \$0,000 | \$53,780,940 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-450C | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0009397 | FROM GLENWOOD AVENUE TO ALLENE AVENUE | Sponsor | City of Atlanta | N/A | N/A | 3.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | TAP - Urban (>200K) (ARC) | \$719,000 | \$0,000 | \$179,750 | \$0,000 | \$898,750 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$40,636,000 | \$0,000 | \$40,636,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$823,920 | \$0,000 | \$823,920 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,406,828 | \$0,000 | \$12,406,828 |
| | | | | \$1,727,901 | \$0,000 | \$54,298,723 | \$0,000 | \$56,026,624 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AR-450D | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0009398 | FROM DELLWOOD DRIVE TO GARSON DRIVE | Sponsor | City of Atlanta | N/A | N/A | 2 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$843,226 | \$0,000 | \$843,226 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$925,000 | \$0,000 | \$925,000 |
| CST | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,861,875 | \$0,000 | \$3,861,875 |
| | | | | \$0,000 | \$0,000 | \$5,630,101 | \$0,000 | \$5,630,101 |

| | | | | | | | |
|-------------------|--|--------------|------------------------|---|---------|--------------|--------------|
| AR-470 | GA 400 TRANSIT INITIATIVE - PHASE 1 | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Transit / Other | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|------------|----------------------|----------------|----------------------|----------------|----------------------|
| ALL | | LR 2031-2040 | New Starts | \$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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| AR-475 | CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT - PHASE 1 | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Cobb County | N/A | N/A | 15 | 2040 |
| Long Range | | Service Type | Transit / BRT Capital | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|------------|----------------------|----------------|----------------------|----------------|----------------------|
| ALL | LR 2031-2040 | New Starts | \$245,000,000 | \$0,000 | \$255,000,000 | \$0,000 | \$500,000,000 |
| | | | \$245,000,000 | \$0,000 | \$255,000,000 | \$0,000 | \$500,000,000 |

| | | | | | | | |
|---------------|---|--------------|------------------------------|---|---------|--------------|--------------|
| AR-480 | AMTRAK STATION RELOCATION TO INTERSECTION OF US 41 (NORTHSIDE DRIVE) AND 17TH STREET | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2019 | Transit Nonurbanized Area Formula | \$5,000,000 | \$0,000 | \$0,000 | \$0,000 | \$5,000,000 |
| CST | | 2019 | Local Sources - PPP | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| CST | | 2019 | 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-490 | ATLANTA STREETCAR EXPANSION - PHASE 1 | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | City of Atlanta | N/A | N/A | 11 | 2040 |
| Long Range | | Service Type | Transit / Rail Capital | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|------------|----------------------|----------------|----------------------|----------------|----------------------|
| ALL | LR 2031-2040 | New Starts | \$289,621,500 | \$0,000 | \$289,621,500 | \$0,000 | \$579,243,000 |
| | | | \$289,621,500 | \$0,000 | \$289,621,500 | \$0,000 | \$579,243,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

AR-5307-ARC

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC

Jurisdiction: Regional

Existing: N/A Planned: N/A Length (mi.): N/A Network Year: 2020

N/A

Sponsor: ARC

Programmed

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$355,655 | \$0,000 | \$88,914 | \$0,000 | \$444,569 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$301,251 | \$0,000 | \$75,313 | \$0,000 | \$376,564 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| | | | \$2,456,906 | \$0,000 | \$614,227 | \$0,000 | \$3,071,133 | |

AR-5307-BA

FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY

Jurisdiction: Barrow County

Existing: N/A Planned: N/A Length (mi.): N/A Network Year: 2020

N/A

Sponsor: Barrow County

Programmed

Service Type: Transit / Formula Lump Sum

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$39,294 | \$0,000 | \$9,823 | \$0,000 | \$49,117 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$38,349 | \$0,000 | \$9,587 | \$0,000 | \$47,936 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$38,300 | \$0,000 | \$9,575 | \$0,000 | \$47,875 |
| | | | \$307,443 | \$0,000 | \$76,860 | \$0,000 | \$384,303 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|---|
| AR-5307-BT | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Bartow County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Bartow County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$24,625 | \$0,000 | \$0,656 | \$0,000 | \$43,281 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$25,547 | \$0,000 | \$6,387 | \$0,000 | \$31,934 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$25,600 | \$0,000 | \$6,400 | \$0,000 | \$32,000 |
| | | | \$213,772 | \$0,000 | \$53,443 | \$0,000 | \$267,215 | |

| | |
|-------------------|--|
| AR-5307-CA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Carroll County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Carroll County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|------------------|----------|
| CST | | 2013 | Transit Urbanized Area Formula Program | \$73,406 | \$0,000 | \$18,352 | \$0,000 | \$91,758 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$73,400 | \$0,000 | \$18,350 | \$0,000 | \$91,750 |
| | | | \$513,806 | \$0,000 | \$128,452 | \$0,000 | \$642,258 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|----------------------------|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$530,638 | \$0,000 | \$132,660 | \$0,000 | \$663,298 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$680,043 | \$0,000 | \$170,011 | \$0,000 | \$850,054 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$680,000 | \$0,000 | \$170,000 | \$0,000 | \$850,000 |
| | | | \$5,290,681 | \$0,000 | \$1,322,671 | \$0,000 | \$6,613,352 | |

| | | | | | | | |
|-------------------|--|--------------|----------------------------|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$2,100,161 | \$0,000 | \$525,040 | \$0,000 | \$2,625,201 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$1,253,393 | \$0,000 | \$313,348 | \$0,000 | \$1,566,741 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$1,250,000 | \$0,000 | \$312,500 | \$0,000 | \$1,562,500 |
| | | | \$10,853,554 | \$0,000 | \$2,713,388 | \$0,000 | \$13,566,942 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|---|
| AR-5307-CO | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY |
| T000583 | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Cobb County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|---------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$6,829,265 | \$0,000 | \$1,709,816 | \$0,000 | \$8,549,081 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$5,217,524 | \$0,000 | \$1,304,381 | \$0,000 | \$6,521,905 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |
| | | | \$43,256,789 | \$0,000 | \$10,814,197 | \$0,000 | \$54,070,986 | |

| | |
|-------------------|---|
| AR-5307-CW | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$114,211 | \$0,000 | \$28,553 | \$0,000 | \$142,764 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$290,226 | \$0,000 | \$72,556 | \$0,000 | \$362,782 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$290,000 | \$0,000 | \$72,500 | \$0,000 | \$362,500 |
| | | | \$2,144,437 | \$0,000 | \$536,109 | \$0,000 | \$2,680,546 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|---|
| AR-5307-DA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|---|----------|---------|--------------|--------------|
| Jurisdiction | Dawson County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Dawson County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-----------------|----------------|-----------------|----------------|------------------|
| CST | 2013 | Transit Urbanized Area Formula Program | \$13,386 | \$0,000 | \$3,347 | \$0,000 | \$16,733 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$13,400 | \$0,000 | \$3,350 | \$0,000 | \$16,750 |
| | | | \$93,786 | \$0,000 | \$23,447 | \$0,000 | \$117,233 |

| | |
|-------------------|--|
| AR-5307-DO | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|---|----------|---------|--------------|--------------|
| Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Douglas County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|--------------------|----------------|---------------------|
| CST | AUTH | Transit Urbanized Area Formula Program | \$1,067,020 | \$0,000 | \$266,755 | \$0,000 | \$1,333,775 |
| CST | 2013 | Transit Urbanized Area Formula Program | \$1,186,831 | \$0,000 | \$296,708 | \$0,000 | \$1,483,539 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| | | | \$9,453,851 | \$0,000 | \$2,363,463 | \$0,000 | \$11,817,314 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|--|
| AR-5307-FA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Fayette County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$352,869 | \$0,000 | \$88,217 | \$0,000 | \$441,086 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$309,289 | \$0,000 | \$77,322 | \$0,000 | \$386,611 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$310,000 | \$0,000 | \$77,500 | \$0,000 | \$387,500 |
| | | | \$2,522,158 | \$0,000 | \$630,539 | \$0,000 | \$3,152,697 | |

| | |
|-------------------|--|
| AR-5307-FT | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Forsyth County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$289,084 | \$0,000 | \$72,271 | \$0,000 | \$361,355 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$552,874 | \$0,000 | \$138,218 | \$0,000 | \$691,092 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$550,000 | \$0,000 | \$137,500 | \$0,000 | \$687,500 |
| | | | \$4,141,958 | \$0,000 | \$1,035,489 | \$0,000 | \$5,177,447 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|---------------------|--|
| AR-5307-GRTA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|--------------------|--------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$5,922,146 | \$1,480,536 | \$0,000 | \$0,000 | \$7,402,682 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$4,814,102 | \$1,203,526 | \$0,000 | \$0,000 | \$6,017,628 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$4,800,000 | \$0,000 | \$1,200,000 | \$0,000 | \$6,000,000 |
| | | | \$39,536,248 | \$2,684,062 | \$7,200,000 | \$0,000 | \$49,420,310 | |

| | |
|-------------------|---|
| AR-5307-GW | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Gwinnett County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|---------------------|----------------|---------------------|-------------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$6,674,928 | \$0,000 | \$1,668,732 | \$0,000 | \$8,343,660 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$5,356,817 | \$0,000 | \$1,339,204 | \$0,000 | \$6,696,021 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$5,400,000 | \$0,000 | \$1,350,000 | \$0,000 | \$6,750,000 |
| | | | \$44,431,745 | \$0,000 | \$11,107,936 | \$0,000 | \$55,539,681 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|---|
| AR-5307-HA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Hall County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Hall County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$22,763 | \$0,000 | \$5,691 | \$0,000 | \$28,454 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$45,638 | \$0,000 | \$11,409 | \$0,000 | \$57,047 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$45,600 | \$0,000 | \$11,400 | \$0,000 | \$57,000 |
| | | | \$342,001 | \$0,000 | \$85,500 | \$0,000 | \$427,501 | |

| | |
|-------------------|--|
| AR-5307-HE | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Henry County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|--------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$394,521 | \$0,000 | \$98,630 | \$0,000 | \$493,151 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$624,231 | \$0,000 | \$156,058 | \$0,000 | \$780,289 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$620,000 | \$0,000 | \$155,000 | \$0,000 | \$775,000 |
| | | | \$4,738,752 | \$0,000 | \$1,184,688 | \$0,000 | \$5,923,440 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5307-JA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY | Jurisdiction | Jackson County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Jackson County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|----------------|-----------------|----------------|------------------|
| CST | 2013 | Transit Urbanized Area Formula Program | \$20,701 | \$0,000 | \$5,175 | \$0,000 | \$25,876 |
| CST | 2014 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2015 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2016 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2017 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2018 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | 2019 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| | | | \$144,901 | \$0,000 | \$36,225 | \$0,000 | \$181,126 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5307-LR1 | FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|--|----------------------|----------------|----------------------|----------------|----------------------|
| CST | LR 2020-2030 | Transit Urbanized Area Formula Program | \$605,000,000 | \$0,000 | \$151,250,000 | \$0,000 | \$756,250,000 |
| | | | \$605,000,000 | \$0,000 | \$151,250,000 | \$0,000 | \$756,250,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5307-LR2 | FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|--|----------------------|----------------|----------------------|----------------|----------------------|
| CST | LR 2031-2040 | Transit Urbanized Area Formula Program | \$550,000,000 | \$0,000 | \$137,500,000 | \$0,000 | \$687,500,000 |
| | | | \$550,000,000 | \$0,000 | \$137,500,000 | \$0,000 | \$687,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| 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 |
| 0010221 | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | 2012 | Transit Urbanized Area Formula Program | \$43,507,208 | \$0,000 | \$10,876,802 | \$0,000 | \$54,384,010 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$41,164,263 | \$0,000 | \$10,291,066 | \$0,000 | \$51,455,329 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$41,000,000 | \$0,000 | \$10,250,000 | \$0,000 | \$51,250,000 |
| | | | \$371,007,565 | \$0,000 | \$92,751,891 | \$0,000 | \$463,759,456 | |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$169,491 | \$0,000 | \$42,373 | \$0,000 | \$211,864 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$245,571 | \$0,000 | \$61,393 | \$0,000 | \$306,964 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$245,000 | \$0,000 | \$61,250 | \$0,000 | \$306,250 |
| | | | \$1,885,062 | \$0,000 | \$471,266 | \$0,000 | \$2,356,328 | |

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| | |
|-------------------|---|
| AR-5307-PA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Paulding County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$238,993 | \$0,000 | \$59,523 | \$0,000 | \$297,616 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$391,405 | \$0,000 | \$97,851 | \$0,000 | \$487,256 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$390,000 | \$0,000 | \$97,500 | \$0,000 | \$487,500 |
| | | | \$2,969,498 | \$0,000 | \$742,374 | \$0,000 | \$3,711,872 | |

| | |
|-------------------|---|
| AR-5307-PI | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Pike County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Pike County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|-----------------|----------------|------------------|----------|
| CST | | 2013 | Transit Urbanized Area Formula Program | \$0,562 | \$0,000 | \$0,140 | \$0,000 | \$0,702 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$20,700 | \$0,000 | \$5,175 | \$0,000 | \$25,875 |
| | | | \$124,762 | \$0,000 | \$31,190 | \$0,000 | \$155,952 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|---|
| AR-5307-RO | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$292,882 | \$0,000 | \$73,470 | \$0,000 | \$367,352 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$275,540 | \$0,000 | \$68,885 | \$0,000 | \$344,425 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$275,000 | \$0,000 | \$68,750 | \$0,000 | \$343,750 |
| | | | \$2,219,422 | \$0,000 | \$554,855 | \$0,000 | \$2,774,277 | |

| | |
|--------------------|--|
| AR-5307-RTC | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | RTC | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2013 | Transit Urbanized Area Formula Program | \$956,684 | \$0,000 | \$239,171 | \$0,000 | \$1,195,855 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$950,000 | \$0,000 | \$237,500 | \$0,000 | \$1,187,500 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$950,000 | \$0,000 | \$237,500 | \$0,000 | \$1,187,500 |
| CST | | 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 |
| | | | \$7,464,229 | \$0,000 | \$1,866,057 | \$0,000 | \$9,330,286 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|---|
| AR-5307-SP | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Spalding County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|--------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$193,996 | \$0,000 | \$48,274 | \$0,000 | \$241,370 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$147,171 | \$0,000 | \$36,793 | \$0,000 | \$183,964 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$147,000 | \$0,000 | \$36,750 | \$0,000 | \$183,750 |
| | | | \$1,222,267 | \$0,000 | \$305,567 | \$0,000 | \$1,527,834 | |

| | |
|-------------------|---|
| AR-5307-WA | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|--------------|----------------------------|--|---------|--------------|--------------|
| Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Walton County | N/A | N/A | N/A | 2020 |
| Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|----------------|------------------|----------------|------------------|-----------|
| CST | AUTH | 2012 | Transit Urbanized Area Formula Program | \$36,778 | \$0,000 | \$9,194 | \$0,000 | \$45,972 |
| CST | | 2013 | Transit Urbanized Area Formula Program | \$92,120 | \$0,000 | \$23,030 | \$0,000 | \$115,150 |
| CST | | 2014 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2015 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2016 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2017 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2018 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| CST | | 2019 | Transit Urbanized Area Formula Program | \$92,100 | \$0,000 | \$23,025 | \$0,000 | \$115,125 |
| | | | \$681,498 | \$0,000 | \$170,374 | \$0,000 | \$851,872 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5310 | FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Georgia DHS | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|----------------|--------------------|----------------|---------------------|
| CST | AUTH | Enhanced Mobility of Seniors and Individuals with Disabilities | \$3,404,731 | \$0,000 | \$766,064 | \$0,000 | \$4,170,795 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$2,506,297 | \$0,000 | \$0,000 | \$0,000 | \$2,506,297 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| | | | \$13,111,028 | \$0,000 | \$2,566,064 | \$0,000 | \$15,677,092 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5310A | ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - GEORGIA DHS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT, Georgia DHS | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|----------------|----------------|--------------------|
| CST | | Enhanced Mobility of Seniors and Individuals with Disabilities | \$1,433,135 | \$0,000 | \$0,000 | \$0,000 | \$1,433,135 |
| | | | \$1,433,135 | \$0,000 | \$0,000 | \$0,000 | \$1,433,135 |

| | | | | | | | |
|--------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5310-LR1 | TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES - REGIONAL LUMP SUM FOR FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|--|---------------------|----------------|--------------------|----------------|---------------------|
| CST | LR 2020-2030 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$13,200,000 | \$0,000 | \$3,300,000 | \$0,000 | \$16,500,000 |
| | | | \$13,200,000 | \$0,000 | \$3,300,000 | \$0,000 | \$16,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5310-LR2 | FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2013 | Transit Nonurbanized Area Formula | \$737,714 | \$0,000 | \$184,429 | \$0,000 | \$922,143 |
| CST | | 2014 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2015 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2016 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2017 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2018 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| CST | | 2019 | Transit Nonurbanized Area Formula | \$760,000 | \$0,000 | \$190,000 | \$0,000 | \$950,000 |
| | | | \$6,020,963 | \$0,000 | \$1,505,241 | \$0,000 | \$7,526,204 | |

| | | | | | | | |
|--------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5311-LR1 | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-----------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| CST | LR 2020-2030 | Transit Nonurbanized Area Formula | \$8,360,000 | \$0,000 | \$2,090,000 | \$0,000 | \$10,450,000 |
| | | | \$8,360,000 | \$0,000 | \$2,090,000 | \$0,000 | \$10,450,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | |
|--------------------|---|--|--|--------------|-------------------|--------------------|
| AR-5311-LR2 | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | Jurisdiction: Regional | Existing: N/A | Planned: N/A | Length (mi.): N/A | Network Year: 2040 |
| N/A | | Sponsor: TBD | | | | |
| Long Range | | Service Type: Transit / Formula Lump Sum | Analysis: Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | Jurisdiction: Regional | Existing: N/A | Planned: N/A | Length (mi.): N/A | Network Year: 2020 |
| N/A | | Sponsor: MARTA | | | | |
| Programmed | | Service Type: Transit / Formula Lump Sum | Analysis: Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|----------------------|----------------|---------------------|----------------|----------------------|
| CST | 2013 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2014 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2015 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2016 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2017 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2018 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| CST | 2019 | State of Good Repair Grants | \$46,194,324 | \$0,000 | \$11,548,581 | \$0,000 | \$57,742,905 |
| | | | \$323,360,268 | \$0,000 | \$80,840,067 | \$0,000 | \$404,200,335 |

| | | | | | | |
|---------------------|---|--|--|--------------|-------------------|--------------------|
| AR-5337A-LR1 | FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2020-2030 | Jurisdiction: Regional | Existing: N/A | Planned: N/A | Length (mi.): N/A | Network Year: 2020 |
| N/A | | Sponsor: MARTA | | | | |
| Long Range | | Service Type: Transit / Formula Lump Sum | Analysis: Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-----------------------------|----------------------|----------------|----------------------|----------------|----------------------|
| CST | LR 2020-2030 | State of Good Repair Grants | \$508,200,000 | \$0,000 | \$127,050,000 | \$0,000 | \$635,250,000 |
| | | | \$508,200,000 | \$0,000 | \$127,050,000 | \$0,000 | \$635,250,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Cobb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2015 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2016 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2017 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2018 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| CST | 2019 | State of Good Repair Grants | \$311,982 | \$0,000 | \$77,996 | \$0,000 | \$389,978 |
| | | | \$1,871,892 | \$0,000 | \$467,976 | \$0,000 | \$2,339,868 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2015 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2016 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2017 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2018 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| CST | 2019 | State of Good Repair Grants | \$611,792 | \$0,000 | \$152,948 | \$0,000 | \$764,740 |
| | | | \$3,670,752 | \$0,000 | \$917,688 | \$0,000 | \$4,588,440 |

| | | | | | | | |
|--------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5337B-GW | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Gwinnett County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2015 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2016 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2017 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2018 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| CST | 2019 | State of Good Repair Grants | \$1,087,461 | \$0,000 | \$271,865 | \$0,000 | \$1,359,326 |
| | | | \$6,524,766 | \$0,000 | \$1,631,190 | \$0,000 | \$8,155,956 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5337B-LR1 | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-----------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | LR 2020-2030 | State of Good Repair Grants | \$26,372,000 | \$0,000 | \$6,593,000 | \$0,000 | \$32,965,000 |
| | | | \$26,372,000 | \$0,000 | \$6,593,000 | \$0,000 | \$32,965,000 |

| | | | | | | | |
|---------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5337B-LR2 | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2015 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2016 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2017 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2018 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| CST | 2019 | State of Good Repair Grants | \$386,238 | \$0,000 | \$96,560 | \$0,000 | \$482,798 |
| | | | \$2,317,428 | \$0,000 | \$579,360 | \$0,000 | \$2,896,788 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------|---|---------|--------------|--------------|
| AR-5339-CH | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Cherokee County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2015 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2016 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2017 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2018 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| CST | 2019 | Bus and Bus Facilities Program | \$85,445 | \$0,000 | \$21,361 | \$0,000 | \$106,806 |
| | | | \$512,670 | \$0,000 | \$128,166 | \$0,000 | \$640,836 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------|---|---------|--------------|--------------|
| AR-5339-CO | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Cobb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2015 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2016 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2017 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2018 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| CST | 2019 | Bus and Bus Facilities Program | \$674,048 | \$0,000 | \$168,512 | \$0,000 | \$842,560 |
| | | | \$4,044,288 | \$0,000 | \$1,011,072 | \$0,000 | \$5,055,360 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------|---|---------|--------------|--------------|
| AR-5339-CW | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|------------------|----------------|-----------------|----------------|------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2015 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2016 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2017 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2018 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| CST | 2019 | Bus and Bus Facilities Program | \$38,143 | \$0,000 | \$9,536 | \$0,000 | \$47,679 |
| | | | \$228,858 | \$0,000 | \$57,216 | \$0,000 | \$286,074 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2015 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2016 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2017 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2018 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| CST | 2019 | Bus and Bus Facilities Program | \$175,923 | \$0,000 | \$43,981 | \$0,000 | \$219,904 |
| | | | \$1,055,538 | \$0,000 | \$263,886 | \$0,000 | \$1,319,424 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------------|---|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2015 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2016 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2017 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2018 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| CST | 2019 | Bus and Bus Facilities Program | \$769,138 | \$0,000 | \$192,284 | \$0,000 | \$961,422 |
| | | | \$4,614,828 | \$0,000 | \$1,153,704 | \$0,000 | \$5,768,532 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2015 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2016 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2017 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2018 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| CST | 2019 | Bus and Bus Facilities Program | \$696,415 | \$0,000 | \$174,104 | \$0,000 | \$870,519 |
| | | | \$4,178,490 | \$0,000 | \$1,044,624 | \$0,000 | \$5,223,114 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | |
|-------------------|--|
| AR-5339-HA | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Hall County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Hall County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|-----------------|----------------|----------------|----------------|-----------------|
| CST | 2014 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2015 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2016 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2017 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2018 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| CST | 2019 | Bus and Bus Facilities Program | \$6,015 | \$0,000 | \$1,504 | \$0,000 | \$7,519 |
| | | | \$36,090 | \$0,000 | \$9,024 | \$0,000 | \$45,114 |

| | |
|-------------------|---|
| AR-5339-HE | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY |
| N/A | |
| Programmed | |

| | | | | | |
|----------------------------|--|----------|---------|--------------|--------------|
| Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| Sponsor | Henry County | N/A | N/A | N/A | 2020 |
| Service Type | Analysis | | | | |
| Transit / Formula Lump Sum | Exempt from Air Quality Analysis (40 CFR 93) | | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | 2014 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2015 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2016 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2017 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2018 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| CST | 2019 | Bus and Bus Facilities Program | \$81,517 | \$0,000 | \$20,379 | \$0,000 | \$101,896 |
| | | | \$489,102 | \$0,000 | \$122,274 | \$0,000 | \$611,376 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5339-LR1 | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2020-2030 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|--------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| CST | LR 2020-2030 | Bus and Bus Facilities Program | \$59,532,000 | \$0,000 | \$14,883,000 | \$0,000 | \$74,415,000 |
| | | | \$59,532,000 | \$0,000 | \$14,883,000 | \$0,000 | \$74,415,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------|--|---------|--------------|--------------|
| AR-5339-LR2 | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2031-2040 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Formula Lump Sum | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | 2013 | Bus and Bus Facilities Program | \$5,415,512 | \$0,000 | \$0,000 | \$0,000 | \$5,415,512 |
| CST | 2014 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2015 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2016 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2017 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2018 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| CST | 2019 | Bus and Bus Facilities Program | \$2,888,868 | \$0,000 | \$722,217 | \$0,000 | \$3,611,085 |
| | | | \$22,748,720 | \$0,000 | \$4,333,302 | \$0,000 | \$27,082,022 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--------------------------------------|--------------|------------------------------|--|---------|--------------|--------------|
| AR-623 | XPRESS BUS OPERATING FACILITY | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0009307 | | Sponsor | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------|---------------------|--------------------|----------------|--------------------|---------------------|
| PE | | 2014 | Bus - New (80/20) | \$1,920,000 | \$480,000 | \$0,000 | \$0,000 | \$2,400,000 |
| ROW | AUTH | 2012 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$6,305,405 | \$6,305,405 |
| CST | | 2015 | Bus - New (80/20) | \$13,930,000 | \$3,482,500 | \$0,000 | \$0,000 | \$17,412,500 |
| | | | | \$15,850,000 | \$3,962,500 | \$0,000 | \$6,305,405 | \$26,117,905 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| AR-957 | REVIVE 285 - I-285 INTERCHANGE RECONSTRUCTION AND MANAGED LANE SYSTEM | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0000784 | AT SR 400 | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|----------------------|---------------------|----------------|----------------|----------------------|
| SCP | AUTH | 2013 | National Highway System | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| PE | | 2016 | Federal Earmark Funding | \$449,951 | \$112,488 | \$0,000 | \$0,000 | \$562,439 |
| PE | | 2016 | National Highway Performance Program (NHPP) | \$14,204,308 | \$3,551,077 | \$0,000 | \$0,000 | \$17,755,385 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$53,600,000 | \$13,400,000 | \$0,000 | \$0,000 | \$67,000,000 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$20,400,000 | \$5,100,000 | \$0,000 | \$0,000 | \$25,500,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$309,600,000 | \$77,400,000 | \$0,000 | \$0,000 | \$387,000,000 |
| | | | | \$399,854,259 | \$99,963,565 | \$0,000 | \$0,000 | \$499,817,824 |

| | | | | | | | |
|-------------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| AR-958 | REVIVE 285 - I-285 / I-85 NORTH INTERCHANGE IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT I-285 EASTBOUND TO I-85 NORTHBOUND DIRECTION (IN VICINITY OF PLEASANTDALE ROAD EXIT) | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$18,960,000 | \$4,740,000 | \$0,000 | \$0,000 | \$23,700,000 |
| | | | | \$18,960,000 | \$4,740,000 | \$0,000 | \$0,000 | \$23,700,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| AR-959 | REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 712806 | AT I-75 NORTHBOUND TO I-285 WESTBOUND FLYOVER RAMP | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$8,720,000 | \$2,180,000 | \$0,000 | \$0,000 | \$10,900,000 |
| | | | \$8,720,000 | \$2,180,000 | \$0,000 | \$0,000 | \$10,900,000 |

| | | | | | | | |
|---------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| AR-960 | REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 713260 | AT I-75 SOUTHBOUND TO I-285 WESTBOUND FLYOVER RAMP | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$22,480,000 | \$5,620,000 | \$0,000 | \$0,000 | \$28,100,000 |
| | | | \$22,480,000 | \$5,620,000 | \$0,000 | \$0,000 | \$28,100,000 |

| | | | | | | | |
|------------------|--|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-200 | I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 0001758 | FROM I-75 NORTH TO I-85 NORTH | Sponsor | GDOT | 0 | 4 | 13.1 | 2030 |
| Long Range | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | \$15,946,521 | \$3,986,630 | \$0,000 | \$0,000 | \$19,933,151 |
| PE | AUTH | 2007 | Interstate Maintenance | \$1,125,000 | \$125,000 | \$0,000 | \$0,000 | \$1,250,000 |
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$717,024,000 | \$179,256,000 | \$0,000 | \$0,000 | \$896,280,000 | |
| ALL | LR 2020-2030 | Toll Revenue Bonds | \$0,000 | \$0,000 | \$0,000 | \$733,320,000 | \$733,320,000 | |
| | | | \$734,895,521 | \$183,567,630 | \$0,000 | \$733,320,000 | \$1,651,783,151 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|-----------------------------|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-300 | SR 400 MANAGED LANES | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0001757 | FROM I-285 NORTH TO SR 20 | Sponsor | GDOT | 0 | 2/4 | 24 | 2040 |
| Long Range | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|----------------------|---------------------|--------------------|----------------------|----------------------|
| PE | AUTH | 2011 | SRTA - Toll Revenue | \$0,000 | \$0,000 | \$8,000,000 | \$0,000 | \$8,000,000 |
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$398,190,670 | \$99,547,667 | \$0,000 | \$0,000 | \$497,738,337 |
| ALL | | LR 2031-2040 | Toll Revenue Bonds | \$0,000 | \$0,000 | \$0,000 | \$407,240,458 | \$407,240,458 |
| | | | | \$398,190,670 | \$99,547,667 | \$8,000,000 | \$407,240,458 | \$912,978,795 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-410 | I-85 NORTH MANAGED LANES - INCLUDING SOUTHBOUND AUXILIARY LANE FROM SR 20 TO SR 317 AND NORTHBOUND AUXILIARY LANE FROM SR 20 TO SR 324 (GRAVEL SPRINGS ROAD) | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| 110600- | FROM OLD PEACHTREE ROAD TO HAMILTON MILL ROAD | Sponsor | GDOT | 0 | 2 | 11.90 | 2020 |
| Programmed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|---------------------|---------------------|----------------|----------------|----------------------|
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$1,760,000 | \$440,000 | \$0,000 | \$0,000 | \$2,200,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$44,000,000 | \$11,000,000 | \$0,000 | \$0,000 | \$55,000,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$44,000,000 | \$11,000,000 | \$0,000 | \$0,000 | \$55,000,000 |
| | | | | \$89,760,000 | \$22,440,000 | \$0,000 | \$0,000 | \$112,200,000 |

| | | | | | | | |
|-------------------|-----------------------------------|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-610 | I-75 SOUTH MANAGED LANES | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 0001759 | FROM C.W. GRANT PARKWAY TO SR 138 | Sponsor | GDOT | 0 | 2 | 11.1 | 2030 |
| Long Range | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|----------------------|---------------------|----------------|----------------------|----------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$159,280,000 | \$39,820,000 | \$0,000 | \$0,000 | \$199,100,000 |
| ALL | | LR 2020-2030 | Public Private Partnership | \$0,000 | \$0,000 | \$0,000 | \$162,900,000 | \$162,900,000 |
| | | | | \$159,280,000 | \$39,820,000 | \$0,000 | \$162,900,000 | \$362,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|------------------|--|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-630 | I-75 SOUTH MANAGED LANES | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 0009157 | FROM SR 138 TO EAGLES LANDING PARKWAY (INCLUDES I-675 INTERCHANGE) AND ASSOCIATED ITS IMPROVEMENTS BEGINNING 2.1 MILES NORTH OF SR 138 ON I-75 SOUTH AND BEGINNING 2.1 MILES NORTH OF THE I-75 INTERCHANGE ALONG I-675 | Sponsor | GDOT | 0 | 2 | 6.4 | 2015 |
| Completed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$36,215,269 | \$9,053,817 | \$0,000 | \$0,000 | \$45,269,086 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$21,842,670 | \$5,460,668 | \$0,000 | \$0,000 | \$27,303,338 |
| | | | | \$59,257,939 | \$14,814,485 | \$0,000 | \$0,000 | \$74,072,424 |

| | | | | | | | |
|------------------|---|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-640 | I-75 SOUTH MANAGED LANES | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 0009156 | FROM EAGLES LANDING PARKWAY TO SR 155 AND ASSOCIATED ITS IMPROVEMENTS BEGINNING 2.1 MILES SOUTH OF SR 155 ON I-75 SOUTH | Sponsor | GDOT | 0 | 2 | 9.5 | 2015 |
| Completed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|---------------------|----------------|----------------|----------------------|
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | AUTH | 2014 | National Highway Performance Program (NHPP) | \$672,000 | \$168,000 | \$0,000 | \$0,000 | \$840,000 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$66,664,018 | \$16,666,005 | \$0,000 | \$0,000 | \$83,330,023 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$27,764,004 | \$6,941,001 | \$0,000 | \$0,000 | \$34,705,005 |
| | | | | \$96,700,022 | \$24,175,006 | \$0,000 | \$0,000 | \$120,875,028 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|-------------------------|---|---------|--------------|--------------|
| AR-ML-930 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0008256 | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Sponsor | GDOT | 0 | 1/2 | 29.7 | 2020 |
| Programmed | | Service Type | Roadway / Managed Lanes | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|----------------------|----------------------|---------------------|----------------------|------------------------|
| PE | AUTH | 2006 | Interstate Maintenance | \$24,650,000 | \$2,850,000 | \$0,000 | \$0,000 | \$28,500,000 |
| PE | AUTH | 2007 | Interstate Maintenance | \$24,167,391 | \$2,685,266 | \$0,000 | \$0,000 | \$26,852,657 |
| PE | AUTH | 2012 | STP - Urban (>200K) (ARC) | \$31,500,000 | \$3,500,000 | \$0,000 | \$0,000 | \$35,000,000 |
| ROW | AUTH | 2013 | Fuel Funds | \$0,000 | \$5,000,000 | \$0,000 | \$0,000 | \$5,000,000 |
| ROW | AUTH | 2013 | Federal Earmark Funding | \$899,900 | \$224,975 | \$0,000 | \$0,000 | \$1,124,875 |
| ROW | AUTH | 2013 | Federal Earmark Funding | \$431,952 | \$107,988 | \$0,000 | \$0,000 | \$539,940 |
| ROW | AUTH | 2013 | National Highway Performance Program (NHPP) | \$15,820,148 | \$3,955,037 | \$0,000 | \$0,000 | \$19,775,185 |
| CST | | 2014 | National Highway Performance Program (NHPP) | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| CST | | 2014 | Public Private Partnership | \$0,000 | \$0,000 | \$59,863,386 | \$0,000 | \$59,863,386 |
| CST | AUTH | 2014 | State of Georgia | \$0,000 | \$300,000,000 | \$0,000 | \$0,000 | \$300,000,000 |
| CST | | 2014 | TIFIA Loan | \$275,000,000 | \$0,000 | \$0,000 | \$0,000 | \$275,000,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$40,000,000 | \$10,000,000 | \$0,000 | \$0,000 | \$50,000,000 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$40,000,000 | \$10,000,000 | \$0,000 | \$0,000 | \$50,000,000 |
| CST | | 2017 | GRV BONDS (GARVEE Bond Program) | \$0,000 | \$0,000 | \$0,000 | \$125,000,000 | \$125,000,000 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| | | | | \$522,469,391 | \$354,323,266 | \$59,863,386 | \$125,000,000 | \$1,061,656,043 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| AT-070 | COURTLAND STREET BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 752015- | AT CSX RR/MARTA EAST LINE/DECATUR STREET | Sponsor | GDOT | 4 | 4 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2010 | Bridge (Off-System) | \$981,631 | \$245,400 | \$0,000 | \$0,000 | \$1,227,039 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,380,000 | \$0,000 | \$1,380,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$17,126,695 | \$4,281,674 | \$0,000 | \$0,000 | \$21,408,369 |
| | | | | \$18,108,326 | \$4,527,082 | \$1,380,000 | \$0,000 | \$24,015,408 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AT-076B | US 41 (NORTHSIDE DRIVE) OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 721750- | FROM US 78 / 278 (NORTH AVENUE) TO MARIETTA STREET | Sponsor | GDOT | 6 | 6 | 0.6 | 2030 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 1993 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,474,400 | \$368,600 | \$0,000 | \$0,000 | \$1,843,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,786,400 | \$446,600 | \$0,000 | \$0,000 | \$2,233,000 |
| | | | | \$3,260,800 | \$815,200 | \$0,000 | \$0,000 | \$4,076,000 |

| | | | | | | | |
|-------------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| AT-228 | US 41 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0007174 | AT PEACHTREE CREEK | Sponsor | GDOT | 3 | 3 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$32,000 | \$8,000 | \$0,000 | \$0,000 | \$40,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$905,964 | \$226,491 | \$0,000 | \$0,000 | \$1,132,455 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,946,400 | \$486,600 | \$0,000 | \$0,000 | \$2,433,000 |
| | | | | \$2,884,364 | \$721,091 | \$0,000 | \$0,000 | \$3,605,455 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| AT-229 | US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0007032 | AT CSX RAILROAD | Sponsor | GDOT | 6 | 6 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|---------------------|-------------|
| PE | AUTH | 2008 | Bridge (On-System) | \$1,244,000 | \$336,000 | \$0,000 | \$0,000 | \$1,680,000 |
| PE | | 2017 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$99,470 | \$24,867 | \$0,000 | \$0,000 | \$124,337 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$6,985,476 | \$1,746,369 | \$0,000 | \$0,000 | \$8,731,845 |
| | | | \$8,436,946 | \$2,109,236 | \$0,000 | \$0,000 | \$10,546,182 | |

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| AT-240 | US 78 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0010322 | FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE) | Sponsor | City of Atlanta | N/A | N/A | 0.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,183,900 | \$0,000 | \$1,183,900 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$799,000 | \$0,000 | \$799,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$2,956,055 | \$739,014 | \$0,000 | \$0,000 | \$3,695,069 |
| | | | \$3,425,888 | \$739,014 | \$2,211,067 | \$0,000 | \$6,375,969 | |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-241 | SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0010323 | AT US 23 (MORELAND AVENUE) | Sponsor | City of Atlanta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$339,075 | \$0,000 | \$339,075 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,333,981 | \$0,000 | \$333,495 | \$0,000 | \$1,667,476 |
| | | | \$1,589,981 | \$0,000 | \$736,570 | \$0,000 | \$2,326,551 | |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | Federal Earmark Funding | \$139,840 | \$0,000 | \$34,960 | \$0,000 | \$174,800 |
| CST | | 2016 | Federal Earmark Funding | \$950,000 | \$0,000 | \$237,500 | \$0,000 | \$1,187,500 |
| | | | | \$1,439,840 | \$0,000 | \$359,960 | \$0,000 | \$1,799,800 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------------|---|---------|--------------|--------------|
| AT-244 | I-285 WEST INTERCHANGE RECONSTRUCTION | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0000379 | AT I-20 WEST | Sponsor | GDOT | N/A | N/A | 3.3 | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------------|------|---|----------------------|---------------------|------------------|----------------|----------------------|
| SCP | AUTH | 2011 | SAFETEA-LU Earmark | \$342,189 | \$0,000 | \$85,547 | \$0,000 | \$427,736 |
| SCP | AUTH | 2011 | Federal Earmark Funding | \$1,799,800 | \$0,000 | \$449,950 | \$0,000 | \$2,249,750 |
| PE | | 2015 | National Highway Performance Program (NHPP) | \$19,483,779 | \$4,870,945 | \$0,000 | \$0,000 | \$24,354,724 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$10,766,947 | \$2,691,737 | \$0,000 | \$0,000 | \$13,458,684 |
| CST | LR 2020-2030 | | General Federal Aid 2020-2040 | \$120,000,000 | \$30,000,000 | \$0,000 | \$0,000 | \$150,000,000 |
| | | | | \$152,392,715 | \$37,562,682 | \$535,497 | \$0,000 | \$190,490,894 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-267 | ATLANTA BELTLINE CITY HALL EAST BIKE AND PEDESTRIAN PLAZA | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0010747 | | Sponsor | City of Atlanta/Atlanta BeltLine, Inc. | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$103,016 | \$0,000 | \$103,016 |
| CST | | 2014 | Transportation, Community and System Preservation | \$782,640 | \$0,000 | \$92,644 | \$0,000 | \$875,284 |
| | | | | \$782,640 | \$0,000 | \$195,660 | \$0,000 | \$978,300 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------|--|---------|--------------|--------------|
| AT-268 | US 41 (NORTHSIDE DRIVE) SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0007557 | FROM WHITEHALL STREET/I-20 TO I-75 | Sponsor | GDOT | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| SCP | 2014 | STP - Statewide Flexible (GDOT) | \$2,400,000 | \$600,000 | \$0,000 | \$0,000 | \$3,000,000 |
| SCP | 2016 | STP - Statewide Flexible (GDOT) | \$4,000,000 | \$1,000,000 | \$0,000 | \$0,000 | \$5,000,000 |
| | | | \$6,400,000 | \$1,600,000 | \$0,000 | \$0,000 | \$8,000,000 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| AT-269 | PONCE DE LEON AVENUE COMPLETE STREET RETROFIT AND BELTLINE CONNECTION | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012586 | FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY | Sponsor | Atlanta BeltLine Inc., City of Atlanta | 5/7 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | | 2015 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$3,483,207 | \$0,000 | \$870,802 | \$0,000 | \$4,354,009 |
| | | | \$4,000,000 | \$0,000 | \$1,000,000 | \$0,000 | \$5,000,000 | |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| AT-270 | PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3 | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0006684 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE | Sponsor | Buckhead CID, City of Atlanta | 6 | 4 | 0.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| PE | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$1,252,800 | \$0,000 | \$313,200 | \$0,000 | \$1,566,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$650,000 | \$0,000 | \$650,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,531,078 | \$0,000 | \$382,769 | \$0,000 | \$1,913,847 |
| | | | \$2,783,878 | \$0,000 | \$1,545,969 | \$0,000 | \$4,329,847 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| AT-271 | JUNIPER STREET BICYCLE/PEDESTRIAN FACILITIES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012587 | FROM PONCE DE LEON AVENUE TO 14TH STREET | Sponsor | City of Atlanta, Midtown Alliance | 4 | 2 | 1.0 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$402,160 | \$0,000 | \$402,160 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$3,347,200 | \$0,000 | \$836,800 | \$0,000 | \$4,184,000 |
| | | | | \$3,347,200 | \$0,000 | \$1,238,960 | \$0,000 | \$4,586,160 |

| | | | | | | | |
|-------------------|--|--------------|--|---|---------|--------------|--------------|
| AT-272 | MARTIN LUTHER KING JR. DRIVE COMPLETE STREET RETROFIT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012588 | | Sponsor | City of Atlanta | 4/6 | 3/4 | 1.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$125,153 | \$0,000 | \$31,298 | \$0,000 | \$156,441 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$83,435 | \$0,000 | \$20,859 | \$0,000 | \$104,294 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$917,789 | \$0,000 | \$229,447 | \$0,000 | \$1,147,236 |
| | | | | \$1,126,377 | \$0,000 | \$281,594 | \$0,000 | \$1,407,971 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| AT-273 | MOORES MILL ROAD MULTIMODAL ROADWAY EXTENSION AND TRANSIT LAYOVER FACILITY - INCLUDES NEW ROADWAY ALIGNMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012589 | FROM BOLTON ROAD TO ADAMS DRIVE | Sponsor | City of Atlanta | 0 | 2 | 0.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$360,000 | \$0,000 | \$90,000 | \$0,000 | \$450,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | | \$2,000,000 | \$0,000 | \$500,000 | \$0,000 | \$2,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-274 | CLEVELAND AVENUE PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012590 | FROM US 19/41 (METROPOLITAN PARKWAY) TO BROWNS MILL ROAD | Sponsor | City of Atlanta | N/A | N/A | 1.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-275 | CAMPBELLTON ROAD PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012591 | FROM GREENBRIAR PARKWAY TO PINEHURST DRIVE | Sponsor | City of Atlanta | N/A | N/A | 2.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-276 | BOULEVARD PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012592 | FROM US 78/278 (PONCE DE LEON AVENUE) TO WOODWARD AVENUE | Sponsor | City of Atlanta | N/A | N/A | 2.0 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AT-277 | CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012593 | | Sponsor | City of Atlanta | N/A | N/A | 26.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Bicycle Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$360,000 | \$0,000 | \$90,000 | \$0,000 | \$450,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | | \$2,000,000 | \$0,000 | \$500,000 | \$0,000 | \$2,500,000 |

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| AT-278 | MIDTOWN ATLANTA REGIONAL ACTIVITY CENTER - PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012594 | | Sponsor | City of Atlanta, Midtown Alliance | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$21,600 | \$0,000 | \$5,400 | \$0,000 | \$27,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,400,000 | \$0,000 | \$350,000 | \$0,000 | \$1,750,000 |
| | | | | \$1,421,600 | \$0,000 | \$355,400 | \$0,000 | \$1,777,000 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| AT-279 | US 19 (SPRING STREET) PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012595 | FROM PEACHTREE STREET TO 17TH STREET | Sponsor | City of Atlanta, Midtown Alliance | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$188,000 | \$0,000 | \$47,000 | \$0,000 | \$235,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,760,000 | \$0,000 | \$440,000 | \$0,000 | \$2,200,000 |
| | | | | \$1,948,000 | \$0,000 | \$487,000 | \$0,000 | \$2,435,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AT-280 | US 23 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012596 | AT ARKWRIGHT PLACE | Sponsor | GDOT | N/A | N/A | 0.1 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$250,000 | \$0,000 | \$0,000 | \$1,250,000 |

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| 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 | N/A | N/A | 3.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| | | | | \$2,000,000 | \$500,000 | \$0,000 | \$0,000 | \$2,500,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| 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 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|------------------|
| CST | | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |
| | | | | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| AT-283 | ATLANTA STREETCAR - TRANSIT ENHANCEMENTS PHASE II | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012696 | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------|----------------|--------------------|----------------|--------------------|-------------|
| CST | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$5,004,581 | \$0,000 | \$1,251,145 | \$0,000 | \$6,255,726 |
| | | | \$5,004,581 | \$0,000 | \$1,251,145 | \$0,000 | \$6,255,726 | |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-284 | CITY OF ATLANTA PEDESTRIAN ACCESSIBILITY IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012872 | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------|----------------|--------------------|----------------|--------------------|-------------|
| CST | | 2014 | TAP - Urban (>200K) (ARC) | \$5,880,000 | \$0,000 | \$1,470,000 | \$0,000 | \$7,350,000 |
| | | | \$5,880,000 | \$0,000 | \$1,470,000 | \$0,000 | \$7,350,000 | |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| AT-285 | SR 42 SPUR (MCDONOUGH BOULEVARD) BRIDGE REPLACEMENT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0011684 | AT NORFOLK SOUTHERN RR | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|------------------|----------------|----------------|--------------------|-------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$280,000 | \$70,000 | \$0,000 | \$0,000 | \$350,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$332,928 | \$83,232 | \$0,000 | \$0,000 | \$416,160 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$43,297 | \$10,824 | \$0,000 | \$0,000 | \$54,121 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,731,891 | \$432,973 | \$0,000 | \$0,000 | \$2,164,864 |
| | | | \$2,388,116 | \$597,029 | \$0,000 | \$0,000 | \$2,985,145 | |

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| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-286 | SR 3/US 41 (NORTHSIDE PARKWAY) MULTI-USE PATH | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0013056 | FROM MOUNT PARAN ROAD TO NORTHGATE DRIVE | Sponsor | City of Atlanta | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|--------------------|----------------|--------------------|
| PE | | 2014 | TAP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,360,500 | \$0,000 | \$1,360,500 |
| | | | | \$120,000 | \$0,000 | \$1,390,500 | \$0,000 | \$1,510,500 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AT-287 | US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012823 | AT 13 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$325,000 | \$0,000 | \$0,000 | \$0,000 | \$325,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$520,000 | \$130,000 | \$0,000 | \$0,000 | \$650,000 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,352,000 | \$338,000 | \$0,000 | \$0,000 | \$1,690,000 |
| | | | | \$2,197,000 | \$468,000 | \$0,000 | \$0,000 | \$2,665,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| AT-288 | US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012821 | AT 11 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$275,000 | \$0,000 | \$0,000 | \$0,000 | \$275,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$440,000 | \$110,000 | \$0,000 | \$0,000 | \$550,000 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,144,000 | \$286,000 | \$0,000 | \$0,000 | \$1,430,000 |
| | | | | \$1,859,000 | \$396,000 | \$0,000 | \$0,000 | \$2,255,000 |

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| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| AT-289 | SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012825 | AT 10 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | 2015 | STP - Statewide Flexible (GDOT) | \$250,000 | \$0,000 | \$0,000 | \$0,000 | \$250,000 |
| ROW | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,040,000 | \$260,000 | \$0,000 | \$0,000 | \$1,300,000 |
| | | | \$1,690,000 | \$360,000 | \$0,000 | \$0,000 | \$2,050,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| AT-290 | ATLANTA STREETCAR OPERATING ASSISTANCE | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|---------------------|----------------|--------------------|----------------|---------------------|
| CST | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$12,200,000 | \$0,000 | \$3,050,000 | \$0,000 | \$15,250,000 |
| | | | \$12,200,000 | \$0,000 | \$3,050,000 | \$0,000 | \$15,250,000 |

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|-------------------|--|--------------|-------------------------------------|--|---------|--------------|--------------|
| AT-291 | TRANSIT REAL TIME ARRIVAL INFORMATION PILOT PROJECT | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Atlanta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|----------------|-----------------|----------------|------------------|
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| | | | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |

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| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| AT-292 | SR 141 (PEACHTREE ROAD) AND LENOX ROAD SIGNAL UPGRADES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0012822 | AT 6 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$150,000 | \$0,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$300,000 | \$0,000 | \$0,000 | \$0,000 | \$300,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$780,000 | \$0,000 | \$0,000 | \$0,000 | \$780,000 |
| | | | | \$1,230,000 | \$0,000 | \$0,000 | \$0,000 | \$1,230,000 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| 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 | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | | 2016 | STP - Statewide Flexible (GDOT) | \$350,000 | \$0,000 | \$0,000 | \$0,000 | \$350,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$700,000 | \$0,000 | \$0,000 | \$0,000 | \$700,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,820,000 | \$0,000 | \$0,000 | \$0,000 | \$1,820,000 |
| | | | | \$2,870,000 | \$0,000 | \$0,000 | \$0,000 | \$2,870,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| BA-001 | ED HOGAN ROAD INTERSECTION IMPROVEMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0009405 | AT SR 8 AND BANKHEAD HIGHWAY | Sponsor | Barrow County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$110,000 | \$0,000 | \$110,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$270,000 | \$0,000 | \$270,000 |
| UTL | | 2019 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$1,080,895 | \$0,000 | \$270,224 | \$0,000 | \$1,351,119 |
| | | | | \$1,080,895 | \$0,000 | \$1,150,224 | \$0,000 | \$2,231,119 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| BA-005A | WINDER WEST BYPASS: PHASE 1 - NEW ALIGNMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0006327 | FROM SR 211 NEAR CEDAR CREEK TO MATTHEWS SCHOOL ROAD | Sponsor | GDOT | 0 | 4 | 2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|--------------------|---------------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$2,600,000 | \$2,600,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,714,644 | \$928,661 | \$0,000 | \$0,000 | \$4,643,305 |
| UTL | | 2018 | STP - Statewide Flexible (GDOT) | \$3,276,565 | \$819,141 | \$0,000 | \$0,000 | \$4,095,706 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$20,557,786 | \$5,139,446 | \$0,000 | \$0,000 | \$25,697,232 |
| | | | | \$27,548,995 | \$6,887,248 | \$0,000 | \$2,600,000 | \$37,036,243 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| BA-005B | WINDER WEST BYPASS: PHASE 2 - NEW ALIGNMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0010554 | FROM MATTHEWS SCHOOL ROAD TO SR 316 | Sponsor | GDOT | 2 | 4 | 2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$3,298,387 | \$824,597 | \$0,000 | \$0,000 | \$4,122,984 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$3,209,280 | \$802,320 | \$0,000 | \$0,000 | \$4,011,600 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$8,087,930 | \$2,021,982 | \$0,000 | \$0,000 | \$10,109,912 |
| | | | | \$14,755,597 | \$3,688,899 | \$0,000 | \$0,000 | \$18,444,496 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| BA-005C | WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0010555 | AT SR 316 | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$1,784,714 | \$446,179 | \$0,000 | \$0,000 | \$2,230,893 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$422,912 | \$105,728 | \$0,000 | \$0,000 | \$528,640 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$11,993,650 | \$2,998,412 | \$0,000 | \$0,000 | \$14,992,062 |
| | | | | \$14,254,071 | \$3,563,518 | \$0,000 | \$0,000 | \$17,817,589 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | GDOT | 0 | 4 | 3 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 110620- | FROM SR 211 IN BARROW COUNTY TO SR 53 IN JACKSON COUNTY | Sponsor | GDOT | 4 | 6 | 3.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | National Highway System | \$1,360,000 | \$340,000 | \$0,000 | \$0,000 | \$1,700,000 |
| PE | AUTH | AUTH | GRV BONDS (GARVEE Bond Program) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$10,188,000 | \$2,547,000 | \$0,000 | \$0,000 | \$12,735,000 |
| | | | | \$11,548,000 | \$2,887,000 | \$0,000 | \$0,000 | \$14,435,000 |

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|---------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$15,360,000 | \$3,840,000 | \$0,000 | \$0,000 | \$19,200,000 |
| | | | \$15,360,000 | \$3,840,000 | \$0,000 | \$0,000 | \$19,200,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|----------------------------------|--------------|--------------------------|--|---------|--------------|--------------|
| BA-023 | SR 211 BRIDGE REPLACEMENT | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0007159 | AT BEECH CREEK | Sponsor | GDOT | 2 | 2 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$96,000 | \$24,000 | \$0,000 | \$0,000 | \$120,000 |
| PE | | 2016 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2014 | Bridge (On-System) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$846,661 | \$211,665 | \$0,000 | \$0,000 | \$1,058,326 |
| | | | | \$1,030,661 | \$257,665 | \$0,000 | \$0,000 | \$1,288,326 |

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|-------------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| BA-026 | SR 316 - NEW INTERCHANGE | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| 0008429 | AT SR 81 | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$2,009,220 | \$502,305 | \$0,000 | \$0,000 | \$2,511,525 |
| UTL | | 2018 | National Highway Performance Program (NHPP) | \$134,875 | \$33,719 | \$0,000 | \$0,000 | \$168,594 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$13,938,534 | \$3,484,633 | \$0,000 | \$0,000 | \$17,423,167 |
| | | | | \$16,482,629 | \$4,120,657 | \$0,000 | \$0,000 | \$20,603,286 |

| | | | | | | | |
|-------------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$2,362,956 | \$590,739 | \$0,000 | \$0,000 | \$2,953,695 |
| UTL | | 2018 | National Highway Performance Program (NHPP) | \$109,109 | \$27,277 | \$0,000 | \$0,000 | \$136,386 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$9,712,318 | \$2,428,000 | \$0,000 | \$0,000 | \$12,140,318 |
| | | | | \$12,584,383 | \$3,146,016 | \$0,000 | \$0,000 | \$15,730,399 |

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|-------------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| BA-028 | SR 316 - NEW INTERCHANGE | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| 0008431 | AT SR 53 | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$1,848,794 | \$462,199 | \$0,000 | \$0,000 | \$2,310,993 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$187,200 | \$46,800 | \$0,000 | \$0,000 | \$234,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$8,805,600 | \$2,201,400 | \$0,000 | \$0,000 | \$11,007,000 |
| | | | | \$11,241,594 | \$2,810,399 | \$0,000 | \$0,000 | \$14,051,993 |

| | | | | | | | |
|-------------------|-------------------------------------|--------------|-------------------------------|--|---------|--------------|--------------|
| BT-193 | BELLS FERRY ROAD WIDENING | Jurisdiction | Bartow County | Existing | Planned | Length (mi.) | Network Year |
| 0012599 | FROM WILDFLOWER TRAIL TO CAMP DRIVE | Sponsor | Bartow County | 2 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$640,000 | \$0,000 | \$160,000 | \$0,000 | \$800,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,440,000 | \$0,000 | \$360,000 | \$0,000 | \$1,800,000 |
| | | | | \$2,420,000 | \$0,000 | \$605,000 | \$0,000 | \$3,025,000 |

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|-------------------|---|--------------|------------------|--|---------|--------------|--------------|
| BT-194 | SR 293 SPUR SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Bartow County | Existing | Planned | Length (mi.) | Network Year |
| 0012773 | FROM SR 293 TO RED TOP MOUNTAIN ROAD | Sponsor | GDOT | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------|-----------------|----------------|----------------|------------------|
| SCP | | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| | | | | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|-------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| CH-010A2 | BELLS FERRY ROAD WIDENING | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 630977- | FROM SOUTHFORK WAY TO VICTORIA ROAD | Sponsor | Cherokee County | 2 | 4 | 2.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$32,033,164 | \$0,000 | \$32,033,164 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$14,406,400 | \$3,601,600 | \$0,000 | \$0,000 | \$18,008,000 |
| | | | | \$16,006,400 | \$4,001,600 | \$32,033,164 | \$0,000 | \$52,041,164 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| CH-010B | BELLS FERRY ROAD BRIDGE REPLACEMENT | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 630975- | AT LITTLE RIVER | Sponsor | GDOT | 2 | 2 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|--------------------|--------------------|--------------------|----------------|--------------------|
| PE | AUTH | 1993 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | Bridge (Off-System) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| ROW | AUTH | AUTH | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,550,400 | \$1,387,600 | \$0,000 | \$0,000 | \$6,938,000 |
| | | | | \$5,790,400 | \$1,447,600 | \$2,000,000 | \$0,000 | \$9,238,000 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CH-010C | BELLS FERRY ROAD BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 642260- | FROM VICTORIA ROAD TO NORTH OF SIXES ROAD | Sponsor | Cherokee County | 2 | 4 | 3 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$63,000,000 | \$0,000 | \$63,000,000 |
| | | | | \$0,000 | \$0,000 | \$63,000,000 | \$0,000 | \$63,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CH-020A2 | SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0007836 | FROM SR 108 (FINCHER ROAD) TO I-575 | Sponsor | GDOT | 2 | 4 | 8 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|----------------------|---------------------|----------------|----------------|----------------------|
| SCP | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$2,400,000 | \$600,000 | \$0,000 | \$0,000 | \$3,000,000 |
| PE | | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,860,103 | \$1,465,026 | \$0,000 | \$0,000 | \$7,325,129 |
| ROW | | LR 2031-2040 | General Federal Aid 2020-2040 | \$37,065,449 | \$9,266,362 | \$0,000 | \$0,000 | \$46,331,811 |
| UTL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$13,971,828 | \$3,492,957 | \$0,000 | \$0,000 | \$17,464,785 |
| CST | | LR 2031-2040 | General Federal Aid 2020-2040 | \$89,275,207 | \$22,318,802 | \$0,000 | \$0,000 | \$111,594,009 |
| | | | | \$148,572,587 | \$37,143,147 | \$0,000 | \$0,000 | \$185,715,734 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2014 | National Highway Performance Program (NHPP) | \$6,055,960 | \$1,513,990 | \$0,000 | \$0,000 | \$7,569,950 |
| UTL | | 2016 | National Highway Performance Program (NHPP) | \$298,751 | \$74,688 | \$0,000 | \$0,000 | \$373,439 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$4,593,757 | \$1,148,439 | \$0,000 | \$0,000 | \$5,742,196 |
| | | | | \$11,203,158 | \$2,800,789 | \$0,000 | \$0,000 | \$14,003,947 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CH-020B | SR 20 (CUMMING HIGHWAY) WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0003681 | FROM SCOTT ROAD TO SR 369 (HIGHTOWER ROAD) | Sponsor | GDOT | 2 | 4 | 7.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2006 | Federal Earmark Funding | \$2,000,000 | \$500,000 | \$0,000 | \$0,000 | \$2,500,000 |
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | Federal Earmark Funding | \$719,921 | \$179,980 | \$0,000 | \$0,000 | \$899,901 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$23,677,719 | \$5,919,430 | \$0,000 | \$0,000 | \$29,597,149 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$20,000,000 | \$5,000,000 | \$0,000 | \$0,000 | \$25,000,000 |
| | | | | \$47,997,640 | \$11,999,410 | \$0,000 | \$0,000 | \$59,997,050 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CH-167 | ARNOLD MILL ROAD EXTENSION/CONNECTOR - NEW ALIGNMENT | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MAIN STREET SOUTH OF RIDGEWALK PARKWAY TO ARNOLD MILL ROAD AT NEESE ROAD | Sponsor | Cherokee County | 0 | 2 | 1.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | 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 | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0002525 | FROM SR 5 BUSINESS (INTERSECTION OF CANTON HIGHWAY AND HOWELL BRIDGE ROAD) TO SR 372 (BALL GROUND ROAD) SOUTH OF BALL GROUND | Sponsor | Cherokee County | 0 | 2 | 1.2 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$14,700,000 | \$0,000 | \$14,700,000 |
| | | | | \$0,000 | \$0,000 | \$14,700,000 | \$0,000 | \$14,700,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| CH-204 | SR 372 (BALL GROUND ROAD) BRIDGE REPLACEMENT | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 642400- | AT ETOWAH RIVER | Sponsor | GDOT | 2 | 2 | 0.7 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$4,000 | \$1,000 | \$0,000 | \$0,000 | \$5,000 |
| ROW | AUTH | 2013 | Bridge (On-System) | \$424,000 | \$106,000 | \$0,000 | \$0,000 | \$530,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$3,446,844 | \$861,711 | \$0,000 | \$0,000 | \$4,308,555 |
| | | | | \$3,874,844 | \$968,711 | \$0,000 | \$0,000 | \$4,843,555 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| CH-215 | INDUSTRIAL DRIVE EXTENSION - 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$378,000 | \$0,000 | \$378,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$882,000 | \$0,000 | \$882,000 |
| CST | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,829,200 | \$0,000 | \$6,829,200 |
| | | | | \$0,000 | \$0,000 | \$8,089,200 | \$0,000 | \$8,089,200 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| CH-218 | HICKORY ROAD & HOLLY SPRINGS PARKWAY DOWNTOWN PEDESTRIAN NETWORK IMPROVEMENTS | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0008961 | | Sponsor | City of Holly Springs | N/A | N/A | 1.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$77,000 | \$0,000 | \$77,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$205,000 | \$0,000 | \$205,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$999,156 | \$0,000 | \$249,789 | \$0,000 | \$1,248,945 |
| | | | | \$1,159,156 | \$0,000 | \$571,789 | \$0,000 | \$1,730,945 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| 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 | 0.4 | 2030 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | | 2017 | STP - Statewide Flexible (GDOT) | \$261,772 | \$65,443 | \$0,000 | \$0,000 | \$327,215 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$579,264 | \$144,816 | \$0,000 | \$0,000 | \$724,080 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$383,856 | \$95,964 | \$0,000 | \$0,000 | \$479,820 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,792,751 | \$698,188 | \$0,000 | \$0,000 | \$3,490,939 |
| | | | | \$4,017,643 | \$1,004,411 | \$0,000 | \$0,000 | \$5,022,054 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| CH-226 | HOLLY SPRINGS PARKWAY PEDESTRIAN FACILITIES | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0012600 | FROM ACE ACADEMY TO PINECREST ROAD | Sponsor | City of Holly Springs | N/A | N/A | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$8,000 | \$0,000 | \$2,000 | \$0,000 | \$10,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$514,160 | \$0,000 | \$128,540 | \$0,000 | \$642,700 |
| | | | | \$682,160 | \$0,000 | \$170,540 | \$0,000 | \$852,700 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$104,960 | \$0,000 | \$26,240 | \$0,000 | \$131,200 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$60,000 | \$0,000 | \$15,000 | \$0,000 | \$75,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$532,844 | \$0,000 | \$133,211 | \$0,000 | \$666,055 |
| | | | | \$817,804 | \$0,000 | \$204,451 | \$0,000 | \$1,022,255 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| CH-228 | CHEROKEE COUNTY COUNTYWIDE SIGNAL TIMING PROJECT | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Cherokee County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$700,000 | \$0,000 | \$175,000 | \$0,000 | \$875,000 |
| | | | | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |

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|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-012 | US 23 (MORELAND AVENUE) WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 720815- | FROM LAKE HARBIN ROAD TO ANVIL BLOCK ROAD | Sponsor | GDOT | 2 | 4 | 3.5 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$32,768,400 | \$8,192,100 | \$0,000 | \$0,000 | \$40,960,500 |
| | | | | \$32,768,400 | \$8,192,100 | \$0,000 | \$0,000 | \$40,960,500 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-014 | SR 85 WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 721550 | FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY | Sponsor | GDOT | 4 | 6 | 2.7 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|------------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1992 | High Priority Projects from TEA-21 | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,125,086 | \$2,281,272 | \$0,000 | \$0,000 | \$11,406,358 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$7,252,800 | \$1,813,200 | \$0,000 | \$0,000 | \$9,066,000 |
| | | | | \$16,377,886 | \$4,094,472 | \$0,000 | \$0,000 | \$20,472,358 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | National Highway Performance Program (NHPP) | \$640,000 | \$160,000 | \$0,000 | \$0,000 | \$800,000 |
| ROW | | 2017 | National Highway Performance Program (NHPP) | \$3,005,341 | \$751,335 | \$0,000 | \$0,000 | \$3,756,676 |
| UTL | | 2019 | National Highway Performance Program (NHPP) | \$868,426 | \$217,106 | \$0,000 | \$0,000 | \$1,085,532 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$14,287,243 | \$3,571,811 | \$0,000 | \$0,000 | \$17,859,054 |
| | | | | \$18,801,010 | \$4,700,252 | \$0,000 | \$0,000 | \$23,501,262 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-017 | BATTLE CREEK ROAD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 751775- | FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY | Sponsor | Clayton County | 2 | 4 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,395,000 | \$0,000 | \$5,395,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$9,389,600 | \$2,347,400 | \$0,000 | \$0,000 | \$11,737,000 |
| | | | | \$9,429,600 | \$2,357,400 | \$5,395,000 | \$0,000 | \$17,182,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| CL-019 | MOUNT ZION BOULEVARD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 751770- | FROM SOUTHLAKE PARKWAY TO LAKE HARBIN ROAD | Sponsor | Clayton County | 2 | 4 | 3.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$11,672,248 | \$0,000 | \$11,672,248 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$8,698,767 | \$2,174,692 | \$0,000 | \$0,000 | \$10,873,459 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$8,528,203 | \$2,132,051 | \$0,000 | \$0,000 | \$10,660,254 |
| | | | | \$17,266,970 | \$4,316,743 | \$11,672,248 | \$0,000 | \$33,255,961 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CL-020A | FLINT RIVER ROAD OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 751810- | FROM GLENWOODS DRIVE TO KENDRICK ROAD | Sponsor | GRTA | 2 | 2 | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$225,000 | \$225,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$20,000 | \$5,000 | \$0,000 | \$0,000 | \$25,000 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$1,120,000 | \$280,000 | \$1,450,000 | \$0,000 | \$2,850,000 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$2,860,000 | \$715,000 | \$1,812,761 | \$0,000 | \$5,387,761 |
| | | | | \$4,000,000 | \$1,000,000 | \$3,262,761 | \$225,000 | \$8,487,761 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-041 | SR 54 (FAYETTEVILLE ROAD / JONESBORO ROAD) WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 721440- | FROM MCDONOUGH ROAD IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY | Sponsor | GDOT | 2 | 4 | 5.5 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$380,000 | \$95,000 | \$0,000 | \$0,000 | \$475,000 |
| PE | AUTH | AUTH | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | AUTH | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$11,880,000 | \$2,970,000 | \$0,000 | \$0,000 | \$14,850,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$27,951,854 | \$6,987,964 | \$0,000 | \$0,000 | \$34,939,818 |
| | | | | \$40,211,854 | \$10,052,964 | \$0,000 | \$0,000 | \$50,264,818 |

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|---------------|-----------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2005 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,600,000 | \$0,000 | \$1,600,000 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,500,000 | \$0,000 | \$7,500,000 |
| | | | | \$0,000 | \$0,000 | \$9,100,000 | \$0,000 | \$9,100,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-064 | US 23 WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 322050- | FROM SR 138 (NORTH HENRY BOULEVARD / STOCKBRIDGE ROAD) TO I-675 IN CLAYTON COUNTY | Sponsor | GDOT | 2 | 4 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$8,668,796 | \$2,167,199 | \$0,000 | \$0,000 | \$10,835,995 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$12,795,639 | \$3,198,910 | \$0,000 | \$0,000 | \$15,994,549 |
| | | | | \$22,664,435 | \$5,666,109 | \$0,000 | \$0,000 | \$28,330,544 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-101 | SR 920 (MCDONOUGH ROAD) WIDENING | Jurisdiction | Regional - South | Existing | Planned | Length (mi.) | Network Year |
| 742870- | FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY | Sponsor | GDOT | 2 | 4 | 5.8 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$2,400,000 | \$3,000,000 | \$600,000 | \$0,000 | \$6,000,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$15,592,219 | \$3,898,055 | \$0,000 | \$0,000 | \$19,490,274 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,589,560 | \$397,390 | \$0,000 | \$0,000 | \$1,986,950 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$21,920,000 | \$5,480,000 | \$9,599,302 | \$0,000 | \$36,999,302 |
| | | | | \$41,501,779 | \$12,775,445 | \$10,199,302 | \$0,000 | \$64,476,526 |

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| | | | | | | | |
|-------------------|--------------------------------------|--------------|---|---|---------|--------------|--------------|
| CL-230A | ANVIL BLOCK ROAD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 771210- | FROM GRANT ROAD TO BOULDERCREST ROAD | Sponsor | GRTA | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$150,000 | \$150,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$100,000 | \$25,000 | \$0,000 | \$0,000 | \$125,000 |
| ROW | AUTH | 2012 | Surface Transportation Priorities (Earmark) | \$230,704 | \$0,000 | \$660,085 | \$0,000 | \$890,789 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$313,289 | \$0,000 | \$313,289 |
| CST | | 2014 | Surface Transportation Priorities (Earmark) | \$269,211 | \$0,000 | \$0,000 | \$0,000 | \$269,211 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$2,118,804 | \$529,701 | \$125,965 | \$0,000 | \$2,774,470 |
| | | | | \$2,718,719 | \$554,701 | \$1,099,339 | \$150,000 | \$4,522,759 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CL-230B | ANVIL BLOCK ROAD OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0004638 | FROM BOULDERCREST ROAD TO ALLEN DRIVE | Sponsor | GRTA | 2 | 2 | 1.3 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$275,000 | \$275,000 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$704,000 | \$176,000 | \$1,414,675 | \$0,000 | \$2,294,675 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$800,308 | \$0,000 | \$800,308 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$3,628,000 | \$907,000 | \$48,435 | \$0,000 | \$4,583,435 |
| | | | | \$4,332,000 | \$1,083,000 | \$2,263,418 | \$275,000 | \$7,953,418 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CL-238 | GODBY ROAD WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0006860 | FROM SOUTHAMPTON ROAD TO SR 314 (WEST FAYETTEVILLE ROAD) | Sponsor | Clayton County | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| PE | AUTH | AUTH | 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 | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,840,000 | \$0,000 | \$5,840,000 |
| UTL | | 2015 | STP - Urban (>200K) (ARC) | \$887,370 | \$0,000 | \$221,843 | \$0,000 | \$1,109,213 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,638,400 | \$0,000 | \$749,976 | \$0,000 | \$3,388,376 |
| | | | | \$3,545,770 | \$5,000 | \$7,111,819 | \$0,000 | \$10,662,589 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| CST | | 2016 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| CL-260 | C.W. GRANT PARKWAY GRADE SEPARATION | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0001817 | AT NORFOLK SOUTHERN RAIL LINE - INCLUDES REALIGNMENT OF CONLEY ROAD AND US 19/41 IN VICINITY | Sponsor | GDOT | N/A | N/A | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,694,000 | \$0,000 | \$12,694,000 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$3,964,000 | \$991,000 | \$0,000 | \$0,000 | \$4,955,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,145,000 | \$0,000 | \$1,145,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,408,257 | \$0,000 | \$3,408,257 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$22,772,595 | \$5,693,149 | \$0,000 | \$0,000 | \$28,465,744 |
| | | | | \$26,736,595 | \$6,684,149 | \$17,247,257 | \$0,000 | \$50,668,001 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| CL-264 | CONLEY ROAD EXTENSION FEASIBILITY STUDY | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0012602 | | Sponsor | Clayton County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|----|--------|------|---------------------------|------------------|----------------|-----------------|----------------|------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |
| | | | | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$72,000 | \$0,000 | \$18,000 | \$0,000 | \$90,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$48,000 | \$0,000 | \$12,000 | \$0,000 | \$60,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,320,000 | \$0,000 | \$330,000 | \$0,000 | \$1,650,000 |
| | | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---------------------------|---|---------|--------------|--------------|
| CL-268 | SR 85 BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 721295- | AT CAMP CREEK (CLAYTON COUNTY / FAYETTE COUNTY LINE) | Sponsor | GDOT | 4 | 6 | 0.8 | 2030 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$260,552 | \$65,138 | \$0,000 | \$0,000 | \$325,690 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$1,749,734 | \$437,433 | \$0,000 | \$0,000 | \$2,187,167 |
| | | | | \$2,010,286 | \$502,571 | \$0,000 | \$0,000 | \$2,512,857 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| CL-AR-180 | I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012759 | FROM I-285 TO SR 331 (FOREST PARKWAY) | Sponsor | GDOT | 0 | 2 | TBD | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,400,000 | \$600,000 | \$0,000 | \$0,000 | \$3,000,000 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$4,000,000 | \$1,000,000 | \$0,000 | \$0,000 | \$5,000,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$32,000,000 | \$8,000,000 | \$0,000 | \$0,000 | \$40,000,000 |
| | | | | \$38,400,000 | \$9,600,000 | \$0,000 | \$0,000 | \$48,000,000 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| 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 | TBD | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$4,057,988 | \$1,014,497 | \$0,000 | \$0,000 | \$5,072,485 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$29,040,925 | \$7,260,231 | \$0,000 | \$0,000 | \$36,301,156 |
| | | | | \$34,298,913 | \$8,574,728 | \$0,000 | \$0,000 | \$42,873,641 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| CL-AR-247 | US 19/41 (TARA BOULEVARD) WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 722030- | FROM FLINT RIVER ROAD TO TARA ROAD | Sponsor | GDOT | 4 | 6 | 3.5 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2011 | National Highway System | \$2,344,879 | \$836,220 | \$0,000 | \$0,000 | \$4,181,099 |
| ROW | | 2017 | National Highway Performance Program (NHPP) | \$8,962,271 | \$2,240,568 | \$0,000 | \$0,000 | \$11,202,839 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$18,598,929 | \$4,649,732 | \$0,000 | \$0,000 | \$23,248,661 |
| | | | | \$30,906,079 | \$7,726,520 | \$0,000 | \$0,000 | \$38,632,599 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------|--|---------|--------------|--------------|
| CO-041 | US 41 (COBB PARKWAY) WIDENING - SCOPING ONLY | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010510 | FROM WINDY RIDGE PARKWAY TO SR 120 LOOP (NORTH MARIETTA PARKWAY) | Sponsor | GDOT | 4 | 6 | 5.9 | 2030 |
| Programmed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|--------------------|
| SCP | | 2014 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| CO-206D | STILESBORO ROAD WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ROSEHEDGE WAY TO KENNESAW DUE WEST ROAD | Sponsor | Cobb County | 2 | 4 | 4.3 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-297B | BIG SHANTY ROAD WIDENING - PHASE IV | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD | Sponsor | Cobb County | 2 | 4 | 0.4 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$8,400,000 | \$0,000 | \$8,400,000 |
| | | | \$0,000 | \$0,000 | \$8,400,000 | \$0,000 | \$8,400,000 |

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 3.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|--------------|-------------------------------|---------------------------------|----------------------|----------------------|--------------------|---------------------|----------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$5,993,600 | \$1,498,400 | \$0,000 | \$0,000 | \$7,492,000 |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$15,973,812 | \$3,993,453 | \$0,000 | \$0,000 | \$19,967,265 | |
| | | | \$22,591,412 | \$5,647,853 | \$0,000 | \$0,000 | \$28,239,265 | |

| | | | | | | | |
|---------------|---|--------------|---------------------------|---|---------|--------------|--------------|
| 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 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|--------------------|--------------------|---------------------|--------------------|
| PE | AUTH | 2000 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2015 | National Highway Performance Program (NHPP) | \$2,162,400 | \$540,600 | \$0,000 | \$0,000 | \$2,703,000 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$9,074,980 | \$2,268,745 | \$0,000 | \$0,000 | \$11,343,725 |
| | | | \$11,261,380 | \$2,815,345 | \$0,000 | \$0,000 | \$14,076,725 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-329 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0006866 | FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY) | Sponsor | GDOT | 2 | 4 | 2.1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$368,000 | \$92,000 | \$460,000 | \$0,000 | \$920,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$1,555,906 | \$388,977 | \$0,000 | \$0,000 | \$1,944,883 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$10,145,712 | \$2,536,428 | \$0,000 | \$0,000 | \$12,682,140 |
| | | | | \$12,093,618 | \$3,023,405 | \$460,000 | \$0,000 | \$15,577,023 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-341 | DUE WEST ROAD WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM KENNESAW DUE WEST ROAD TO SR 120 (DALLAS HIGHWAY) | Sponsor | Cobb County | 2 | 4 | 1.3 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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-344A | CEDARCREST ROAD WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0007529 | FROM PAULDING COUNTY LINE TO GOVERNOR'S TOWNE DRIVE | Sponsor | Cobb County | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|-----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2007 | Federal Earmark Funding | \$320,000 | \$0,000 | \$400,000 | \$0,000 | \$720,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2013 | Federal Earmark Funding | \$760,000 | \$0,000 | \$2,079,404 | \$0,000 | \$2,839,404 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$33,075 | \$0,000 | \$33,075 |
| CST | | 2015 | Federal Earmark Funding | \$2,493,522 | \$0,000 | \$623,380 | \$0,000 | \$3,116,902 |
| | | | | \$3,613,522 | \$10,000 | \$3,135,859 | \$0,000 | \$6,759,381 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-367 | SR 360 (MACLAND ROAD) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0006049 | FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO SR 176 (NEW MACLAND ROAD / LOST MOUNTAIN ROAD) IN COBB COUNTY | Sponsor | GDOT | 2 | 4 | 6.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$480,000 | \$120,000 | \$0,000 | \$0,000 | \$600,000 |
| 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) | \$1,624,000 | \$406,000 | \$0,000 | \$0,000 | \$2,030,000 |
| UTL | | 2018 | STP - Statewide Flexible (GDOT) | \$1,946,670 | \$486,668 | \$0,000 | \$0,000 | \$2,433,338 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$33,443,800 | \$8,360,950 | \$0,000 | \$0,000 | \$41,804,750 |
| | | | | \$46,294,470 | \$11,573,618 | \$0,000 | \$0,000 | \$57,868,088 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-380 | LELAND DRIVE EXTENSION - NEW ALIGNMENT | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010006 | FROM WINDY HILL ROAD TO TERRELL MILL ROAD | Sponsor | Cobb County | Var | 4 | 0.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$480,000 | \$0,000 | \$480,000 |
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,045,000 | \$0,000 | \$1,045,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$14,100,000 | \$0,000 | \$14,100,000 |
| | | | | \$0,000 | \$0,000 | \$15,675,000 | \$0,000 | \$15,675,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2015 | 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-382 | WINDY HILL ROAD WIDENING - WESTBOUND ONLY | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EAST OF POWERS FERRY ROAD TO SPECTRUM CIRCLE | Sponsor | Cobb County | 2 | 3 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | \$1,595,826 | \$0,000 | \$1,595,826 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,014,057 | \$0,000 | \$2,014,057 |
| | | | | \$0,000 | \$0,000 | \$3,609,883 | \$0,000 | \$3,609,883 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| CO-384A | MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR | Sponsor | Cobb County | 0 | 2 | 0.5 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| ROW | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| CST | | LR 2020-2030 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|------------------|----------------|------------------|
| PE | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$70,000 | \$0,000 | \$70,000 |
| ROW | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | LR 2020-2030 | 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 | 2020 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| CST | 2016 | 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-410 | FRANKLIN ROAD PEDESTRIAN IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010325 | FROM TWINBROOKS DRIVE TO LOS COLINAS APARTMENTS | Sponsor | City of Marietta | N/A | N/A | 0.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$341,600 | \$0,000 | \$85,400 | \$0,000 | \$427,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,116,000 | \$0,000 | \$1,116,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$88,432 | \$0,000 | \$88,432 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,520,779 | \$0,000 | \$818,106 | \$0,000 | \$3,338,885 |
| | | | \$2,862,379 | \$0,000 | \$2,107,938 | \$0,000 | \$4,970,317 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CO-440 | RAILROAD CROSSING SAFETY IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012604 | AT FIVE LOCATIONS | Sponsor | City of Acworth,Cobb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$75,000 | \$0,000 | \$75,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| | | | | \$1,000,000 | \$0,000 | \$325,000 | \$0,000 | \$1,325,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CO-441 | POWERS FERRY ROAD BICYCLE FACILITIES | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012605 | FROM INTERSTATE NORTH PARKWAY TO WINDY RIDGE ROAD | Sponsor | Cobb County,Cumberland CID | N/A | N/A | 0.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Bicycle Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2017 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| UTL | | 2019 | STP - Urban (>200K) (ARC) | \$320,000 | \$0,000 | \$80,000 | \$0,000 | \$400,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$1,889,886 | \$0,000 | \$472,472 | \$0,000 | \$2,362,358 |
| | | | | \$2,569,886 | \$0,000 | \$642,472 | \$0,000 | \$3,212,358 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CO-442 | SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012606 | AT SR 120 (SOUTH MARIETTA PARKWAY) | Sponsor | City of Marietta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$89,611 | \$0,000 | \$22,403 | \$0,000 | \$112,014 |
| UTL | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,500 | \$0,000 | \$12,500 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$749,408 | \$0,000 | \$201,572 | \$0,000 | \$950,980 |
| | | | | \$839,019 | \$0,000 | \$236,475 | \$0,000 | \$1,075,494 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CO-443 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012607 | AT SR 120 (NORTH MARIETTA PARKWAY) | Sponsor | City of Marietta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$91,712 | \$0,000 | \$22,928 | \$0,000 | \$114,640 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$136,000 | \$0,000 | \$34,000 | \$0,000 | \$170,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$739,412 | \$0,000 | \$184,853 | \$0,000 | \$924,265 |
| | | | | \$967,124 | \$0,000 | \$241,781 | \$0,000 | \$1,208,905 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CO-444 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012608 | AT SR 120 (ROSWELL STREET) | Sponsor | City of Marietta | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|-----------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$48,000 | \$0,000 | \$12,000 | \$0,000 | \$60,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$201,600 | \$0,000 | \$50,400 | \$0,000 | \$252,000 |
| | | | | \$249,600 | \$0,000 | \$62,400 | \$0,000 | \$312,000 |

| | | | | | | | |
|-------------------|----------------------------|--------------|--|--|---------|--------------|--------------|
| CO-445 | TRUCK ROUTE SIGNAGE | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012609 | | Sponsor | City of Kennesaw | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |
| | | | | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CO-446 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION A | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010009 | | Sponsor | Cumberland CID | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$519,800 | \$0,000 | \$519,800 |
| PE | | 2014 | Public Land Discretionary | \$1,180,000 | \$0,000 | \$0,000 | \$0,000 | \$1,180,000 |
| ROW | | 2015 | Public Land Discretionary | \$1,180,000 | \$0,000 | \$0,000 | \$0,000 | \$1,180,000 |
| CST | | 2016 | Public Land Discretionary | \$1,670,000 | \$0,000 | \$605,540 | \$0,000 | \$2,275,540 |
| | | | | \$4,030,000 | \$0,000 | \$1,125,340 | \$0,000 | \$5,155,340 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CO-447 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION B | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012808 | | Sponsor | Cobb County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,190,000 | \$0,000 | \$1,190,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,400,000 | \$0,000 | \$3,400,000 |
| | | | | \$500,000 | \$0,000 | \$4,715,000 | \$0,000 | \$5,215,000 |

| | | | | | | | |
|------------------|---|--------------|-------------------------|--|---------|--------------|--------------|
| CO-448 | ROTTENWOOD CREEK TRAIL: PHASE 2 - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012873 | | Sponsor | City of Marietta | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| | | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

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| | | | | | | | |
|---------------|---|--------------|------------------|--|---------|--------------|--------------|
| CO-449 | TOWN CENTER / NOONDAY CREEK TRAIL/ KSU BIKE-PED CONNECTOR - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0012874 | | Sponsor | Cobb County | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| CO-450 | BARRETT PARKWAY RELIEVER: PHASES 2 AND 3 - NEW ALIGNMENT | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM FROM INTERSECTION OF BARRETT LAKES BOULEVARD AND SHILOH PARKWAY TO INTERSECTION OF BARRETT PARKWAY AND ROBERTS COURT | Sponsor | Cobb County | Var | 4 | 0.9 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|---------|---------|--------------|---------|--------------|
| ALL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$23,100,000 | \$0,000 | \$23,100,000 |
| | | | \$0,000 | \$0,000 | \$23,100,000 | \$0,000 | \$23,100,000 |

| | | | | | | | |
|---------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| CO-452 | I-75 NORTH - DIVERGING DIAMOND INTERCHANGE | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT WINDY HILL ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|-------------|---------|--------------|---------|--------------|
| PE | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$700,000 | \$0,000 | \$700,000 |
| ROW | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,100,000 | \$0,000 | \$7,100,000 |
| UTL | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,500,000 | \$0,000 | \$2,500,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$6,000,000 | \$0,000 | \$3,700,000 | \$0,000 | \$9,700,000 |
| | | | \$6,000,000 | \$0,000 | \$14,000,000 | \$0,000 | \$20,000,000 |

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| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

| | | | | | | | |
|-------------------|---------------------------------|--------------|---|---|---------|--------------|--------------|
| CO-454 | WINDY HILL ROAD WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0011738 | FROM US 41 TO I-75 | Sponsor | Cobb County | 5 | 6 | N/A | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$488,387 | \$0,000 | \$488,387 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,687,500 | \$0,000 | \$3,687,500 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,449,700 | \$0,000 | \$5,449,700 |
| | | | \$0,000 | \$0,000 | \$9,625,587 | \$0,000 | \$9,625,587 | |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CO-455 | WINDY HILL ROAD IMPROVEMENTS | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ROTTENWOOD CREEK TO SPECTRUM CIRCLE/INTERSTATE NORTH PARKWAY | Sponsor | Cobb County | 6 | 6 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$247,327 | \$0,000 | \$247,327 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,601,000 | \$0,000 | \$1,601,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,837,000 | \$0,000 | \$1,837,000 |
| | | | \$0,000 | \$0,000 | \$3,685,327 | \$0,000 | \$3,685,327 | |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| CO-AR-070 | I-285 WEST INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 752300- | AT ATLANTA ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$11,950,000 | \$0,000 | \$11,950,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$525,000 | \$0,000 | \$525,000 |
| CST | AUTH | 2014 | Federal Earmark Funding | \$16,198,199 | \$4,049,550 | \$0,000 | \$0,000 | \$20,247,749 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$12,327,025 | \$3,081,756 | \$0,000 | \$0,000 | \$15,408,781 |
| | | | | \$28,533,224 | \$7,133,306 | \$12,475,000 | \$0,000 | \$48,141,530 |

| | | | | | | | |
|-------------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| CO-AR-238 | REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 713600 | FROM I-285 NORTH TO DELK ROAD | Sponsor | GDOT | N/A | N/A | 0.5 | 2040 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|----------------------|---------------------|----------------|----------------|----------------------|
| PE | | LR 2031-2040 | General Federal Aid 2020-2040 | \$5,360,000 | \$1,340,000 | \$0,000 | \$0,000 | \$6,700,000 |
| ROW | | LR 2031-2040 | General Federal Aid 2020-2040 | \$24,000,000 | \$6,000,000 | \$0,000 | \$0,000 | \$30,000,000 |
| UTL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$3,840,000 | \$960,000 | \$0,000 | \$0,000 | \$4,800,000 |
| CST | | LR 2031-2040 | General Federal Aid 2020-2040 | \$76,800,000 | \$19,200,000 | \$0,000 | \$0,000 | \$96,000,000 |
| | | | | \$110,000,000 | \$27,500,000 | \$0,000 | \$0,000 | \$137,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| CO-AR-304 | I-285 WEST INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 0006048 | AT SR 280 (SOUTH COBB DRIVE) | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | 2016 | National Highway Performance Program (NHPP) | \$929,461 | \$232,365 | \$0,000 | \$0,000 | \$1,161,826 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$6,435,081 | \$1,608,770 | \$0,000 | \$0,000 | \$8,043,851 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$329,472 | \$82,368 | \$0,000 | \$0,000 | \$411,840 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$10,114,396 | \$2,528,599 | \$0,000 | \$0,000 | \$12,642,995 |
| | | | | \$17,808,410 | \$4,452,102 | \$0,000 | \$0,000 | \$22,260,512 |

| | | | | | | | |
|--------------------|---|--------------|--|--|---------|--------------|--------------|
| CO-AR-BP120 | KENNESAW MOUNTAIN TO CHATTAHOOCHEE RIVER TRAIL - INCLUDES BRIDGE OVER SOUTH LOOP EAST OF POWDER SPRINGS ROAD | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0006873 | FROM TOWER ROAD AT ROSELANE STREET TO WEST ATLANTA STREET AT SOUTH COBB DRIVE | Sponsor | City of Marietta | N/A | N/A | 1.0 | 2015 |
| Completed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$791,818 | \$0,000 | \$881,802 | \$0,000 | \$1,673,620 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$380,500 | \$0,000 | \$380,500 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$2,030,582 | \$0,000 | \$1,048,032 | \$0,000 | \$3,078,614 |
| | | | | \$2,822,400 | \$0,000 | \$2,610,334 | \$0,000 | \$5,432,734 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| CW-007 | NEWNAN BYPASS EXTENSION - NEW ALIGNMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0007694 | FROM TURKEY CREEK ROAD TO SR 16 BETWEEN US 29 AND I-85 SOUTH | Sponsor | Coweta County | 0 | 4 | 1.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|---------------------|-----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,125,897 | \$0,000 | \$2,125,897 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,889,000 | \$0,000 | \$3,889,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$37,265 | \$0,000 | \$37,265 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$13,960,987 | \$0,000 | \$4,055,797 | \$0,000 | \$18,016,784 |
| | | | | \$14,000,987 | \$10,000 | \$10,107,959 | \$0,000 | \$24,118,946 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| CW-011 | SR 16 INTERSECTION IMPROVEMENTS | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 332180- | AT SR 54 | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$200,000 | \$50,000 | \$0,000 | \$0,000 | \$250,000 |
| PE | AUTH | AUTH | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$384,540 | \$0,000 | \$384,540 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$437,218 | \$109,304 | \$0,000 | \$0,000 | \$546,522 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$3,382,163 | \$845,541 | \$0,000 | \$0,000 | \$4,227,704 |
| | | | | \$4,019,381 | \$1,004,845 | \$384,540 | \$0,000 | \$5,408,766 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| CW-028 | SR 74/85 BRIDGE REPLACEMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 333176- | AT CENTRAL OF GEORGIA LINE BETWEEN SR 16 AND SEAVY STREET | Sponsor | GDOT | 2 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2000 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$193,089 | \$48,272 | \$0,000 | \$0,000 | \$241,361 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$2,092,092 | \$523,023 | \$0,000 | \$0,000 | \$2,615,115 |
| | | | | \$2,445,181 | \$611,295 | \$0,000 | \$0,000 | \$3,056,476 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| CW-033C | SR 16 INTERSECTION IMPROVEMENTS | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0006293 | AT PINE ROAD | Sponsor | Coweta County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$189,000 | \$189,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,535,000 | \$0,000 | \$2,535,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$114,072 | \$0,000 | \$114,072 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$1,531,535 | \$382,884 | \$473,249 | \$0,000 | \$2,387,668 |
| | | | | \$1,531,535 | \$382,884 | \$3,122,321 | \$189,000 | \$5,225,740 |

| | | | | | | | |
|-------------------|--------------------------------|--------------|---|---|---------|--------------|--------------|
| CW-034 | SR 16 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0006877 | FROM I-85 SOUTH TO US 29 SOUTH | Sponsor | Coweta County | 2 | 4 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$140,000 | \$0,000 | \$140,000 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$720,000 | \$180,000 | \$0,000 | \$0,000 | \$900,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$40,815 | \$0,000 | \$40,815 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,371,209 | \$0,000 | \$463,934 | \$0,000 | \$1,835,143 |
| | | | | \$2,091,209 | \$180,000 | \$644,749 | \$0,000 | \$2,915,958 |

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| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| CW-041 | MCINTOSH PARKWAY: PHASES I AND II - NEW ALIGNMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CURRENT TERMINUS WEST OF NEWNAN CROSSING BYPASS TO INTERSECTION OF WASHINGTON STREET AND FARMER STREET | Sponsor | City of Newnan | 0 | 4 | 2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$713,000 | \$0,000 | \$713,000 |
| ROW | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$812,000 | \$0,000 | \$812,000 |
| CST | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,468,000 | \$0,000 | \$5,468,000 |
| | | | \$0,000 | \$0,000 | \$6,993,000 | \$0,000 | \$6,993,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CW-049 | CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0009294 | | Sponsor | Coweta County | N/A | N/A | 1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|-------------------------|----------------|------------------|----------------|------------------|------------------|
| PE | AUTH | 2014 | Federal Earmark Funding | \$53,952 | \$0,000 | \$13,488 | \$0,000 | \$67,440 |
| CST | | 2015 | Federal Earmark Funding | \$395,998 | \$0,000 | \$99,000 | \$0,000 | \$494,998 |
| | | | \$449,950 | \$0,000 | \$112,488 | \$0,000 | \$562,438 | |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| CW-063 | SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0008619 | FROM SR 34 TO US 29 | Sponsor | GDOT | 2 | 4 | 3.3 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$27,500,000 | \$6,900,000 | \$0,000 | \$0,000 | \$34,400,000 |
| | | | \$27,500,000 | \$6,900,000 | \$0,000 | \$0,000 | \$34,400,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CW-075 | SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| 0012610 | AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET | Sponsor | City of Senoia | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,360,000 | \$0,000 | \$340,000 | \$0,000 | \$1,700,000 |
| | | | | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| CW-076 | US 29 INTERSECTION IMPROVEMENTS | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD) | Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|----------------|--------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$587,219 | \$0,000 | \$587,219 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,500,000 | \$0,000 | \$1,500,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$53,365 | \$0,000 | \$53,365 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$3,211,911 | \$802,978 | \$2,391,156 | \$0,000 | \$6,406,045 |
| | | | | \$3,211,911 | \$802,978 | \$4,531,740 | \$0,000 | \$8,546,629 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
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| | | | | | | | |
|-------------------|-------------------------------------|--------------|---------------------------------------|---|---------|--------------|--------------|
| CW-AR-003 | I-85 SOUTH - NEW INTERCHANGE | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| 0009323 | AT POPLAR ROAD | Sponsor | Coweta County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2010 | Interstate Maintenance | \$47,250 | \$5,250 | \$0,000 | \$0,000 | \$52,500 |
| PE | AUTH | 2010 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,100,000 | \$0,000 | \$2,100,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$18,140,414 | \$0,000 | \$18,140,414 |
| UTL | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$626,690 | \$0,000 | \$626,690 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$21,642,298 | \$5,410,575 | \$0,000 | \$0,000 | \$27,052,873 |
| | | | | \$21,689,548 | \$5,415,825 | \$22,867,104 | \$0,000 | \$49,972,477 |

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|-------------------|---------------------------------------|--------------|---|---|---------|--------------|--------------|
| DK-030 | OLD COVINGTON HIGHWAY WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0005955 | FROM EVANS MILL ROAD TO SIGMAN ROAD | Sponsor | GDOT | 2 | 4 | 1.1 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$40,719,506 | \$10,179,877 | \$0,000 | \$0,000 | \$50,899,383 |
| | | | | \$40,719,506 | \$10,179,877 | \$0,000 | \$0,000 | \$50,899,383 |

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| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| CST | | 2017 | STP - Enhancements | \$2,118,297 | \$0,000 | \$529,574 | \$0,000 | \$2,647,871 |
| CST | | 2017 | Federal Earmark Funding | \$380,000 | \$0,000 | \$0,000 | \$0,000 | \$380,000 |
| | | | | \$3,122,297 | \$6,000 | \$4,889,574 | \$0,000 | \$8,017,871 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-065A | PANOLA ROAD OPERATIONS AND SAFETY IMPROVEMENTS: SEGMENT 1 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006880 | FROM SR 155 (SNAPFINGER ROAD) TO SR 212 (BROWNS MILL ROAD) | Sponsor | DeKalb County | 2 | 2 | 1.4 | 2030 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,215,121 | \$0,000 | \$8,896,930 | \$0,000 | \$21,112,051 |
| | | | | \$12,215,121 | \$0,000 | \$8,896,930 | \$0,000 | \$21,112,051 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-065B | PANOLA ROAD: SEGMENT 2 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006879 | FROM SR 212 (BROWNS MILL ROAD) TO THOMPSON MILL ROAD | Sponsor | DeKalb County | 2 | 4 | 1.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|-----------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,967,210 | \$0,000 | \$2,967,210 |
| UTL | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$8,780,000 | \$0,000 | \$8,780,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$9,665,184 | \$0,000 | \$2,416,296 | \$0,000 | \$12,081,480 |
| | | | | \$9,705,184 | \$10,000 | \$14,163,506 | \$0,000 | \$23,878,690 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-065C | PANOLA ROAD WIDENING: SEGMENT 3 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0005905 | FROM THOMPSON MILL ROAD TO FAIRINGTON ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | DeKalb County | 4 | 6 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE-OV | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,359,000 | \$0,000 | \$7,359,000 |
| UTL | | 2019 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,242,000 | \$0,000 | \$2,242,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$5,193,524 | \$0,000 | \$1,298,381 | \$0,000 | \$6,491,905 |
| | | | | \$5,193,524 | \$0,000 | \$10,949,381 | \$0,000 | \$16,142,905 |

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| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-065E | PANOLA ROAD: SEGMENT 5 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006890 | FROM SNAPFINGER WOODS DRIVE TO SR 12 (COVINGTON HIGHWAY) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | DeKalb County | 4 | 6 | 1.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----------|--------|--------------|---------------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$152,000 | \$0,000 | \$152,000 |
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE- OV | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,013,000 | \$0,000 | \$7,013,000 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,363,370 | \$0,000 | \$2,363,370 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$11,501,901 | \$0,000 | \$2,875,475 | \$0,000 | \$14,377,376 |
| | | | | \$11,501,901 | \$0,000 | \$12,453,845 | \$0,000 | \$23,955,746 |

| | | | | | | | |
|-------------------|-----------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-162 | BOULDERCREST ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006882 | FROM LINECREST ROAD TO I-285 | Sponsor | DeKalb County | 2 | 4 | 4.7 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2007 | Federal Earmark Funding | \$491,965 | \$0,000 | \$0,000 | \$0,000 | \$491,965 |
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$4,035 | \$1,009 | \$522,000 | \$0,000 | \$527,044 |
| ROW | | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$9,250,832 | \$0,000 | \$9,250,832 |
| UTL | | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,891,900 | \$0,000 | \$6,891,900 |
| CST | | LR 2031-2040 | General Federal Aid 2020-2040 | \$26,521,673 | \$0,000 | \$6,630,418 | \$0,000 | \$33,152,091 |
| | | | | \$27,017,673 | \$1,009 | \$23,295,150 | \$0,000 | \$50,313,832 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-274 | SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 753290- | AT SR 42 (BRIARCLIFF ROAD) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | STP - Statewide Flexible (GDOT) | \$40,800 | \$10,200 | \$0,000 | \$0,000 | \$51,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$2,829,888 | \$707,482 | \$0,000 | \$0,000 | \$3,537,370 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,994,735 | \$498,684 | \$0,000 | \$0,000 | \$2,493,419 |
| | | | | \$4,905,423 | \$1,226,366 | \$0,000 | \$0,000 | \$6,131,789 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | 2 | 4 | 0.7 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-328A | LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE III - NEW ALIGNMENT | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006889 | FROM HILLANDALE DRIVE TO WOODROW ROAD | Sponsor | DeKalb County | 0 | 4 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$7,679,200 | \$0,000 | \$1,919,800 | \$0,000 | \$9,599,000 |
| | | | | \$7,679,200 | \$0,000 | \$1,919,800 | \$0,000 | \$9,599,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-328B | LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE IV - NEW ALIGNMENT | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006889 | 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 | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | LR 2020-2030 | 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 | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006891 | FROM MALL PARKWAY TO 1500 FEET WEST OF MCDANIEL MILL ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | DeKalb County | 2 | 4 | 1.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|-----------|------|-----------|---------------------------------------|--------------------|-----------------|--------------------|----------------|---------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$232,750 | \$0,000 | \$232,750 |
| PE- OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,018,087 | \$0,000 | \$6,018,087 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$8,280,442 | \$0,000 | \$2,070,111 | \$0,000 | \$10,350,553 |
| | | | | \$8,320,442 | \$10,000 | \$8,320,948 | \$0,000 | \$16,651,390 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-340 | WESLEY CHAPEL ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006896 | FROM BORING ROAD TO SR 155 (FLAT SHOALS PARKWAY) | Sponsor | DeKalb County | 2 | 4 | 1.3 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$11,773,018 | \$0,000 | \$2,943,255 | \$0,000 | \$14,716,273 |
| | | | \$11,773,018 | \$0,000 | \$2,943,255 | \$0,000 | \$14,716,273 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-341A | FLAKES MILL ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006897 | FROM RIVER ROAD TO SR 155 (FLAT SHOALS PARKWAY) | Sponsor | DeKalb County | 2 | 4 | 2.1 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$25,434,301 | \$0,000 | \$6,358,578 | \$0,000 | \$31,792,879 |
| | | | \$25,434,301 | \$0,000 | \$6,358,578 | \$0,000 | \$31,792,879 |

| | | | | | | | |
|----------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| DK-344A | UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0002669 | | Sponsor | GDOT | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|------------------|----------------|--------------------|-------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$200,000 | \$0,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$5,982,300 | \$0,000 | \$0,000 | \$0,000 | \$5,982,300 |
| | | | \$6,182,300 | \$0,000 | \$500,000 | \$0,000 | \$6,682,300 | |

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|----------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| DK-344C | UPGRADES TO APPROXIMATELY 31 SIGNALS IN DEKALB COUNTY | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006999 | | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| CST | 2015 | STP - Statewide Flexible (GDOT) | \$5,011,616 | \$0,000 | \$0,000 | \$0,000 | \$5,011,616 |
| | | | \$5,011,616 | \$0,000 | \$0,000 | \$0,000 | \$5,011,616 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| DK-348 | US 29/78/278 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007031 | AT LULLWATER CREEK | Sponsor | GDOT | 6 | 6 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|------------------|----------------|----------------|--------------------|------------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$504,000 | \$126,000 | \$0,000 | \$0,000 | \$630,000 |
| PE | | 2014 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2015 | National Highway Performance Program (NHPP) | \$571,200 | \$142,800 | \$0,000 | \$0,000 | \$714,000 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$764,896 | \$191,224 | \$0,000 | \$0,000 | \$956,120 |
| | | | \$1,848,096 | \$462,024 | \$0,000 | \$0,000 | \$2,310,120 | |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-352 | SOUTH FORK PEACHTREE CREEK TRAIL | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007632 | FROM MASON MILL TENNIS CENTER TO NORTH DRUID HILLS ROAD | Sponsor | DeKalb County | N/A | N/A | 0.8 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| CST | | 2014 | Federal Earmark Funding | \$1,439,840 | \$0,000 | \$317,500 | \$0,000 | \$1,757,340 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,100,000 | \$0,000 | \$317,500 | \$0,000 | \$1,417,500 |
| | | | \$2,539,840 | \$0,000 | \$685,000 | \$0,000 | \$3,224,840 | |

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|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-353 | CITY STREETScape AND PEDESTRIAN ENHANCEMENT | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007613 | | Sponsor | City of Clarkston | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|--|--------------------|------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2009 | Federal Earmark Funding | \$0,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| PE | AUTH | 2013 | Georgia Transportation Infrastructure Bank | \$0,000 | \$440,549 | \$0,000 | \$0,000 | \$440,549 |
| ROW | | 2014 | Georgia Transportation Infrastructure Bank | \$0,000 | \$431,250 | \$0,000 | \$0,000 | \$431,250 |
| CST | | 2016 | Georgia Transportation Infrastructure Bank | \$0,000 | \$1,128,201 | \$0,000 | \$0,000 | \$1,128,201 |
| CST | | 2016 | Federal Earmark Funding | \$3,519,601 | \$0,000 | \$138,003 | \$0,000 | \$3,657,604 |
| | | | \$3,599,601 | \$2,000,000 | \$158,003 | \$0,000 | \$5,757,604 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-363 | MAIN STREET PEDESTRIAN FACILITY: PHASE II | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0009167 | | Sponsor | City of Stone Mountain | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$88,000 | \$0,000 | \$22,000 | \$0,000 | \$110,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000 | \$0,000 | \$4,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$352,800 | \$0,000 | \$88,200 | \$0,000 | \$441,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$927,200 | \$0,000 | \$231,800 | \$0,000 | \$1,159,000 |
| | | | | \$1,368,000 | \$0,000 | \$346,000 | \$0,000 | \$1,714,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-375 | PANTHERSVILLE ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007015 | AT CLIFTON SPRINGS ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|-----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$87,073 | \$21,768 | \$0,000 | \$0,000 | \$108,841 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,041,000 | \$0,000 | \$1,041,000 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$794,784 | \$0,000 | \$280,591 | \$0,000 | \$1,075,375 |
| | | | | \$881,857 | \$21,768 | \$1,321,591 | \$0,000 | \$2,225,216 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | N/A | N/A | 1.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$2,400,000 | \$0,000 | \$600,000 | \$0,000 | \$3,000,000 |
| | | | | \$2,800,000 | \$0,000 | \$1,700,000 | \$0,000 | \$4,500,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| DK-377 | NORTH MCDONOUGH ROAD BICYCLE AND PEDESTRIAN FACILITIES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0010327 | FROM COLLEGE AVENUE TO WEST TRINITY PLACE | Sponsor | City of Decatur | 4 | 2 | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$226,000 | \$0,000 | \$226,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,335,867 | \$0,000 | \$433,967 | \$0,000 | \$1,769,834 |
| | | | | \$1,335,867 | \$0,000 | \$959,967 | \$0,000 | \$2,295,834 |

| | | | | | | | |
|-------------------|---|--------------|--------------------------------------|---|---------|--------------|--------------|
| DK-400 | REVIVE 285 - I-285 NORTH BRIDGE REPLACEMENT AND INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT ASHFORD DUNWOODY ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2040 |
| Long Range | | Service Type | Roadway / Interchange Upgrade | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$22,880,000 | \$5,720,000 | \$0,000 | \$0,000 | \$28,600,000 |
| | | | | \$22,880,000 | \$5,720,000 | \$0,000 | \$0,000 | \$28,600,000 |

| | | | | | | | |
|-------------------|---|--------------|---------------------------------------|---|---------|--------------|--------------|
| DK-401 | REVIVE 285 - I-285 NORTH COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 714000 | FROM ASHFORD DUNWOODY ROAD TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) | Sponsor | GDOT | 0 | 2 | 3 | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|----------------------|---------------------|----------------|----------------|----------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$103,120,000 | \$25,780,000 | \$0,000 | \$0,000 | \$128,900,000 |
| | | | | \$103,120,000 | \$25,780,000 | \$0,000 | \$0,000 | \$128,900,000 |

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| | | | | | | | |
|---------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| DK-402 | REVIVE 285 - I-285 NORTH COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM US 23 (BUFORD HIGHWAY) TO I-85 NORTH | Sponsor | GDOT | 0 | 2 | 1.3 | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$34,960,000 | \$8,740,000 | \$0,000 | \$0,000 | \$43,700,000 |
| | | | \$34,960,000 | \$8,740,000 | \$0,000 | \$0,000 | \$43,700,000 |

| | | | | | | | |
|---------------|---|--------------|--|--|---------|--------------|--------------|
| DK-403 | NORTHLAKE AREA PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0009031 | | Sponsor | DeKalb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | Transportation Enhancement | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | 2015 | STP - Enhancements | \$475,000 | \$0,000 | \$118,750 | \$0,000 | \$593,750 |
| CST | 2015 | Federal Earmark Funding | \$719,920 | \$0,000 | \$179,980 | \$0,000 | \$899,900 |
| | | | \$1,194,920 | \$0,000 | \$298,730 | \$0,000 | \$1,493,650 |

| | | | | | | | |
|---------------|---|--------------|---|---|---------|--------------|--------------|
| DK-406 | CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012611 | | Sponsor | City of Decatur | 4 | 2 | 1.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| ROW | 2014 | STP - Urban (>200K) (ARC) | \$287,200 | \$0,000 | \$71,800 | \$0,000 | \$359,000 |
| CST | 2014 | STP - Urban (>200K) (ARC) | \$1,822,230 | \$0,000 | \$455,560 | \$0,000 | \$2,277,790 |
| | | | \$2,109,430 | \$0,000 | \$927,360 | \$0,000 | \$3,036,790 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| DK-407 | NEW PEACHTREE ROAD BICYCLE/PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012612 | FROM NORTH OF SHALLOWFORD ROAD TO STEWART ROAD | Sponsor | City of Doraville | 5 | 3 | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$50,000 | \$0,000 | \$12,500 | \$0,000 | \$62,500 |
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$70,000 | \$0,000 | \$17,500 | \$0,000 | \$87,500 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$24,000 | \$0,000 | \$6,000 | \$0,000 | \$30,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$2,184,000 | \$0,000 | \$546,000 | \$0,000 | \$2,730,000 |
| | | | | \$2,328,000 | \$0,000 | \$582,000 | \$0,000 | \$2,910,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-408 | KEY ROAD AND CONSTITUTION ROAD BRIDGE DECK REPLACEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012613 | AT ENTRENCHMENT CREEK | Sponsor | DeKalb County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,252,000 | \$0,000 | \$313,000 | \$0,000 | \$1,565,000 |
| | | | | \$1,292,000 | \$0,000 | \$323,000 | \$0,000 | \$1,615,000 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-412 | TUCKER PEDESTRIAN FACILITIES - PHASE II | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012617 | | Sponsor | DeKalb County | N/A | N/A | 0.9 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$50,000 | \$0,000 | \$12,500 | \$0,000 | \$62,500 |
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$70,000 | \$0,000 | \$17,500 | \$0,000 | \$87,500 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$640,000 | \$0,000 | \$160,000 | \$0,000 | \$800,000 |
| | | | | \$960,000 | \$0,000 | \$240,000 | \$0,000 | \$1,200,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-413 | ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0008121 | FROM ALLGOOD ROAD TO ROLAND ROAD | Sponsor | DeKalb County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------------|--------------------|----------------|------------------|----------------|--------------------|
| ROW | | 2015 | Federal Earmark Funding | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| CST | | 2016 | STP - Enhancements | \$441,600 | \$0,000 | \$110,400 | \$0,000 | \$552,000 |
| CST | | 2016 | Federal Earmark Funding | \$749,800 | \$0,000 | \$187,450 | \$0,000 | \$937,250 |
| | | | | \$1,491,400 | \$0,000 | \$372,850 | \$0,000 | \$1,864,250 |

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| DK-414 | BICYCLE/PEDESTRIAN UPGRADE TO PUBLIC SCHOOLS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0007618 | | Sponsor | DeKalb County | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | | 2017 | Federal Earmark Funding | \$2,159,760 | \$0,000 | \$539,940 | \$0,000 | \$2,699,700 |
| CST | | 2017 | Federal Earmark Funding | \$299,900 | \$0,000 | \$74,975 | \$0,000 | \$374,875 |
| | | | | \$2,459,660 | \$0,000 | \$614,915 | \$0,000 | \$3,074,575 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------|--|---------|--------------|--------------|
| DK-416 | US 23/29 (PONCE DE LEON AVENUE) | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0010474 | FROM N. PONCE DE LEON AVENUE TO S. PONCE DE LEON AVENUE (VICINITY OF LULLWATER CREEK) | Sponsor | GDOT | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$88,000 | \$22,000 | \$0,000 | \$0,000 | \$110,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$320,688 | \$80,172 | \$0,000 | \$0,000 | \$400,860 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$673,014 | \$168,253 | \$0,000 | \$0,000 | \$841,267 |
| | | | | \$1,081,702 | \$270,425 | \$0,000 | \$0,000 | \$1,352,127 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
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| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-417 | GEORGETOWN AREA MULTIMODAL IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012875 | | Sponsor | City of Dunwoody | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$750,000 | \$0,000 | \$750,000 |
| UTL | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,200,000 | \$0,000 | \$1,200,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$540,000 | \$0,000 | \$1,760,000 | \$0,000 | \$2,300,000 |
| | | | | \$840,000 | \$0,000 | \$3,785,000 | \$0,000 | \$4,625,000 |

| | | | | | | | |
|------------------|--|--------------|-------------------------|--|---------|--------------|--------------|
| DK-418 | PERIMETER COMMUTER TRAIL SYSTEM STUDY | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012876 | | Sponsor | Perimeter CID - DeKalb | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| SCP | AUTH | 2014 | TAP - Urban (>200K) (ARC) | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |
| | | | | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-419 | ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Brookhaven | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$150,000 | \$0,000 | \$37,500 | \$0,000 | \$187,500 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$900,000 | \$0,000 | \$225,000 | \$0,000 | \$1,125,000 |
| | | | | \$1,050,000 | \$0,000 | \$262,500 | \$0,000 | \$1,312,500 |

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| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-420 | DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Dunwoody | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$40,000 | \$0,000 | \$140,000 |
| UTL | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | \$1,000,000 | \$0,000 | \$265,000 | \$0,000 | \$1,265,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-421 | US 78/278 (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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|------------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$125,000 | \$0,000 | \$0,000 | \$0,000 | \$125,000 |
| ROW | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$200,000 | \$50,000 | \$0,000 | \$0,000 | \$250,000 |
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$520,000 | \$130,000 | \$0,000 | \$0,000 | \$650,000 |
| | | | \$845,000 | \$180,000 | \$0,000 | \$0,000 | \$1,025,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-422 | US 23 (MORELAND AVENUE) SIGNAL UPGRADES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 0012819 | AT 12 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$300,000 | \$0,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$480,000 | \$120,000 | \$0,000 | \$0,000 | \$600,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,248,000 | \$312,000 | \$0,000 | \$0,000 | \$1,560,000 |
| | | | \$2,028,000 | \$432,000 | \$0,000 | \$0,000 | \$2,460,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-423 | SR 155 (CLAIRMONT ROAD) SIGNAL UPGRADES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012826 | AT 8 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | 2015 | STP - Statewide Flexible (GDOT) | \$200,000 | \$0,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$320,000 | \$80,000 | \$0,000 | \$0,000 | \$400,000 |
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$832,000 | \$208,000 | \$0,000 | \$0,000 | \$1,040,000 |
| | | | \$1,352,000 | \$288,000 | \$0,000 | \$0,000 | \$1,640,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| DK-424 | US 29 (SCOTT BOULEVARD / LAWRENCEVILLE HIGHWAY) AND SR 236 (HUGH HOWELL ROAD) SIGNAL UPGRADES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 0012814 | AT 9 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$225,000 | \$0,000 | \$0,000 | \$0,000 | \$225,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$450,000 | \$0,000 | \$0,000 | \$0,000 | \$450,000 |
| CST | 2016 | STP - Statewide Flexible (GDOT) | \$1,170,000 | \$0,000 | \$0,000 | \$0,000 | \$1,170,000 |
| | | | \$1,845,000 | \$0,000 | \$0,000 | \$0,000 | \$1,845,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-425 | US 278 (COVINGTON HIGHWAY) AND EVANS MILL ROAD SIGNAL UPGRADES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012815 | AT 10 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | 2014 | STP - Statewide Flexible (GDOT) | \$250,000 | \$0,000 | \$0,000 | \$0,000 | \$250,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$500,000 | \$0,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | 2017 | STP - Statewide Flexible (GDOT) | \$1,050,000 | \$0,000 | \$0,000 | \$0,000 | \$1,050,000 |
| | | | \$1,800,000 | \$0,000 | \$0,000 | \$0,000 | \$1,800,000 |

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| | | | | | | | |
|-------------------|--|--------------|--|---|---------|--------------|--------------|
| DK-426 | SR 154 (MEMORIAL DRIVE) AND SR 155 (CANDLER ROAD) SIGNAL UPGRADES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0012820 | AT 14 LOCATIONS | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$350,000 | \$0,000 | \$0,000 | \$0,000 | \$350,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$700,000 | \$0,000 | \$0,000 | \$0,000 | \$700,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$1,820,000 | \$0,000 | \$0,000 | \$0,000 | \$1,820,000 |
| | | | | \$2,870,000 | \$0,000 | \$0,000 | \$0,000 | \$2,870,000 |

| | | | | | | | |
|-------------------|---|--------------|---------------------------------------|--|---------|--------------|--------------|
| DK-AR-206 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 713290- | AT SR 155 (FLAT SHOALS PARKWAY) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1998 | National Highway System | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | National Highway System | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | AUTH | 2012 | National Highway System | \$7,489,600 | \$1,872,400 | \$0,000 | \$0,000 | \$9,362,000 |
| UTL | | 2015 | National Highway Performance Program (NHPP) | \$448,800 | \$112,200 | \$0,000 | \$0,000 | \$561,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$20,028,557 | \$5,007,139 | \$0,000 | \$0,000 | \$25,035,696 |
| | | | | \$28,086,957 | \$7,021,739 | \$0,000 | \$0,000 | \$35,108,696 |

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|-------------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| DK-AR-207 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 713300- | AT BOULDERCREST ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | Interstate Maintenance | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| ROW | AUTH | 2014 | National Highway Performance Program (NHPP) | \$384,000 | \$96,000 | \$0,000 | \$0,000 | \$480,000 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$17,473,726 | \$4,368,432 | \$0,000 | \$0,000 | \$21,842,158 |
| UTL | | 2019 | National Highway Performance Program (NHPP) | \$264,979 | \$66,245 | \$0,000 | \$0,000 | \$331,224 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$19,956,085 | \$4,989,021 | \$0,000 | \$0,000 | \$24,945,106 |
| | | | | \$38,158,790 | \$9,539,698 | \$0,000 | \$0,000 | \$47,698,488 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| DK-AR-241 | I-285 EAST INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0000378 | AT I-20 EAST | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | National Highway System | \$4,480,000 | \$1,120,000 | \$0,000 | \$0,000 | \$5,600,000 |
| ROW | | 2017 | National Highway Performance Program (NHPP) | \$10,659,319 | \$2,664,830 | \$0,000 | \$0,000 | \$13,324,149 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$56,000,000 | \$14,000,000 | \$0,000 | \$0,000 | \$70,000,000 |
| | | | | \$71,139,319 | \$17,784,830 | \$0,000 | \$0,000 | \$88,924,149 |

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|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DK-AR-242 | PANOLA ROAD WIDENING: SEGMENT 4 - INCLUDES I-20 INTERCHANGE | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| 0002868 | FROM FAIRINGTON ROAD TO SNAPPINGER WOODS DRIVE | Sponsor | GDOT | Var | Var | N/A | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | \$1,378,423 | \$344,606 | \$0,000 | \$0,000 | \$1,723,029 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$5,709,283 | \$1,427,321 | \$0,000 | \$0,000 | \$7,136,604 |
| UTL | | 2017 | National Highway Performance Program (NHPP) | \$1,119,338 | \$279,834 | \$0,000 | \$0,000 | \$1,399,172 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$15,703,336 | \$3,925,834 | \$0,000 | \$0,000 | \$19,629,170 |
| | | | | \$24,710,380 | \$6,177,595 | \$0,000 | \$0,000 | \$30,887,975 |

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|--------------------|---|--------------|--|--|---------|--------------|--------------|
| DK-AR-BP020 | STONE MOUNTAIN LITHONIA ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0006899/0007621 | FROM POOLE STREET TO ROCKBRIDGE ROAD | Sponsor | DeKalb County | N/A | N/A | 6.9 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2008 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$215,000 | \$0,000 | \$215,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$339,728 | \$0,000 | \$339,728 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$287,646 | \$0,000 | \$287,646 |
| CST | | 2014 | High Priority Projects from TEA-21 | \$719,921 | \$0,000 | \$1,111,179 | \$0,000 | \$1,831,100 |
| CST | | 2014 | Federal Earmark Funding | \$899,900 | \$0,000 | \$270,166 | \$0,000 | \$1,170,066 |
| CST | | 2014 | TAP - Urban (>200K) (ARC) | \$1,750,000 | \$0,000 | \$437,000 | \$0,000 | \$2,187,000 |
| | | | | \$3,369,821 | \$0,000 | \$2,660,719 | \$0,000 | \$6,030,540 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|--------------------|--|--------------|---|--|---------|--------------|--------------|
| DK-AR-BP067 | DEKALB SIDEWALK PROGRAM: PHASE 2C - FLAT SHOALS, HENDERSON, AND SALEM ROADS | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0008268 | | Sponsor | DeKalb County | N/A | N/A | 5.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$75,000 | \$0,000 | \$75,000 |
| ROW | | 2014 | Federal Earmark Funding | \$600,000 | \$0,000 | \$150,000 | \$0,000 | \$750,000 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,094,508 | \$0,000 | \$2,094,508 |
| | | | | \$600,000 | \$0,000 | \$2,319,508 | \$0,000 | \$2,919,508 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| DO-019 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 721770- | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Sponsor | GDOT | 2 | 4 | 3.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------------|------|---------------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$9,715,911 | \$2,428,978 | \$0,000 | \$0,000 | \$12,144,889 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$7,331,768 | \$1,832,942 | \$0,000 | \$0,000 | \$9,164,710 |
| UTL | LR 2020-2030 | | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$824,605 | \$0,000 | \$824,605 |
| CST | LR 2020-2030 | | General Federal Aid 2020-2040 | \$9,076,835 | \$2,269,209 | \$0,000 | \$0,000 | \$11,346,044 |
| | | | | \$27,324,514 | \$6,831,129 | \$824,605 | \$0,000 | \$34,980,248 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| DO-022 | LEE ROAD / SOUTH SWEETWATER ROAD WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0004427 | FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST | Sponsor | Douglas County | 2 | 2/4 | 1.9 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$15,128,361 | \$0,000 | \$15,128,361 |
| | | | | \$0,000 | \$0,000 | \$15,128,361 | \$0,000 | \$15,128,361 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-031A | DOUGLAS BOULEVARD EXTENSION - NEW ALIGNMENT | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CHAPEL HILL ROAD TO MIDWAY ROAD | Sponsor | City of Douglasville | Var | 4 | 2.6 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0004428 | FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE | Sponsor | GRTA | 2 | 4 | 2.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2010 | STP - Statewide Flexible (GDOT) | \$4,800,000 | \$1,200,000 | \$0,000 | \$0,000 | \$6,000,000 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$4,930,645 | \$1,232,661 | \$1,936,694 | \$0,000 | \$8,100,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$3,160,240 | \$790,060 | \$9,538,425 | \$0,000 | \$13,488,725 |
| | | | | \$12,930,885 | \$3,232,721 | \$11,475,119 | \$0,000 | \$27,638,725 |

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|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-252A | CHAPEL HILL ROAD WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CENTRAL CHURCH ROAD TO STEWARTS MILL ROAD | Sponsor | Douglas County | 2 | 4 | 2.4 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
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| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-252B | CHAPEL HILL ROAD WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DORSETT SHOALS ROAD TO CENTRAL CHURCH ROAD | Sponsor | Douglas County | 2 | 4 | 0.9 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$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-282A | SR 92 REALIGNMENT: PHASE I INCLUDING BRIDGE UNDERPASS AND RAILROAD CROSSING CLOSURES | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| 0006900 | FROM COOPER STREET RELOCATION TO ELLIS STREET RELOCATION | Sponsor | GDOT | 0 | 6 | 0.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|--------------------|--------------------|----------------|---------------------|--------------|
| PE | AUTH | 2005 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,680,000 | \$0,000 | \$1,680,000 |
| PE | AUTH | 2010 | Federal Earmark Funding | \$367,855 | \$0,000 | \$0,000 | \$0,000 | \$367,855 |
| PE | AUTH | 2011 | Federal Earmark Funding | \$1,600,000 | \$0,000 | \$0,000 | \$0,000 | \$1,600,000 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$9,136,000 | \$2,284,000 | \$0,000 | \$0,000 | \$11,420,000 |
| UTL | | 2014 | STP - Statewide Flexible (GDOT) | \$488,000 | \$122,000 | \$0,000 | \$0,000 | \$610,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$22,503,983 | \$5,625,996 | \$0,000 | \$0,000 | \$28,129,979 |
| | | | \$34,095,838 | \$8,031,996 | \$1,680,000 | \$0,000 | \$43,807,834 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-282B | SR 92 REALIGNMENT: PHASE II | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| 0006901 | FROM COOPER STREET RELOCATION TO PINE DRIVE | Sponsor | GDOT | Var | 6 | 1.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2005 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,785,000 | \$0,000 | \$1,785,000 |
| PE | AUTH | 2010 | Federal Earmark | \$360,000 | \$90,000 | \$0,000 | \$0,000 | \$450,000 |
| PE | AUTH | 2011 | Federal Earmark Funding | \$520,000 | \$130,000 | \$0,000 | \$0,000 | \$650,000 |
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$1,120,000 | \$200,000 | \$0,000 | \$0,000 | \$1,400,000 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$12,279,840 | \$3,069,960 | \$2,481,000 | \$0,000 | \$17,830,800 |
| ROW | AUTH | 2011 | Federal Earmark Funding | \$4,664,355 | \$1,666,000 | \$0,000 | \$0,000 | \$6,330,444 |
| UTL | | 2014 | STP - Statewide Flexible (GDOT) | \$994,400 | \$248,600 | \$0,000 | \$0,000 | \$1,243,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$12,697,354 | \$3,174,339 | \$0,000 | \$0,000 | \$15,871,693 |
| | | | | \$32,635,949 | \$8,658,988 | \$4,266,000 | \$0,000 | \$45,560,937 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| DO-282C | SR 92 REALIGNMENT: PHASE III | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| 720970- | FROM ELLIS STREET RELOCATION TO NORTH OF MALONE ROAD | Sponsor | GDOT | Var | 6 | 1.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$2,936,000 | \$734,000 | \$0,000 | \$0,000 | \$3,670,000 |
| PE | AUTH | 2010 | Federal Earmark Funding | \$928,928 | \$0,000 | \$0,000 | \$0,000 | \$928,928 |
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$628,715 | \$207,179 | \$0,000 | \$0,000 | \$1,035,894 |
| ROW | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$11,320,400 | \$2,830,100 | \$0,000 | \$0,000 | \$14,150,500 |
| UTL | | 2014 | STP - Statewide Flexible (GDOT) | \$803,200 | \$200,800 | \$0,000 | \$0,000 | \$1,004,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$14,936,192 | \$3,734,048 | \$0,000 | \$0,000 | \$18,670,240 |
| | | | | \$31,753,435 | \$7,706,127 | \$0,000 | \$0,000 | \$39,459,562 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| 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 | 4 | 4 | 2.2 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$596,000 | \$0,000 | \$149,000 | \$0,000 | \$745,000 |
| | | | | \$696,000 | \$0,000 | \$174,000 | \$0,000 | \$870,000 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| DO-295 | SR 6 (THORNTON ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Cobb County,Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0012620 | FROM I-20 IN DOUGLAS COUNTY TO GARRETT ROAD IN COBB COUNTY | Sponsor | Cobb County,Douglas County | 6 | 6 | 4.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$164,000 | \$0,000 | \$41,000 | \$0,000 | \$205,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,312,000 | \$0,000 | \$328,000 | \$0,000 | \$1,640,000 |
| | | | | \$1,476,000 | \$0,000 | \$369,000 | \$0,000 | \$1,845,000 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| 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 | 2 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$96,000 | \$0,000 | \$24,000 | \$0,000 | \$120,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$960,000 | \$0,000 | \$240,000 | \$0,000 | \$1,200,000 |
| | | | | \$1,056,000 | \$0,000 | \$264,000 | \$0,000 | \$1,320,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| DO-297 | ITS SYSTEM EXPANSION - CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0012622 | AT SR 92 (FAIRBURN ROAD), US 78 (BANKHEAD STERET/BROAD STREET) AND CHAPEL HILL ROAD | Sponsor | Douglas County | N/A | N/A | 10.7 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$84,000 | \$0,000 | \$21,000 | \$0,000 | \$105,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$476,000 | \$0,000 | \$119,000 | \$0,000 | \$595,000 |
| | | | | \$560,000 | \$0,000 | \$140,000 | \$0,000 | \$700,000 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| DO-298 | CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION FROM BOUNDARY WATERS PARK TO SWEETWATER CREEK STATE PARK | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0012877 | | Sponsor | Douglas County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$741,300 | \$0,000 | \$741,300 |
| CST | | 2016 | 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 | Jurisdiction | Cobb County, Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0010821 | FROM I-20 WEST IN DOUGLAS COUNTY TO SR 6 SPUR (GARRETT ROAD) IN COBB COUNTY | Sponsor | GDOT | 6 | 6 | TBD | 2030 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| SCP | | 2014 | National Highway Performance Program (NHPP) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| PE | | 2017 | National Highway Performance Program (NHPP) | \$1,319,835 | \$329,959 | \$0,000 | \$0,000 | \$1,649,794 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$5,513,691 | \$1,378,423 | \$0,000 | \$0,000 | \$6,892,114 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$22,400,000 | \$5,600,000 | \$0,000 | \$0,000 | \$28,000,000 |
| | | | | \$31,633,526 | \$7,908,382 | \$0,000 | \$0,000 | \$39,541,908 |

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| | | | | | | | |
|-------------------|----------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| FA-085 | SR 85 WIDENING | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 321960- | FROM SR 92 TO GRADY AVENUE | Sponsor | GDOT | 2 | 4 | 0.8 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|--------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$22,000 | \$0,000 | \$0,000 | \$0,000 | \$40,000 |
| PE | AUTH | AUTH | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$1,120,000 | \$280,000 | \$0,000 | \$0,000 | \$1,400,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$4,480,000 | \$0,000 | \$1,120,000 | \$0,000 | \$5,600,000 |
| | | | | \$5,632,000 | \$288,000 | \$1,120,000 | \$0,000 | \$7,040,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FA-235C | WEST FAYETTEVILLE BYPASS: PHASE 3 - NEW ALIGNMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0006903 | FROM LESTER ROAD TO REDWINE ROAD | Sponsor | Fayette County | 0 | 2 | 3.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|-----------------|--------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$10,319,200 | \$10,000 | \$6,169,800 | \$0,000 | \$16,499,000 |
| | | | | \$10,319,200 | \$10,000 | \$6,169,800 | \$0,000 | \$16,499,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FA-236A | EAST FAYETTEVILLE BYPASS: SEGMENT 1 - NEW ALIGNMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0006904 | FROM SOUTH JEFF DAVIS DRIVE TO SR 54 (FAYETTEVILLE ROAD) | Sponsor | Fayette County | 0 | 2 | 4.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|--------------------|-----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,710,000 | \$0,000 | \$2,710,000 |
| PE-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,107,000 | \$0,000 | \$5,107,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,423,640 | \$0,000 | \$5,423,640 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$7,000,000 | \$0,000 | \$19,947,544 | \$0,000 | \$26,947,544 |
| | | | | \$7,040,000 | \$10,000 | \$33,188,184 | \$0,000 | \$40,238,184 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|----------|---|--------------|--------------|
| FA-236B | EAST FAYETTEVILLE BYPASS: SEGMENT 2 - NEW ALIGNMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0008517 | FROM SR 54 (FAYETTEVILLE ROAD) TO SR 85 [PE AND ROW FUNDS INCLUDED UNDER SCOPE OF FA-236A] | Sponsor | Fayette County | Var | 2 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis | In the Region's Air Quality Conformity Analysis | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,290,000 | \$0,000 | \$1,290,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,861,000 | \$0,000 | \$2,861,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$7,107,756 | \$0,000 | \$2,081,346 | \$0,000 | \$9,189,102 |
| | | | | \$7,107,756 | \$0,000 | \$6,232,346 | \$0,000 | \$13,340,102 |

| | | | | | | | |
|-------------------|---|--------------|--------------------------|----------|--|--------------|--------------|
| FA-267 | MCINTOSH ROAD BRIDGE REPLACEMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 331650- | AT FLINT RIVER | Sponsor | Fayette County | 2 | 2 | 0.3 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis | Exempt from Air Quality Analysis (40 CFR 93) | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----------|--------|------|---------------------------------------|--------------------|-----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| PE- OV | AUTH | 2011 | Bridge (Off-System) | \$43,264 | \$10,816 | \$0,000 | \$0,000 | \$54,080 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$113,000 | \$0,000 | \$113,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$35,000 | \$0,000 | \$35,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,239,171 | \$0,000 | \$559,793 | \$0,000 | \$2,798,964 |
| | | | | \$2,282,435 | \$10,816 | \$1,007,793 | \$0,000 | \$3,301,044 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|----------|--|--------------|--------------|
| FA-349 | EBENEZER CHURCH ROAD BRIDGE REPLACEMENT | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0008598 | AT WHITEWATER CREEK | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis | Exempt from Air Quality Analysis (40 CFR 93) | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|------------------|------------------|----------------|--------------------|
| PE | | 2016 | STP - Urban (>200K) (ARC) | \$86,047 | \$21,512 | \$0,000 | \$0,000 | \$107,559 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$913,134 | \$228,284 | \$0,000 | \$0,000 | \$1,141,418 |
| | | | | \$999,181 | \$249,796 | \$100,000 | \$0,000 | \$1,348,977 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--------------------------------|--|---------|--------------|--------------|
| FA-351 | SR 85 CONNECTOR, BROOKS WOOLSEY ROAD AND EBENEZER ROAD - RESURFACING | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0012623 | | Sponsor | Fayette County, Town of Brooks | N/A | N/A | 10.6 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$705,600 | \$0,000 | \$176,400 | \$0,000 | \$882,000 |
| | | | | \$745,600 | \$0,000 | \$186,400 | \$0,000 | \$932,000 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$91,200 | \$0,000 | \$22,800 | \$0,000 | \$114,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$100,000 | \$0,000 | \$25,000 | \$0,000 | \$125,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$60,800 | \$0,000 | \$15,200 | \$0,000 | \$76,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$606,400 | \$0,000 | \$151,600 | \$0,000 | \$758,000 |
| | | | | \$858,400 | \$0,000 | \$214,600 | \$0,000 | \$1,073,000 |

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FA-353 | PATH FORWARD PROGRAM - WEST FAYETTEVILLE NEIGHBORHOODS | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0012878 | | Sponsor | Fayette County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$170,000 | \$0,000 | \$170,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,123,500 | \$0,000 | \$2,123,500 |
| | | | | \$749,000 | \$0,000 | \$2,480,750 | \$0,000 | \$3,229,750 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| FA-354 | PATH FORWARD PROGRAM - COWETA-FAYETTE ROCKAWAY ROAD | Jurisdiction | Coweta County,Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0012879 | | Sponsor | City of Fayetteville | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$20,000 | \$0,000 | \$20,000 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$262,500 | \$0,000 | \$262,500 |
| | | | | \$92,000 | \$0,000 | \$305,500 | \$0,000 | \$397,500 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| FN-067A | SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721780- | FROM ACADEMY STREET TO WINDWARD PARKWAY | Sponsor | GDOT | 2 | 4 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 1993 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$500,000 | \$0,000 | \$1,500,000 |
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$500,000 | \$0,000 | \$1,500,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$17,507,691 | \$4,376,923 | \$0,000 | \$0,000 | \$21,884,614 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$9,890,494 | \$2,472,624 | \$0,000 | \$0,000 | \$12,363,118 |
| | | | | \$30,598,185 | \$7,649,547 | \$1,000,000 | \$0,000 | \$39,247,732 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-067B | SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721790- | FROM UPPER HEMBREE ROAD TO ACADEMY STREET | Sponsor | GDOT | 4 | 4 | 1.7 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Urban (>200K) (ARC) | \$800,000 | \$200,000 | \$500,000 | \$0,000 | \$1,500,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$11,885,971 | \$2,971,493 | \$0,000 | \$0,000 | \$14,857,464 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$469,897 | \$117,474 | \$0,000 | \$0,000 | \$587,371 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$8,454,541 | \$2,113,635 | \$0,000 | \$0,000 | \$10,568,176 |
| | | | | \$23,210,409 | \$5,802,602 | \$500,000 | \$0,000 | \$29,513,011 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| FN-140 | MANSELL ROAD EXTENSION - NEW ALIGNMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 92 (CROSSVILLE ROAD) TO SR 9 (ALPHARETTA STREET) | Sponsor | City of Roswell | 0 | 4 | 0.3 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | | |

| | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-192H | HARDSCRABBLE ROAD MULTI-USE PATH | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0000265 | FROM KING ROAD TO ETRIS ROAD | Sponsor | City of Roswell | N/A | N/A | 1.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | High Priority Projects from TEA-21 | \$51,200 | \$0,000 | \$12,800 | \$0,000 | \$64,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$206,000 | \$0,000 | \$206,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| CST | | 2015 | High Priority Projects from TEA-21 | \$2,415,535 | \$0,000 | \$603,884 | \$0,000 | \$3,019,419 |
| | | | | \$2,506,735 | \$0,000 | \$882,684 | \$0,000 | \$3,389,419 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| FN-221 | JOHNSON FERRY ROAD OPERATIONAL IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 751420- | FROM US 19 (ROSWELL ROAD) TO HUNTING CREEK ROAD | Sponsor | City of Sandy Springs | 2 | 2 | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2007 | High Priority Projects from TEA-21 | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| PE | AUTH | 2007 | Federal Earmark Funding | \$684,800 | \$171,200 | \$0,000 | \$0,000 | \$856,000 |
| ROW | | 2015 | Federal Earmark Funding | \$120,750 | \$30,187 | \$0,000 | \$0,000 | \$150,937 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$5,078,400 | \$1,854,667 | \$960,996 | \$0,000 | \$7,894,063 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,168,000 | \$0,000 | \$1,168,000 |
| CST | | 2017 | Federal Earmark Funding | \$944,200 | \$236,050 | \$0,000 | \$0,000 | \$1,180,250 |
| CST | | 2017 | Federal Earmark Funding | \$1,799,800 | \$449,950 | \$0,000 | \$0,000 | \$2,249,750 |
| | | | | \$9,127,950 | \$2,867,054 | \$2,128,996 | \$0,000 | \$14,124,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-222 | SR 9 (CUMMING HIGHWAY) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007838 | FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE | Sponsor | GDOT | 2 | 4 | 3.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,689,882 | \$422,471 | \$0,000 | \$0,000 | \$2,112,353 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$6,686,313 | \$1,671,578 | \$0,000 | \$0,000 | \$8,357,891 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,970,538 | \$1,492,634 | \$0,000 | \$0,000 | \$7,463,172 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$16,923,272 | \$4,230,818 | \$0,000 | \$0,000 | \$21,154,090 |
| | | | | \$31,270,005 | \$7,817,501 | \$0,000 | \$0,000 | \$39,087,506 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-225 | STATE BRIDGE ROAD / PLEASANT HILL ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007839 | FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER | Sponsor | GDOT | 4 | 6 | 0.9 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|---------------------|---------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$45,195,610 | \$11,298,903 | \$27,889,331 | \$0,000 | \$84,383,844 |
| | | | | \$45,195,610 | \$11,298,903 | \$27,889,331 | \$0,000 | \$84,383,844 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| FN-232B | SR 140 (HOUZE ROAD) BRIDGE REPLACEMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721308- | AT LITTLE RIVER AT THE FULTON/CHEROKEE COUNTY LINE | Sponsor | GDOT | 2 | 2 | 0.3 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | AUTH | 1991 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,299,316 | \$824,829 | \$0,000 | \$0,000 | \$4,124,145 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$271,075 | \$67,769 | \$0,000 | \$0,000 | \$338,844 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$2,391,889 | \$597,972 | \$0,000 | \$0,000 | \$2,989,861 |
| | | | | \$7,162,280 | \$1,790,570 | \$0,000 | \$0,000 | \$8,952,850 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-233A | McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0004634 | FROM UNION HILL ROAD TO SARGENT ROAD | Sponsor | GDOT | 2 | 4 | 4.6 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$24,174,627 | \$6,043,657 | \$5,732,845 | \$0,000 | \$35,951,129 |
| | | | \$24,174,627 | \$6,043,657 | \$5,732,845 | \$0,000 | \$35,951,129 |

| | | | | | | | |
|---------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-237 | SR 372 (CRABAPPLE ROAD/BIRMINGHAM HIGHWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007313 | AT MCFARLIN LANE, BROADWELL ROAD, AND CRABAPPLE CHASE DRIVE | Sponsor | City of Milton | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | High Priority Projects from TEA-21 | \$400,000 | \$0,000 | \$100,000 | \$0,000 | \$500,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$32,000 | \$8,000 | \$0,000 | \$0,000 | \$40,000 |
| ROW | | 2014 | High Priority Projects from TEA-21 | \$1,280,000 | \$0,000 | \$0,000 | \$0,000 | \$1,280,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000 | \$0,000 | \$5,000 |
| CST | | 2015 | High Priority Projects from TEA-21 | \$1,680,000 | \$0,000 | \$1,165,746 | \$0,000 | \$2,845,746 |
| | | | | \$3,392,000 | \$8,000 | \$1,270,746 | \$0,000 | \$4,670,746 |

| | | | | | | | |
|---------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-238 | BELL ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007311 | AT BOLES ROAD | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|-----------------|----------------|--------------------|
| PE | AUTH | 2008 | High Priority Projects from TEA-21 | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |
| ROW | AUTH | 2013 | Highway Safety Improvement Program (HSIP) | \$1,200,000 | \$0,000 | \$0,000 | \$0,000 | \$1,200,000 |
| UTL | | 2014 | Highway Safety Improvement Program (HSIP) | \$50,000 | \$0,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | | 2014 | Highway Safety Improvement Program (HSIP) | \$975,000 | \$0,000 | \$0,000 | \$0,000 | \$975,000 |
| | | | | \$2,505,000 | \$0,000 | \$70,000 | \$0,000 | \$2,575,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|-------------------------------------|--------------|--------------------------|--|---------|--------------|--------------|
| FN-251 | BELL ROAD BRIDGE REPLACEMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0008750 | AT CAULEY CREEK | Sponsor | GDOT | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | Bridge (Off-System) | \$97,241 | \$24,310 | \$0,000 | \$0,000 | \$121,551 |
| ROW | AUTH | 2013 | High Priority Projects from TEA-21 | \$155,200 | \$0,000 | \$204,800 | \$0,000 | \$360,000 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$27,591 | \$0,000 | \$27,591 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,173,785 | \$293,446 | \$0,000 | \$0,000 | \$1,467,231 |
| | | | | \$1,426,226 | \$317,756 | \$232,391 | \$0,000 | \$1,976,373 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------|--|---------|--------------|--------------|
| FN-252 | PARSONS ROAD BRIDGE REPLACEMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0008751 | AT JOHNS CREEK | Sponsor | GDOT | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | Bridge (Off-System) | \$97,241 | \$24,310 | \$0,000 | \$0,000 | \$121,551 |
| ROW | AUTH | 2013 | High Priority Projects from TEA-21 | \$130,400 | \$0,000 | \$299,600 | \$0,000 | \$430,000 |
| CST | | 2014 | High Priority Projects from TEA-21 | \$100,000 | \$25,000 | \$0,000 | \$0,000 | \$125,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$928,004 | \$232,001 | \$0,000 | \$0,000 | \$1,160,005 |
| | | | | \$1,255,645 | \$281,311 | \$299,600 | \$0,000 | \$1,836,556 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-253 | SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0009640 | AT CHATTAHOOCHEE RIVER | Sponsor | City of Roswell | N/A | N/A | <1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$45,900 | \$0,000 | \$45,900 |
| CST | | 2017 | Donor State Bonus | \$2,580,500 | \$0,000 | \$645,125 | \$0,000 | \$3,225,625 |
| | | | | \$3,020,500 | \$10,000 | \$791,025 | \$0,000 | \$3,821,525 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FN-259 | ENCORE PARKWAY BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010241 | FROM WESTSIDE PARKWAY TO NORTH POINT PARKWAY | Sponsor | City of Alpharetta | 2 | 2 | 0.5 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|---------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$227,100 | \$0,000 | \$227,100 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$868,000 | \$0,000 | \$868,000 |
| UTL | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$403,500 | \$0,000 | \$403,500 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$4,000,000 | \$0,000 | \$6,132,036 | \$0,000 | \$10,132,036 |
| | | | | \$4,000,000 | \$0,000 | \$7,630,636 | \$0,000 | \$11,630,636 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FN-260 | SR 9 (ROSWELL ROAD) PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0002310 | FROM CLIFTWOOD DRIVE TO HAMMOND DRIVE | Sponsor | City of Sandy Springs | N/A | N/A | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2012 | STP - Urban (>200K) (ARC) | \$641,120 | \$0,000 | \$260,000 | \$0,000 | \$901,120 |
| CST | | 2015 | STP - Enhancements | \$800,000 | \$0,000 | \$587,940 | \$0,000 | \$1,387,940 |
| | | | | \$1,441,120 | \$0,000 | \$847,940 | \$0,000 | \$2,289,060 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| FN-263 | SR 120 (KIMBALL BRIDGE ROAD) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010418 | FROM STATE BRIDGE ROAD TO JONES BRIDGE ROAD | Sponsor | City of Johns Creek | 2 | 4 | 1.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|------------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$744,606 | \$186,151 | \$0,000 | \$0,000 | \$930,757 |
| ROW | | 2016 | High Priority Projects from TEA-21 | \$635,000 | \$158,750 | \$0,000 | \$0,000 | \$793,750 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$7,659,009 | \$1,914,752 | \$0,000 | \$0,000 | \$9,573,761 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,935,394 | \$3,483,849 | \$0,000 | \$0,000 | \$17,419,243 |
| | | | | \$22,974,009 | \$5,743,502 | \$0,000 | \$0,000 | \$28,717,511 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-264 | SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721000- | FROM PARSONS ROAD TO SR 141 (MEDLOCK BRIDGE ROAD) | Sponsor | GDOT | 2 | 4 | 2.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|--------------------|----------------|----------------|---------------------|--------------|
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$1,178,382 | \$294,595 | \$0,000 | \$0,000 | \$1,472,977 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$6,238,940 | \$1,559,735 | \$0,000 | \$0,000 | \$7,798,675 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$13,535,900 | \$3,383,975 | \$0,000 | \$0,000 | \$16,919,875 |
| | | | \$20,953,222 | \$5,238,305 | \$0,000 | \$0,000 | \$26,191,527 | |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-267 | HAMMOND DRIVE WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0009981 | FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE | Sponsor | City of Sandy Springs | 2 | 4 | 0.9 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721010 | FROM MARIETTA HIGHWAY TO RIVERSIDE DRIVE | Sponsor | City of Roswell | 2 | 4 | 1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|--------------|---------------------------------------|---------------------------------|--------------------|--------------------|----------------|---------------------|-------------|
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| ROW | | 2019 | STP - Statewide Flexible (GDOT) | \$2,784,000 | \$696,000 | \$0,000 | \$0,000 | \$3,480,000 |
| UTL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,500,000 | \$0,000 | \$1,500,000 | |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,000,000 | \$3,000,000 | \$0,000 | \$0,000 | \$15,000,000 | |
| | | | \$15,184,000 | \$3,796,000 | \$1,500,000 | \$0,000 | \$20,480,000 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$22,400,000 | \$0,000 | \$5,600,000 | \$0,000 | \$28,000,000 |
| | | | \$22,400,000 | \$0,000 | \$5,600,000 | \$0,000 | \$28,000,000 |

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-273 | OLD ALABAMA ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 751650 | FROM NESBIT FERRY ROAD TO JONES BRIDGE ROAD | Sponsor | City of Johns Creek | 2 | 4 | 1.5 | 2015 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| | | | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |

| | | | | | | | |
|---------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 2 | 0.7 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2015 | STP - Urban (>200K) (ARC) | \$300,000 | \$0,000 | \$2,570,000 | \$0,000 | \$2,870,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$550,000 | \$0,000 | \$550,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$2,098,000 | \$0,000 | \$525,000 | \$0,000 | \$2,623,000 |
| | | | \$2,738,000 | \$0,000 | \$3,730,000 | \$0,000 | \$6,468,000 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-277 | OLD ALABAMA ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 752660- | FROM BUICE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD) | Sponsor | City of Johns Creek | 2 | 4 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | AUTH | 1997 | STP - Urban (>200K) (ARC) | \$2,234,883 | \$808,721 | \$0,000 | \$0,000 | \$4,043,604 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$1,672,000 | \$418,000 | \$0,000 | \$0,000 | \$2,090,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,020,880 | \$505,220 | \$0,000 | \$0,000 | \$2,526,100 |
| | | | | \$6,927,763 | \$1,731,941 | \$0,000 | \$0,000 | \$8,659,704 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | GDOT | 0 | 1 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|----------------|--------------------|
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$810,000 | \$0,000 | \$810,000 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$1,096,000 | \$274,000 | \$1,689,095 | \$0,000 | \$3,059,095 |
| | | | | \$1,096,000 | \$274,000 | \$2,499,095 | \$0,000 | \$3,869,095 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-281A | ITS SYSTEM EXPANSION / CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012626 | AT STATE BRIDGE ROAD, ABBOTTS BRIDGE ROAD AND MCGINNIS FERRY ROAD | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|-----------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$32,800 | \$0,000 | \$8,200 | \$0,000 | \$41,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$600,000 | \$0,000 | \$600,000 |
| | | | | \$32,800 | \$0,000 | \$608,200 | \$0,000 | \$641,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|----------|---------|--|--------------|
| FN-281B | ITS TRAFFIC CONTROL CENTER EXPANSION - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012627 | | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis | | Exempt from Air Quality Analysis (40 CFR 93) | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$11,600 | \$0,000 | \$2,900 | \$0,000 | \$14,500 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$104,400 | \$0,000 | \$113,005 | \$0,000 | \$217,405 |
| | | | | \$116,000 | \$0,000 | \$115,905 | \$0,000 | \$231,905 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|----------|---------|--|--------------|
| FN-281C | ITS SYSTEM ADAPTIVE SIGNAL CONTROL SOFTWARE UPGRADE AND BACKUP POWER - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS AT MULTIPLE CORRIDORS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012628 | | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis | | Exempt from Air Quality Analysis (40 CFR 93) | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$359,359 | \$0,000 | \$89,840 | \$0,000 | \$449,199 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$295,200 | \$0,000 | \$73,800 | \$0,000 | \$369,000 |
| | | | | \$654,559 | \$0,000 | \$163,640 | \$0,000 | \$818,199 |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|----------|---------|--|--------------|
| FN-282 | SR 9 (ROSWELL ROAD) - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012629 | | Sponsor | City of Sandy Springs | 4 | 4 | 4.3 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis | | Exempt from Air Quality Analysis (40 CFR 93) | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |
| | | | | \$1,320,000 | \$0,000 | \$330,000 | \$0,000 | \$1,650,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|---------------------|---|---|----------------|---------------------|---------------------|
| FN-284 | PERIMETER ACTIVITY CENTER - ITS UPGRADES AND SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | DeKalb County,Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012631 | | Sponsor | Perimeter CID - DeKalb,Perimeter CID - Fulton | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|--------------------|
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |

| | | | | | | | |
|-------------------|---|---------------------|-------------------------------|---|----------------|---------------------|---------------------|
| FN-287 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012788 | FROM PARSONS ROAD (WEST) TO SR 141 (MEDLOCK BRIDGE ROAD) | Sponsor | City of Johns Creek | 2 | 2 | TBD | 2030 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$1,600,000 | \$0,000 | \$400,000 | \$0,000 | \$2,000,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$3,200,000 | \$0,000 | \$800,000 | \$0,000 | \$4,000,000 |
| | | | | \$5,200,000 | \$0,000 | \$1,300,000 | \$0,000 | \$6,500,000 |

| | | | | | | | |
|------------------|---|---------------------|-----------------------|---|----------------|---------------------|---------------------|
| FN-288 | BARNWELL ROAD MULTI-USE TRAIL SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012880 | FROM SR 140 (HOLCOMB BRIDGE ROAD) TO REDCOAT WAY | Sponsor | City of Johns Creek | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| | | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

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| | | | | | | | |
|------------------|---|--------------|-------------------------|--|---------|--------------|--------------|
| FN-289 | BETHANY BEND, COGBURN ROAD, WINDWARD PARKWAY CONNECTION - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0012881 | | Sponsor | City of Milton | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 |
| | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 | |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-290 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0007310 | FROM JONES BRIDGE ROAD TO PARSON ROAD (WEST) | Sponsor | City of Johns Creek | 2 | 2 | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| PE | AUTH | 2009 | High Priority Projects from TEA-21 | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| PE | AUTH | 2014 | High Priority Projects from TEA-21 | \$224,600 | \$0,000 | \$56,150 | \$0,000 | \$280,750 |
| ROW | | 2014 | High Priority Projects from TEA-21 | \$305,000 | \$0,000 | \$755,000 | \$0,000 | \$1,060,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$25,000 | \$0,000 | \$25,000 |
| CST | | 2015 | High Priority Projects from TEA-21 | \$1,244,800 | \$0,000 | \$1,250,592 | \$0,000 | \$2,495,392 |
| | | | \$1,934,400 | \$0,000 | \$2,126,742 | \$0,000 | \$4,061,142 | |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------------|---|---------|--------------|--------------|
| FN-291 | SR 400 INTERCHANGE IMPROVEMENTS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010880 | AT SR 140 (HOLCOMB BRIDGE ROAD) | Sponsor | City of Roswell | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|--------------------|----------------|--------------------|-------------|
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,000,000 | \$0,000 | \$6,000,000 |
| | | | \$0,000 | \$0,000 | \$6,000,000 | \$0,000 | \$6,000,000 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-292 | BIG CREEK PARKWAY - NEW ALIGNMENT | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010874 | FROM HOLCOMB BRIDGE ROAD AT WARSAW ROAD TO HOLCOMB BRIDGE ROAD AT HOLCOMB WOODS PARKWAY | Sponsor | City of Roswell | 0 | 4 | 1.1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,400,000 | \$0,000 | \$2,400,000 |
| ROW | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,000,000 | \$0,000 | \$12,000,000 |
| CST | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |
| | | | | \$0,000 | \$0,000 | \$50,400,000 | \$0,000 | \$50,400,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-293 | SR 141 (MEDLOCK BRIDGE ROAD) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 0010875 | FROM FROM STATE BRIDGE ROAD TO MEDLOCK CROSSING PARKWAY | Sponsor | City of Johns Creek | 4 | 6 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|------------------|----------------|------------------|
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| | | | | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |

| | | | | | | | |
|-------------------|--------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-294 | JONES BRIDGE ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM OLD ALABAMA ROAD TO WATERS ROAD | Sponsor | City of Johns Creek | 2 | 4 | 0.4 | 2015 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|------------------|----------------|------------------|
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| | | | | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-295 | JONES BRIDGE ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM FROM STATE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Sponsor | City of Johns Creek | 2 | 4 | 1.4 | 2015 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| | | | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |

| | | | | | | | |
|------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FN-296 | JONES BRIDGE ROAD WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM FROM (ABBOTTS BRIDGE ROAD) TO DOUGLAS ROAD | Sponsor | City of Johns Creek | 2 | 4 | 0.6 | 2015 |
| Completed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|------------------|----------------|------------------|-----------|
| CST | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| | | | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 | |

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| FN-297 | JOHNS CREEK CITYWIDE ITS SYSTEM EXPANSION | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Johns Creek | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| ROW | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$30,000 | \$0,000 | \$30,000 |
| UTL | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$20,000 | \$0,000 | \$20,000 |
| CST | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | \$1,040,000 | \$0,000 | \$310,000 | \$0,000 | \$1,350,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FN-298 | GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | City of Sandy Springs | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$180,000 | \$0,000 | \$45,000 | \$0,000 | \$225,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,020,000 | \$0,000 | \$255,000 | \$0,000 | \$1,275,000 |
| | | | | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |

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|-------------------|--|--------------|---|---|---------|--------------|--------------|
| FN-AR-100A | SR 400 COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721850- | FROM VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD TO NORTH OF SPALDING DRIVE | Sponsor | GDOT | 0 | 4 | 3.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|----------------------|---------------------|----------------|----------------|----------------------|
| PE | | 2014 | National Highway Performance Program (NHPP) | \$12,240,000 | \$3,060,000 | \$0,000 | \$0,000 | \$15,300,000 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$21,224,160 | \$5,306,040 | \$0,000 | \$0,000 | \$26,530,200 |
| ROW | | 2017 | National Highway Performance Program (NHPP) | \$21,648,643 | \$5,412,161 | \$0,000 | \$0,000 | \$27,060,804 |
| CST | | 2018 | National Highway Performance Program (NHPP) | \$137,967,797 | \$34,491,949 | \$0,000 | \$0,000 | \$172,459,746 |
| | | | | \$193,080,600 | \$48,270,150 | \$0,000 | \$0,000 | \$241,350,750 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FN-AR-185 | REVIVE 285 - I-285 NORTH AUXILIARY LANE IN WESTBOUND DIRECTION | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 713230- | FROM US 19 (ROSWELL ROAD) TO RIVERSIDE DRIVE (INCLUDES BRIDGE REPLACEMENT AND RAMP INTERSECTION IMPROVEMENTS) | Sponsor | GDOT | 4 | 5 | 1.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | 2016 | National Highway Performance Program (NHPP) | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$949,840 | \$237,460 | \$0,000 | \$0,000 | \$1,187,300 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$720,000 | \$180,000 | \$0,000 | \$0,000 | \$900,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,600,000 | \$3,400,000 | \$0,000 | \$0,000 | \$17,000,000 |
| | | | | \$16,229,840 | \$4,057,460 | \$0,000 | \$0,000 | \$20,287,300 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|------------------|--|--------------|--------------------------------|---|---------|--------------|--------------|
| FN-AR-203 | REVIVE 285 - I-285 NORTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 0000247 | AT SR 9 (ROSWELL ROAD) | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$39,920,000 | \$9,980,000 | \$0,000 | \$0,000 | \$49,900,000 |
| | | | \$39,920,000 | \$9,980,000 | \$0,000 | \$0,000 | \$49,900,000 |

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FS-003 | SR 70 (FULTON INDUSTRIAL BOULEVARD) WIDENING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 720960- | FROM SR 6 (CAMP CREEK PARKWAY) TO I-20 WEST | Sponsor | GDOT | 4 | 6 | 3.9 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$24,000,000 | \$6,000,000 | \$0,000 | \$0,000 | \$30,000,000 |
| | | | \$24,000,000 | \$6,000,000 | \$0,000 | \$0,000 | \$30,000,000 |

| | | | | | | | |
|----------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FS-017A | I-285 SOUTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| 712360- | AT WASHINGTON ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Roadway / Interchange Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$3,200,000 | \$800,000 | \$0,000 | \$0,000 | \$4,000,000 |
| | | | \$3,200,000 | \$800,000 | \$0,000 | \$0,000 | \$4,000,000 |

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| | | | | | | | |
|------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| FS-142 | BUFFINGTON ROAD BRIDGE REPLACEMENT | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 742976- | AT MORNING CREEK | Sponsor | GDOT | 2 | 2 | 0.2 | 2015 |
| Completed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2012 | Bridge (Off-System) | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| PE | AUTH | AUTH | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2011 | Bridge (Off-System) | \$504,000 | \$126,000 | \$0,000 | \$0,000 | \$630,000 |
| ROW | AUTH | AUTH | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$230,000 | \$0,000 | \$230,000 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$909,077 | \$227,269 | \$14,894 | \$0,000 | \$1,151,240 |
| | | | | \$1,533,077 | \$383,269 | \$244,894 | \$0,000 | \$2,161,240 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FS-195 | SR 279 (OLD NATIONAL HIGHWAY) PEDESTRIAN FACILITIES | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0006912 | FROM FLAT SHOALS ROAD TO SULLIVAN ROAD | Sponsor | Fulton County | N/A | N/A | 2.3 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$270,251 | \$0,000 | \$270,251 |
| ROW | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$512,000 | \$0,000 | \$168,000 | \$0,000 | \$680,000 |
| UTL | | 2014 | STP - Urban (>200K) (ARC) | \$150,000 | \$0,000 | \$37,500 | \$0,000 | \$187,500 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$2,750,000 | \$0,000 | \$687,500 | \$0,000 | \$3,437,500 |
| | | | | \$3,412,000 | \$0,000 | \$1,163,251 | \$0,000 | \$4,575,251 |

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| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FS-208 | BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007533 | AT STONEWALL TELL ROAD | Sponsor | Fulton County | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2012 | Federal Earmark Funding | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| ROW | | 2014 | Federal Earmark Funding | \$35,400 | \$0,000 | \$564,600 | \$0,000 | \$600,000 |
| UTL | | 2016 | Federal Earmark Funding | \$114,443 | \$0,000 | \$35,557 | \$0,000 | \$150,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$280,000 | \$0,000 | \$70,000 | \$0,000 | \$350,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,480,000 | \$0,000 | \$370,000 | \$0,000 | \$1,850,000 |
| | | | | \$2,109,843 | \$0,000 | \$1,090,157 | \$0,000 | \$3,200,000 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FS-209 | SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0002308/0009643 | FROM COCHRAN MILL PARK TO PHILLIPS ROAD | Sponsor | Chattahoochee Hills | N/A | N/A | 3.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|------------------|----------------|--------------------|
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$25,000 | \$0,000 | \$25,000 |
| CST | | 2016 | STP - Enhancements | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |
| CST | | 2016 | Federal Earmark Funding | \$449,950 | \$0,000 | \$112,487 | \$0,000 | \$562,437 |
| | | | | \$949,950 | \$0,000 | \$262,487 | \$0,000 | \$1,212,437 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| FS-210 | NORTH CENTRAL AVENUE PEDESTRIAN FACILITIES | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0008903 | FROM N. WHITNEY AVENUE TO DEARBORN PLAZA | Sponsor | City of Hapeville | N/A | N/A | 0.4 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$218,400 | \$0,000 | \$54,600 | \$0,000 | \$273,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$199,126 | \$0,000 | \$199,126 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$449,800 | \$0,000 | \$449,800 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$919,200 | \$0,000 | \$229,800 | \$0,000 | \$1,149,000 |
| | | | | \$1,137,600 | \$0,000 | \$933,326 | \$0,000 | \$2,070,926 |

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| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FS-211 | SEMME 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 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$316,995 | \$0,000 | \$316,995 |
| CST | | 2014 | Federal Earmark Funding | \$707,900 | \$0,000 | \$176,975 | \$0,000 | \$884,875 |
| | | | | \$899,900 | \$0,000 | \$641,970 | \$0,000 | \$1,541,870 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| FS-213 | HAPEVILLE PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007532 | | Sponsor | City of Hapeville | N/A | N/A | 2.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | Federal Earmark Funding | \$600,000 | \$0,000 | \$150,000 | \$0,000 | \$750,000 |
| ROW | | 2014 | Federal Earmark Funding | \$100,000 | \$0,000 | \$231,000 | \$0,000 | \$331,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,628,820 | \$0,000 | \$1,628,820 |
| CST | | 2015 | Federal Earmark Funding | \$1,439,840 | \$0,000 | \$359,960 | \$0,000 | \$1,799,800 |
| CST | | 2015 | Federal Earmark Funding | \$1,970,000 | \$0,000 | \$492,500 | \$0,000 | \$2,462,500 |
| | | | | \$4,109,840 | \$0,000 | \$2,862,280 | \$0,000 | \$6,972,120 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | GRTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Statewide Flexible (GDOT) | \$1,900,000 | \$0,000 | \$0,000 | \$0,000 | \$1,900,000 |
| UTL | | 2016 | STP - Statewide Flexible (GDOT) | \$500,000 | \$0,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,312,000 | \$0,000 | \$0,000 | \$0,000 | \$1,312,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$1,038,000 | \$0,000 | \$0,000 | \$0,000 | \$1,038,000 |
| | | | | \$5,100,000 | \$0,000 | \$0,000 | \$0,000 | \$5,100,000 |

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FS-220 | US 19/41 (DOGWOOD DRIVE) BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0010329 | FROM SOUTH CENTRAL AVENUE TO NORTH AVENUE | Sponsor | City of Hapeville | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$920,000 | \$0,000 | \$500,468 | \$0,000 | \$1,420,468 |
| | | | | \$1,200,000 | \$0,000 | \$570,468 | \$0,000 | \$1,770,468 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FS-225 | SR 70 (FULTON INDUSTRIAL BOULEVARD) WIDENING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 166 (CAMPBELLTON ROAD) TO SR 6 (CAMP CREEK PARKWAY) | Sponsor | GDOT | 4 | 6 | 3.5 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$29,300,000 | \$7,300,000 | \$0,000 | \$0,000 | \$36,600,000 |
| | | | | \$29,300,000 | \$7,300,000 | \$0,000 | \$0,000 | \$36,600,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|-----------------------|--|---------|--------------|--------------|
| FS-226 | HAPEVILLE RAIL FACILITIES AND CORRIDOR IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007949 | | Sponsor | City of Hapeville | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Other / Miscellaneous | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2013 | Federal Earmark Funding | \$449,000 | \$0,000 | \$0,000 | \$0,000 | \$449,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$1,900,883 | \$475,221 | \$0,000 | \$0,000 | \$2,376,104 |
| | | | | \$2,349,883 | \$475,221 | \$0,000 | \$0,000 | \$2,825,104 |

| | | | | | | | |
|-------------------|--------------------------------------|--------------|-------------------------------|--|---------|--------------|--------------|
| FS-232 | ROAD SIGN REPLACEMENT PROGRAM | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012634 | | Sponsor | City of East Point | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |
| | | | | \$480,000 | \$0,000 | \$120,000 | \$0,000 | \$600,000 |

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| FS-233 | CLEVELAND AVENUE, SYLVAN ROAD, VIRGINIA AVENUE, AND NORMAN BERRY DRIVE - RESURFACING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012635 | | Sponsor | City of East Point | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$92,000 | \$0,000 | \$23,000 | \$0,000 | \$115,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,503,000 | \$0,000 | \$375,750 | \$0,000 | \$1,878,750 |
| | | | | \$1,595,000 | \$0,000 | \$398,750 | \$0,000 | \$1,993,750 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | 1.1 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2018 | STP - Urban (>200K) (ARC) | \$2,469,600 | \$0,000 | \$617,400 | \$0,000 | \$3,087,000 |
| | | | | \$3,099,600 | \$0,000 | \$774,900 | \$0,000 | \$3,874,500 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| FS-235 | NEW HOPE ROAD PEDESTRIAN FACILITIES | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012637 | FROM SR 166 (CAMPBELLTON ROAD) TO VERSAILLES ROAD | Sponsor | TBD | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$800,000 | \$0,000 | \$200,000 | \$0,000 | \$1,000,000 |
| | | | | \$1,000,000 | \$0,000 | \$376,247 | \$0,000 | \$1,376,247 |

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|-------------------|--|--------------|--|---|---------|--------------|--------------|
| FS-279 | DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012638 | | Sponsor | City of East Point | 3/4 | 2/3 | N/A | 2030 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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) | \$447,137 | \$0,000 | \$111,704 | \$0,000 | \$558,921 |
| ROW | | 2018 | STP - Urban (>200K) (ARC) | \$220,000 | \$0,000 | \$55,000 | \$0,000 | \$275,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$3,082,880 | \$0,000 | \$770,720 | \$0,000 | \$3,853,600 |
| | | | | \$3,850,017 | \$0,000 | \$962,504 | \$0,000 | \$4,812,521 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|------------------|--|-------------------------|-----------------------|--|---------|--------------|--------------|
| FS-280 | GLOBAL GATEWAY CONNECTOR BICYCLE AND PEDESTRIAN BRIDGE - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0012882 | | Sponsor | City of College Park | N/A | N/A | N/A | 2015 |
| Completed | | Service Type | | Analysis | | | |
| | | Other / Planning | | Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| | | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

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|-------------------|---|--------------------------------------|-----------------------|--|---------|--------------|--------------|
| FS-281 | I-285 WEST - DIVERGING DIAMOND INTERCHANGE | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SR 6 (CAMP CREEK PARKWAY) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | | Analysis | | | |
| | | Roadway / Interchange Upgrade | | Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|--------------------|--------------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$580,000 | \$145,000 | \$0,000 | \$0,000 | \$725,000 |
| ROW | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$260,000 | \$65,000 | \$0,000 | \$0,000 | \$325,000 |
| UTL | | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| CST | | 2018 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$3,500,000 | \$1,735,000 | \$2,225,000 | \$0,000 | \$7,460,000 |
| | | | | \$4,500,000 | \$1,985,000 | \$2,225,000 | \$0,000 | \$8,710,000 |

| | | | | | | | |
|-------------------|--|--|-----------------------|--|---------|--------------|--------------|
| FS-282 | US 19/41 (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 | 2020 |
| Programmed | | Service Type | | Analysis | | | |
| | | Roadway / Operations & Safety | | Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Urban (>200K) (ARC) | \$400,000 | \$0,000 | \$0,000 | \$0,000 | \$400,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$640,000 | \$160,000 | \$0,000 | \$0,000 | \$800,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,664,000 | \$416,000 | \$0,000 | \$0,000 | \$2,080,000 |
| | | | | \$2,704,000 | \$576,000 | \$0,000 | \$0,000 | \$3,280,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---------------------------------------|---|---------|--------------|--------------|
| FS-AR-182 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| 0007841 | AT SR 74 (SENOIA ROAD) | Sponsor | GDOT | Var | Var | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | \$690,702 | \$172,675 | \$0,000 | \$0,000 | \$863,377 |
| ROW | | 2016 | National Highway Performance Program (NHPP) | \$6,595,272 | \$1,648,818 | \$0,000 | \$0,000 | \$8,244,090 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$436,000 | \$109,000 | \$0,000 | \$0,000 | \$545,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,520,000 | \$3,380,000 | \$0,000 | \$0,000 | \$16,900,000 |
| | | | | \$21,281,974 | \$5,320,493 | \$0,000 | \$0,000 | \$26,602,467 |

| | | | | | | | |
|-------------------|--|--------------|--------------------------------------|--|---------|--------------|--------------|
| 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 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$849,594 | \$212,399 | \$0,000 | \$0,000 | \$1,061,993 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$13,876,421 | \$3,469,105 | \$0,000 | \$0,000 | \$17,345,526 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$348,480 | \$87,120 | \$0,000 | \$0,000 | \$435,600 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,618,797 | \$2,404,699 | \$0,000 | \$0,000 | \$12,023,496 |
| | | | | \$24,693,292 | \$6,173,323 | \$0,000 | \$0,000 | \$30,866,615 |

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| | | | | | | | |
|---------------------|---|--------------|--|--|---------|--------------|--------------|
| FS-AR-BP087B | BUFFINGTON ROAD TRAFFIC FLOW AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0007096 | FROM ROYAL SOUTH PARKWAY TO US 29 (ROOSEVELT HIGHWAY) | Sponsor | Fulton County | N/A | N/A | 1.8 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2005 | Congestion Mitigation and Air Quality | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2013 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,000,000 | \$0,000 | \$250,000 | \$0,000 | \$1,250,000 |
| UTL | | 2014 | STP - Urban (>200K) (ARC) | \$348,000 | \$0,000 | \$87,000 | \$0,000 | \$435,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$1,600,000 | \$0,000 | \$400,153 | \$0,000 | \$2,000,153 |
| | | | | \$2,948,000 | \$0,000 | \$737,153 | \$0,000 | \$3,685,153 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | | | |

| | 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 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$1,243,498 | \$310,875 | \$0,000 | \$0,000 | \$1,554,373 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$425,239 | \$106,310 | \$0,000 | \$0,000 | \$531,549 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$4,091,827 | \$1,022,957 | \$0,000 | \$0,000 | \$5,114,784 |
| | | | | \$6,381,397 | \$1,595,350 | \$0,000 | \$0,000 | \$7,976,747 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-001B | SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0007844 | FROM MCFARLAND ROAD TO SR 371 (POST ROAD) | Sponsor | GDOT | 2 | 4 | 2.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$560,000 | \$140,000 | \$0,000 | \$0,000 | \$700,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$3,374,591 | \$843,648 | \$0,000 | \$0,000 | \$4,218,239 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$941,600 | \$235,400 | \$0,000 | \$0,000 | \$1,177,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,817,966 | \$2,454,492 | \$0,000 | \$0,000 | \$12,272,458 |
| | | | | \$14,694,157 | \$3,673,540 | \$0,000 | \$0,000 | \$18,367,697 |

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| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-001C | SR 9 (ATLANTA HIGHWAY): SEGMENT 3 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0008357 | FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY) | Sponsor | GDOT | 2 | 4 | 3.8 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$2,383,083 | \$595,771 | \$0,000 | \$0,000 | \$2,978,854 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,112,936 | \$528,234 | \$0,000 | \$0,000 | \$2,641,170 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,999,188 | \$3,499,797 | \$0,000 | \$0,000 | \$17,498,985 |
| | | | | \$20,416,940 | \$5,104,235 | \$0,000 | \$0,000 | \$25,521,175 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-001D | SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 121690- | FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY) | Sponsor | GDOT | 2 | 4 | 2.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$600,000 | \$150,000 | \$0,000 | \$0,000 | \$750,000 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$424,000 | \$106,000 | \$0,000 | \$0,000 | \$530,000 |
| ROW | | 2017 | Federal Earmark Funding | \$245,000 | \$0,000 | \$0,000 | \$0,000 | \$245,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$10,994,115 | \$2,748,529 | \$0,000 | \$0,000 | \$13,742,644 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$1,346,111 | \$336,528 | \$0,000 | \$0,000 | \$1,682,639 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$13,712,217 | \$3,428,054 | \$0,000 | \$0,000 | \$17,140,271 |
| | | | | \$27,321,443 | \$6,769,111 | \$0,000 | \$0,000 | \$34,090,554 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-001E | SR 9 (ATLANTA ROAD / PILGRIM MILL ROAD): SEGMENT 5 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 141890- | FROM SR 20 (BUFORD HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD) | Sponsor | GDOT | 2 | 4 | 3.4 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|--------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,405,600 | \$2,351,400 | \$0,000 | \$0,000 | \$11,757,000 |
| | | | | \$9,405,600 | \$2,351,400 | \$0,000 | \$0,000 | \$11,757,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-008B | BETHELVIEW ROAD - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0009316 | FROM CASTLEBERRY ROAD TO SR 20 (CANTON HIGHWAY) | Sponsor | GDOT | 2 | 4 | 5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$81,600 | \$20,400 | \$0,000 | \$0,000 | \$102,000 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$10,328,000 | \$2,582,000 | \$0,000 | \$0,000 | \$12,910,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,855,146 | \$0,000 | \$1,855,146 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$20,077,991 | \$5,019,498 | \$0,000 | \$0,000 | \$25,097,489 |
| | | | | \$30,487,591 | \$7,621,898 | \$1,855,146 | \$0,000 | \$39,964,635 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------|---|---------|--------------|--------------|
| FT-012 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0010211 | AT SIX MILE CREEK / LAKE LANIER | Sponsor | GDOT | 2 | 4 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | AUTH | 2012 | Bridge (On-System) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$1,350,023 | \$337,506 | \$0,000 | \$0,000 | \$1,687,529 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$5,019,023 | \$1,254,756 | \$0,000 | \$0,000 | \$6,273,779 |
| | | | | \$7,169,046 | \$1,792,262 | \$0,000 | \$0,000 | \$8,961,308 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-027 | SHARON ROAD WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 141 (PEACHTREE PARKWAY) TO OLD ATLANTA ROAD | Sponsor | Forsyth County | 2 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$605,000 | \$0,000 | \$605,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,152,697 | \$0,000 | \$2,152,697 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,679,200 | \$0,000 | \$6,679,200 |
| | | | | \$0,000 | \$0,000 | \$9,436,897 | \$0,000 | \$9,436,897 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|----------------------------------|--------------|---|---|---------|--------------|--------------|
| FT-028A | OLD ATLANTA ROAD WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SHARON ROAD TO NICHOLS ROAD | Sponsor | Forsyth County | 2 | 4 | 0.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,390,000 | \$0,000 | \$2,390,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| | | | | \$0,000 | \$0,000 | \$8,390,000 | \$0,000 | \$8,390,000 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-038 | CASTLEBERRY ROAD WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM BETHELVIEW ROAD TO HUTCHINSON ROAD | Sponsor | Forsyth County | 2 | 4 | 2.9 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2005 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$16,100,000 | \$0,000 | \$16,100,000 |
| | | | | \$0,000 | \$0,000 | \$16,100,000 | \$0,000 | \$16,100,000 |

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| FT-060 | SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 142260- | AT SETTINGDOWN CREEK | Sponsor | GDOT | 2 | 2 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$298,836 | \$74,709 | \$0,000 | \$0,000 | \$373,545 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,651,981 | \$412,995 | \$0,000 | \$0,000 | \$2,064,976 |
| | | | | \$1,990,817 | \$497,704 | \$0,000 | \$0,000 | \$2,488,521 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-061A | SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0002862 | FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY | Sponsor | GDOT | 2 | 4 | 6.3 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2004 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | National Highway Performance Program (NHPP) | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$23,576,435 | \$5,894,109 | \$0,000 | \$0,000 | \$29,470,544 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$24,047,964 | \$6,011,991 | \$0,000 | \$0,000 | \$30,059,955 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,000,000 | \$3,000,000 | \$0,000 | \$0,000 | \$15,000,000 |
| | | | | \$61,224,399 | \$15,306,100 | \$0,000 | \$0,000 | \$76,530,499 |

| | | | | | | | |
|------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-061D | SR 20 (BUFORD HIGHWAY) WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0002392 | FROM SAMPLES ROAD / TRAMMEL ROAD TO JAMES BURGESS ROAD | Sponsor | GDOT | 2 | 4 | 2.8 | 2020 |
| Completed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|---------------------|------------------|----------------|---------------------|
| PE | AUTH | 2005 | STP - Statewide Flexible (GDOT) | \$86,086 | \$21,521 | \$557,000 | \$0,000 | \$664,607 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$2,160,000 | \$540,000 | \$0,000 | \$0,000 | \$2,700,000 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$13,117,179 | \$3,279,295 | \$0,000 | \$0,000 | \$16,396,474 |
| ROW | AUTH | 2012 | STP - Urban (>200K) (ARC) | \$12,490,693 | \$3,122,673 | \$0,000 | \$0,000 | \$15,613,366 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$9,044,842 | \$2,261,210 | \$0,000 | \$0,000 | \$11,306,052 |
| CST | AUTH | 2014 | National Highway Performance Program (NHPP) | \$27,261,552 | \$6,815,388 | \$0,000 | \$0,000 | \$34,076,940 |
| | | | | \$64,160,352 | \$16,040,087 | \$557,000 | \$0,000 | \$80,757,439 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---------------------------|---|---------|--------------|--------------|
| FT-062C | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 122017- | AT TWO MILE CREEK / LAKE LANIER | Sponsor | GDOT | 2 | 4 | 0.6 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| PE | AUTH | 1997 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2016 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$1,430,758 | \$357,690 | \$0,000 | \$0,000 | \$1,788,448 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$90,093 | \$22,523 | \$0,000 | \$0,000 | \$112,616 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$4,975,864 | \$1,243,966 | \$0,000 | \$0,000 | \$6,219,830 |
| | | | | \$6,504,715 | \$1,626,179 | \$0,000 | \$0,000 | \$8,130,894 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-063A | UNION HILL ROAD: SEGMENT 1 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MCGINNIS FERRY ROAD TO MCFARLAND ROAD | Sponsor | Forsyth County | 2 | 4 | 2.2 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| CST | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,200,000 | \$0,000 | \$12,200,000 |
| | | | | \$0,000 | \$0,000 | \$12,200,000 | \$0,000 | \$12,200,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-063B | UNION HILL ROAD / MULLINAX ROAD: SEGMENT 2 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MCFARLAND ROAD TO SR 9 (ATLANTA HIGHWAY) | Sponsor | Forsyth County | 2 | 4 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$16,540,000 | \$0,000 | \$16,540,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$13,000,000 | \$0,000 | \$13,000,000 |
| | | | | \$0,000 | \$0,000 | \$29,540,000 | \$0,000 | \$29,540,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-065A | MCFARLAND ROAD: SEGMENT 1 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MCGINNIS FERRY ROAD TO SR 400 | Sponsor | Forsyth County | 4 | 6 | 1.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | 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-067A | BROOKWOOD 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 | 1.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$6,600,000 | \$0,000 | \$6,600,000 |
| | | | \$0,000 | \$0,000 | \$6,600,000 | \$0,000 | \$6,600,000 |

| | | | | | | | |
|---------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-075 | CHURCH STREET EXTENSION - NEW ALIGNMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM TRIBBLE GAP ROAD TO INTERSECTION OF HUDSON STREET AND WOODLAND STREET | Sponsor | Forsyth County | 0 | 2 | 0.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,100,000 | \$0,000 | \$1,100,000 |
| | | | \$0,000 | \$0,000 | \$1,100,000 | \$0,000 | \$1,100,000 |

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|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$18,800,000 | \$0,000 | \$18,800,000 |
| | | | \$0,000 | \$0,000 | \$18,800,000 | \$0,000 | \$18,800,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|---------|---------|--------------|---------|--------------|
| ALL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$24,700,000 | \$0,000 | \$24,700,000 |
| | | | \$0,000 | \$0,000 | \$24,700,000 | \$0,000 | \$24,700,000 |

| | | | | | | | |
|---------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|---------|---------|-------------|---------|-------------|
| ALL | LR 2020-2030 | 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 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|---------|---------|--------------|---------|--------------|
| ALL | LR 2031-2040 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| FT-086 | SR 369 PASSING LANES | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0000292 | FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION) | Sponsor | GDOT | 2 | 2 | 3.3 | 2040 |
| Long Range | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|------------------------------------|--------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2006 | High Priority Projects from TEA-21 | \$1,500,000 | \$375,000 | \$0,000 | \$0,000 | \$1,875,000 |
| ROW | | LR 2031-2040 | General Federal Aid 2020-2040 | \$2,703,200 | \$675,800 | \$0,000 | \$0,000 | \$3,379,000 |
| CST | | LR 2031-2040 | General Federal Aid 2020-2040 | \$4,215,490 | \$1,053,872 | \$0,000 | \$0,000 | \$5,269,362 |
| | | | | \$8,418,690 | \$2,104,672 | \$0,000 | \$0,000 | \$10,523,362 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-306B | SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 122015- | FROM SR 400 TO SR 369 (BROWNS BRIDGE ROAD) | Sponsor | GDOT | 2 | 4 | 1.1 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$23,640,736 | \$5,907,687 | \$0,000 | \$0,000 | \$29,548,423 |
| | | | | \$23,640,736 | \$5,907,687 | \$0,000 | \$0,000 | \$29,548,423 |

| | | | | | | | |
|-------------------|---------------------------------|--------------|---------------------------------|--|---------|--------------|--------------|
| FT-310 | SR 53 BRIDGE REPLACEMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0007021 | AT CHESTATEE RIVER | Sponsor | GDOT | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | Bridge (On-System) | \$1,450,201 | \$362,550 | \$0,000 | \$0,000 | \$1,812,751 |
| PE | | 2015 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2014 | National Highway Performance Program (NHPP) | \$408,000 | \$102,000 | \$0,000 | \$0,000 | \$510,000 |
| CST | | 2015 | National Highway Performance Program (NHPP) | \$10,298,462 | \$2,574,615 | \$0,000 | \$0,000 | \$12,873,077 |
| | | | | \$12,164,663 | \$3,041,165 | \$0,000 | \$0,000 | \$15,205,828 |

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| | | | | | | | |
|---------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| FT-313 | SR 20 WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| 0003682 | FROM SR 371 (POST ROAD) TO VETERANS MEMORIAL BOULEVARD | Sponsor | GDOT | 2 | 4 | 8.3 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|----------------------|---------------------|----------------|----------------|----------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$135,421,600 | \$33,855,400 | \$0,000 | \$0,000 | \$169,277,000 |
| | | | \$135,421,600 | \$33,855,400 | \$0,000 | \$0,000 | \$169,277,000 |

| | | | | | | | |
|---------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| FT-322 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 122012- | AT CHATTAHOOCHEE RIVER/LAKE LANIER | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | 2017 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | 2015 | STP - Statewide Flexible (GDOT) | \$1,677,125 | \$419,281 | \$0,000 | \$0,000 | \$2,096,406 |
| UTL | 2018 | STP - Statewide Flexible (GDOT) | \$33,376 | \$8,344 | \$0,000 | \$0,000 | \$41,720 |
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$11,743,124 | \$2,935,781 | \$0,000 | \$0,000 | \$14,678,905 |
| | | | \$13,461,625 | \$3,365,406 | \$0,000 | \$0,000 | \$16,827,031 |

| | | | | | | | |
|---------------|---------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| FT-324 | SR 400 - NEW INTERCHANGE | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0007526 | AT MCGINNIS FERRY ROAD | Sponsor | GDOT | N/A | N/A | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|--------------------|------------------|---------------------|----------------|---------------------|
| PE | AUTH | Federal Earmark Funding | \$2,549,688 | \$637,422 | \$0,000 | \$0,000 | \$3,187,110 |
| ROW | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$11,767,000 | \$0,000 | \$11,767,000 |
| UTL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,340,000 | \$0,000 | \$2,340,000 |
| CST | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$22,423,881 | \$0,000 | \$22,423,881 |
| | | | \$2,549,688 | \$637,422 | \$36,530,881 | \$0,000 | \$39,717,991 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| FT-328 | TRAFFIC SIGNAL CABINET UPGRADES AT 15 LOCATIONS | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0012639 | | Sponsor | Forsyth County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|-----------------|----------------|------------------|
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$16,000 | \$0,000 | \$4,000 | \$0,000 | \$20,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$304,000 | \$0,000 | \$76,000 | \$0,000 | \$380,000 |
| | | | | \$320,000 | \$0,000 | \$80,000 | \$0,000 | \$400,000 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-329 | LANIER PARKWAY - NEW ALIGNMENT | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PIRKLE FERRY ROAD TO PILGRIM MILL ROAD | Sponsor | Forsyth County | 0 | 2 | 1.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$8,900,000 | \$0,000 | \$8,900,000 |
| | | | | \$0,000 | \$0,000 | \$8,900,000 | \$0,000 | \$8,900,000 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| FT-330 | OLD ATLANTA ROAD: SEGMENT 3 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM JAMES BURGESS ROAD TO OLD ATLANTA CLUB | Sponsor | Forsyth County | 2 | 4 | 1.5 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$13,990,000 | \$0,000 | \$13,990,000 |
| | | | | \$0,000 | \$0,000 | \$13,990,000 | \$0,000 | \$13,990,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$950,000 | \$0,000 | \$950,000 |
| CST | | 2018 | 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-332 | OLD ATLANTA ROAD: SEGMENT 5 - WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ST. MARLO COUNTRY CLUB WAY TO MCGINNIS FERRY ROAD | Sponsor | Forsyth County | 2 | 4 | 0.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,500,000 | \$0,000 | \$4,500,000 |
| | | | | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |

| | | | | | | | |
|-------------------|-------------------------------------|--------------|---|---|---------|--------------|--------------|
| FT-333 | PILGRIM MILL ROAD WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CITY LIMITS TO FREEDOM PARKWAY | Sponsor | Forsyth County | 2 | 4 | 1.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$9,750,000 | \$0,000 | \$9,750,000 |
| | | | | \$0,000 | \$0,000 | \$9,750,000 | \$0,000 | \$9,750,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$11,424,950 | \$2,856,237 | \$0,000 | \$0,000 | \$14,281,187 |
| | | | \$11,424,950 | \$2,856,237 | \$0,000 | \$0,000 | \$14,281,187 |

| | | | | | | | |
|----------------|---|--------------|--------------------------------|---|---------|--------------|--------------|
| GW-078C | US 78 (MAIN STREET IN CITY OF SNELLVILLE) CONTINUOUS FLOW INTERSECTION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006439 | AT SR 124 (SCENIC HIGHWAY) | Sponsor | GDOT | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| PE | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| ROW | | 2014 | National Highway Performance Program (NHPP) | \$7,440,000 | \$1,860,000 | \$0,000 | \$0,000 | \$9,300,000 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$557,134 | \$0,000 | \$557,134 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$5,416,901 | \$1,354,225 | \$0,000 | \$0,000 | \$6,771,126 |
| | | | | \$13,256,901 | \$3,314,225 | \$1,557,134 | \$0,000 | \$18,128,260 |

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-099C | US 23 (BUFORD HIGHWAY) WIDENING: SEGMENT 3 | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 132950- | FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY | Sponsor | GDOT | 2 | 4 | 2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 2006 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$450,000 | \$0,000 | \$450,000 |
| PE | AUTH | 2010 | STP - Statewide Flexible (GDOT) | \$53,604 | \$13,401 | \$0,000 | \$0,000 | \$67,005 |
| ROW | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$704,000 | \$176,000 | \$0,000 | \$0,000 | \$880,000 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| ROW | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$7,112,000 | \$1,778,000 | \$0,000 | \$0,000 | \$8,890,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$6,712,267 | \$1,678,067 | \$0,000 | \$0,000 | \$8,390,334 |
| | | | | \$14,581,871 | \$3,645,468 | \$2,450,000 | \$0,000 | \$20,677,339 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-269 | SR 124 (SCENIC HIGHWAY) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006921 | FROM US 78 (MAIN STREET IN CITY OF SNELLVILLE) TO PHARRS ROAD | Sponsor | GDOT | 4 | 6 | 1.5 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$30,638,223 | \$7,659,556 | \$1,011,730 | \$0,000 | \$39,309,509 |
| | | | \$30,638,223 | \$7,659,556 | \$1,011,730 | \$0,000 | \$39,309,509 |

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-271B | PLEASANT HILL ROAD WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006922 | FROM MCCLURE BRIDGE ROAD TO CHATTAHOOCHEE RIVER | Sponsor | Gwinnett County | 4 | 6 | 1.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$41,993,271 | \$0,000 | \$10,498,318 | \$0,000 | \$52,491,589 |
| | | | \$41,993,271 | \$0,000 | \$10,498,318 | \$0,000 | \$52,491,589 |

| | | | | | | | |
|---------------|---|--------------|--------------------------|--|---------|--------------|--------------|
| GW-290 | SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 132986- | AT SINGLETON CREEK | Sponsor | GDOT | 4 | 4 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2000 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2000 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2005 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$2,346,914 | \$586,729 | \$0,000 | \$0,000 | \$2,933,643 |
| | | | | \$2,586,914 | \$646,729 | \$0,000 | \$0,000 | \$3,233,643 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) NEAR INTERSECTION WITH SR 324 (GRAVEL SPRINGS ROAD) | Sponsor | Gwinnett County | 0 | 4 | 8.5 | 2040 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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-OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2010 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$17,000,000 | \$0,000 | \$17,000,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$30,542,625 | \$0,000 | \$30,542,625 |
| ROW | | 2015 | Federal Earmark Funding | \$4,499,500 | \$0,000 | \$1,124,875 | \$0,000 | \$5,624,375 |
| UTL | | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$10,355,000 | \$0,000 | \$10,355,000 |
| CST | | LR 2031-2040 | General Federal Aid 2020-2040 | \$143,717,836 | \$35,929,459 | \$0,000 | \$0,000 | \$179,647,295 |
| | | | | \$148,257,336 | \$35,939,459 | \$69,022,500 | \$0,000 | \$253,219,295 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-308C | SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006925 | FROM SR 20 (BUFORD HIGHWAY / MALL OF GEORGIA PARKWAY) TO PEACHTREE INDUSTRIAL BOULEVARD | Sponsor | Gwinnett County | 0 | 4 | 3.6 | 2040 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2015 | Federal Earmark Funding | \$2,159,760 | \$0,000 | \$539,940 | \$0,000 | \$2,699,700 |
| 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 |
| | | | | \$2,159,760 | \$0,000 | \$132,062,026 | \$0,000 | \$134,221,786 |

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| | | | | | | | |
|-------------------|---|--------------|------------------------------------|----------|---|--------------|--------------|
| GW-309 | WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006926 | FROM STEVE REYNOLDS BLVD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | Gwinnett County | Var | 4 | 1.1 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis | In the Region's Air Quality Conformity Analysis | | |

| | 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 | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$16,600,000 | \$0,000 | \$16,600,000 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| CST | | LR 2020-2030 | 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-326 | PLEASANT HILL ROAD ATMS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006823 | FROM US 23 (BUFORD HIGHWAY) TO FULTON COUNTY LINE | Sponsor | Gwinnett County | 4 | 4 | 2.6 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis | Exempt from Air Quality Analysis (40 CFR 93) | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$175,000 | \$0,000 | \$175,000 |
| CST | | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$406,750 | \$0,000 | \$101,688 | \$0,000 | \$508,438 |
| | | | | \$406,750 | \$0,000 | \$276,688 | \$0,000 | \$683,438 |

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| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-331 | CONNECTOR STREET - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0007535 | FROM HEWATT ROAD TO BRITT ROAD | Sponsor | Evermore CID | 0 | 2 | 0.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 2008 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$604,349 | \$0,000 | \$604,349 |
| PE | AUTH | 2014 | Federal Earmark Funding | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2014 | Georgia Transportation Infrastructure Bank | \$0,000 | \$763,961 | \$0,000 | \$0,000 | \$763,961 |
| ROW | | 2014 | Federal Earmark Funding | \$2,840,000 | \$0,000 | \$1,577,563 | \$0,000 | \$4,417,563 |
| ROW | | 2014 | Federal Earmark Funding | \$449,950 | \$112,488 | \$0,000 | \$0,000 | \$562,438 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$160,970 | \$0,000 | \$160,970 |
| CST | | 2015 | Federal Earmark Funding | \$2,184,426 | \$0,000 | \$710,283 | \$0,000 | \$2,894,709 |
| | | | | \$5,514,376 | \$876,449 | \$3,063,165 | \$0,000 | \$9,453,990 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| GW-339 | DOWNTOWN LILBURN PEDESTRIAN FACILITIES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0008904 | | Sponsor | City of Lilburn | N/A | N.A | 0.3 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$500,000 | \$0,000 | \$125,000 | \$0,000 | \$625,000 |
| | | | | \$700,000 | \$0,000 | \$175,000 | \$0,000 | \$875,000 |

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| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| GW-340 | OLD HIGHWAY 78 / WALTON COURT RE-ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0008905 | | Sponsor | Evermore CID | N/A | N/A | 0.2 | 2015 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$815,000 | \$0,000 | \$815,000 |
| ROW | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$283,200 | \$0,000 | \$70,800 | \$0,000 | \$354,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,200 | \$0,000 | \$5,200 |
| CST | | 2014 | Georgia Transportation Infrastructure Bank | \$0,000 | \$100,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$233,600 | \$0,000 | \$146,918 | \$0,000 | \$380,518 |
| | | | | \$716,800 | \$100,000 | \$1,087,918 | \$0,000 | \$1,904,718 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| GW-342 | DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS & ONE-WAY PAIR CONVERSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0008963 | | Sponsor | City of Lawrenceville | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2009 | STP - Urban (>200K) (ARC) | \$461,960 | \$0,000 | \$115,540 | \$0,000 | \$577,500 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$120,000 | \$0,000 | \$120,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$2,628,240 | \$0,000 | \$657,060 | \$0,000 | \$3,285,300 |
| | | | | \$3,090,200 | \$0,000 | \$892,600 | \$0,000 | \$3,982,800 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| GW-356 | SOUTH LEE STREET PEDESTRIAN IMPROVEMENTS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010242 | FROM MAIN STREET TO SR 13 (BUFORD HIGHWAY) | Sponsor | City of Buford | 3 | 3 | 0.9 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$153,000 | \$0,000 | \$130,000 | \$0,000 | \$283,000 |
| ROW | | 2014 | STP - Urban (>200K) (ARC) | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$400,000 | \$0,000 | \$400,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$2,120,472 | \$0,000 | \$530,118 | \$0,000 | \$2,650,590 |
| | | | | \$2,473,472 | \$0,000 | \$1,110,118 | \$0,000 | \$3,583,590 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| GW-357 | US 23 (BUFORD HIGHWAY) MEDIANS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010330 | FROM SR 140 (JIMMY CARTER BOULEVARD) TO SR 378 (BEAVER RUIN ROAD) | Sponsor | City of Norcross | 4 | 4 | 1.5 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2011 | STP - Urban (>200K) (ARC) | \$220,000 | \$0,000 | \$55,000 | \$0,000 | \$275,000 |
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$170,000 | \$0,000 | \$170,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$1,403,535 | \$0,000 | \$373,829 | \$0,000 | \$1,777,364 |
| | | | | \$1,623,535 | \$0,000 | \$598,829 | \$0,000 | \$2,222,364 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| GW-364 | SR 20 (BUFORD DRIVE) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD | Sponsor | GDOT | 4 | 6 | 1.2 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$13,100,000 | \$3,300,000 | \$0,000 | \$0,000 | \$16,400,000 |
| | | | | \$13,100,000 | \$3,300,000 | \$0,000 | \$0,000 | \$16,400,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-371 | SR 140 (JIMMY CARTER BOULEVARD) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) | Sponsor | GDOT | 4 | 6 | 1.4 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 |

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|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-379 | WALTHER BOULEVARD GRADE SEPARATION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010425 | AT SR 316 | Sponsor | GDOT | 0 | 2 | 0.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|----------------------|---------------------|--------------------|--------------------|----------------------|
| PE | AUTH | 2012 | National Highway System | \$204,000 | \$51,000 | \$0,000 | \$0,000 | \$255,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$489,600 | \$0,000 | \$489,600 |
| UTL | | 2014 | National Highway Performance Program (NHPP) | \$416,130 | \$104,032 | \$0,000 | \$0,000 | \$520,162 |
| CST | | 2014 | National Highway Performance Program (NHPP) | \$3,133,440 | \$783,360 | \$0,000 | \$0,000 | \$3,916,800 |
| | | | \$3,753,570 | \$938,392 | \$489,600 | \$0,000 | \$5,181,562 | |

| | | | | | | | |
|---------------|---|--------------|--|--|---------|--------------|--------------|
| GW-380 | US 23/SR 13 (BUFORD HIGHWAY) BICYCLE AND PEDESTRIAN FACILITIES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0011639 | FROM MCGINNIS FERRY ROAD TO ENTRANCE OF GEORGE PIERCE PARK | Sponsor | City of Suwanee | N/A | N/A | 1.7 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------------|--------------------|---------------------|--------------------|----------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$300,000 | \$0,000 | \$75,000 | \$0,000 | \$375,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$20,000 | \$0,000 | \$20,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$2,996,230 | \$0,000 | \$749,058 | \$0,000 | \$3,745,288 |
| | | | \$3,296,230 | \$0,000 | \$844,058 | \$0,000 | \$4,140,288 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

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|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| GW-381 | I-85 NORTHBOUND AUXILIARY/FLEX LANE | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010881 | FROM SR 140 (JIMMY CARTER BOULEVARD) TO INDIAN TRAIL-LILBURN ROAD | Sponsor | GDOT | N/A | N/A | 2.0 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$2,108,438 | \$527,109 | \$0,000 | \$0,000 | \$2,635,547 |
| | | | | \$2,348,438 | \$587,109 | \$0,000 | \$0,000 | \$2,935,547 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| GW-382 | BEAVER RUIN ROAD IN VICINITY OF SUMMEROUR MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS/BICYCLE AND PEDESTRIAN FACILITIES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012640 | | Sponsor | City of Norcross, Gwinnett Village CID | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| UTL | | 2016 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2016 | STP - Urban (>200K) (ARC) | \$756,000 | \$0,000 | \$189,000 | \$0,000 | \$945,000 |
| | | | | \$976,000 | \$0,000 | \$244,000 | \$0,000 | \$1,220,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| GW-383 | US 23/SR 13 (BUFORD HIGHWAY) PEDESTRIAN MOBILITY IMPROVEMENTS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012641 | FROM SIMPSON CIRCLE TO NORTH BERKELEY LAKE ROAD | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$920,000 | \$0,000 | \$230,000 | \$0,000 | \$1,150,000 |
| | | | | \$1,200,000 | \$0,000 | \$300,000 | \$0,000 | \$1,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| GW-384 | WESTERN GWINNETT BIKEWAY EXTENSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012883 | | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Bicycle Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$384,000 | \$0,000 | \$384,000 |
| CST | | 2018 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |
| | | | | \$900,000 | \$0,000 | \$5,409,000 | \$0,000 | \$6,309,000 |

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|-------------------|---|--------------|---|--|---------|--------------|--------------|
| GW-385 | NORCROSS TO LILBURN MULTIUSE TRAIL | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0012884 | | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$626,600 | \$0,000 | \$626,600 |
| CST | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,000,000 | \$0,000 | \$5,000,000 |
| | | | | \$300,000 | \$0,000 | \$5,701,600 | \$0,000 | \$6,001,600 |

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|-------------------|---|--------------|---|---|---------|--------------|--------------|
| GW-386 | I-85 NORTH WIDENING | Jurisdiction | Barrow County, Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 110610- | FROM HAMILTON MILL ROAD IN GWINNETT COUNTY TO SR 211 IN BARROW COUNTY | Sponsor | GDOT | 4 | 6 | TBD | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$91,453,837 | \$22,863,459 | \$0,000 | \$0,000 | \$114,317,296 |
| | | | | \$94,245,264 | \$23,561,316 | \$0,000 | \$0,000 | \$117,806,580 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-387 | SR 141 SOUTHBOUND IMPROVEMENTS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0010877 | AT PEACHTREE INDUSTRIAL BOULEVARD | Sponsor | GDOT | Var | Var | TBD | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|-----------------|------------------|----------------|------------------|
| PE | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$150,000 | \$0,000 | \$150,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$367,200 | \$91,800 | \$0,000 | \$0,000 | \$459,000 |
| | | | | \$367,200 | \$91,800 | \$250,000 | \$0,000 | \$709,000 |

| | | | | | | | |
|-------------------|-------------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|--------------------|--------------------|----------------|---------------------|
| PE | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,000,000 | \$0,000 | \$1,000,000 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000,000 | \$0,000 | \$4,000,000 |
| CST | | 2019 | National Highway Performance Program (NHPP) | \$6,400,000 | \$1,600,000 | \$0,000 | \$0,000 | \$8,000,000 |
| | | | | \$6,400,000 | \$1,600,000 | \$5,000,000 | \$0,000 | \$13,000,000 |

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|-------------------|-------------------------------------|--------------|--------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000,000 | \$0,000 | \$4,000,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$10,640,000 | \$2,660,000 | \$0,000 | \$0,000 | \$13,300,000 |
| | | | | \$10,640,000 | \$2,660,000 | \$6,000,000 | \$0,000 | \$19,300,000 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| GW-390 | GWINNETT COUNTY ATMS/ITS INFRASTRUCTURE EXPANSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Gwinnett County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|--------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$246,000 | \$0,000 | \$61,500 | \$0,000 | \$307,500 |
| CST | | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$4,674,000 | \$0,000 | \$1,168,500 | \$0,000 | \$5,842,500 |
| | | | | \$4,920,000 | \$0,000 | \$1,230,000 | \$0,000 | \$6,150,000 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| GW-391 | US 78 (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 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|----------------|----------------|----------------|--------------------|
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$125,000 | \$0,000 | \$0,000 | \$0,000 | \$125,000 |
| ROW | | 2015 | STP - Statewide Flexible (GDOT) | \$250,000 | \$0,000 | \$0,000 | \$0,000 | \$250,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$650,000 | \$0,000 | \$0,000 | \$0,000 | \$650,000 |
| | | | | \$1,025,000 | \$0,000 | \$0,000 | \$0,000 | \$1,025,000 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|------------------|----------------|-----------------|----------------|--------------------|
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$800,000 | \$0,000 | \$20,000 | \$0,000 | \$820,000 |
| | | | | \$960,000 | \$0,000 | \$60,000 | \$0,000 | \$1,020,000 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| GW-AR-242 | HOSPITAL DRIVE CONNECTOR ROAD - NEW ALIGNMENT | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0006276 | FROM INTERSECTION OF WEST LAWRENCEVILLE STREET AND MCCLURE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Sponsor | City of Duluth | 0 | 2 | 0.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2005 | STP - Urban (>200K) (ARC) | \$173,294 | \$0,000 | \$43,324 | \$0,000 | \$216,618 |
| PE | AUTH | 2014 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| ROW | | 2017 | STP - Urban (>200K) (ARC) | \$1,412,000 | \$0,000 | \$581,000 | \$0,000 | \$1,993,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$717,650 | \$0,000 | \$179,413 | \$0,000 | \$897,063 |
| | | | | \$2,342,944 | \$0,000 | \$813,737 | \$0,000 | \$3,156,681 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-020A | SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 321520- | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE | Sponsor | GDOT | 2 | 4 | 1.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| PE | AUTH | 1992 | STP - Urban (>200K) (ARC) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$56,000 | \$14,000 | \$0,000 | \$0,000 | \$70,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,043,131 | \$760,783 | \$0,000 | \$0,000 | \$3,803,914 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,862,949 | \$0,000 | \$1,862,949 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$9,812,506 | \$2,453,126 | \$0,000 | \$0,000 | \$12,265,632 |
| | | | | \$12,911,637 | \$3,227,909 | \$1,862,949 | \$0,000 | \$18,002,495 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-020B | SR 20/81 (HAMPTON STREET / KEYS FERRY ROAD) - EXTENSION AND UPGRADE OF ONE-WAY PAIR THROUGH DOWNTOWN MCDONOUGH | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 321530- | FROM WEST OF NORFOLK SOUTHERN RAIL LINE TO EAST OF LEMON STREET | Sponsor | GDOT | 2 | 4 | 1.9 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1995 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$192,000 | \$48,000 | \$0,000 | \$0,000 | \$240,000 |
| ROW | AUTH | 2011 | GA Department of Transportation Funds | \$0,000 | \$8,000,000 | \$0,000 | \$0,000 | \$8,000,000 |
| CST | | 2018 | STP - Statewide Flexible (GDOT) | \$4,333,257 | \$1,083,314 | \$0,000 | \$0,000 | \$5,416,571 |
| | | | | \$4,525,257 | \$9,131,314 | \$0,000 | \$0,000 | \$13,656,571 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| SCP | | 2015 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| PE | | 2017 | STP - Statewide Flexible (GDOT) | \$3,029,988 | \$757,497 | \$0,000 | \$0,000 | \$3,787,485 |
| ROW | | LR 2020-2030 | General Federal Aid 2020-2040 | \$20,944,362 | \$5,236,090 | \$0,000 | \$0,000 | \$26,180,452 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,003,432 | \$2,250,858 | \$0,000 | \$0,000 | \$11,254,290 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$40,860,724 | \$10,215,181 | \$0,000 | \$0,000 | \$51,075,905 |
| | | | | \$74,638,506 | \$18,659,626 | \$0,000 | \$0,000 | \$93,298,132 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | 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-110 | JODECO ROAD WIDENING AND CAMPGROUND ROAD EXTENSION/REALIGNMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT MEADOWBROOK DRIVE TO PEACH DRIVE (WIDENING OF JODECO) AND FROM PEACH DRIVE TO BRANNAN ROAD (EXTENSION/REALIGNMENT) | Sponsor | Henry County | Var | 4 | 3.0 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$16,000,000 | \$0,000 | \$16,000,000 |
| | | | | \$0,000 | \$0,000 | \$18,000,000 | \$0,000 | \$18,000,000 |

| | | | | | | | |
|---------------|--------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-113 | SR 155 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0007856 | FROM I-75 SOUTH TO SR 81 | Sponsor | GDOT | 2 | 4 | 3.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | | 2015 | National Highway Performance Program (NHPP) | \$1,120,150 | \$280,038 | \$0,000 | \$0,000 | \$1,400,188 |
| ROW | | 2019 | National Highway Performance Program (NHPP) | \$1,364,166 | \$341,041 | \$0,000 | \$0,000 | \$1,705,207 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,041,968 | \$510,492 | \$0,000 | \$0,000 | \$2,552,460 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,433,268 | \$3,108,317 | \$0,000 | \$0,000 | \$15,541,585 |
| | | | | \$16,959,552 | \$4,239,888 | \$0,000 | \$0,000 | \$21,199,440 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|--|---------|--------------|--------------|
| HE-118B | MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II - NEW ALIGNMENT | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM US 23 (ATLANTA STREET) TO SR 155 (DECATUR ROAD) | Sponsor | Henry County | 0 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$360,000 | \$0,000 | \$360,000 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$350,000 | \$0,000 | \$350,000 |
| CST | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,500,000 | \$0,000 | \$2,500,000 |
| | | | | \$0,000 | \$0,000 | \$3,210,000 | \$0,000 | \$3,210,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|--|---------|--------------|--------------|
| HE-118C | METRO ARTERIAL CONNECTOR - 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 | 4 | 1.2 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | | LR 2020-2030 | 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 | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 20 (LAWRENCEVILLE STREET) TO SR 81 (KEYS FERRY ROAD) | Sponsor | Henry County | 0 | 4 | 1.1 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$15,100,000 | \$0,000 | \$15,100,000 |
| | | | | \$0,000 | \$0,000 | \$15,100,000 | \$0,000 | \$15,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-118E | MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE IV - 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 | 4 | 0.6 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$5,900,000 | \$0,000 | \$5,900,000 |
| | | | \$0,000 | \$0,000 | \$5,900,000 | \$0,000 | \$5,900,000 |

| | | | | | | | |
|-----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-126A1 | HAMPTON LOCUST GROVE ROAD WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 20 (MCDONOUGH ROAD) TO SR 155 | Sponsor | Henry County | 2 | 4 | 5.8 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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-126A2 | HAMPTON LOCUST GROVE ROAD BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0006317 | AT TOWALIGA RIVER | Sponsor | GDOT | 2 | 4 | N/A | 2040 |
| Long Range | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$1,028,800 | \$257,200 | \$0,000 | \$0,000 | \$1,286,000 |
| | | | \$1,028,800 | \$257,200 | \$0,000 | \$0,000 | \$1,286,000 |

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-126B | BILL GARDNER PARKWAY WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0000562 | AT SR 155 TO LESTER MILL ROAD (4 LANES) AND FROM LESTER MILL ROAD TO I-75 SOUTH (6 LANES) | Sponsor | Henry County | 2 | 4/6 | 3.4 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-132C | EAGLES LANDING PARKWAY WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EAGLES POINTE PARKWAY TO US 23 | Sponsor | Henry County | 4 | 6 | 2.2 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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-134A | FAIRVIEW ROAD: PHASE I - WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ANVIL BLOCK ROAD TO SPRAGGINS MEMORIAL PARKWAY | Sponsor | Henry County | 2 | 4 | 3.4 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|----------------|---------------------|----------------|---------------------|--------------|
| PE | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$364,502 | \$0,000 | \$364,502 |
| ROW | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,500,000 | \$0,000 | \$3,500,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$10,100,000 | \$0,000 | \$10,100,000 |
| | | | \$0,000 | \$0,000 | \$13,964,502 | \$0,000 | \$13,964,502 | |

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-134B | FAIRVIEW ROAD: PHASE II | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SCRAGGINS MEMORIAL PARKWAY TO SWAN LAKE ROAD | Sponsor | Henry County | 2 | 4 | 1.6 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | LR 2020-2030 | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-134C | FAIRVIEW ROAD: PHASE III | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DEKALB COUNTY LINE TO COOK ROAD | Sponsor | Henry County | 2 | 4 | 1.3 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | 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 | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM VALLEY HILL ROAD TO FAIRVIEW ROAD | Sponsor | Henry County | 2 | 4 | 5.4 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | LR 2020-2030 | 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 | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EAST ATLANTA ROAD TO FLAT ROCK ROAD | Sponsor | Henry County | 2 | 4 | 2.5 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 155 TO AIRLINE ROAD | Sponsor | Henry County | 2 | 4 | 3.5 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|-----------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-140 | MILLERS MILL ROAD WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 138 TO SR 155 | Sponsor | Henry County | 2 | 4 | 3.8 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FAIRVIEW ROAD TO FLAT ROCK ROAD | Sponsor | Henry County | 2 | 4 | 3.1 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 |
| N/A | FROM EAGLES LANDING PARKWAY TO RED OAK ROAD | Sponsor | Henry County | 2 | 4 | 1.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$600,000 | \$0,000 | \$600,000 |
| ROW | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$3,000,000 | \$0,000 | \$3,000,000 |
| CST | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$15,840,000 | \$0,000 | \$15,840,000 |
| | | | \$0,000 | \$0,000 | \$19,440,000 | \$0,000 | \$19,440,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| 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 | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD | Sponsor | Henry County | 0 | 2 | 3.1 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$950,000 | \$0,000 | \$950,000 |
| ROW | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,000,000 | \$0,000 | \$4,000,000 |
| CST | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$12,000,000 | \$0,000 | \$12,000,000 |
| | | | \$0,000 | \$0,000 | \$16,950,000 | \$0,000 | \$16,950,000 |

| | | | | | | | |
|---------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| HE-194 | JODECO ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0012642 | AT BLACKHALL ROAD | Sponsor | Henry County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | STP - Urban (>200K) (ARC) | \$114,400 | \$0,000 | \$28,600 | \$0,000 | \$143,000 |
| ROW | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| UTL | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$814,400 | \$0,000 | \$203,600 | \$0,000 | \$1,018,000 |
| | | | \$1,248,800 | \$0,000 | \$312,200 | \$0,000 | \$1,561,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| HE-195 | MCDONOUGH TOWN CENTER AND ATLANTA STREET BICYCLE AND PEDESTRIAN ACCESSIBILITY | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0012643 | | Sponsor | City of McDonough | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$152,000 | \$0,000 | \$38,000 | \$0,000 | \$190,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,360,000 | \$0,000 | \$340,000 | \$0,000 | \$1,700,000 |
| | | | | \$1,512,000 | \$0,000 | \$378,000 | \$0,000 | \$1,890,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------|--|---------|--------------|--------------|
| HE-196 | ELLIOTT ROAD BRIDGE REPLACEMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0011690 | AT WALNUT CREEK | Sponsor | GDOT | 2 | 2 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | STP - Off-System Bridge | \$244,800 | \$61,200 | \$0,000 | \$0,000 | \$306,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| UTL | | 2017 | STP - Off-System Bridge | \$43,297 | \$10,824 | \$0,000 | \$0,000 | \$54,121 |
| CST | | 2017 | STP - Off-System Bridge | \$1,298,919 | \$324,730 | \$0,000 | \$0,000 | \$1,623,649 |
| | | | | \$1,587,016 | \$396,754 | \$300,000 | \$0,000 | \$2,283,770 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------|--|---------|--------------|--------------|
| HE-197 | BLACKHALL ROAD BRIDGE REPLACEMENT | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0011691 | AT RUM CREEK | Sponsor | GDOT | 2 | 2 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2014 | Bridge (Off-System) | \$240,000 | \$60,000 | \$0,000 | \$0,000 | \$300,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$1,200,000 | \$300,000 | \$0,000 | \$0,000 | \$1,500,000 |
| | | | | \$1,480,000 | \$370,000 | \$300,000 | \$0,000 | \$2,150,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| HE-920B | SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 342970- | FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY | Sponsor | GDOT | 2 | 4 | 7.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------------|------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$1,320,000 | \$330,000 | \$0,000 | \$0,000 | \$1,650,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$5,994,552 | \$1,498,638 | \$0,000 | \$0,000 | \$7,493,190 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$8,659,457 | \$2,164,864 | \$0,000 | \$0,000 | \$10,824,321 |
| UTL | LR 2020-2030 | | General Federal Aid 2020-2040 | \$3,491,985 | \$872,996 | \$0,000 | \$0,000 | \$4,364,981 |
| CST | LR 2020-2030 | | General Federal Aid 2020-2040 | \$29,485,098 | \$7,371,275 | \$0,000 | \$0,000 | \$36,856,373 |
| | | | | \$49,351,092 | \$12,337,773 | \$0,000 | \$0,000 | \$61,688,865 |

| | | | | | | | |
|-------------------|------------------------------------|--------------|-----------------------|--|---------|--------------|--------------|
| M-AR-274B2 | MARTA CLEAN BUS PROCUREMENT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2015 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2016 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2017 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2018 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| CST | | 2019 | Bus - New (80/20) | \$1,550,000 | \$0,000 | \$387,500 | \$0,000 | \$1,937,500 |
| | | | | \$12,350,000 | \$0,000 | \$3,087,500 | \$0,000 | \$15,437,500 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-----------------------|------------------------------------|--------------|-----------------------|--|---------|--------------|--------------|
| 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 | 2030 |
| Long Range | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | LR 2020-2030 | Bus - New (80/20) | \$17,050,000 | \$0,000 | \$4,262,500 | \$0,000 | \$21,312,500 |
| | | | \$17,050,000 | \$0,000 | \$4,262,500 | \$0,000 | \$21,312,500 |

| | | | | | | | |
|-----------------------|------------------------------------|--------------|-----------------------|--|---------|--------------|--------------|
| 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 | 2040 |
| Long Range | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| CST | AUTH | Clean Fuels Formula Program | \$3,450,000 | \$0,000 | \$862,500 | \$0,000 | \$4,312,500 |
| CST | AUTH | Clean Fuels Formula Program | \$3,896,160 | \$0,000 | \$974,040 | \$0,000 | \$4,870,200 |
| CST | | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | Clean Fuels Formula Program | \$3,700,000 | \$0,000 | \$925,000 | \$0,000 | \$4,625,000 |
| CST | | 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-----------------------|------------------------------------|--------------|-----------------------|--|---------|--------------|--------------|
| M-AR-274B3-LR1 | MARTA CLEAN BUS PROCUREMENT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2030 |
| Long Range | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-----------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| CST | LR 2020-2030 | Clean Fuels Formula Program | \$40,700,000 | \$0,000 | \$10,175,000 | \$0,000 | \$50,875,000 |
| | | | \$40,700,000 | \$0,000 | \$10,175,000 | \$0,000 | \$50,875,000 |

| | | | | | | | |
|-----------------------|------------------------------------|--------------|-----------------------|--|---------|--------------|--------------|
| 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 | 2040 |
| Long Range | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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-305 | CLEAN FUEL BUS REPLACEMENT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Transit / Facilities Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|-----------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| CST | 2013 | State of Good Repair Grant (5337) | \$6,843,200 | \$0,000 | \$1,710,800 | \$0,000 | \$8,554,000 |
| | | | \$6,843,200 | \$0,000 | \$1,710,800 | \$0,000 | \$8,554,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| M-AR-312 | MARTA RAIL STATIONS - BICYCLE AND PEDESTRIAN ACCESS IMPROVEMENTS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| 0012644 | | Sponsor | MARTA | N/A | N/A | N/A | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$150,000 | \$0,000 | \$150,000 |
| CST | | 2014 | STP - Urban (>200K) (ARC) | \$820,000 | \$0,000 | \$205,000 | \$0,000 | \$1,025,000 |
| | | | | \$820,000 | \$0,000 | \$355,000 | \$0,000 | \$1,175,000 |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| M-AR-313 | MARTA RAIL SERVICE FREQUENCY IMPROVEMENTS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Operations & Maintenance | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|--------------------|----------------|--------------------|
| CST | | 2014 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$6,484,450 | \$0,000 | \$1,621,113 | \$0,000 | \$8,105,563 |
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$515,000 | \$0,000 | \$128,888 | \$0,000 | \$643,888 |
| | | | | \$6,999,450 | \$0,000 | \$1,750,001 | \$0,000 | \$8,749,451 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------|--|---------|--------------|--------------|
| M-AR-314 | MARTA COMPRESSED NATURAL GAS (CNG) BUS ACQUISITION | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | MARTA | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Transit / Bus Capital | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|--------------------|----------------|--------------------|
| CST | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$5,784,450 | \$0,000 | \$1,446,113 | \$0,000 | \$7,230,563 |
| | | | | \$5,784,450 | \$0,000 | \$1,446,113 | \$0,000 | \$7,230,563 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| NE-003 | SR 36 (EAST COVINGTON BYPASS) WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0006666 | FROM JACKSON ROAD TO US 278 | Sponsor | GDOT | 2 | 4 | 2.5 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$25,159,001 | \$6,289,750 | \$0,000 | \$0,000 | \$31,448,751 |
| | | | \$25,159,001 | \$6,289,750 | \$0,000 | \$0,000 | \$31,448,751 |

| | | | | | | | |
|---------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 4 | 1.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ROW | 2016 | STP - Statewide Flexible (GDOT) | \$9,717,336 | \$2,429,334 | \$0,000 | \$0,000 | \$12,146,670 |
| CST | 2018 | STP - Statewide Flexible (GDOT) | \$7,497,264 | \$1,874,316 | \$0,000 | \$0,000 | \$9,371,580 |
| | | | \$17,214,600 | \$4,303,650 | \$0,000 | \$0,000 | \$21,518,250 |

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| NE-005B | SR 142 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 242230- | FROM AIRPORT ENTRANCE APPROXIMATELY 1000' NORTH OF ALCOVY ROAD TO HAZELBRAND ROAD | Sponsor | GDOT | 2 | 4 | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|--------------------|----------------|----------------|---------------------|--------------|
| PE | AUTH | 1998 | STP - Statewide Flexible (GDOT) | \$1,042,122 | \$260,531 | \$0,000 | \$0,000 | \$1,302,653 |
| ROW | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$3,200,000 | \$800,000 | \$0,000 | \$0,000 | \$4,000,000 |
| UTL | | 2016 | National Highway Performance Program (NHPP) | \$1,116,349 | \$279,087 | \$0,000 | \$0,000 | \$1,395,436 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$9,366,675 | \$2,341,669 | \$0,000 | \$0,000 | \$11,708,344 |
| | | | \$14,725,146 | \$3,681,287 | \$0,000 | \$0,000 | \$18,406,433 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| NE-007 | US 278 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 231630- | FROM COVINGTON BYPASS TO SR 142 | Sponsor | GDOT | 2 | 4 | 2.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | STP - Statewide Flexible (GDOT) | \$560,000 | \$140,000 | \$0,000 | \$0,000 | \$700,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$160,000 | \$40,000 | \$0,000 | \$0,000 | \$200,000 |
| ROW | | 2014 | STP - Statewide Flexible (GDOT) | \$2,510,400 | \$627,600 | \$0,000 | \$0,000 | \$3,138,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$7,035,181 | \$1,758,795 | \$0,000 | \$0,000 | \$8,793,976 |
| | | | | \$10,265,581 | \$2,566,395 | \$0,000 | \$0,000 | \$12,831,976 |

| | | | | | | | |
|-------------------|-------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$24,383,125 | \$6,095,781 | \$0,000 | \$0,000 | \$30,478,906 |
| | | | | \$24,383,125 | \$6,095,781 | \$0,000 | \$0,000 | \$30,478,906 |

| | | | | | | | |
|-------------------|-------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0009706 | FROM ROCKDALE COUNTY LINE TO I-20 EAST | Sponsor | Newton County | Var | Var | 2.2 | 2030 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| 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 | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$4,204,000 | \$0,000 | \$4,204,000 |
| UTL | | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$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-075 | TURKEY CREEK/YELLOW RIVER TRAIL | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0007592 | FROM TURNER LAKE PARK TO NEWTON COUNTY EDUCATIONAL COMPLEX | Sponsor | Newton County | N/A | N/A | 2.2 | 2015 |
| Programmed | | Service Type | Last Mile Connectivity / Sidepaths and Trails | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|-----------------|------------------|----------------|--------------------|-----------|
| PE | AUTH | 2008 | Federal Earmark Funding | \$75,000 | \$0,000 | \$18,750 | \$0,000 | \$93,750 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$320,000 | \$80,000 | \$0,000 | \$0,000 | \$400,000 |
| CST | | 2017 | Federal Earmark Funding | \$524,925 | \$0,000 | \$384,075 | \$0,000 | \$909,000 |
| | | | \$919,925 | \$80,000 | \$402,825 | \$0,000 | \$1,402,750 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| NE-090 | PACE STREET COMPLETE STREET RETROFIT AND BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0010331 | FROM FLOYD STREET TO US 278 | Sponsor | City of Covington | 4 | 2 | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Complete Street Retrofit | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 |
| ROW | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$122,400 | \$0,000 | \$122,400 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,748,000 | \$0,000 | \$437,000 | \$0,000 | \$2,185,000 |
| | | | | \$1,908,000 | \$0,000 | \$599,400 | \$0,000 | \$2,507,400 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| NE-099A | CROWELL ROAD INTERSECTION IMPROVEMENT | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0012645 | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Sponsor | Newton County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$110,400 | \$0,000 | \$27,600 | \$0,000 | \$138,000 |
| UTL | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$20,000 | \$0,000 | \$5,000 | \$0,000 | \$25,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$333,600 | \$0,000 | \$83,400 | \$0,000 | \$417,000 |
| | | | | \$464,000 | \$0,000 | \$116,000 | \$0,000 | \$580,000 |

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|-------------------|---|--------------|--|--|---------|--------------|--------------|
| NE-099B | CROWELL ROAD INTERSECTION IMPROVEMENT | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0012646 | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Sponsor | Newton County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$146,400 | \$0,000 | \$36,600 | \$0,000 | \$183,000 |
| ROW | | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$8,000 | \$0,000 | \$2,000 | \$0,000 | \$10,000 |
| UTL | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$20,000 | \$0,000 | \$5,000 | \$0,000 | \$25,000 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$705,600 | \$0,000 | \$176,400 | \$0,000 | \$882,000 |
| | | | | \$880,000 | \$0,000 | \$220,000 | \$0,000 | \$1,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|---|--|---------|--------------|--------------|
| 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 |
| 0012647 | | Sponsor | City of Covington, City of Oxford | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Urban (>200K) (ARC) | \$594,000 | \$0,000 | \$148,500 | \$0,000 | \$742,500 |
| | | | | \$594,000 | \$0,000 | \$248,500 | \$0,000 | \$842,500 |

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|-------------------|--|--------------|--|--|---------|--------------|--------------|
| NE-101 | SR 81 INTERSECTION IMPROVEMENTS | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0012648 | AT SR 142 | Sponsor | Newton County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|------------------|----------------|------------------|----------------|------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$72,000 | \$0,000 | \$18,000 | \$0,000 | \$90,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$80,000 | \$0,000 | \$20,000 | \$0,000 | \$100,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$520,000 | \$0,000 | \$130,000 | \$0,000 | \$650,000 |
| | | | | \$752,000 | \$0,000 | \$188,000 | \$0,000 | \$940,000 |

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|-------------------|----------------------------------|--------------|---------------------------------|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2015 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| CST | | 2016 | STP - Statewide Flexible (GDOT) | \$7,517,325 | \$1,879,331 | \$0,000 | \$0,000 | \$9,396,656 |
| | | | | \$7,829,325 | \$1,957,331 | \$0,000 | \$0,000 | \$9,786,656 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| PA-015B | BILL CARRUTH PARKWAY: PHASE 2 - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM RAILROAD BRIDGE TO NEBO ROAD | Sponsor | Paulding County | 2 | 4 | 1.6 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$500,000 | \$0,000 | \$500,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |
| | | | | \$0,000 | \$0,000 | \$15,700,000 | \$0,000 | \$15,700,000 |

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| PA-015C | BILL CARRUTH PARKWAY: PHASE 3 - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM NEBO ROAD TO SR 92 (HIRAM DOUGLASVILLE HIGHWAY) | Sponsor | Paulding County | 2 | 4 | 1.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$300,000 | \$0,000 | \$300,000 |
| ROW | AUTH | 2012 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$7,500,000 | \$0,000 | \$7,500,000 |
| | | | | \$0,000 | \$0,000 | \$8,000,000 | \$0,000 | \$8,000,000 |

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|-------------------|--|--------------|----------------------------------|---|---------|--------------|--------------|
| PA-027 | SR 92 BRIDGE REPLACEMENT AND WIDENING | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 632921- | AT SOUTHERN RAIL LINE IN DOWNTOWN HIRAM | Sponsor | GDOT | 2 | 4 | 0.3 | 2030 |
| Programmed | | Service Type | Roadway / Bridge Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | AUTH | 2006 | Bridge (On-System) | \$10,400 | \$2,600 | \$0,000 | \$0,000 | \$13,000 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$2,163,921 | \$540,980 | \$0,000 | \$0,000 | \$2,704,901 |
| | | | | \$2,214,321 | \$553,580 | \$0,000 | \$0,000 | \$2,767,901 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|---------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-032 | DABBS BRIDGE ROAD WIDENING | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0001175 | FROM SR 61 (CARTERSVILLE HIGHWAY) IN PAULDING COUNTY TO US 41 (NORTH COBB PARKWAY) IN COBB COUNTY | Sponsor | Paulding County | 2 | 4 | 6.2 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|----------------|---------------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$20,732,000 | \$0,000 | \$10,250,000 | \$0,000 | \$30,982,000 |
| | | | \$20,732,000 | \$0,000 | \$10,250,000 | \$0,000 | \$30,982,000 |

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|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-036B | CEDARCREST ROAD WIDENING | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE | Sponsor | Paulding County | 2 | 4 | 2.7 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$18,000,000 | \$4,500,000 | \$0,000 | \$0,000 | \$22,500,000 |
| | | | \$18,000,000 | \$4,500,000 | \$0,000 | \$0,000 | \$22,500,000 |

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|----------------|------------------------------------|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 5.3 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| PE | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,900,000 | \$0,000 | \$2,900,000 |
| | | | \$0,000 | \$0,000 | \$2,900,000 | \$0,000 | \$2,900,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-061C1 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 621570- | 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1997 | STP - Statewide Flexible (GDOT) | \$1,432,367 | \$358,092 | \$0,000 | \$0,000 | \$1,790,459 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$10,890,999 | \$2,722,750 | \$0,000 | \$0,000 | \$13,613,749 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,975,306 | \$743,827 | \$0,000 | \$0,000 | \$3,719,133 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$23,426,282 | \$5,856,571 | \$0,000 | \$0,000 | \$29,282,853 |
| | | | | \$38,804,954 | \$9,701,240 | \$0,000 | \$0,000 | \$48,506,194 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|--|---------|--------------|--------------|
| PA-062 | PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0007285 | FROM END OF EXISTING AIRPORT PARKWAY ON NEW LOCATION TO A CUL-DE-SAC | Sponsor | Paulding County | 0 | 2 | 1.0 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2006 | Federal Earmark Funding | \$0,000 | \$0,000 | \$403,385 | \$0,000 | \$403,385 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,420,000 | \$0,000 | \$1,420,000 |
| CST | | 2016 | Federal Earmark Funding | \$1,606,500 | \$0,000 | \$178,513 | \$0,000 | \$1,785,013 |
| | | | | \$1,614,500 | \$2,000 | \$2,001,898 | \$0,000 | \$3,618,398 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-063 | PAULDING COUNTY TECHNOLOGY PARK LOCAL ACCESS ROAD: PHASE 2 - NEW ALIGNMENT | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0008037 | FROM PAULDING COUNTY BUSINESS AND TECHNOLOGY PARK ROADWAY ON NEW LOCATION TO A CUL-DE-SAC | Sponsor | Paulding County | 0 | 2 | 0.5 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | 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 | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,013,000 | \$0,000 | \$1,013,000 |
| CST | | 2016 | Appalachian Local Access | \$1,000,000 | \$0,000 | \$1,456,961 | \$0,000 | \$2,456,961 |
| | | | | \$1,040,000 | \$10,000 | \$2,595,961 | \$0,000 | \$3,645,961 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-092A | SR 92 (HIRAM DOUGLASVILLE HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0007691 | FROM BETWEEN BROWN AND MALONE STREETS IN DOUGLAS COUNTY (TERMINUS OF DO-282C) TO NEBO ROAD IN PAULDING COUNTY | Sponsor | GDOT | 2 | 6 | 6.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$0,000 | \$0,000 | \$1,000,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$1,440,000 | \$360,000 | \$0,000 | \$0,000 | \$1,800,000 |
| ROW | | 2014 | STP - Statewide Flexible (GDOT) | \$15,691,680 | \$3,922,920 | \$0,000 | \$0,000 | \$19,614,600 |
| UTL | | 2017 | STP - Statewide Flexible (GDOT) | \$4,439,517 | \$1,109,879 | \$0,000 | \$0,000 | \$5,549,396 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$33,594,862 | \$8,398,715 | \$0,000 | \$0,000 | \$41,993,577 |
| | | | | \$55,966,059 | \$13,991,514 | \$0,000 | \$0,000 | \$69,957,573 |

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| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2002 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | AUTH | 2005 | STP - Urban (>200K) (ARC) | \$1,856,000 | \$464,000 | \$0,000 | \$0,000 | \$2,320,000 |
| ROW | AUTH | 2006 | STP - Urban (>200K) (ARC) | \$1,225,600 | \$306,400 | \$0,000 | \$0,000 | \$1,532,000 |
| ROW | | 2018 | STP - Statewide Flexible (GDOT) | \$15,893,711 | \$3,973,428 | \$0,000 | \$0,000 | \$19,867,139 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$2,306,440 | \$576,610 | \$0,000 | \$0,000 | \$2,883,050 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$27,091,284 | \$6,772,821 | \$0,000 | \$0,000 | \$33,864,105 |
| | | | | \$48,373,035 | \$12,093,259 | \$0,000 | \$0,000 | \$60,466,294 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-092C | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0007692 | FROM SR 120 (MARIETTA HIGHWAY) TO CEDARCREST ROAD | Sponsor | GDOT | 2 | 4 | 8.4 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| PE | AUTH | 2007 | STP - Statewide Flexible (GDOT) | \$400,000 | \$100,000 | \$0,000 | \$0,000 | \$500,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$320,000 | \$80,000 | \$0,000 | \$0,000 | \$400,000 |
| ROW | | 2017 | STP - Statewide Flexible (GDOT) | \$14,903,792 | \$3,725,948 | \$0,000 | \$0,000 | \$18,629,740 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,307,200 | \$1,326,800 | \$0,000 | \$0,000 | \$6,634,000 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$21,770,979 | \$5,442,745 | \$0,000 | \$0,000 | \$27,213,724 |
| | | | | \$42,701,971 | \$10,675,493 | \$0,000 | \$0,000 | \$53,377,464 |

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| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| PA-092E | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| 0006857 | FROM CEDARCREST ROAD TO COBB COUNTY LINE NORTH OF OLD STILESBORO ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Sponsor | GDOT | 2 | 4 | 2.0 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 2006 | STP - Statewide Flexible (GDOT) | \$500,000 | \$125,000 | \$0,000 | \$0,000 | \$625,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$24,000 | \$6,000 | \$0,000 | \$0,000 | \$30,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$2,208,145 | \$552,036 | \$0,000 | \$0,000 | \$2,760,181 |
| UTL | | LR 2020-2030 | General Federal Aid 2020-2040 | \$4,813,379 | \$1,203,345 | \$0,000 | \$0,000 | \$6,016,724 |
| CST | | LR 2020-2030 | General Federal Aid 2020-2040 | \$12,056,726 | \$1,512,858 | \$0,000 | \$0,000 | \$13,569,584 |
| | | | | \$19,602,250 | \$3,399,239 | \$0,000 | \$0,000 | \$23,001,489 |

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| PA-095 | JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0010332 | | Sponsor | City of Dallas | N/A | N/A | 0.7 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 | | 2014 | STP - Urban (>200K) (ARC) | \$52,000 | \$0,000 | \$13,000 | \$0,000 | \$65,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$120,000 | \$0,000 | \$30,000 | \$0,000 | \$150,000 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$240,000 | \$0,000 | \$60,000 | \$0,000 | \$300,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,428,936 | \$0,000 | \$422,234 | \$0,000 | \$1,851,170 |
| | | | | \$2,000,936 | \$0,000 | \$565,234 | \$0,000 | \$2,566,170 |

| | | | | | | | |
|------------------|---|--------------|------------------|--|---------|--------------|--------------|
| PA-100 | DALLAS BATTLEFIELD TRAIL: PHASE 2 - SCOPING AND ENGINEERING ANALYSIS | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0012885 | | Sponsor | City of Dallas | N/A | N/A | N/A | 2020 |
| Completed | | Service Type | Other / Planning | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| | | | | \$200,000 | \$0,000 | \$50,000 | \$0,000 | \$250,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| PA-101A | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE I | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Paulding County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$197,855 | \$0,000 | \$49,464 | \$0,000 | \$247,319 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,297,000 | \$0,000 | \$600,000 | \$0,000 | \$1,897,000 |
| | | | | \$1,494,855 | \$0,000 | \$649,464 | \$0,000 | \$2,144,319 |

| | | | | | | | |
|-------------------|---|--------------|-------------------------------|--|---------|--------------|--------------|
| PA-101B | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE II | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| TBD | | Sponsor | Paulding County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|--|--------------------|----------------|------------------|----------------|--------------------|
| PE | | 2015 | STP - Urban (>200K) (ARC) | \$150,338 | \$0,000 | \$37,584 | \$0,000 | \$187,922 |
| CST | | 2016 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$1,012,000 | \$0,000 | \$434,000 | \$0,000 | \$1,446,000 |
| | | | | \$1,162,338 | \$0,000 | \$471,584 | \$0,000 | \$1,633,922 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| RO-015E | PARKER ROAD / MILLERS CHAPEL ROAD WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0004433 | FROM FLAT SHOALS ROAD TO SR 138 | Sponsor | GRTA | 2 | 4 | 1.2 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|
| PE | AUTH | 2003 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$325,000 | \$325,000 |
| PE | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$12,000 | \$3,000 | \$0,000 | \$0,000 | \$15,000 |
| ROW | AUTH | 2010 | STP - Statewide Flexible (GDOT) | \$1,000,000 | \$0,000 | \$1,588,708 | \$0,000 | \$2,588,708 |
| UTL | | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$1,206,278 | \$0,000 | \$1,206,278 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$2,602,769 | \$650,692 | \$0,000 | \$0,000 | \$3,253,461 |
| | | | | \$3,614,769 | \$653,692 | \$2,794,986 | \$325,000 | \$7,388,447 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | 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 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | LR 2031-2040 | 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-034 | OLD COVINGTON HIGHWAY WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 752270- | FROM GREEN STREET TO SR 138/20 (WALNUT GROVE ROAD) | Sponsor | GRTA | 2 | 4 | 0.7 | 2020 |
| Completed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|------------------|--------------------|--------------------|---------------------|
| PE | AUTH | 2004 | State Bonds | \$0,000 | \$0,000 | \$0,000 | \$307,000 | \$307,000 |
| ROW | AUTH | 2007 | State Bonds | \$0,000 | \$0,000 | \$3,128,850 | \$1,737,000 | \$4,865,850 |
| ROW | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$2,400,000 | \$600,000 | \$0,000 | \$0,000 | \$3,000,000 |
| UTL | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$313,289 | \$0,000 | \$313,289 |
| CST | AUTH | 2014 | STP - Statewide Flexible (GDOT) | \$800,000 | \$200,000 | \$1,529,505 | \$0,000 | \$2,529,505 |
| | | | | \$3,200,000 | \$800,000 | \$4,971,644 | \$2,044,000 | \$11,015,644 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|--|---------|--------------|--------------|
| RO-138B | SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0002040 | FROM EBENEZER ROAD / STANTON ROAD TO PARKER ROAD | Sponsor | GDOT | 2 | 2 | 1.1 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|------------------|----------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$76,000 | \$0,000 | \$76,000 |
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$42,448 | \$10,612 | \$0,000 | \$0,000 | \$53,060 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$82,705 | \$0,000 | \$82,705 |
| CST | | 2016 | National Highway Performance Program (NHPP) | \$967,922 | \$241,981 | \$0,000 | \$0,000 | \$1,209,903 |
| | | | | \$1,010,370 | \$252,593 | \$158,705 | \$0,000 | \$1,421,668 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| RO-138C | SALEM ROAD CONNECTOR (OLD SALEM ROAD REALIGNMENT) | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 721582 | FROM IN VICINITY OF SR 20/138 - RELOCATE INTERSECTION TO SOUTH AWAY FROM I-20 | Sponsor | Rockdale County | 4 | 4 | 0.4 | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-------|--------|------|---------------------------------------|---------------------|--------------------|------------------|----------------|---------------------|
| PE | AUTH | 2006 | 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 | | 2018 | STP - Statewide Flexible (GDOT) | \$21,948,043 | \$5,487,011 | \$0,000 | \$0,000 | \$27,435,054 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$2,663,805 | \$665,951 | \$0,000 | \$0,000 | \$3,329,756 |
| | | | | \$24,651,848 | \$6,162,962 | \$200,000 | \$0,000 | \$31,014,810 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| RO-206 | SR 162 (SALEM ROAD) WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0004434 | FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY | Sponsor | GDOT | 2 | 4 | 1.9 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$12,105,262 | \$3,026,315 | \$0,000 | \$0,000 | \$15,131,577 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$9,226,894 | \$2,306,723 | \$0,000 | \$0,000 | \$11,533,617 |
| | | | | \$21,332,156 | \$5,333,038 | \$0,000 | \$0,000 | \$26,665,194 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| RO-217A | OLD SALEM ROAD: SEGMENT 1 - WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FLAT SHOALS ROAD TO SALEM GATE DRIVE | Sponsor | Rockdale County | 2 | 4 | 0.8 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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-217B | OLD SALEM ROAD: SEGMENT 2 | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006078 | FROM FLAT SHOALS ROAD TO SR 162 (SALEM ROAD) IN NEWTON COUNTY | Sponsor | Rockdale County | 2 | 4 | 3.4 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | LR 2031-2040 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$41,627,446 | \$0,000 | \$41,627,446 |
| | | | \$0,000 | \$0,000 | \$41,627,446 | \$0,000 | \$41,627,446 |

| | | | | | | | |
|----------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| RO-222B | EAST FREEWAY DRIVE EXTENSION: PHASE II - NEW ALIGNMENT | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM OLD MCDONOUGH HIGHWAY TO PARKER ROAD | Sponsor | Rockdale County | 0 | 4 | 0.6 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---------------------------------|--|---------|--------------|--------------|
| RO-229 | SR 212 (SCOTT HIGHWAY) BRIDGE REPLACEMENT | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 742980- | AT HONEY CREEK | Sponsor | GDOT | 2 | 2 | 0.8 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2002 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | Bridge (On-System) | \$120,000 | \$30,000 | \$0,000 | \$0,000 | \$150,000 |
| ROW | | 2014 | STP - Statewide Flexible (GDOT) | \$204,000 | \$51,000 | \$0,000 | \$0,000 | \$255,000 |
| UTL | | 2015 | STP - Statewide Flexible (GDOT) | \$109,866 | \$27,467 | \$0,000 | \$0,000 | \$137,333 |
| CST | | 2015 | STP - Statewide Flexible (GDOT) | \$2,388,259 | \$597,065 | \$0,000 | \$0,000 | \$2,985,324 |
| | | | | \$2,822,125 | \$705,532 | \$0,000 | \$0,000 | \$3,527,657 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| RO-235A | SIGMAN ROAD EXTENSION / HAYDEN QUARRY ROAD - NEW ALIGNMENT | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006931 | FROM DEKALB COUNTY LINE TO I-20 AT SIGMAN ROAD | Sponsor | Rockdale County | 0 | 4 | 0.9 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|-----------------|--------------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$12,230,400 | \$10,000 | \$5,847,600 | \$0,000 | \$18,088,000 |
| | | | | \$12,230,400 | \$10,000 | \$5,847,600 | \$0,000 | \$18,088,000 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| RO-235C | SIGMAN ROAD WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 752190- | FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD | Sponsor | Rockdale County | 2 | 4 | 1.3 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|--------------------|------------------|--------------------|----------------|--------------------|
| PE | AUTH | 1996 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,943,000 | \$0,000 | \$2,943,000 |
| CST | | 2017 | National Highway Performance Program (NHPP) | \$3,770,087 | \$942,522 | \$0,000 | \$0,000 | \$4,712,609 |
| | | | | \$3,770,087 | \$942,522 | \$2,943,000 | \$0,000 | \$7,655,609 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| RO-235D | SIGMAN ROAD WIDENING | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| 752200- | FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER] | Sponsor | GDOT | 2 | 4 | 2.7 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|--------------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$4,600,000 | \$1,150,000 | \$2,457,000 | \$0,000 | \$8,207,000 |
| | | | \$4,600,000 | \$1,150,000 | \$2,457,000 | \$0,000 | \$8,207,000 |

| | | | | | | | |
|-----------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | 2.7 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|--------------------|--------------------|--------------------|----------------|--------------------|
| ALL | LR 2020-2030 | General Federal Aid 2020-2040 | \$5,348,800 | \$1,215,600 | \$2,092,600 | \$0,000 | \$8,657,000 |
| | | | \$5,348,800 | \$1,215,600 | \$2,092,600 | \$0,000 | \$8,657,000 |

| | | | | | | | |
|---------------|--|--------------|-------------------------------|--|---------|--------------|--------------|
| RO-237 | KLONDIKE ROAD INTERSECTION IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006932 | AT MCDANIEL MILL ROAD / HURST ROAD | Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|-----------|------|-----------|---------------------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$50,000 | \$0,000 | \$50,000 |
| PE- OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$20,000 | \$5,000 | \$0,000 | \$0,000 | \$25,000 |
| ROW | AUTH | 2009 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$150,000 | \$0,000 | \$150,000 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$1,149,600 | \$0,000 | \$744,906 | \$0,000 | \$1,894,506 |
| | | | | \$1,169,600 | \$5,000 | \$944,906 | \$0,000 | \$2,119,506 |

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Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| 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 | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$76,818,840 | \$19,204,710 | \$0,000 | \$0,000 | \$96,023,550 |
| | | | \$76,818,840 | \$19,204,710 | \$0,000 | \$0,000 | \$96,023,550 |

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| RO-242C | SR 20 (LOGANVILLE HIGHWAY) INTERSECTION IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006935 | AT WEST HIGHTOWER TRAIL | Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|-----------|------|-----------|---------------------------------------|-----------------|------------------|----------------|--------------------|--------------------|
| PE | AUTH | 2007 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| PE- OV | AUTH | 2011 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$148,000 | \$0,000 | \$148,000 |
| UTL | | 2019 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$59,600 | \$0,000 | \$59,600 |
| CST | | 2019 | STP - Urban (>200K) (ARC) | \$775,200 | \$0,000 | \$603,830 | \$0,000 | \$1,379,030 |
| | | | \$815,200 | \$10,000 | \$911,430 | \$0,000 | \$1,736,630 | |

| | | | | | | | |
|-------------------|--|--------------|---|--|---------|--------------|--------------|
| RO-243 | COMMERCE CROSSING / I-20 OVERPASS - NEW ALIGNMENT | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006934 | FROM OLD SALEM ROAD TO OLD COVINGTON HIGHWAY | Sponsor | Rockdale County | 0 | 4 | 0.4 | 2030 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|---------------------------------------|--------------------|----------------|---------------------|----------------|---------------------|
| ROW | LR 2020-2030 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$10,000,000 | \$0,000 | \$10,000,000 |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$9,680,000 | \$0,000 | \$2,420,000 | \$0,000 | \$12,100,000 |
| | | | \$9,680,000 | \$0,000 | \$12,420,000 | \$0,000 | \$22,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|---|---|---------|--------------|--------------|
| RO-247 | GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0006697 | | Sponsor | Rockdale County | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Pedestrian Facility | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|-------------------------|--------------------|----------------|------------------|----------------|--------------------|
| CST | | 2015 | Federal Earmark Funding | \$500,000 | \$0,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | | 2015 | Federal Earmark Funding | \$931,935 | \$0,000 | \$232,984 | \$0,000 | \$1,164,919 |
| CST | | 2015 | 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-248 | HARDIN/O'KELLY STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0011640 | FROM DOGWOOD DRIVE TO GREEN STREET | Sponsor | City of Conyers | N/A | N/A | 0.8 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$356,976 | \$0,000 | \$89,244 | \$0,000 | \$446,220 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$751,200 | \$0,000 | \$197,800 | \$0,000 | \$949,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$2,566,400 | \$0,000 | \$641,600 | \$0,000 | \$3,208,000 |
| | | | | \$3,674,576 | \$0,000 | \$928,644 | \$0,000 | \$4,603,220 |

| | | | | | | | |
|-------------------|------------------------------------|--------------|---|---|---------|--------------|--------------|
| RO-256 | SIGMAN ROAD MULTI-USE TRAIL | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0012886 | | Sponsor | Rockdale County | N/A | N/A | TBD | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|--------------------|----------------|--------------------|
| PE | AUTH | 2014 | TAP - Urban (>200K) (ARC) | \$250,000 | \$0,000 | \$62,500 | \$0,000 | \$312,500 |
| ROW | | 2016 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$200,000 | \$0,000 | \$200,000 |
| CST | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$2,000,000 | \$0,000 | \$2,000,000 |
| | | | | \$250,000 | \$0,000 | \$2,262,500 | \$0,000 | \$2,512,500 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|------|--|------------------|-----------------|----------------|----------------|------------------|
| PE | 2014 | STP - Urban (>200K) (ARC) | \$50,000 | \$0,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | 2015 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| CST | 2017 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$208,000 | \$52,000 | \$0,000 | \$0,000 | \$260,000 |
| | | | \$338,000 | \$72,000 | \$0,000 | \$0,000 | \$410,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------------------------|---|---------|--------------|--------------|
| RO-AR-138 | I-20 EAST INTERCHANGE IMPROVEMENTS | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 731048- | AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY) | Sponsor | GDOT | 4 | 6 | N/A | 2030 |
| Programmed | | Service Type | Roadway / Interchange Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| 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 | | 2015 | National Highway Performance Program (NHPP) | \$3,463,783 | \$865,946 | \$0,000 | \$0,000 | \$4,329,729 |
| ROW | | 2018 | National Highway Performance Program (NHPP) | \$27,568,456 | \$6,892,114 | \$0,000 | \$0,000 | \$34,460,570 |
| CST | LR 2020-2030 | General Federal Aid 2020-2040 | \$8,499,200 | \$2,124,800 | \$0,000 | \$0,000 | \$10,624,000 | |
| | | | \$40,331,439 | \$10,082,860 | \$0,000 | \$0,000 | \$50,414,299 | |

| | | | | | | | |
|-------------------|---|--------------|---------------------------------|--|---------|--------------|--------------|
| 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 | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---|------------------|------------------|----------------|--------------------|-----------|
| PE | AUTH | 2005 | Bridge (Off-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | National Highway Performance Program (NHPP) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | AUTH | 2011 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$146,000 | \$0,000 | \$146,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$716,772 | \$179,193 | \$8,806 | \$0,000 | \$904,771 |
| | | | \$724,772 | \$181,193 | \$154,806 | \$0,000 | \$1,060,771 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| SP-021 | SR 16 WIDENING | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 332890- | FROM PINE HILL ROAD TO US 19 (INCLUDES BRIDGE RECONSTRUCTION AND TURN LANES AT INTERCHANGE) | Sponsor | GDOT | 2 | 4 | 0.8 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | National Highway System | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | National Highway Performance Program (NHPP) | \$244,000 | \$61,000 | \$0,000 | \$0,000 | \$305,000 |
| ROW | AUTH | 2012 | STP - Statewide Flexible (GDOT) | \$232,000 | \$58,000 | \$0,000 | \$0,000 | \$290,000 |
| ROW | AUTH | 2013 | National Highway System | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| UTL | | 2014 | National Highway Performance Program (NHPP) | \$17,479 | \$4,370 | \$0,000 | \$0,000 | \$21,849 |
| CST | | 2014 | National Highway Performance Program (NHPP) | \$8,845,314 | \$2,211,329 | \$0,000 | \$0,000 | \$11,056,643 |
| | | | | \$10,298,793 | \$2,574,699 | \$0,000 | \$0,000 | \$12,873,492 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| SP-067A | GRIFFIN SOUTH BYPASS: PHASE 1 - WIDENING | 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 | 4 | 3.8 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|--------------------|--------------------|----------------|----------------|--------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$7,776,800 | \$1,944,200 | \$0,000 | \$0,000 | \$9,721,000 |
| | | | | \$7,776,800 | \$1,944,200 | \$0,000 | \$0,000 | \$9,721,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| 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 | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|-------------------------------|---------------------|--------------------|--------------------|----------------|---------------------|
| ALL | | LR 2031-2040 | General Federal Aid 2020-2040 | \$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 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|--|---|---------|--------------|--------------|
| SP-069A | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE I | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 0008237 | | Sponsor | City of Griffin | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$596,300 | \$0,000 | \$596,300 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$132,000 | \$0,000 | \$132,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$1,253,053 | \$0,000 | \$313,263 | \$0,000 | \$1,566,316 |
| | | | | \$1,253,053 | \$0,000 | \$1,041,563 | \$0,000 | \$2,294,616 |

| | | | | | | | |
|-------------------|---|--------------|--|---|---------|--------------|--------------|
| SP-069B | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE II | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 0008238 | | Sponsor | City of Griffin | N/A | N/A | N/A | 2020 |
| Programmed | | Service Type | Roadway / Operations & Safety | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------------|------------------|----------------|------------------|----------------|------------------|
| ROW | AUTH | 2014 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$44,100 | \$0,000 | \$44,100 |
| UTL | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$44,000 | \$0,000 | \$44,000 |
| CST | | 2015 | STP - Urban (>200K) (ARC) | \$166,540 | \$0,000 | \$56,708 | \$0,000 | \$223,248 |
| | | | | \$166,540 | \$0,000 | \$144,808 | \$0,000 | \$311,348 |

| | | | | | | | |
|-------------------|---|--------------|---|---|---------|--------------|--------------|
| SP-168 | DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 0010333 | | Sponsor | City of Griffin | N/A | N/A | 0.4 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | 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 |
| ROW | | 2015 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$2,343,600 | \$0,000 | \$585,900 | \$0,000 | \$2,929,500 |
| | | | | \$2,545,600 | \$0,000 | \$736,400 | \$0,000 | \$3,282,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|---|---------|--------------|--------------|
| WA-002 | SR 20 (CONYERS ROAD / LOGANVILLE HIGHWAY) WIDENING | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| 0000416 | FROM PLEASANT HILL ROAD IN ROCKDALE COUNTY TO NORTH SHARON CHURCH ROAD IN WALTON COUNTY | Sponsor | GDOT | 2 | 4 | 6.2 | 2040 |
| Long Range | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------------|-------------------------------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | LR 2031-2040 | General Federal Aid 2020-2040 | \$55,909,112 | \$13,977,278 | \$0,000 | \$0,000 | \$69,886,390 |
| | | | \$55,909,112 | \$13,977,278 | \$0,000 | \$0,000 | \$69,886,390 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| WA-003 | MONROE EAST CONNECTOR - NEW ALIGNMENT | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 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 | Sponsor | City of Monroe | 0 | 2 | 4.7 | 2020 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------------|--------------------|------------------|----------------|---------------------|--------------|
| PE | AUTH | 2003 | STP - Statewide Flexible (GDOT) | \$960,000 | \$240,000 | \$0,000 | \$0,000 | \$1,200,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$40,000 | \$10,000 | \$0,000 | \$0,000 | \$50,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$3,478,215 | \$869,554 | \$0,000 | \$0,000 | \$4,347,769 |
| UTL | | 2017 | Local Jurisdiction/Municipality Funds | \$0,000 | \$0,000 | \$541,216 | \$0,000 | \$541,216 |
| CST | | 2017 | STP - Statewide Flexible (GDOT) | \$10,535,737 | \$2,633,934 | \$0,000 | \$0,000 | \$13,169,671 |
| | | | \$15,013,952 | \$3,753,488 | \$541,216 | \$0,000 | \$19,308,656 | |

| | | | | | | | |
|------------------|---------------------------------|--------------|--------------------------|--|---------|--------------|--------------|
| WA-016 | SR 81 BRIDGE REPLACEMENT | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 142296- | AT APALACHEE RIVER | Sponsor | GDOT | 2 | 2 | 0.2 | 2020 |
| Completed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|------|-----------|---------------------------------|------------------|----------------|----------------|--------------------|-------------|
| PE | AUTH | 2002 | Bridge (On-System) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | | 2014 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2013 | Bridge (On-System) | \$304,000 | \$76,000 | \$0,000 | \$0,000 | \$380,000 |
| UTL | | 2014 | STP - Statewide Flexible (GDOT) | \$34,272 | \$8,568 | \$0,000 | \$0,000 | \$42,840 |
| CST | | 2014 | STP - Statewide Flexible (GDOT) | \$2,075,234 | \$518,809 | \$0,000 | \$0,000 | \$2,594,043 |
| | | | \$2,421,506 | \$605,377 | \$0,000 | \$0,000 | \$3,026,883 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|---|---------|--------------|--------------|
| WA-021 | SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| 142000- | FROM NORTH SHARON CHURCH ROAD TO SR 81 [INCLUDES ONE-WAY PAIR IN LOGANVILLE] | Sponsor | GDOT | 2 | 4 | 1.2 | 2030 |
| Programmed | | Service Type | Roadway / General Purpose Capacity | Analysis In the Region's Air Quality Conformity Analysis | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------------|---------------------|--------------------|----------------|----------------|---------------------|
| PE | AUTH | 1999 | STP - Statewide Flexible (GDOT) | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| PE | AUTH | 2013 | STP - Statewide Flexible (GDOT) | \$80,000 | \$20,000 | \$0,000 | \$0,000 | \$100,000 |
| PE | | 2015 | STP - Statewide Flexible (GDOT) | \$8,000 | \$2,000 | \$0,000 | \$0,000 | \$10,000 |
| ROW | | 2016 | STP - Statewide Flexible (GDOT) | \$8,678,601 | \$2,169,650 | \$0,000 | \$0,000 | \$10,848,251 |
| UTL | | 2019 | STP - Statewide Flexible (GDOT) | \$3,241,502 | \$810,375 | \$0,000 | \$0,000 | \$4,051,877 |
| CST | | 2019 | STP - Statewide Flexible (GDOT) | \$16,730,676 | \$4,182,669 | \$0,000 | \$0,000 | \$20,913,345 |
| | | | | \$28,738,779 | \$7,184,694 | \$0,000 | \$0,000 | \$35,923,473 |

| | | | | | | | |
|-------------------|---|--------------|--|--|---------|--------------|--------------|
| WA-030 | NORTH BROAD STREET PEDESTRIAN AND BICYCLE IMPROVEMENTS | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 0011641 | FROM MARABLE STREET TO US 78 BRIDGE | Sponsor | City of Monroe | N/A | N/A | 0.6 | 2020 |
| Programmed | | Service Type | Last Mile Connectivity / Joint Bike-Ped Facilities | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|----------------|------------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$160,000 | \$0,000 | \$40,000 | \$0,000 | \$200,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$40,000 | \$0,000 | \$10,000 | \$0,000 | \$50,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,440,000 | \$0,000 | \$360,000 | \$0,000 | \$1,800,000 |
| | | | | \$1,640,000 | \$0,000 | \$410,000 | \$0,000 | \$2,050,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-2
Constrained Project List (FY 2014-2040)**

| | | | | | | | |
|-------------------|---------------------------------|--------------|---------------------------------|---|---------|--------------|--------------|
| 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 | N/A | 2020 |
| Programmed | | Service Type | Roadway / Bridge Upgrade | Analysis Exempt from Air Quality Analysis (40 CFR 93) | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|------|---------------------------|--------------------|------------------|----------------|----------------|--------------------|
| PE | AUTH | 2013 | STP - Urban (>200K) (ARC) | \$68,000 | \$17,000 | \$0,000 | \$0,000 | \$85,000 |
| ROW | | 2015 | STP - Urban (>200K) (ARC) | \$170,000 | \$42,500 | \$0,000 | \$0,000 | \$212,500 |
| UTL | | 2017 | STP - Urban (>200K) (ARC) | \$36,000 | \$9,000 | \$0,000 | \$0,000 | \$45,000 |
| CST | | 2017 | STP - Urban (>200K) (ARC) | \$1,800,000 | \$450,000 | \$0,000 | \$0,000 | \$2,250,000 |
| | | | | \$2,074,000 | \$518,500 | \$0,000 | \$0,000 | \$2,592,500 |



APPENDIX A-3

2040 Regional Transportation Plan Project List (Aspirations Element)

March 2014 Update

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|---------------------|----------|-------------|--------------|--------------|
| ASP-AR-001 | I-20 WEST | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT SR 5 (BILL ARP ROAD) - INTERCHANGE UPGRADES | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Upgrade | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$8,700,000 | \$0,000 | \$8,700,000 |
| | | | \$0,000 | \$0,000 | \$8,700,000 | \$0,000 | \$8,700,000 |

| | | | | | | | |
|-------------------|----------------------------------|--------------|-----------------------|----------|-------------|--------------|--------------|
| ASP-AR-002 | I-85 SOUTH | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT GULLAT ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Capacity | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$11,700,000 | \$0,000 | \$11,700,000 |
| | | | \$0,000 | \$0,000 | \$11,700,000 | \$0,000 | \$11,700,000 |

| | | | | | | | |
|-------------------|--|--------------|-----------------------|----------|-------------|--------------|--------------|
| ASP-AR-003 | I-285 WEST | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT CASCADE ROAD - INTERCHANGE UPGRADES | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Upgrade | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$2,200,000 | \$0,000 | \$2,200,000 |
| | | | \$0,000 | \$0,000 | \$2,200,000 | \$0,000 | \$2,200,000 |

| | | | | | | | |
|-------------------|--|--------------|---------------------|----------|-------------|--------------|--------------|
| ASP-AR-004 | I-285 WEST | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT US 78/278 (BANKHEAD HIGHWAY) - INTERCHANGE UPGRADES | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Upgrade | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |
| | | | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-006 | I-575 MANAGED LANES | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0003434 | FROM SIXES ROAD TO SR 20 ON THE SOUTH SIDE OF CANTON | Sponsor | TBD | 0 | 2 | 5.5 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$140,000,000 | \$0,000 | \$140,000,000 |
| | | | \$0,000 | \$0,000 | \$140,000,000 | \$0,000 | \$140,000,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-007 | I-575 MANAGED LANES | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0007827 | FROM SR 20 ON THE SOUTH SIDE OF CANTON TO SR 5 BUSINESS | Sponsor | TBD | 0 | 2 | 3.2 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |
| | | | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |

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|-------------------|---|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-020 | I-675 WIDENING | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-75 SOUTH IN HENRY COUNTY TO I-285 SOUTH IN DEKALB COUNTY | Sponsor | TBD | 4 | 6 | 10.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$160,000,000 | \$0,000 | \$160,000,000 |
| | | | \$0,000 | \$0,000 | \$160,000,000 | \$0,000 | \$160,000,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-025 | I-75/85 (DOWNTOWN CONNECTOR) OPERATIONAL IMPROVEMENTS | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-20 TO BROOKWOOD SPLIT NORTH OF MIDTOWN | Sponsor | TBD | 7 | 7 | 4.1 | TBD |
| Dropped | | Service Type | Roadway Operational Upgrades | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$220,000,000 | \$0,000 | \$220,000,000 |
| | | | \$0,000 | \$0,000 | \$220,000,000 | \$0,000 | \$220,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|--------------|----------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-026 | I-20 WEST | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year | |
| N/A | AT US 41 (NORTHSIDE DRIVE) - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Dropped | | Service Type | Interchange Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |
| | | | | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |

| | | | | | | | | |
|-------------------|---|--------------|----------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-027 | I-285 WEST | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year | |
| N/A | AT GREENBRIAR PARKWAY - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Dropped | | Service Type | Interchange Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |
| | | | | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |

| | | | | | | | | |
|-------------------|---|--------------|---------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-030 | I-285 NORTH | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | AT SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) - INTERCHANGE UPGRADES | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Dropped | | Service Type | Interchange Upgrade | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$65,000,000 | \$0,000 | \$65,000,000 |
| | | | | \$0,000 | \$0,000 | \$65,000,000 | \$0,000 | \$65,000,000 |

| | | | | | | | | |
|-------------------|--|--------------|---------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-031 | I-285 EAST | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | AT US 78 (STONE MOUNTAIN FREEWAY) - INTERCHANGE UPGRADES | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Dropped | | Service Type | Interchange Upgrade | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$65,000,000 | \$0,000 | \$65,000,000 |
| | | | | \$0,000 | \$0,000 | \$65,000,000 | \$0,000 | \$65,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|-------------------|--|--------------|-----------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-032 | SR 400 | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year | |
| N/A | AT SR 140 (HOLCOMB BRIDGE ROAD) - INTERCHANGE UPGRADES | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Dropped | | Service Type | Interchange Upgrade | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$23,000,000 | \$0,000 | \$23,000,000 |
| | | | | \$0,000 | \$0,000 | \$23,000,000 | \$0,000 | \$23,000,000 |

| | | | | | | | | |
|-------------------|--|--------------|-----------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-033 | SR 400 | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year | |
| N/A | AT MCGINNIS FERRY ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Dropped | | Service Type | Interchange Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$13,200,000 | \$0,000 | \$13,200,000 |
| | | | | \$0,000 | \$0,000 | \$13,200,000 | \$0,000 | \$13,200,000 |

| | | | | | | | | |
|-------------------|---|--------------|----------------------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-034 | SANDY SPRINGS CIRCLE WIDENING AND EXTENSION | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM CLIFTWOOD DRIVE ON THE NORTH SIDE OF I-285 TO NORTHWOOD DRIVE ON THE SOUTH SIDE OF I-285 | Sponsor | TBD | 0/2 | 4 | 0.3 | TBD | |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$15,200,000 | \$0,000 | \$15,200,000 |
| | | | | \$0,000 | \$0,000 | \$15,200,000 | \$0,000 | \$15,200,000 |

| | | | | | | | | |
|-------------------|---|--------------|----------------------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-AR-035 | SR 400 WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SR 20 (BUFORD HIGHWAY) TO JOT EM DOWN ROAD | Sponsor | TBD | 4 | 6 | 11.3 | TBD | |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$65,000,000 | \$0,000 | \$65,000,000 |
| | | | | \$0,000 | \$0,000 | \$65,000,000 | \$0,000 | \$65,000,000 |

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Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|-------------------|--|-------------|------------------|----------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-100 | I-85 NORTH MANAGED LANES | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0003164 | FROM SR 316 TO HAMILTON MILL ROAD IN GWINNETT COUNTY | | Sponsor | TBD | 0 | 4 | 13.9 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$480,000,000 | \$0,000 | \$480,000,000 |
| | | | | \$0,000 | \$0,000 | \$480,000,000 | \$0,000 | \$480,000,000 |

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-150 | I-85 SOUTH MANAGED LANES | | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0003162 | FROM I-75/85 IN CITY OF ATLANTA TO RIVERDALE ROAD IN CLAYTON COUNTY | | Sponsor | TBD | 0 | 4 | 5.7 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |
| | | | | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-AR-151 | I-85 SOUTH MANAGED LANES | | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0004286 | FROM RIVERDALE ROAD IN CLAYTON COUNTY TO I-285 SOUTH IN FULTON COUNTY | | Sponsor | TBD | 0 | 4 | 2.2 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |
| | | | | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |

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|-------------------|--|-------------|------------------|----------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-152 | I-85 SOUTH MANAGED LANES | | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 0003163 | FROM I-285 SOUTH TO SR 74 (SENOIA ROAD) IN FULTON COUNTY | | Sponsor | TBD | 0 | 4 | 7.7 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$110,000,000 | \$0,000 | \$110,000,000 |
| | | | | \$0,000 | \$0,000 | \$110,000,000 | \$0,000 | \$110,000,000 |

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|-------------------|---------------------------------------|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-202 | I-20 WEST MANAGED LANES | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 0003435 | FROM BRIGHT STAR ROAD TO LIBERTY ROAD | Sponsor | TBD | 0 | 2 | 7.2 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$140,000,000 | \$0,000 | \$140,000,000 |
| | | | \$0,000 | \$0,000 | \$140,000,000 | \$0,000 | \$140,000,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-251 | I-20 EAST MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 0003166 | FROM EVANS MILL ROAD IN DEKALB COUNTY TO SR 162 (SALEM ROAD) IN ROCKDALE COUNTY | Sponsor | TBD | 0 | 2 | 9.6 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$160,000,000 | \$0,000 | \$160,000,000 |
| | | | \$0,000 | \$0,000 | \$160,000,000 | \$0,000 | \$160,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-300 | I-75 / AVIATION BOULEVARD / I-285 INTERCHANGE RECONSTRUCTION | Jurisdiction | Regional - South | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$225,000,000 | \$0,000 | \$225,000,000 |
| | | | \$0,000 | \$0,000 | \$225,000,000 | \$0,000 | \$225,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-300A | I-75 / AVIATION BOULEVARD / I-285 INTERCHANGE RECONSTRUCTION (INCLUDING MANAGED LANE RAMPS) - PHASE 1 | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 0007271 | | Sponsor | GDOT | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| PE | AUTH | 2006 | National Highway System | \$1,600,000 | \$400,000 | \$0,000 | \$0,000 | \$2,000,000 |
| ROW | | LR 2014-2020 | General Federal Aid - 2014-2030 | \$1,029,537 | \$257,384 | \$0,000 | \$0,000 | \$1,286,921 |
| CST | | LR 2021-2030 | General Federal Aid - 2014-2030 | \$32,000,000 | \$8,000,000 | \$40,000,000 | \$0,000 | \$80,000,000 |
| | | | | \$34,629,537 | \$8,657,384 | \$40,000,000 | \$0,000 | \$83,286,921 |

| | | | | | | | |
|--------------------|--|--------------|----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-300B | I-75 / AVIATION BOULEVARD / I-285 INTERCHANGE RECONSTRUCTION (INCLUDING MANAGED LANE RAMPS) - PHASE 2 | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------|---------------------|--------------------|---------------------|----------------|---------------------|
| CST | | LR 2021-2030 | General Federal Aid - 2014-2030 | \$24,000,000 | \$6,000,000 | \$30,000,000 | \$0,000 | \$60,000,000 |
| | | | | \$24,000,000 | \$6,000,000 | \$30,000,000 | \$0,000 | \$60,000,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-300C | I-75 / AVIATION BOULEVARD / I-285 INTERCHANGE RECONSTRUCTION (INCLUDING MANAGED LANE RAMPS) - PHASE 3 | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | GDOT | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------------|---------------------------------------|----------------|---------------------|---------------------|----------------|---------------------|
| CST | | LR 2021-2030 | GA Department of Transportation Funds | \$0,000 | \$42,000,000 | \$42,000,000 | \$0,000 | \$84,000,000 |
| | | | | \$0,000 | \$42,000,000 | \$42,000,000 | \$0,000 | \$84,000,000 |

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| | | | | | | | |
|--------------------|--|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-301A | I-85 SOUTH MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 74 IN SOUTH FULTON COUNTY TO SR 154 IN COWETA COUNTY | Sponsor | TBD | 0 | 2 | 10.0 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$125,000,000 | \$0,000 | \$125,000,000 |
| | | | \$0,000 | \$0,000 | \$125,000,000 | \$0,000 | \$125,000,000 |

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|--------------------|--|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-301B | I-85 SOUTH MANAGED LANES | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 154 TO US 29/SR 14 (NORTHERN CROSSING AT NEWNAN) | Sponsor | TBD | 0 | 2 | 10.0 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 |
| | | | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 |

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|-------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-302 | I-75 NORTH MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM WADE GREEN ROAD IN COBB COUNTY TO SR 92 (CHEROKEE ROAD) IN CHEROKEE COUNTY | Sponsor | TBD | 0 | 2 | 4.2 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$70,000,000 | \$0,000 | \$70,000,000 |
| | | | \$0,000 | \$0,000 | \$70,000,000 | \$0,000 | \$70,000,000 |

| | | | | | | | |
|--------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-303A | I-85 NORTH MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM HAMILTON MILL ROAD IN GWINNETT COUNTY TO SR 211 IN BARROW COUNTY | Sponsor | TBD | 0 | 2 | 6.3 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |
| | | | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |

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| | | | | | | | |
|--------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-303B | I-85 NORTH MANAGED LANES (ADD TWO ADDITIONAL LANES) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-75 / I-85 IN CITY OF ATLANTA TO I-285 NORTH IN DEKALB COUNTY | Sponsor | TBD | 2 | 4 | 10.5 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |
| | | | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |

| | | | | | | | |
|--------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-303C | I-85 NORTH MANAGED LANES (ADD TWO ADDITIONAL LANES) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-285 NORTH IN DEKALB COUNTY TO SR 140 (JIMMY CARTER BOULEVARD) IN GWINNETT COUNTY | Sponsor | TBD | 2 | 4 | 3.3 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |
| | | | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-303D | I-85 NORTH MANAGED LANES (ADD TWO ADDITIONAL LANES) | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 140 (JIMMY CARTER BOULEVARD) TO SR 316 | Sponsor | TBD | 2 | 4 | 7.2 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |
| | | | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-304 | I-675 MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-75 SOUTH IN HENRY COUNTY TO I-285 SOUTH IN DEKALB COUNTY | Sponsor | TBD | 0 | 2 | 10.0 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |
| | | | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|---|--------------|----------------------------|-------------------------|--------------|--------------|--------------|--------------|
| ASP-AR-305A | SR 400 MANAGED LANES | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM MCFARLAND ROAD TO SR 141 (PEACHTREE PARKWAY) | Sponsor | TBD | 0 | 2 | 4.3 | TBD | |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |
| | | | | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |

| | | | | | | | | |
|--------------------|---|--------------|----------------------------|-------------------------|--------------|--------------|--------------|--------------|
| ASP-AR-305B | SR 400 MANAGED LANES | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SR 141 (PEACHTREE PARKWAY) TO BALD RIDGE MARINA ROAD | Sponsor | TBD | 0 | 2 | 4.7 | TBD | |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |
| | | | | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |

| | | | | | | | | |
|--------------------|--|--------------|----------------------------|-------------------------|--------------|--------------|--------------|--------------|
| ASP-AR-305C | SR 400 MANAGED LANES | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM BALD RIDGE ROAD TO SR 306 (KEITH BRIDGE ROAD) | Sponsor | TBD | 0 | 2 | 3.5 | TBD | |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |
| | | | | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |

| | | | | | | | | |
|--------------------|--------------------------------|--------------|----------------------------|-------------------------|--------------|---------------|--------------|---------------|
| ASP-AR-305D | SR 400 MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM I-85 NORTH TO I-285 NORTH | Sponsor | TBD | 0 | 2 | 6.6 | TBD | |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$150,000,000 | \$0,000 | \$150,000,000 |
| | | | | \$0,000 | \$0,000 | \$150,000,000 | \$0,000 | \$150,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-306 | SR 154 / SR 166 (LANGFORD PARKWAY) MANAGED LANES | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-285 WEST TO I-75 / I-85 | Sponsor | TBD | 0 | 2 | 5.8 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$380,000,000 | \$0,000 | \$380,000,000 |
| | | | \$0,000 | \$0,000 | \$380,000,000 | \$0,000 | \$380,000,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-307 | I-985 MANAGED LANES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-85 NORTH IN GWINNETT COUNTY TO SR 347 IN HALL COUNTY | Sponsor | TBD | 0 | 2 | 8.2 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$55,000,000 | \$0,000 | \$55,000,000 |
| | | | \$0,000 | \$0,000 | \$55,000,000 | \$0,000 | \$55,000,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-308 | SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-285 NORTH IN DEKALB COUNTY TO SR 140 (JIMMY CARTER BOULEVARD) IN GWINNETT COUNTY | Sponsor | TBD | 0 | 2 | 3.8 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |
| | | | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |

| | | | | | | | |
|--------------------|-------------------------------------|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-309A | I-75 SOUTH MANAGED LANES | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 155 TO BILL GARDNER PARKWAY | Sponsor | TBD | 0 | 2/4 | 4.6 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |
| | | | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-309B | I-75 SOUTH MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM BILL GARDNER PARKWAY IN HENRY COUNTY TO SR 16 IN BUTTS COUNTY | Sponsor | TBD | 0 | 2 | 6.1 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$75,000,000 | \$0,000 | \$75,000,000 |
| | | | \$0,000 | \$0,000 | \$75,000,000 | \$0,000 | \$75,000,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-309C | I-75 SOUTH MANAGED LANES (ADD TWO ADDITIONAL LANES) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-20 IN CITY OF ALTANTA TO AVIATION BOULEVARD IN CLAYTON COUNTY | Sponsor | TBD | 2 | 4 | 7.5 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$110,000,000 | \$0,000 | \$110,000,000 |
| | | | \$0,000 | \$0,000 | \$110,000,000 | \$0,000 | \$110,000,000 |

| | | | | | | | |
|--------------------|----------------------------------|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-310A | I-285 SOUTH MANAGED LANES | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-20 EAST TO I-675 | Sponsor | TBD | 0 | 4 | 6.0 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$280,000,000 | \$0,000 | \$280,000,000 |
| | | | \$0,000 | \$0,000 | \$280,000,000 | \$0,000 | \$280,000,000 |

| | | | | | | | |
|--------------------|---|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-310B | I-285 SOUTH MANAGED LANES | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-675 IN DEKALB COUNTY TO I-75 SOUTH IN CLAYTON COUNTY | Sponsor | TBD | 0 | 4 | 5.4 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 |
| | | | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|--|-------------|------------------|----------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-AR-310C | I-285 SOUTH MANAGED LANES | | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-75 SOUTH IN CLAYTON COUNTY TO I-85 SOUTH IN SOUTH FULTON COUNTY | | Sponsor | TBD | 0 | 4 | 5.1 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |
| | | | | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|----------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-310D | I-285 WEST MANAGED LANES | | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-85 SOUTH IN SOUTH FULTON COUNTY TO I-20 WEST IN CITY OF ATLANTA | | Sponsor | TBD | 0 | 4 | 10.4 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$400,000,000 | \$0,000 | \$400,000,000 |
| | | | | \$0,000 | \$0,000 | \$400,000,000 | \$0,000 | \$400,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|----------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-311A | US 78 MANAGED LANES | | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-285 EAST IN DEKALB COUNTY TO EAST PARK PLACE BOULEVARD IN GWINNETT COUNTY | | Sponsor | TBD | 0 | 2 | 8.7 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$130,000,000 | \$0,000 | \$130,000,000 |
| | | | | \$0,000 | \$0,000 | \$130,000,000 | \$0,000 | \$130,000,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|----------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-311B | US 78 MANAGED LANES | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EAST PARK PLACE BOULEVARD TO SR 84 | | Sponsor | TBD | 0 | 2 | 7.5 | TBD |
| Dropped | | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$160,000,000 | \$0,000 | \$160,000,000 |
| | | | | \$0,000 | \$0,000 | \$160,000,000 | \$0,000 | \$160,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-401 | NORTHEAST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM NORCROSS TO OFS SITE | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$152,000,000 | \$0,000 | \$152,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$152,000,000 | \$0,000 | \$152,000,000 | | |

| | | | | | | | | | | |
|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-402 | NORTHEAST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM OFS SITE TO INDIAN TRAIL PARK AND RIDE LOT | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$209,000,000 | \$0,000 | \$209,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$209,000,000 | \$0,000 | \$209,000,000 | | |

| | | | | | | | | | | |
|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-403 | NORTHEAST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM INDIAN TRAIL PARK AND RIDE LOT TO GWINNETT PLACE MALL AREA | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$438,000,000 | \$0,000 | \$438,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$438,000,000 | \$0,000 | \$438,000,000 | | |

| | | | | | | | | | | |
|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-404 | NORTHEAST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM GWINNETT PLACE MALL AREA TO GWINNETT ARENA | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$267,000,000 | \$0,000 | \$267,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$267,000,000 | \$0,000 | \$267,000,000 | | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-407 | I-20 EAST TRANSIT INITIATIVE - PHASE 2 HEAVY RAIL TRANSIT EXTENSION FROM WESLEY CHAPEL ROAD TO MALL AT STONECREST | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FROM WESLEY CHAPEL ROAD TO STONECREST MALL AREA | Sponsor | MARTA | N/A | N/A | TBD | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$145,000,000 | \$0,000 | \$145,000,000 | \$0,000 | \$290,000,000 |
| | | | | \$145,000,000 | \$0,000 | \$145,000,000 | \$0,000 | \$290,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-408 | EAST CORRIDOR HIGH CAPACITY RAIL SERVICE | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM STONECREST MALL AREA TO SIGMAN ROAD | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$167,000,000 | \$0,000 | \$167,000,000 |
| | | | | \$0,000 | \$0,000 | \$167,000,000 | \$0,000 | \$167,000,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-409B | I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CUMBERLAND / GALLERIA AREA TO PERIMETER CENTER | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$570,000,000 | \$0,000 | \$570,000,000 |
| | | | | \$0,000 | \$0,000 | \$570,000,000 | \$0,000 | \$570,000,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-410B | I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM PERIMETER CENTER TO DORAVILLE MARTA STATION | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$570,000,000 | \$0,000 | \$570,000,000 |
| | | | | \$0,000 | \$0,000 | \$570,000,000 | \$0,000 | \$570,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | | |
|--------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|
| ASP-AR-412 | CLIFTON CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EMORY HOSPITAL TO AVONDALE MARTA STATION | | | Sponsor | MARTA | N/A | N/A | 2.8 | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 | |
| | | | | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 | |

| | | | | | | | | | |
|--------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|
| ASP-AR-414 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ARTS CENTER MARTA STATION TO BELTLINE CORRIDOR IN NORTHWEST ATLANTA | | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$287,000,000 | \$0,000 | \$287,000,000 | |
| | | | | \$0,000 | \$0,000 | \$287,000,000 | \$0,000 | \$287,000,000 | |

| | | | | | | | | | |
|--------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|
| ASP-AR-415 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM BELTLINE CORRIDOR TO CUMBERLAND/GALLERIA AREA | | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$601,000,000 | \$0,000 | \$601,000,000 | |
| | | | | \$0,000 | \$0,000 | \$601,000,000 | \$0,000 | \$601,000,000 | |

| | | | | | | | | | |
|--------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|
| ASP-AR-416 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CUMBERLAND/GALLERIA AREA TO SOUTHERN POLYTECHNIC INSTITUTE | | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$403,000,000 | \$0,000 | \$403,000,000 | |
| | | | | \$0,000 | \$0,000 | \$403,000,000 | \$0,000 | \$403,000,000 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|-------|--------------|------------------------|-------------------------|--------------|--------------|--------------|
| ASP-AR-417 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SOUTHERN POLYTECHNIC INSTITUTE TO MARIETTA | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$63,000,000 | \$0,000 | \$63,000,000 |
| | | | | \$0,000 | \$0,000 | \$63,000,000 | \$0,000 | \$63,000,000 |

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|-------------------|--|-------|--------------|------------------------|-------------------------|---------------|--------------|---------------|
| ASP-AR-418 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SOUTHERN POLYTECHNIC INSTITUTE TO TOWN CENTER | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$360,000,000 | \$0,000 | \$360,000,000 |
| | | | | \$0,000 | \$0,000 | \$360,000,000 | \$0,000 | \$360,000,000 |

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|-------------------|--|-------|--------------|------------------------|-------------------------|---------------|--------------|---------------|
| ASP-AR-419 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CUMBERLAND/GALLERIA AREA TO SMYRNA | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$202,000,000 | \$0,000 | \$202,000,000 |
| | | | | \$0,000 | \$0,000 | \$202,000,000 | \$0,000 | \$202,000,000 |

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|-------------------|--|-------|--------------|------------------------|-------------------------|--------------|--------------|--------------|
| ASP-AR-420 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM TOWN CENTER TO BELLS FERRY ROAD | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$88,000,000 | \$0,000 | \$88,000,000 |
| | | | | \$0,000 | \$0,000 | \$88,000,000 | \$0,000 | \$88,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-421 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM BELLS FERRY ROAD TO SR 92 | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$293,000,000 | \$0,000 | \$293,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$293,000,000 | \$0,000 | \$293,000,000 | | |

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-422 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SR 92 TO SIXES ROAD | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$359,000,000 | \$0,000 | \$359,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$359,000,000 | \$0,000 | \$359,000,000 | | |

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-423 | NORTHWEST CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SIXES ROAD TO CANTON | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$527,000,000 | \$0,000 | \$527,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$527,000,000 | \$0,000 | \$527,000,000 | | |

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|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-424 | NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE | | | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM PERIMETER CENTER TO SR 140 (HOLCOMB BRIDGE ROAD) | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$548,000,000 | \$0,000 | \$548,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$548,000,000 | \$0,000 | \$548,000,000 | | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|-------------------|--|-------------|------------------|------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-425 | NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE | | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 140 (HOLCOMB BRIDGE ROAD) TO NORTH POINT MALL AREA | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$225,000,000 | \$0,000 | \$225,000,000 |
| | | | | \$0,000 | \$0,000 | \$225,000,000 | \$0,000 | \$225,000,000 |

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|-------------------|--|-------------|------------------|------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-426 | NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE | | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM NORTH POINT MALL AREA TO WINDWARD PARKWAY | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$225,000,000 | \$0,000 | \$225,000,000 |
| | | | | \$0,000 | \$0,000 | \$225,000,000 | \$0,000 | \$225,000,000 |

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|-------------------|--|-------------|------------------|------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-427 | NORTHEAST CORRIDOR HEAVY RAIL EXTENSION | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DORAVILLE MARTA RAIL STATION TO NORCROSS | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$387,000,000 | \$0,000 | \$387,000,000 |
| | | | | \$0,000 | \$0,000 | \$387,000,000 | \$0,000 | \$387,000,000 |

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|-------------------|---|-------------|------------------|------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-428 | WEST CORRIDOR HEAVY RAIL EXTENSION | | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM H.E. HOLMES MARTA STATION TO MARTIN LUTHER KING, JR. DRIVE | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$370,000,000 | \$0,000 | \$370,000,000 |
| | | | | \$0,000 | \$0,000 | \$370,000,000 | \$0,000 | \$370,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--|-------------|------------------|------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-429 | SOUTH CORRIDOR HEAVY RAIL SPUR | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EAST POINT MARTA STATION TO HAPEVILLE | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$345,000,000 | \$0,000 | \$345,000,000 |
| | | | | \$0,000 | \$0,000 | \$345,000,000 | \$0,000 | \$345,000,000 |

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|--------------------|--|-------------|------------------|------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-AR-430 | SOUTH CORRIDOR HEAVY RAIL SPUR | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM HAPEVILLE TO PROPOSED SOUTHERN CRESCENT MULTIMODAL CENTER | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$345,000,000 | \$0,000 | \$345,000,000 |
| | | | | \$0,000 | \$0,000 | \$345,000,000 | \$0,000 | \$345,000,000 |

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|--------------------|---|-------------|------------------|------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-AR-431 | WESTERN CORRIDOR COMMUTER RAIL SERVICE | | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO DOUGLASVILLE | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$49,000,000 | \$0,000 | \$49,000,000 |
| | | | | \$0,000 | \$0,000 | \$49,000,000 | \$0,000 | \$49,000,000 |

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|--------------------|---|-------------|------------------|------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-AR-432 | WESTERN CORRIDOR COMMUTER RAIL SERVICE EXTENSION | | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DOUGLASVILLE TO BREMEN | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$48,000,000 | \$0,000 | \$48,000,000 |
| | | | | \$0,000 | \$0,000 | \$48,000,000 | \$0,000 | \$48,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-433 | SOUTHWESTERN CORRIDOR COMMUTER RAIL SERVICE | | | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO UNION CITY | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$47,000,000 | \$0,000 | \$47,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$47,000,000 | \$0,000 | \$47,000,000 | | |

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-434 | SOUTHWESTERN CORRIDOR COMMUTER RAIL SERVICE EXTENSION | | | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM UNION CITY TO NEWNAN | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$46,000,000 | \$0,000 | \$46,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$46,000,000 | \$0,000 | \$46,000,000 | | |

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-435 | SOUTH CORRIDOR COMMUTER RAIL SERVICE | | | Jurisdiction | Regional - South | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO LOVEJOY | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$324,000,000 | \$0,000 | \$324,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$324,000,000 | \$0,000 | \$324,000,000 | | |

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|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-436 | SOUTH CORRIDOR COMMUTER RAIL SERVICE EXTENSION | | | Jurisdiction | Regional - South | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM LOVEJOY TO GRIFFIN | | | Sponsor | TBD | N/A | N/A | TBD | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$324,000,000 | \$0,000 | \$324,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$324,000,000 | \$0,000 | \$324,000,000 | | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|
| ASP-AR-437 | NORTHEAST CORRIDOR COMMUTER RAIL SERVICE | | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO SUGAR HILL | | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$656,000,000 | \$0,000 | \$656,000,000 | |
| | | | | \$0,000 | \$0,000 | \$656,000,000 | \$0,000 | \$656,000,000 | |

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|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|
| ASP-AR-438 | NORTHEAST CORRIDOR COMMUTER RAIL SERVICE EXTENSION | | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SUGAR HILL TO GAINESVILLE | | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$656,000,000 | \$0,000 | \$656,000,000 | |
| | | | | \$0,000 | \$0,000 | \$656,000,000 | \$0,000 | \$656,000,000 | |

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|
| ASP-AR-439 | EAST CORRIDOR COMMUTER RAIL SERVICE | | | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO CONYERS | | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 | |
| | | | | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 | |

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|
| ASP-AR-440 | EAST CORRIDOR COMMUTER RAIL SERVICE EXTENSION | | | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CONYERS TO MADISON | | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 | |
| | | | | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|-------|--------------|------------------------|-------------------------|---------------|--------------|---------------|
| ASP-AR-441 | INNOVATION CRESCENT COMMUTER RAIL SERVICE | | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO LAWRENCEVILLE | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$630,000,000 | \$0,000 | \$630,000,000 |
| | | | | \$0,000 | \$0,000 | \$630,000,000 | \$0,000 | \$630,000,000 |

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|-------------------|--|-------|--------------|------------------------|-------------------------|---------------|--------------|---------------|
| ASP-AR-442 | INNOVATION CRESCENT COMMUTER RAIL SERVICE EXTENSION | | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM LAWRENCEVILLE TO ATHENS | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$625,000,000 | \$0,000 | \$625,000,000 |
| | | | | \$0,000 | \$0,000 | \$625,000,000 | \$0,000 | \$625,000,000 |

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|-------------------|--|-------|--------------|------------------------|-------------------------|--------------|--------------|--------------|
| ASP-AR-445 | MARIETTA BOULEVARD STREETCAR | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM BELT LINE CORRIDOR TO SR 70 (BOLTON ROAD) | | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$86,000,000 | \$0,000 | \$86,000,000 |
| | | | | \$0,000 | \$0,000 | \$86,000,000 | \$0,000 | \$86,000,000 |

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|--------------------|--|-------|--------------|------------------------|-------------------------|---------------|--------------|---------------|
| ASP-AR-451A | BELT LINE TRANSPORTATION CORRIDOR - TRANSIT SERVICE IN THE NORTHEAST QUADRANT | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | | Sponsor | MARTA | N/A | N/A | 5.3 | TBD |
| Aspirations | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$111,000,000 | \$0,000 | \$111,000,000 | \$0,000 | \$222,000,000 |
| | | | | \$111,000,000 | \$0,000 | \$111,000,000 | \$0,000 | \$222,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|---------------------|---|--------------|------------------------|----------|-------------|--------------|--------------|
| ASP-AR-451B1 | BELT LINE TRANSPORTATION CORRIDOR - TRANSIT SERVICE IN THE SOUTHEAST QUADRANT (HULSEY YARD TO BOULEVARD) | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | 6.5 | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|--------------|---------|--------------|---------|---------------|
| ALL | 2040+ | TBD | \$63,500,000 | \$0,000 | \$63,500,000 | \$0,000 | \$127,000,000 |
| | | | \$63,500,000 | \$0,000 | \$63,500,000 | \$0,000 | \$127,000,000 |

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|---------------------|--|--------------|------------------------|----------|-------------|--------------|--------------|
| ASP-AR-451B2 | BELT LINE TRANSPORTATION CORRIDOR - TRANSIT SERVICE IN THE SOUTHEAST QUADRANT (BOULEVARD TO SOUTH MARTA LINE) | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | 6.5 | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|--------------|---------|--------------|---------|---------------|
| ALL | 2040+ | TBD | \$63,500,000 | \$0,000 | \$63,500,000 | \$0,000 | \$127,000,000 |
| | | | \$63,500,000 | \$0,000 | \$63,500,000 | \$0,000 | \$127,000,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------|----------|-------------|--------------|--------------|
| ASP-AR-451C | BELT LINE TRANSPORTATION CORRIDOR - TRANSIT SERVICE IN THE SOUTHWEST QUADRANT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | 3.1 | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$125,000,000 | \$0,000 | \$125,000,000 |
| | | | \$0,000 | \$0,000 | \$125,000,000 | \$0,000 | \$125,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------|----------|-------------|--------------|--------------|
| ASP-AR-451D | BELTLINE TRANSPORTATION CORRIDOR - TRANSIT SERVICE IN THE NORTHWEST QUADRANT | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | MARTA | N/A | N/A | 6.5 | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$266,000,000 | \$0,000 | \$266,000,000 |
| | | | \$0,000 | \$0,000 | \$266,000,000 | \$0,000 | \$266,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-455 | HOWELL JUNCTION RAIL INTERCHANGE IMPROVEMENTS | | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year | |
| N/A | | | | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$250,000,000 | \$0,000 | \$250,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$250,000,000 | \$0,000 | \$250,000,000 | | |

| | | | | | | | | | | |
|---------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|----------------------|--------------|--|
| ASP-AR-456A2 | PEACHTREE STREETCAR - PHASE 1 NORTH/SOUTH ALIGNMENT | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM FIVE POINTS TO BROOKWOOD STATION | | | Sponsor | City of Atlanta | N/A | N/A | 5.6 | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 | | |

| | | | | | | | | | | |
|--------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-456B | PEACHTREE STREETCAR - PHASE 2 NORTH | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM BROOKWOOD STATION TO CLUB DRIVE | | | Sponsor | TBD | N/A | N/A | 4.8 | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$85,000,000 | \$0,000 | \$85,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$85,000,000 | \$0,000 | \$85,000,000 | | |

| | | | | | | | | | | |
|--------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-456C | PEACHTREE STREETCAR - PHASE 2 SOUTH | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM FORT MCPHERSON TO FIVE POINTS | | | Sponsor | TBD | N/A | N/A | 4.5 | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$81,000,000 | \$0,000 | \$81,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$81,000,000 | \$0,000 | \$81,000,000 | | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-456D | PEACHTREE STREETCAR EXTENSION | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM OAKLAND CITY MARTA STATION TO GREENBRIAR MALL | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$129,000,000 | \$0,000 | \$129,000,000 |
| | | | \$0,000 | \$0,000 | \$129,000,000 | \$0,000 | \$129,000,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-491 | ATLANTA BELTLINE STREETCAR - MIDTOWN CIRCULATOR EAST | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM PEACHTREE STREET TO BELTLINE CORRIDOR ON EAST SIDE OF ATLANTA | Sponsor | City of Atlanta | N/A | N/A | TBD | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$45,000,000 | \$0,000 | \$45,000,000 |
| | | | \$0,000 | \$0,000 | \$45,000,000 | \$0,000 | \$45,000,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-492 | ATLANTA BELTLINE STREETCAR - MIDTOWN CIRCULATOR WEST | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM PEACHTREE STREET TO BELTLINE CORRIDOR ON WEST SIDE OF ATLANTA | Sponsor | City of Atlanta | N/A | N/A | TBD | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$44,000,000 | \$0,000 | \$44,000,000 |
| | | | \$0,000 | \$0,000 | \$44,000,000 | \$0,000 | \$44,000,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-493 | MARTA INFILL RAIL STATION (ARMOUR) | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ARTS CENTER STATION TO LINDBERGH CENTER STATION | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$79,000,000 | \$0,000 | \$79,000,000 |
| | | | \$0,000 | \$0,000 | \$79,000,000 | \$0,000 | \$79,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-494 | MARTA INFILL RAIL STATION (MECHANICSVILLE) | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM WEST END STATION TO OAKLAND CITY STATION | | | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 | | |

| | | | | | | | | | | |
|-------------------|---|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-495 | MARTA INFILL RAIL STATION (MIAMI CIRCLE) | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM LINDBERGH CENTER STATION TO BUCKHEAD/LENOX STATION | | | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$54,000,000 | \$0,000 | \$54,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$54,000,000 | \$0,000 | \$54,000,000 | | |

| | | | | | | | | | | |
|-------------------|--|-------------|------------------|----------------|------------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-496 | MARTA INFILL RAIL STATION (SIMPSON) | | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM ASHBY STATION TO BANKHEAD STATION | | | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Aspirations | | | | Service Type | Transit / Rail Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$79,000,000 | \$0,000 | \$79,000,000 | | |
| | | | | \$0,000 | \$0,000 | \$79,000,000 | \$0,000 | \$79,000,000 | | |

| | | | | | | | | | | |
|-------------------|---|-------------|------------------|----------------|-----------------------|-------------------------|----------------|---------------------|--------------|--|
| ASP-AR-497 | REGIONAL EXPRESS BUS EXPANSION - PHASE 1 | | | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year | |
| N/A | | | | Sponsor | TBD | N/A | N/A | N/A | TBD | |
| Aspirations | | | | Service Type | Transit / Bus Capital | Analysis Not modeled | | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total | | |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$73,600,000 | \$0,000 | \$73,600,000 | | |
| | | | | \$0,000 | \$0,000 | \$73,600,000 | \$0,000 | \$73,600,000 | | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-498 | REGIONAL EXPRESS BUS EXPANSION - PHASE 2 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Transit / Bus Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$46,000,000 | \$0,000 | \$46,000,000 |
| | | | | \$0,000 | \$0,000 | \$46,000,000 | \$0,000 | \$46,000,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-499 | REGIONAL EXPRESS BUS EXPANSION - PHASE 3 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Transit / Bus Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$79,500,000 | \$0,000 | \$79,500,000 |
| | | | | \$0,000 | \$0,000 | \$79,500,000 | \$0,000 | \$79,500,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-500 | REGIONAL EXPRESS BUS EXPANSION - PHASE 4 | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Transit / Bus Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$14,600,000 | \$0,000 | \$14,600,000 |
| | | | | \$0,000 | \$0,000 | \$14,600,000 | \$0,000 | \$14,600,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-501 | SR 316 MANAGED LANES | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0004869 | FROM SR 20 TO DROWNING CREEK ROAD IN GWINNETT COUNTY | Sponsor | TBD | 0 | 2 | 8.0 | TBD |
| Dropped | | Service Type | Managed Lanes - Auto / Bus | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$130,000,000 | \$0,000 | \$130,000,000 |
| | | | | \$0,000 | \$0,000 | \$130,000,000 | \$0,000 | \$130,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|-------------------|--------------|----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-800 | I-285 EAST | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 712120- | AT REDAN ROAD | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |
| | | | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |

| | | | | | | | |
|-------------------|--------------------|--------------|-----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-801 | SR 400 | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 751580- | AT NORTHRIDGE ROAD | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Dropped | | Service Type | Interchange Upgrade | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |
| | | | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-924A | SR 6 (THORNTON ROAD / C.H. JAMES PARKWAY) TRUCK LANES: SEGMENT 1 | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 0007826 | FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO I-20 WEST IN DOUGLAS COUNTY | Sponsor | TBD | 4 | 6 | 14.4 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$95,000,000 | \$0,000 | \$95,000,000 |
| | | | \$0,000 | \$0,000 | \$95,000,000 | \$0,000 | \$95,000,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-924B | SR 6 (THORNTON ROAD / CAMP CREEK PARKWAY) TRUCK LANES: SEGMENT 2 | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| 722040- | FROM I-20 WEST IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN SOUTH FULTON COUNTY | Sponsor | TBD | 4 | 6 | 3.9 | TBD |
| Dropped | | Service Type | Managed Lane - Truck | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |
| | | | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|-----------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-924C | SR 6 (CAMP CREEK PARKWAY) TRUCK LANES: SEGMENT 3 | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 752700- | FROM SR 70 (FULTON INDUSTRIAL BOULEVARD) TO I-285 SOUTH | Sponsor | TBD | 4 | 6 | 8.4 | TBD |
| Dropped | | Service Type | Managed Lane - Truck | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$58,000,000 | \$0,000 | \$58,000,000 |
| | | | \$0,000 | \$0,000 | \$58,000,000 | \$0,000 | \$58,000,000 |

| | | | | | | | |
|--------------------|---|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-924D | SR 6 (CAMP CREEK PARKWAY) TRUCK LANES: SEGMENT 4 | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 752690- | FROM I-285 WEST TO I-85 SOUTH | Sponsor | TBD | 4 | 6 | 2.9 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |
| | | | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-950 | I-85 NORTH COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-285 NORTH TO SR 140 (JIMMY CARTER BOULEVARD) | Sponsor | TBD | 0 | 4 | 3.3 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$34,900,000 | \$0,000 | \$34,900,000 |
| | | | \$0,000 | \$0,000 | \$34,900,000 | \$0,000 | \$34,900,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-951 | I-85 NORTH COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 140 (JIMMY CARTER BOULEVARD) TO PLEASANT HILL ROAD | Sponsor | TBD | 0 | 4 | 5.3 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$76,100,000 | \$0,000 | \$76,100,000 |
| | | | \$0,000 | \$0,000 | \$76,100,000 | \$0,000 | \$76,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-952 | I-85 NORTH COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM OLD PEACHTREE ROAD TO I-985 | Sponsor | TBD | 0 | 4 | 3.8 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$41,600,000 | \$0,000 | \$41,600,000 |
| | | | \$0,000 | \$0,000 | \$41,600,000 | \$0,000 | \$41,600,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-953 | I-75 SOUTH COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 54 IN CLAYTON COUNTY TO EAGLES LANDING PARKWAY IN HENRY COUNTY | Sponsor | TBD | 0 | 4 | 8.1 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$96,900,000 | \$0,000 | \$96,900,000 |
| | | | \$0,000 | \$0,000 | \$96,900,000 | \$0,000 | \$96,900,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-954 | I-985 | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT HAMILTON MILL ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |
| | | | \$0,000 | \$0,000 | \$14,200,000 | \$0,000 | \$14,200,000 |

| | | | | | | | |
|--------------------|-------------------------------------|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-955 | I-75 SOUTH | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT BETHLEHEM ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |
| | | | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-010 | MANAGED LANE INTERCHANGE MODIFICATIONS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT I-75/I-85 NORTHERN SPLIT (BROOKWOOD INTERCHANGE) | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$69,000,000 | \$0,000 | \$69,000,000 |
| | | | \$0,000 | \$0,000 | \$69,000,000 | \$0,000 | \$69,000,000 |

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-011 | MANAGED LANE INTERCHANGE MODIFICATIONS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT I-75/85 AT I-20 | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$177,000,000 | \$0,000 | \$177,000,000 |
| | | | \$0,000 | \$0,000 | \$177,000,000 | \$0,000 | \$177,000,000 |

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-013 | MANAGED LANE INTERCHANGE MODIFICATIONS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT I-75 NORTH AT I-575 | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |
| | | | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-014 | MANAGED LANE INTERCHANGE MODIFICATIONS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT I-85 NORTH AT I-985 | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |
| | | | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-015 | I-75/85 BRIDGE AND MANAGED LANES INTERCHANGE | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT 15TH STREET IN CITY OF ATLANTA | Sponsor | GDOT | 0 | 2 | 0.5 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |
| | | | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |

| | | | | | | | |
|----------------------|--|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-022 | MANAGED LANE INTERCHANGE MODIFICATIONS | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT I-285 NORTH AT PEACHTREE INDUSTRIAL BOULEVARD | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$210,000,000 | \$0,000 | \$210,000,000 |
| | | | \$0,000 | \$0,000 | \$210,000,000 | \$0,000 | \$210,000,000 |

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-030 | INTERCHANGE MODIFICATIONS TO SUPPORT TIER 3 MANAGED LANE NETWORK | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SEVERAL INTERCHANGES | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$784,000,000 | \$0,000 | \$784,000,000 |
| | | | \$0,000 | \$0,000 | \$784,000,000 | \$0,000 | \$784,000,000 |

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-040 | INTERCHANGE MODIFICATIONS TO SUPPORT TIER 4 MANAGED LANE NETWORK | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SEVERAL INTERCHANGES | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|------------------------|----------------|------------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$1,011,000,000 | \$0,000 | \$1,011,000,000 |
| | | | \$0,000 | \$0,000 | \$1,011,000,000 | \$0,000 | \$1,011,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-050 | INTERCHANGE MODIFICATIONS TO SUPPORT TIER 5 MANAGED LANE NETWORK | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SEVERAL INTERCHANGES | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$437,000,000 | \$0,000 | \$437,000,000 |
| | | | \$0,000 | \$0,000 | \$437,000,000 | \$0,000 | \$437,000,000 |

| | | | | | | | |
|----------------------|---------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-210 | I-285 WEST MANAGED LANES | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-20 WEST TO I-75 NORTH | Sponsor | TBD | 0 | 4 | 8.7 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$573,000,000 | \$0,000 | \$573,000,000 |
| | | | \$0,000 | \$0,000 | \$573,000,000 | \$0,000 | \$573,000,000 |

| | | | | | | | |
|----------------------|----------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-220 | I-285 SOUTH MANAGED LANES | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-20 WEST TO I-20 EAST | Sponsor | TBD | 0 | 2 | 26.9 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$713,000,000 | \$0,000 | \$713,000,000 |
| | | | \$0,000 | \$0,000 | \$713,000,000 | \$0,000 | \$713,000,000 |

| | | | | | | | |
|----------------------|----------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-230 | I-285 SOUTH MANAGED LANES | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-20 WEST TO I-20 EAST | Sponsor | TBD | 2 | 4 | 26.9 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$568,000,000 | \$0,000 | \$568,000,000 |
| | | | \$0,000 | \$0,000 | \$568,000,000 | \$0,000 | \$568,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|----------------------|---------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-240 | I-285 EAST MANAGED LANES | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-20 EAST TO I-85 NORTH | Sponsor | TBD | 0 | 4 | 13.1 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$734,000,000 | \$0,000 | \$734,000,000 |
| | | | \$0,000 | \$0,000 | \$734,000,000 | \$0,000 | \$734,000,000 |

| | | | | | | | |
|----------------------|--------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-310 | SR 400 MANAGED LANES | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-85 NORTH TO I-285 NORTH | Sponsor | TBD | 0 | 4 | 6.5 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |
| | | | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-320 | SR 400 MANAGED LANES | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM HOLCOMB BRIDGE ROAD TO PEACHTREE PARKWAY | Sponsor | TBD | 0/2 | 2/4 | 13.2 | TBD |
| Dropped | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$294,000,000 | \$0,000 | \$294,000,000 |
| | | | \$0,000 | \$0,000 | \$294,000,000 | \$0,000 | \$294,000,000 |

| | | | | | | | |
|----------------------|---------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-420 | I-85 NORTH MANAGED LANES | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-285 TO I-985 | Sponsor | TBD | 2 | 4 | 17.4 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|------------------------|----------------|------------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$1,024,000,000 | \$0,000 | \$1,024,000,000 |
| | | | \$0,000 | \$0,000 | \$1,024,000,000 | \$0,000 | \$1,024,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|----------------------|---------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-430 | I-85 NORTH MANAGED LANES | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-75/85 TO SR 400 | Sponsor | TBD | 2 | 4 | 2.9 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$500,000,000 | \$0,000 | \$500,000,000 |
| | | | \$0,000 | \$0,000 | \$500,000,000 | \$0,000 | \$500,000,000 |

| | | | | | | | |
|----------------------|-----------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-440 | SR 316 MANAGED LANES | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-85 TO HIGH HOPE ROAD | Sponsor | TBD | 0 | 2 | 8.1 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$316,000,000 | \$0,000 | \$316,000,000 |
| | | | \$0,000 | \$0,000 | \$316,000,000 | \$0,000 | \$316,000,000 |

| | | | | | | | |
|----------------------|------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-450 | SR 316 MANAGED LANES | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM HIGH HOPE ROAD TO SR 81 | Sponsor | TBD | 0 | 2 | 13.3 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$208,000,000 | \$0,000 | \$208,000,000 |
| | | | \$0,000 | \$0,000 | \$208,000,000 | \$0,000 | \$208,000,000 |

| | | | | | | | |
|----------------------|--------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-510 | I-20 EAST MANAGED LANES | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-285 EAST TO SALEM ROAD | Sponsor | TBD | 0 | 1/2 | 15.1 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$724,000,000 | \$0,000 | \$724,000,000 |
| | | | \$0,000 | \$0,000 | \$724,000,000 | \$0,000 | \$724,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|----------------------|---|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-620 | I-75 SOUTH MANAGED LANES | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM C.W. GRANT PARKWAY TO BILL GARDNER PARKWAY | Sponsor | TBD | 0/2 | 2/4 | 26.9 | TBD |
| Dropped | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$736,000,000 | \$0,000 | \$736,000,000 |
| | | | \$0,000 | \$0,000 | \$736,000,000 | \$0,000 | \$736,000,000 |

| | | | | | | | |
|----------------------|---------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-700 | I-85 SOUTH MANAGED LANES | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-75/85 TO LOOP ROAD | Sponsor | TBD | 0 | 2 | 3.7 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$235,000,000 | \$0,000 | \$235,000,000 |
| | | | \$0,000 | \$0,000 | \$235,000,000 | \$0,000 | \$235,000,000 |

| | | | | | | | |
|----------------------|---------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-710 | I-85 SOUTH MANAGED LANES | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM LOOP ROAD TO I-285 SOUTH | Sponsor | TBD | 0 | 2 | 2.8 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$94,000,000 | \$0,000 | \$94,000,000 |
| | | | \$0,000 | \$0,000 | \$94,000,000 | \$0,000 | \$94,000,000 |

| | | | | | | | |
|----------------------|-------------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-800 | I-20 WEST MANAGED LANES | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-285 WEST TO BRIGHT STAR ROAD | Sponsor | TBD | 0 | 2/4 | 17.4 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$633,000,000 | \$0,000 | \$633,000,000 |
| | | | \$0,000 | \$0,000 | \$633,000,000 | \$0,000 | \$633,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|----------------------|--|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-810 | I-20 WEST MANAGED LANES | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM MOUNT VERNON ROAD TO PRESTLEY MILL ROAD | Sponsor | TBD | 2 | 4 | 6.1 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$107,000,000 | \$0,000 | \$107,000,000 |
| | | | \$0,000 | \$0,000 | \$107,000,000 | \$0,000 | \$107,000,000 |

| | | | | | | | |
|----------------------|--------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-820 | I-20 WEST MANAGED LANES | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-75/85 TO I-20 WEST | Sponsor | TBD | 0 | 2 | 6.4 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$68,000,000 | \$0,000 | \$68,000,000 |
| | | | \$0,000 | \$0,000 | \$68,000,000 | \$0,000 | \$68,000,000 |

| | | | | | | | |
|----------------------|-----------------------------------|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-940 | I-75 NORTH MANAGED LANES | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM HICKORY GROVE ROAD TO SR 113 | Sponsor | TBD | 0 | 1 | 14.1 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$425,000,000 | \$0,000 | \$425,000,000 |
| | | | \$0,000 | \$0,000 | \$425,000,000 | \$0,000 | \$425,000,000 |

| | | | | | | | |
|----------------------|--|--------------|-------------------------|-------------------------|---------|--------------|--------------|
| ASP-AR-ML-960 | I-575 MANAGED LANES | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SIXES ROAD TO BALL GROUND HIGHWAY | Sponsor | TBD | 0 | 1 | 11.4 | TBD |
| Aspirations | | Service Type | Roadway / Managed Lanes | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$114,000,000 | \$0,000 | \$114,000,000 |
| | | | \$0,000 | \$0,000 | \$114,000,000 | \$0,000 | \$114,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-AT-001 | SR 154 (MEMORIAL DRIVE) WIDENING | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SECOND AVENUE TO SR 155 (CANDLER ROAD) | Sponsor | TBD | 2 | 4 | 1.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$13,000,000 | \$0,000 | \$13,000,000 |
| | | | \$0,000 | \$0,000 | \$13,000,000 | \$0,000 | \$13,000,000 |

| | | | | | | | |
|-------------------|--|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-AT-004 | SR 237 (PIEDMONT ROAD) WIDENING | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 141 (PEACHTREE ROAD) TO US 19 (ROSWELL ROAD) | Sponsor | TBD | 4 | 6 | 1.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$4,700,000 | \$0,000 | \$4,700,000 |
| | | | \$0,000 | \$0,000 | \$4,700,000 | \$0,000 | \$4,700,000 |

| | | | | | | | |
|--------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-AT-175 | UNIVERSITY AVENUE | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| 0002641 | FROM US 19/41 (METROPOLITAN PARKWAY) TO I-75/85 | Sponsor | TBD | 3 | 4 | 0.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |
| | | | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AT-254 | I-75/85 INTERCHANGE MODIFICATIONS | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT FREEDOM PARKWAY | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Upgrade | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$45,000,000 | \$0,000 | \$45,000,000 |
| | | | \$0,000 | \$0,000 | \$45,000,000 | \$0,000 | \$45,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|--|-------------|------------------|-------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-AT-255 | I-75/85 INTERCHANGE MODIFICATIONS | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT COURTLAND STREET | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | | Service Type | Roadway / Interchange Upgrade | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |
| | | | | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |

| | | | | | | | | |
|--------------------|-----------------------------------|-------------|------------------|--------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-AT-256 | I-85 NORTH | | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT MONROE DRIVE - NEW INTERCHANGE | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |
| | | | | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-AT-257 | US 19 (ROSWELL ROAD) / SR 237 (PIEDMONT ROAD) SOUTH CONECTOR | | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM INTERSECTION OF HABERSHAM ROAD AND SR 237 (PIEDMONT ROAD) TO INTERSECTION OF US 19 (ROSWELL ROAD) AT IVY PARKWAY - NEW ALIGNMENT | | Sponsor | TBD | 0 | 4 | 0.3 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |
| | | | | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|------------------|----------------|------------------|
| ASP-AT-258 | SR 13 (BUFORD HIGHWAY) WIDENING IN EASTBOUND DIRECTION | | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SIDNEY MARCUS BOULEVARD TO LENOX ROAD / CHESHIRE BRIDGE ROAD | | Sponsor | TBD | 4 | 5 | 0.2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$600,000 | \$0,000 | \$600,000 |
| | | | | \$0,000 | \$0,000 | \$600,000 | \$0,000 | \$600,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AT-259 | I-285 WEST | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT GREENBRIAR PARKWAY - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |
| | | | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AT-260 | I-75/85 INTERCHANGE MODIFICATIONS | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SPRING STREET | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Upgrade | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |
| | | | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |

| | | | | | | | |
|--------------------|--|--------------|-------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AT-261 | I-20 EAST INTERCHANGE MODIFICATIONS | Jurisdiction | Regional - Central | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT US 23 (MORELAND AVENUE) | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Upgrade | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$5,900,000 | \$0,000 | \$5,900,000 |
| | | | \$0,000 | \$0,000 | \$5,900,000 | \$0,000 | \$5,900,000 |

| | | | | | | | |
|--------------------|---|--------------|-------------------------------|-------------------------|---------|--------------|--------------|
| ASP-AT-262 | I-285 WEST INTERCHANGE MODIFICATIONS | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SR 166 (LANGFORD PARKWAY) | Sponsor | TBD | N/A | N/A | 0.8 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Upgrade | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$10,000,000 | \$0,000 | \$10,000,000 |
| | | | \$0,000 | \$0,000 | \$10,000,000 | \$0,000 | \$10,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|--|-------------|------------------|-------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-AT-263 | I-75/85 INTERCHANGE MODIFICATIONS | | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT WILLIAMS STREET / SPRING STREET | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | | Service Type | Roadway / Interchange Upgrade | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |
| | | | | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|--|-------------------------|------------------|----------------|------------------|
| ASP-AT-264 | BOLTON ROAD | | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 280 (JAMES JACKSON PARKWAY) TO BROWNTOWN ROAD - ROAD DIET | | Sponsor | TBD | 4 | 2 | 0.6 | TBD |
| Aspirations | | | Service Type | Roadway / Capacity Reduction or Conversion | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |
| | | | | \$0,000 | \$0,000 | \$100,000 | \$0,000 | \$100,000 |

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-BA-001 | WINDER EAST BYPASS | | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 121730- | FROM SR 316 TO SR 53 - INCLUDES INTERCHANGE AT SR 316 | | Sponsor | TBD | 0 | 4 | 8.0 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$34,000,000 | \$0,000 | \$34,000,000 |
| | | | | \$0,000 | \$0,000 | \$34,000,000 | \$0,000 | \$34,000,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-BA-013 | SR 211 | | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0007830 | FROM SR 347 IN GWINNETT COUNTY TO INTERSECTION WITH PROPOSED WINDER WEST BYPASS | | Sponsor | TBD | 2 | 4 | 6.5 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |
| | | | | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|---|---------------|-------------|---------|--------------|--------------|
| ASP-BA-014 | SR 324 | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0007831 | FROM APALACHEE ROAD / GWINNETT COUNTY LINE TO SR 8 (ATLANTA HIGHWAY) | Sponsor | TBD | 2 | 4 | 0.8 | TBD |
| Dropped | | Service Type | | Analysis | | | |
| | | General Purpose Roadway Capacity | | Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$4,100,000 | \$0,000 | \$4,100,000 |
| | | | \$0,000 | \$0,000 | \$4,100,000 | \$0,000 | \$4,100,000 |

| | | | | | | | |
|--------------------|---|---|---------------|-------------|---------|--------------|--------------|
| ASP-BA-016 | SR 11 | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| 0007832 | FROM SR 316 / US 29 TO WALTON COUNTY LINE | Sponsor | TBD | 2 | 4 | 3.0 | TBD |
| Aspirations | | Service Type | | Analysis | | | |
| | | Roadway / General Purpose Capacity | | Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |
| | | | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |

| | | | | | | | |
|--------------------|--|---|---------------|-------------|---------|--------------|--------------|
| ASP-BA-031 | SR 124 (BRASELTON HIGHWAY) WIDENING | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM DEE KENNEDY ROAD TO SR 211 | Sponsor | TBD | 2 | 4 | 2.6 | TBD |
| Aspirations | | Service Type | | Analysis | | | |
| | | Roadway / General Purpose Capacity | | Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$27,300,000 | \$0,000 | \$27,300,000 |
| | | | \$0,000 | \$0,000 | \$27,300,000 | \$0,000 | \$27,300,000 |

| | | | | | | | |
|--------------------|--|---|---------------|-------------|---------|--------------|--------------|
| ASP-BA-034 | SR 8 / SR 53 (ATLANTA HIGHWAY) WIDENING | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM RUSSELL CEMETERY ROAD TO SR 8 / SR 53 (HOG MOUNTAIN ROAD) | Sponsor | TBD | 2 | 4 | 1 | TBD |
| Aspirations | | Service Type | | Analysis | | | |
| | | Roadway / General Purpose Capacity | | Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$10,100,000 | \$0,000 | \$10,100,000 |
| | | | \$0,000 | \$0,000 | \$10,100,000 | \$0,000 | \$10,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-BA-035 | SR 8 / SR 53 (MAY STREET) WIDENING | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 81 (SOUTH BROAD STREET) TO RUSSELL CEMETERY ROAD | Sponsor | TBD | 2 | 4 | 1.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$14,500,000 | \$0,000 | \$14,500,000 |
| | | | | \$0,000 | \$0,000 | \$14,500,000 | \$0,000 | \$14,500,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-BA-036 | SR 11 (MONROE HIGHWAY) WIDENING | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 316 TO PUNKIN JUNCTION ROAD | Sponsor | TBD | 2 | 4 | 0.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$13,600,000 | \$0,000 | \$13,600,000 |
| | | | | \$0,000 | \$0,000 | \$13,600,000 | \$0,000 | \$13,600,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-BA-037 | SR 81 (LOGANVILLE HIGHWAY) WIDENING | Jurisdiction | Barrow County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM WALTON COUNTY LINE TO US 29 (MAYS STREET) | Sponsor | TBD | 2 | 4 | 6.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$67,200,000 | \$0,000 | \$67,200,000 |
| | | | | \$0,000 | \$0,000 | \$67,200,000 | \$0,000 | \$67,200,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-001 | SR 140 (REINHARDT COLLEGE PARKWAY) WIDENING | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 108 (FINCHER ROAD) TO LOWER BURRIS ROAD | Sponsor | TBD | 2 | 4 | 3.8 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$18,200,000 | \$0,000 | \$18,200,000 |
| | | | | \$0,000 | \$0,000 | \$18,200,000 | \$0,000 | \$18,200,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-002 | EAST CHEROKEE DRIVE WIDENING | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM OLD SR 5 (HOLLY SPRINGS PARKWAY) TO SR 140 (HICKORY FLAT HIGHWAY) | Sponsor | TBD | 2 | 4 | 6.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$15,800,000 | \$0,000 | \$15,800,000 |
| | | | \$0,000 | \$0,000 | \$15,800,000 | \$0,000 | \$15,800,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-003 | EAST CHEROKEE DRIVE WIDENING | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 140 (HICKORY FLAT HIGHWAY) TO SR 20 (CUMMING HIGHWAY) | Sponsor | TBD | 2 | 4 | 7.6 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$23,000,000 | \$0,000 | \$23,000,000 |
| | | | \$0,000 | \$0,000 | \$23,000,000 | \$0,000 | \$23,000,000 |

| | | | | | | | |
|-------------------|--------------------------------|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-004 | CANTON HIGHWAY WIDENING | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM WOODSTOCK BYPASS TO SR 20 | Sponsor | TBD | 2 | 4 | 8.5 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |
| | | | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |

| | | | | | | | |
|--------------------|-------------------------------------|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-010D | BELLS FERRY ROAD: SEGMENT 4 | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0006039 | FROM SIXES ROAD TO MARIETTA HIGHWAY | Sponsor | TBD | 2 | 4 | 3.9 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$44,000,000 | \$0,000 | \$44,000,000 |
| | | | \$0,000 | \$0,000 | \$44,000,000 | \$0,000 | \$44,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-140C | SR 140 (REINHARDT COLLEGE PARKWAY): SEGMENT 3 | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 630942- | FROM LOWER BURRIS ROAD TO SR 5 BUSINESS (RIVERSTONE PARKWAY) | Sponsor | TBD | 2 | 4 | 3.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 |
| | | | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 |

| | | | | | | | |
|---------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-140D2 | SR 140 (HICKORY FLAT ROAD) WIDENING: SEGMENT 4 | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 0006040 | FROM I-575 TO EAST CHEROKEE DRIVE | Sponsor | GDOT | 2 | 4 | 5.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$63,427,245 | \$15,856,811 | \$0,000 | \$0,000 | \$79,284,056 |
| | | | \$63,427,245 | \$15,856,811 | \$0,000 | \$0,000 | \$79,284,056 |

| | | | | | | | |
|---------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-140E3 | SR 140 (HICKORY FLAT ROAD) WIDENING: SEGMENT 5 | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| 621240- | FROM EAST CHEROKEE DRIVE TO MOUNTAIN ROAD | Sponsor | GDOT | 2 | 4 | 3.3 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$59,955,866 | \$14,988,966 | \$0,000 | \$0,000 | \$74,944,832 |
| | | | \$59,955,866 | \$14,988,966 | \$0,000 | \$0,000 | \$74,944,832 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CH-222 | I-575 NEW INTERCHANGE | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT APPALACHIAN HIGHWAY AT PICKENS COUNTY LINE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |
| | | | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |

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Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CH-223 | I-575 AUXILIARY LANES | | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 140 (HICKORY FLAT HIGHWAY) TO SR 20 (CUMMING HIGHWAY) | | Sponsor | TBD | 4 | 6 | 2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$21,100,000 | \$0,000 | \$21,100,000 |
| | | | | \$0,000 | \$0,000 | \$21,100,000 | \$0,000 | \$21,100,000 |

| | | | | | | | | |
|--------------------|-------------------------------------|-------------|------------------|------------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-CH-224 | CANTON HIGHWAY WIDENING | | Jurisdiction | Cherokee County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SIXES ROAD TO RABBIT HILL ROAD | | Sponsor | TBD | 2 | 4 | 0.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$6,600,000 | \$0,000 | \$6,600,000 |
| | | | | \$0,000 | \$0,000 | \$6,600,000 | \$0,000 | \$6,600,000 |

| | | | | | | | | |
|-------------------|--------------------------------------|-------------|------------------|----------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-CL-003 | BOULDERCREST ROAD WIDENING | | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM PANOLA ROAD TO ANVIL BLOCK ROAD | | Sponsor | TBD | 2 | 4 | 1.3 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$6,700,000 | \$0,000 | \$6,700,000 |
| | | | | \$0,000 | \$0,000 | \$6,700,000 | \$0,000 | \$6,700,000 |

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CL-057 | US 29 (ROOSEVELT HIGHWAY) | | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 742900- | FROM SR 6 (CAMP CREEK PARKWAY) TO SR 279 (HERSCHEL ROAD / OLD NATIONAL HIGHWAY) | | Sponsor | TBD | 2 | 4 | 1.8 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$12,500,000 | \$0,000 | \$12,500,000 |
| | | | | \$0,000 | \$0,000 | \$12,500,000 | \$0,000 | \$12,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|-------------------------------|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-CL-061 | SR 54 (JONESBORO ROAD) | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 751295- | FROM SR 138 TO MORROW ROAD | Sponsor | TBD | 4 | 6 | 3.1 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |
| | | | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |

| | | | | | | | |
|--------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-CL-074 | CONLEY ROAD / C.W. GRANT PARKWAY WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| 752180- | FROM WESTERN END OF REALIGNED CONLEY ROAD NEAR I-285 EAST TO SR 54 (JONESBORO ROAD) | Sponsor | TBD | 2 | 4 | 0.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$12,500,000 | \$0,000 | \$12,500,000 |
| | | | \$0,000 | \$0,000 | \$12,500,000 | \$0,000 | \$12,500,000 |

| | | | | | | | |
|--------------------|------------------------------------|--------------|---------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CL-261 | I-285 SOUTH INTERCHANGE | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SR 314 (WEST FAYETTEVILLE ROAD) | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |
| | | | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |

| | | | | | | | |
|--------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-CL-262 | SR 314 (WEST FAYETTEVILLE ROAD) WIDENING | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM FLAT SHOALS ROAD / CREEL ROAD TO SR 138 | Sponsor | TBD | 2 | 4 | 2.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$26,900,000 | \$0,000 | \$26,900,000 |
| | | | \$0,000 | \$0,000 | \$26,900,000 | \$0,000 | \$26,900,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CL-263 | SR 314 (WEST FAYETTEVILLE ROAD) WIDENING | | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM FLAT SHOALS ROAD / CREEL ROAD TO SR 139 (RIVERDALE ROAD) | | Sponsor | TBD | 2 | 4 | 1.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$34,500,000 | \$0,000 | \$34,500,000 |
| | | | | \$0,000 | \$0,000 | \$34,500,000 | \$0,000 | \$34,500,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-CL-265 | I-285 SOUTH FRONTAGE ROADS | | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-85 SOUTH TO SR 54 (JONESBORO ROAD) | | Sponsor | TBD | 0 | 4 | 17.7 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$184,700,000 | \$0,000 | \$184,700,000 |
| | | | | \$0,000 | \$0,000 | \$184,700,000 | \$0,000 | \$184,700,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CL-266 | US 19/41 (OLD DIXIE HIGHWAY) WIDENING | | Jurisdiction | Clayton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-75 SOUTH TO I-285 SOUTH | | Sponsor | TBD | 4 | 6 | 3.4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$36,100,000 | \$0,000 | \$36,100,000 |
| | | | | \$0,000 | \$0,000 | \$36,100,000 | \$0,000 | \$36,100,000 |

| | | | | | | | | |
|-------------------|-------------------------------|-------------|------------------|----------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-CO-001 | US 41 GRADE SEPARATION | | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT BARRETT PARKWAY | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Dropped | | | Service Type | Interchange Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$3,900,000 | \$0,000 | \$3,900,000 |
| | | | | \$0,000 | \$0,000 | \$3,900,000 | \$0,000 | \$3,900,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-CO-002 | BARRETT PARKWAY WIDENING | | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD | | Sponsor | TBD | 4 | 6 | 0.4 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$1,500,000 | \$0,000 | \$1,500,000 |
| | | | | \$0,000 | \$0,000 | \$1,500,000 | \$0,000 | \$1,500,000 |

| | | | | | | | | |
|-------------------|----------------------------------|-------------|------------------|----------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-CO-013 | BELLS FERRY ROAD WIDENING | | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-575 TO CHASTAIN ROAD | | Sponsor | TBD | 2 | 4 | 1.3 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |
| | | | | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |

| | | | | | | | | |
|-------------------|---------------------------------------|-------------|------------------|----------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-CO-014 | BELLS FERRY ROAD WIDENING | | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CHASTAIN ROAD TO BARRETT PARKWAY | | Sponsor | TBD | 2 | 4 | 1.4 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$6,500,000 | \$0,000 | \$6,500,000 |
| | | | | \$0,000 | \$0,000 | \$6,500,000 | \$0,000 | \$6,500,000 |

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CO-016 | OLD CANTON ROAD WIDENING | | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM POST OAK TRITT TO LOWER ROSWELL ROAD | | Sponsor | TBD | 2 | 4 | 4.2 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |
| | | | | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-041 | US 41 (COBB PARKWAY) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0010510 | FROM WINDY RIDGE PARKWAY TO SR 120 LOOP (NORTH MARIETTA PARKWAY) | Sponsor | GDOT | 4 | 6 | 5.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$48,000,000 | \$12,000,000 | \$0,000 | \$0,000 | \$60,000,000 |
| | | | \$48,000,000 | \$12,000,000 | \$0,000 | \$0,000 | \$60,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-175A | SR 280 (SOUTH COBB DRIVE) | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 752760- | FROM SR 5 (ATLANTA ROAD) IN COBB COUNTY TO SR 70 (BOLTON ROAD) IN CITY OF ATLANTA | Sponsor | TBD | 4 | 6 | 10.2 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$67,200,000 | \$0,000 | \$67,200,000 |
| | | | \$0,000 | \$0,000 | \$67,200,000 | \$0,000 | \$67,200,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-175B | SR 280 (SOUTH COBB DRIVE) | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM US 41 (COBB PARKWAY) TO SR 5 (ATLANTA ROAD) | Sponsor | TBD | 4 | 6 | 2.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$19,000,000 | \$0,000 | \$19,000,000 |
| | | | \$0,000 | \$0,000 | \$19,000,000 | \$0,000 | \$19,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-338A | SR 176 (LOST MOUNTAIN ROAD) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| 0007872 | FROM SR 120 (DALLAS HIGHWAY) TO SR 360 (MACLAND ROAD) | Sponsor | GDOT | 2 | 4 | 3.3 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------------------|----------------|--------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$30,880,000 | \$0,000 | \$7,720,000 | \$0,000 | \$38,600,000 |
| | | | \$30,880,000 | \$0,000 | \$7,720,000 | \$0,000 | \$38,600,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-411 | I-75 NORTH | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT THIRD ARMY ROAD (INCLUDES CONNECTOR ROAD FROM US 41 TO I-75 NORTH) - NEW INTERCHANGE | Sponsor | TBD | 0 | 4 | 0.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$18,200,000 | \$0,000 | \$18,200,000 |
| | | | \$0,000 | \$0,000 | \$18,200,000 | \$0,000 | \$18,200,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-412 | US 41 (COBB PARKWAY) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM THIRD ARMY ROAD CONNECTOR TO SR 5 CONNECTOR | Sponsor | TBD | 4 | 6 | 13 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$140,000,000 | \$0,000 | \$140,000,000 |
| | | | \$0,000 | \$0,000 | \$140,000,000 | \$0,000 | \$140,000,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-413 | SR 120 (ROSWELL ROAD) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM JOHNSON FERRY ROAD TO COLEMAN ROAD | Sponsor | TBD | 4 | 6 | 2.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$51,100,000 | \$0,000 | \$51,100,000 |
| | | | \$0,000 | \$0,000 | \$51,100,000 | \$0,000 | \$51,100,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-414 | SR 139 (FLOYD ROAD / MABLETON PARKWAY) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM DODGEN ROAD TO DISCOVERY BOULEVARD | Sponsor | TBD | 4 | 6 | 1.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$18,000,000 | \$0,000 | \$18,000,000 |
| | | | \$0,000 | \$0,000 | \$18,000,000 | \$0,000 | \$18,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-415 | SR 360 (MACLAND ROAD) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM MACLAND / WINDY HILL CONNECTOR TO LOST MOUNTAIN ROAD / NEW MACLAND ROAD | Sponsor | TBD | 4 | 6 | 8.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$89,100,000 | \$0,000 | \$89,100,000 |
| | | | | \$0,000 | \$0,000 | \$89,100,000 | \$0,000 | \$89,100,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-416 | US 278 / SR 6 / THORNTON ROAD (C.H. JAMES PARKWAY) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM US 78 (BANKHEAD HIGHWAY) TO SR 92 (HIRAM DOUGLASVILLE HIGHWAY) | Sponsor | TBD | 4 | 6 | 12.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$135,000,000 | \$0,000 | \$135,000,000 |
| | | | | \$0,000 | \$0,000 | \$135,000,000 | \$0,000 | \$135,000,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-417 | SR 120 (DALLAS HIGHWAY) | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM JOHN WARD ROAD TO SR 176 (MARS HILL ROAD) | Sponsor | TBD | 4 | 6 | 11.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$124,000,000 | \$0,000 | \$124,000,000 |
| | | | | \$0,000 | \$0,000 | \$124,000,000 | \$0,000 | \$124,000,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-418 | SR 176 (MARS HILL ROAD / LOST MOUNTAIN ROAD) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 120 (DALLAS HIGHWAY) TO US 41 (COBB PARKWAY) | Sponsor | TBD | 2 | 4 | 7.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |
| | | | | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--------------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-419 | SR 293 (MAIN STREET) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM NANCE ROAD TO COWAN ROAD | Sponsor | TBD | 2 | 4 | 1.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$11,300,000 | \$0,000 | \$11,300,000 |
| | | | | \$0,000 | \$0,000 | \$11,300,000 | \$0,000 | \$11,300,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-420 | US 41 (COBB PARKWAY) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 120 LOOP (NORTH MARIETTA PARKWAY) TO SR 5 CONNECTOR | Sponsor | TBD | 4 | 6 | 1.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$19,000,000 | \$0,000 | \$19,000,000 |
| | | | | \$0,000 | \$0,000 | \$19,000,000 | \$0,000 | \$19,000,000 |

| | | | | | | | |
|--------------------|--------------------------------------|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-421 | I-75 NORTH | Jurisdiction | Regional - Northwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT THIRD ARMY ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$86,400,000 | \$0,000 | \$86,400,000 |
| | | | | \$0,000 | \$0,000 | \$86,400,000 | \$0,000 | \$86,400,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-425 | SR 120 (DALLAS HIGHWAY) | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 176 (MARS HILL ROAD) TO PAULDING COUNTY LINE / EAST PAULDING DRIVE | Sponsor | TBD | 4 | 6 | 2.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$25,800,000 | \$0,000 | \$25,800,000 |
| | | | | \$0,000 | \$0,000 | \$25,800,000 | \$0,000 | \$25,800,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-426 | SR 120 (ROSWELL ROAD) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM JOHNSON FERRY ROAD TO BRIDGEGATE DRIVE | Sponsor | GDOT/GRTA | 4 | 6 | 5.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$47,800,000 | \$11,900,000 | \$0,000 | \$0,000 | \$59,700,000 |
| | | | | \$47,800,000 | \$11,900,000 | \$0,000 | \$0,000 | \$59,700,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-427 | SR 139 (FLOYD ROAD / MABLETON PARKWAY) WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM US 78 / 278 (VETERANS MEMORIAL HIGHWAY) TO DODGEN ROAD | Sponsor | TBD | 4 | 6 | 2.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$22,600,000 | \$0,000 | \$22,600,000 |
| | | | | \$0,000 | \$0,000 | \$22,600,000 | \$0,000 | \$22,600,000 |

| | | | | | | | |
|--------------------|---------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CO-428 | WINDY HILL ROAD WIDENING | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM AUSTELL ROAD TO I-75 NORTH | Sponsor | TBD | 4 | 6 | 6.2 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$65,100,000 | \$0,000 | \$65,100,000 |
| | | | | \$0,000 | \$0,000 | \$65,100,000 | \$0,000 | \$65,100,000 |

| | | | | | | | |
|-------------------|------------------------|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-001 | SR 154 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM US 29 TO SR 34 | Sponsor | TBD | 2 | 4 | 3.3 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$9,100,000 | \$0,000 | \$9,100,000 |
| | | | | \$0,000 | \$0,000 | \$9,100,000 | \$0,000 | \$9,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---------------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-058 | US 27 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM WAGERS MILL ROAD TO SR 34 BYPASS | Sponsor | TBD | 2 | 4 | 7.2 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$75,600,000 | \$0,000 | \$75,600,000 |
| | | | | \$0,000 | \$0,000 | \$75,600,000 | \$0,000 | \$75,600,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-061 | SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM WILLIS ROAD / MARION BEAVERS ROAD TO SR 34 | Sponsor | TBD | 2 | 4 | 3.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$38,200,000 | \$0,000 | \$38,200,000 |
| | | | | \$0,000 | \$0,000 | \$38,200,000 | \$0,000 | \$38,200,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-062 | SR 34 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-85 SOUTH TO SR 154 (SHARPSBURG MCCOLLUM ROAD) | Sponsor | TBD | 4 | 6 | 8.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$85,900,000 | \$0,000 | \$85,900,000 |
| | | | | \$0,000 | \$0,000 | \$85,900,000 | \$0,000 | \$85,900,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-064 | SR 34 / US 29 CONNECTOR | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM INTERSECTION OF SR 34 AND SUMMIT DRIVE TO INTERSECTION OF US 29 AND EDGEWORTH ROAD - NEW ALIGNMENT | Sponsor | TBD | 0 | 4 | 3.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$48,100,000 | \$0,000 | \$48,100,000 |
| | | | | \$0,000 | \$0,000 | \$48,100,000 | \$0,000 | \$48,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|------------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CW-065 | SR 34 BYPASS WIDENING | | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 34 TO US 27A | | Sponsor | TBD | 2 | 4 | 2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$20,700,000 | \$0,000 | \$20,700,000 |
| | | | | \$0,000 | \$0,000 | \$20,700,000 | \$0,000 | \$20,700,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-CW-066 | AMLAJACK BOULEVARD EXTENSION | | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CURRENT TERMINUS IN SHENANDOAH INDUSTRIAL PARK TO PROPOSED INTERCHANGE AT I-85 SOUTH | | Sponsor | TBD | 0 | 2 | 1.3 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$9,000,000 | \$0,000 | \$9,000,000 |
| | | | | \$0,000 | \$0,000 | \$9,000,000 | \$0,000 | \$9,000,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|--------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CW-067 | I-85 SOUTH | | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| 0006878 | AT PROPOSED AMLAJACK BOULEVARD EXTENSION AT I-85 MILE MARKER 49 - NEW INTERCHANGE | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |
| | | | | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |

| | | | | | | | | |
|--------------------|-----------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-CW-068 | POPLAR ROAD WIDENING | | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-85 SOUTH TO SR 16 | | Sponsor | TBD | 2 | 4 | 4.8 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$51,100,000 | \$0,000 | \$51,100,000 |
| | | | | \$0,000 | \$0,000 | \$51,100,000 | \$0,000 | \$51,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-069 | SOUTHWEST NEWNAN BYPASS WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION OF US 27 / 29 AND SR 16 TO INTERSECTION OF SMOKEY ROAD AND ISHMAN BALLARD ROAD - NEW ALIGNMENT | Sponsor | TBD | 0/2 | 4 | 6.2 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$88,000,000 | \$0,000 | \$88,000,000 |
| | | | \$0,000 | \$0,000 | \$88,000,000 | \$0,000 | \$88,000,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-070 | SOUTHWEST NEWNAN BYPASS WIDENING ALONG ISHMAN BALLARD ROAD | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SMOKEY ROAD TO SR 34 (FRANKLIN ROAD) | Sponsor | TBD | 2 | 4 | 1.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$10,000,000 | \$0,000 | \$10,000,000 |
| | | | \$0,000 | \$0,000 | \$10,000,000 | \$0,000 | \$10,000,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-071 | SR 16 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION WITH POPLAR ROAD TO SR 74 | Sponsor | TBD | 2 | 4 | 9.5 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$67,000,000 | \$0,000 | \$67,000,000 |
| | | | \$0,000 | \$0,000 | \$67,000,000 | \$0,000 | \$67,000,000 |

| | | | | | | | |
|-------------------|-----------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-CW-072 | SR 16 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 74 TO SR 85C | Sponsor | TBD | 2 | 4 | 4.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$31,000,000 | \$0,000 | \$31,000,000 |
| | | | \$0,000 | \$0,000 | \$31,000,000 | \$0,000 | \$31,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-CW-073 | SR 16 WIDENING | Jurisdiction | Coweta County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM POPLAR ROAD TO NEWNAN BYPASS EXTENSION (CW-007) | Sponsor | TBD | 2 | 4 | 5.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |
| | | | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |

| | | | | | | | |
|-------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-DK-001 | SR 212 (BROWNS MILL ROAD) WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 155 (SNAPFINGER ROAD) IN DEKALB COUNTY TO SR 138 IN ROCKDALE COUNTY | Sponsor | TBD | 2 | 4 | 8.3 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |
| | | | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |

| | | | | | | | |
|-------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-DK-004 | WARD LAKE ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM BOULDERCREST ROAD TO HENRY COUNTY LINE | Sponsor | TBD | 2 | 4 | 1.5 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$18,500,000 | \$0,000 | \$18,500,000 |
| | | | \$0,000 | \$0,000 | \$18,500,000 | \$0,000 | \$18,500,000 |

| | | | | | | | |
|-------------------|--|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-DK-006 | SR 155 (SNAPFINGER ROAD) WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 212 (BROWNS MILL ROAD) TO PANOLA ROAD NORTH OF SOUTH RIVER | Sponsor | TBD | 2 | 4 | 2.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$9,300,000 | \$0,000 | \$9,300,000 |
| | | | \$0,000 | \$0,000 | \$9,300,000 | \$0,000 | \$9,300,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-007 | CONSTITUTION ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 0005875 | FROM US 23 (MORELAND AVENUE) TO INTERNATIONAL PARK DRIVE | Sponsor | TBD | 2 | 4 | 1.6 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$5,500,000 | \$0,000 | \$5,500,000 |
| | | | \$0,000 | \$0,000 | \$5,500,000 | \$0,000 | \$5,500,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-008 | UNION CHURCH ROAD / KLONDIKE ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 138 (STOCKBRIDGE HIGHWAY) IN ROCKDALE COUNTY TO SR 212 (BROWNS MILL ROAD) IN DEKALB COUNTY | Sponsor | TBD | 2 | 4 | 3.9 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$13,500,000 | \$0,000 | \$13,500,000 |
| | | | \$0,000 | \$0,000 | \$13,500,000 | \$0,000 | \$13,500,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-009 | EAST PONCE DE LEON AVENUE WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 761940- | FROM CLARENDON AVENUE TO SR 10 (MEMORIAL DRIVE) | Sponsor | TBD | 2 | 4 | 6.5 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$26,000,000 | \$0,000 | \$26,000,000 |
| | | | \$0,000 | \$0,000 | \$26,000,000 | \$0,000 | \$26,000,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-013 | CHAMBLEE-DUNWOODY ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MOUNT VERNON ROAD TO DUNWOODY VILLAGE PARKWAY | Sponsor | TBD | 2 | 4 | 0.3 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$1,600,000 | \$0,000 | \$1,600,000 |
| | | | \$0,000 | \$0,000 | \$1,600,000 | \$0,000 | \$1,600,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-023A | REDAN ROAD | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| 751230- | FROM US 278 (COVINGTON HIGHWAY) TO SOUTH STONE MOUNTAIN - LITHONIA ROAD | Sponsor | TBD | 2 | 4 | 6.2 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |
| | | | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |

| | | | | | | | |
|--------------------|---------------------------------------|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-378 | I-675 | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 0005528 | AT CEDAR GROVE ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |
| | | | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-379 | I-20 EAST COLLECTOR/DISTRIBUTOR LANES (WESTBOUND DIRECTION ONLY) | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-285 TO PANOLA ROAD | Sponsor | TBD | 0 | 2 | 4.2 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$70,000,000 | \$0,000 | \$70,000,000 |
| | | | \$0,000 | \$0,000 | \$70,000,000 | \$0,000 | \$70,000,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-380 | I-20 EAST COLLECTOR/DISTRIBUTOR LANES | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM COLUMBIA DRIVE TO EVANS MILL ROAD | Sponsor | TBD | 0/4 | 4 | 8.0 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |
| | | | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-390 | SR 124 (ROCKBRIDGE ROAD) WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM ROCK CHAPEL ROAD TO NORRIS LAKE ROAD | Sponsor | TBD | 4 | 6 | 3.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$32,500,000 | \$0,000 | \$32,500,000 |
| | | | \$0,000 | \$0,000 | \$32,500,000 | \$0,000 | \$32,500,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-391 | SR 124 (ROCK CHAPEL ROAD) WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM STEPHENSON ROAD TO ROCKBRIDGE ROAD | Sponsor | TBD | 4 | 6 | 2.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$21,700,000 | \$0,000 | \$21,700,000 |
| | | | \$0,000 | \$0,000 | \$21,700,000 | \$0,000 | \$21,700,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-392 | I-675 | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT CONSTITUTION ROAD - EXTENSION AND NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$26,700,000 | \$0,000 | \$26,700,000 |
| | | | \$0,000 | \$0,000 | \$26,700,000 | \$0,000 | \$26,700,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-393 | SR 155 (SNAPPFINGER ROAD) WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 212 (BROWNS MILL ROAD) TO PANOLA ROAD | Sponsor | TBD | 2 | 4 | 2 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |
| | | | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|---------------------------------|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-394 | I-285 EAST | Jurisdiction | Regional - Perimeter | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT REDAN ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |
| | | | | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-395 | SR 212 (BROWNS MILL ROAD) WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 155 (SNAPFINGER ROAD) TO SR 138 | Sponsor | TBD | 2 | 4 | 8.3 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$83,000,000 | \$0,000 | \$83,000,000 |
| | | | | \$0,000 | \$0,000 | \$83,000,000 | \$0,000 | \$83,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-397 | SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM JOHNSON FERRY ROAD TO I-285 FRONTAGE ROAD | Sponsor | TBD | 4 | 6 | 2.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$49,600,000 | \$0,000 | \$49,600,000 |
| | | | | \$0,000 | \$0,000 | \$49,600,000 | \$0,000 | \$49,600,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DK-398 | HAIRSTON ROAD WIDENING | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 10 (MEMORIAL DRIVE) TO REDAN ROAD | Sponsor | TBD | 4 | 6 | 5.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$60,800,000 | \$0,000 | \$60,800,000 |
| | | | | \$0,000 | \$0,000 | \$60,800,000 | \$0,000 | \$60,800,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|-----------------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-DK-399 | REDAN ROAD WIDENING | | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PANOLA ROAD TO HOLCOMBE ROAD | | Sponsor | TBD | 2 | 4 | 4.1 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$41,000,000 | \$0,000 | \$41,000,000 |
| | | | | \$0,000 | \$0,000 | \$41,000,000 | \$0,000 | \$41,000,000 |

| | | | | | | | | |
|-------------------|--|-------------|------------------|----------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-DO-001 | SR 5 WIDENING | | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM US 78/278 (BANKHEAD HIGHWAY) TO ROSE AVENUE | | Sponsor | TBD | 2 | 4 | 1.2 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$5,700,000 | \$0,000 | \$5,700,000 |
| | | | | \$0,000 | \$0,000 | \$5,700,000 | \$0,000 | \$5,700,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-DO-003 | SOUTH DOUGLAS LOOP | | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION OF BRIGHT STAR ROAD AND I-20 WEST TO INTERSECTION OF CHAPEL HILL ROAD AND CENTRAL CHURCH ROAD (FOLLOWING ALIGNMENT OF BRIGHT STAR ROAD AND CENTRAL CHURCH ROAD) | | Sponsor | TBD | 2 | 4 | 5.2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$24,000,000 | \$0,000 | \$24,000,000 |
| | | | | \$0,000 | \$0,000 | \$24,000,000 | \$0,000 | \$24,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-DO-004 | SOUTH DOUGLAS LOOP | | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION OF CHAPEL HILL ROAD AND CENTRAL CHURCH ROAD / BOMAR ROAD TO INTERSECTION OF SR 92 AND BOMAR ROAD | | Sponsor | TBD | 2 | 4 | 3.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$16,800,000 | \$0,000 | \$16,800,000 |
| | | | | \$0,000 | \$0,000 | \$16,800,000 | \$0,000 | \$16,800,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-005 | RIVERSIDE PARKWAY CONNECTOR | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION OF SR 92 AND SR 166 TO RIVERSIDE PARKWAY | Sponsor | TBD | 0 | 4 | 0.4 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$1,800,000 | \$0,000 | \$1,800,000 |
| | | | \$0,000 | \$0,000 | \$1,800,000 | \$0,000 | \$1,800,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-008 | CAPPS FERRY ROAD EXTENSION | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION OF SR 166 (EBB DUNCAN MEMORIAL HIGHWAY) AND CAPPS FERRY ROAD TO SR 5 (BILL ARP ROAD) NORTH OF CANTRELL ROAD | Sponsor | TBD | 0 | 4 | 0.3 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$3,400,000 | \$0,000 | \$3,400,000 |
| | | | \$0,000 | \$0,000 | \$3,400,000 | \$0,000 | \$3,400,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-009 | CAPPS FERRY ROAD / SOUTH FULTON PARKWAY WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 166 (EBB DUNCAN MEMORIAL HIGHWAY) IN DOUGLAS COUNTY TO RIVERTOWN ROAD IN SOUTH FULTON COUNTY | Sponsor | TBD | 2 | 4 | 11.6 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |
| | | | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-010 | WEST DOUGLASVILLE LOOP | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION OF SR 92 (DALLAS HIGHWAY) AND CAVE SPRINGS ROAD TO INTERSECTION OF US 78 (BANKHEAD HIGHWAY) AND CHICAGO AVENUE | Sponsor | TBD | 2 | 4 | 3.2 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$19,300,000 | \$0,000 | \$19,300,000 |
| | | | \$0,000 | \$0,000 | \$19,300,000 | \$0,000 | \$19,300,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-016 | US 78 (BANKHEAD HIGHWAY) WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 721320- | FROM SOUTH SWEETWATER ROAD TO SR 6 (THORNTON ROAD) | Sponsor | GDOT | 2 | 4 | 1.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------------------|--------------------|----------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$20,040,000 | \$5,010,000 | \$0,000 | \$0,000 | \$25,050,000 |
| | | | \$20,040,000 | \$5,010,000 | \$0,000 | \$0,000 | \$25,050,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-029A | US 78 (BANKHEAD HIGHWAY) | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| 721590 | FROM REALIGNED SR 92 TO SOUTH SWEETWATER ROAD | Sponsor | GDOT | 2 | 4 | 5.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------------------|---------------------|----------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$53,337,312 | \$13,334,328 | \$0,000 | \$0,000 | \$66,671,640 |
| | | | \$53,337,312 | \$13,334,328 | \$0,000 | \$0,000 | \$66,671,640 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-291 | SR 5 (BILL ARP ROAD) WIDENING | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM DORSETT SHOALS ROAD / POOL ROAD / BANKS MILL ROAD TO KINGS HIGHWAY | Sponsor | TBD | 2 | 4 | 3.5 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$37,400,000 | \$0,000 | \$37,400,000 |
| | | | \$0,000 | \$0,000 | \$37,400,000 | \$0,000 | \$37,400,000 |

| | | | | | | | |
|-------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-292 | I-20 WEST | Jurisdiction | Regional - West | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT NORTH COUNTY LINE ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |
| | | | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-DO-294 | DOUGLAS COUNTY INNER SOUTHERN ARC | Jurisdiction | Douglas County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PROPOSED I-20 INTERCHANGE AT NORTH COUNTY LINE ROAD TO INTERSECTION OF SR 5 (BILL ARP ROAD) AND CENTRAL CHURCH ROAD | Sponsor | TBD | 2 | 4 | 8.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$91,200,000 | \$0,000 | \$91,200,000 |
| | | | | \$0,000 | \$0,000 | \$91,200,000 | \$0,000 | \$91,200,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FA-003 | SR 92 | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 321950- | FROM MCBRIDE ROAD TO HELEN SAMS PARKWAY | Sponsor | TBD | 2 | 4 | 3.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$18,600,000 | \$0,000 | \$18,600,000 |
| | | | | \$0,000 | \$0,000 | \$18,600,000 | \$0,000 | \$18,600,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FA-106 | COLLINSWORTH ROAD / PALMETTO ROAD | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 0007837 | FROM I-85 / COLLINSWORTH ROAD INTERCHANGE IN COWETA COUNTY TO SR 74 (JOEL COWAN PARKWAY) IN CITY OF TYRONE | Sponsor | TBD | 2 | 4 | 3.5 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |
| | | | | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |

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|--------------------|----------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FA-340 | SR 92 WIDENING | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM VAUGHN ROAD TO MCBRIDE ROAD | Sponsor | TBD | 2 | 4 | 6.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$70,500,000 | \$0,000 | \$70,500,000 |
| | | | | \$0,000 | \$0,000 | \$70,500,000 | \$0,000 | \$70,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-FA-342 | SR 279 WIDENING | | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 138 TO SR 85 | | Sponsor | TBD | 2 | 4 | 4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |
| | | | | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |

| | | | | | | | | |
|--------------------|-------------------------------------|-------------|------------------|------------------------------------|-------------------------|----------------------|----------------|----------------------|
| ASP-FA-343 | SR 138 WIDENING | | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM STOCKBRIDGE ROAD TO I-85 SOUTH | | Sponsor | TBD | 4 | 6 | 13.4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$141,000,000 | \$0,000 | \$141,000,000 |
| | | | | \$0,000 | \$0,000 | \$141,000,000 | \$0,000 | \$141,000,000 |

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|--------------------|---------------------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-FA-344 | SR 85 (GLYNN STREET) WIDENING | | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 279 TO SR 92 (FORREST AVENUE) | | Sponsor | TBD | 4 | 6 | 7.4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$78,100,000 | \$0,000 | \$78,100,000 |
| | | | | \$0,000 | \$0,000 | \$78,100,000 | \$0,000 | \$78,100,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-FA-345 | SR 314 (WEST FAYETTEVILLE ROAD) WIDENING | | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 279 (OLD NATIONAL HIGHWAY) TO SR 138 (JONESBORO ROAD) | | Sponsor | TBD | 2 | 4 | 1.5 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$15,900,000 | \$0,000 | \$15,900,000 |
| | | | | \$0,000 | \$0,000 | \$15,900,000 | \$0,000 | \$15,900,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FA-346 | SR 92 WIDENING | | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM JIMMY MAYFIELD AVENUE TO SR 85 (SOUTH GLYNN STREET) | | Sponsor | TBD | 2 | 4 | 0.7 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$7,000,000 | \$0,000 | \$7,000,000 |
| | | | | \$0,000 | \$0,000 | \$7,000,000 | \$0,000 | \$7,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|---------------|--------------|---------------|
| ASP-FA-347 | SR 92 WIDENING | | Jurisdiction | Regional - South | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM OAKLEY INDUSTRIAL BOULEVARD TO SR 85 (GLYNN STREET) | | Sponsor | TBD | 2 | 4 | 9.7 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$103,000,000 | \$0,000 | \$103,000,000 |
| | | | | \$0,000 | \$0,000 | \$103,000,000 | \$0,000 | \$103,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FA-348 | SR 85: PHASE 2 | | Jurisdiction | Fayette County | Existing | Planned | Length (mi.) | Network Year |
| 321964- | FROM SR 74 (JOEL COWAN PARKWAY) TO SR 92 | | Sponsor | TBD | 2 | 4 | 7.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |
| | | | | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |

| | | | | | | | | |
|-------------------|--|-------------|------------------|----------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FN-002 | RIVERSIDE ROAD WIDENING | | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 9 (ATLANTA STREET) TO OLD ALABAMA ROAD | | Sponsor | TBD | 2 | 4 | 1.3 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |
| | | | | \$0,000 | \$0,000 | \$4,800,000 | \$0,000 | \$4,800,000 |

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Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|---|------------------|----------------|------------------------------------|-------------------------|----------------|--------------------|--------------|
| ASP-FN-016 | HAMMOND DRIVE | | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE | | Sponsor | TBD | 2 | 4 | 0.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2040+ | TBD | \$0,000 | \$0,000 | \$5,800,000 | \$0,000 | \$5,800,000 | |
| | | | \$0,000 | \$0,000 | \$5,800,000 | \$0,000 | \$5,800,000 | |

| | | | | | | | | |
|-------------------|-------------------------------------|------------------|----------------|----------------------------------|-------------------------|----------------|--------------------|--------------|
| ASP-FN-017 | MANSELL ROAD WIDENING | | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MALL BOULEVARD TO ROSWELL ROAD | | Sponsor | TBD | 4 | 6 | 2.1 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$9,400,000 | \$0,000 | \$9,400,000 | |
| | | | \$0,000 | \$0,000 | \$9,400,000 | \$0,000 | \$9,400,000 | |

| | | | | | | | | |
|--------------------|---|------------------|---------------------|------------------------------------|-------------------------|----------------|---------------------|--------------|
| ASP-FN-126A | SR 140 (ARNOLD MILL ROAD) WIDENING | | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721300- | FROM RUCKER ROAD TO RANCHETTE ROAD | | Sponsor | GDOT | 2 | 4 | 2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| ALL | 2040+ | TBD | \$36,800,000 | \$9,200,000 | \$0,000 | \$0,000 | \$46,000,000 | |
| | | | \$36,800,000 | \$9,200,000 | \$0,000 | \$0,000 | \$46,000,000 | |

| | | | | | | | | |
|--------------------|--|------------------|---------------------|------------------------------------|-------------------------|----------------|---------------------|--------------|
| ASP-FN-232A | SR 140 (ARNOLD MILL ROAD) WIDENING | | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| 721305- | FROM MOUNTAIN ROAD IN CHEROKEE COUNTY TO RANCHETTE ROAD IN FULTON COUNTY | | Sponsor | GDOT | 2 | 4 | 3.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
| ALL | 2040+ | TBD | \$55,904,304 | \$13,976,076 | \$0,000 | \$0,000 | \$69,880,380 | |
| | | | \$55,904,304 | \$13,976,076 | \$0,000 | \$0,000 | \$69,880,380 | |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--------------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FN-268 | HAMMOND DRIVE WIDENING | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 400 TO ASHFORD DUNWOODY ROAD | Sponsor | TBD | 4 | 6 | 1.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |
| | | | | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FN-271 | SR 120 (OLD MILTON PARKWAY) WIDENING | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 400 TO KIMBALL BRIDGE ROAD | Sponsor | TBD | 4 | 6 | 2.5 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |
| | | | | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |

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|--------------------|---|--------------|-------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FN-272 | SR 400 INTERCHANGE MODIFICATIONS | Jurisdiction | Fulton County (North) | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT SR 140 (HOLCOMB BRIDGE ROAD) | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Upgrade | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |
| | | | | \$0,000 | \$0,000 | \$50,000,000 | \$0,000 | \$50,000,000 |

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|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-011 | PHIPPS ROAD / COLLINSWORTH ROAD WIDENING | Jurisdiction | Regional | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM US 29 IN SOUTH FULTON COUNTY TO I-85 SOUTH IN COWETA COUNTY | Sponsor | TBD | 2 | 4 | 2.6 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$12,000,000 | \$0,000 | \$12,000,000 |
| | | | | \$0,000 | \$0,000 | \$12,000,000 | \$0,000 | \$12,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|---|-------|--------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FS-012 | SR 70 (FULTON INDUSTRIAL BOULEVARD) WIDENING | | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 166 (CAMPBELLTON ROAD) TO SR 6 (CAMP CREEK PARKWAY) | | Sponsor | TBD | 4 | 6 | 3.5 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |
| | | | | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |

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|-------------------|---|-------|--------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FS-049 | US 29 (ROOSEVELT HIGHWAY) | | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 279 (OLD NATIONAL HIGHWAY) TO SR 6 (CAMP CREEK PARKWAY) | | Sponsor | TBD | 2 | 4 | 1.3 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |
| | | | | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |

| | | | | | | | | |
|--------------------|--|-------|--------------|------------------------------------|-------------------------|-------------|--------------|--------------|
| ASP-FS-200A | WASHINGTON ROAD WIDENING: SEGMENT 1 | | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| 751146- | FROM I-285 TO DESERT DRIVE | | Sponsor | City of East Point | 2 | 4 | 1 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$6,720,000 | \$0,000 | \$1,680,000 | \$0,000 | \$8,400,000 |
| | | | | \$6,720,000 | \$0,000 | \$1,680,000 | \$0,000 | \$8,400,000 |

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|--------------------|--|-------|--------------|------------------------------------|-------------------------|-------------|--------------|--------------|
| ASP-FS-200B | WASHINGTON ROAD WIDENING: SEGMENT 2 | | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 6 (CAMP CREEK PARKWAY) TO DELOWE DRIVE | | Sponsor | City of East Point | 2 | 4 | 2.3 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$11,600,000 | \$0,000 | \$2,900,000 | \$0,000 | \$14,500,000 |
| | | | | \$11,600,000 | \$0,000 | \$2,900,000 | \$0,000 | \$14,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-200C | WASHINGTON ROAD WIDENING: SEGMENT 3 | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DELOWE DRIVE TO US 29 (LEGION WAY) | Sponsor | City of East Point | 2 | 4 | 0.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|--------------------|----------------|--------------------|----------------|--------------------|
| ALL | 2040+ | TBD | \$4,640,000 | \$0,000 | \$1,160,000 | \$0,000 | \$5,800,000 |
| | | | \$4,640,000 | \$0,000 | \$1,160,000 | \$0,000 | \$5,800,000 |

| | | | | | | | |
|-------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-202 | OAKLEY INDUSTRIAL BOULEVARD WIDENING AND EXTENSION | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM GULLATT ROAD TO FLAT SHOALS ROAD | Sponsor | TBD | 0/2 | 4 | 7.5 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$55,000,000 | \$0,000 | \$55,000,000 |
| | | | \$0,000 | \$0,000 | \$55,000,000 | \$0,000 | \$55,000,000 |

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|-------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-222 | SR 154 (CASCADE-PALMETTO HIGHWAY) WIDENING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 166 TO US 29 (ROOSEVELT HIGHWAY) | Sponsor | TBD | 2 | 4 | 9.3 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$98,200,000 | \$0,000 | \$98,200,000 |
| | | | \$0,000 | \$0,000 | \$98,200,000 | \$0,000 | \$98,200,000 |

| | | | | | | | |
|-------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-223 | SR 138 WIDENING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-85 SOUTH TO SR 14 SPUR (SOUTH FULTON PARKWAY) | Sponsor | TBD | 4 | 6 | 7.5 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$79,000,000 | \$0,000 | \$79,000,000 |
| | | | \$0,000 | \$0,000 | \$79,000,000 | \$0,000 | \$79,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-226 | US 29 (ROOSEVELT HIGHWAY) | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 279 (OLD NATIONAL HIGHWAY) TO SR 14 SPUR (SOUTH FULTON PARKWAY) | Sponsor | TBD | 2 | 4 | 2.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$27,000,000 | \$0,000 | \$27,000,000 |
| | | | \$0,000 | \$0,000 | \$27,000,000 | \$0,000 | \$27,000,000 |

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|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-227 | SR 6 (CAMP CREEK PARKWAY) WIDENING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-285 WEST TO I-85 SOUTH | Sponsor | TBD | 4 | 6 | 5.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$61,000,000 | \$0,000 | \$61,000,000 |
| | | | \$0,000 | \$0,000 | \$61,000,000 | \$0,000 | \$61,000,000 |

| | | | | | | | |
|--------------------|-----------------------------------|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-228 | I-85 SOUTH | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT GULLATT ROAD - NEW INTERCHANGE | Sponsor | TBD | 4 | 6 | 5.8 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |
| | | | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-229 | I-85 SOUTH COLLECTOR DISTRIBUTOR LANES | Jurisdiction | Regional - Southwest | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 74 TO COLLINSWORTH ROAD | Sponsor | TBD | 0 | 4 | 5.4 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$143,000,000 | \$0,000 | \$143,000,000 |
| | | | \$0,000 | \$0,000 | \$143,000,000 | \$0,000 | \$143,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FS-230 | SR 92 WIDENING | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 14 SPUR (SOUTH FULTON PARKWAY) TO SR 70 (FULTON INDUSTRIAL BOULEVARD) | Sponsor | TBD | 2 | 4 | 4.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |
| | | | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |

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|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FT-030 | SR 371 (POST ROAD) | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0006915 | FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD | Sponsor | TBD | 2 | 4 | 3.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |
| | | | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |

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|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FT-062A | SR 369 (BROWNS BRIDGE ROAD): SEGMENT 1 | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0001037 | FROM SR 9 (DAHLONEGA HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD) - INCLUDES NEW INTERCHANGE AT SR 400 | Sponsor | TBD | 2 | 4 | 1.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$27,000,000 | \$0,000 | \$27,000,000 |
| | | | \$0,000 | \$0,000 | \$27,000,000 | \$0,000 | \$27,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FT-062B | SR 369 (BROWNS BRIDGE ROAD): SEGMENT 2 | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 122014- | FROM SR 306 (KEITH BRIDGE ROAD) TO WALDRIP ROAD | Sponsor | TBD | 2 | 4 | 5.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |
| | | | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|------------------------------------|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-FT-065B | MCFARLAND ROAD: SEGMENT TWO | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| 0007846 | FROM SR 400 TO SR 9 | Sponsor | TBD | 4 | 6 | 2.5 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$8,700,000 | \$0,000 | \$8,700,000 |
| | | | \$0,000 | \$0,000 | \$8,700,000 | \$0,000 | \$8,700,000 |

| | | | | | | | |
|--------------------|--|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-FT-306A | SR 306 (KEITH BRIDGE ROAD): SEGMENT 1 | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 9 (DAHLONEGA HIGHWAY) TO SR 400 | Sponsor | TBD | 2 | 4 | 1.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$8,000,000 | \$0,000 | \$8,000,000 |
| | | | \$0,000 | \$0,000 | \$8,000,000 | \$0,000 | \$8,000,000 |

| | | | | | | | |
|--------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-FT-306C | SR 306 (KEITH BRIDGE ROAD): SEGMENT 3 | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 369 (BROWNS BRIDGE ROAD) TO SR 53 (DAWSONVILLE HIGHWAY) | Sponsor | TBD | 2 | 4 | 6.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$52,000,000 | \$0,000 | \$52,000,000 |
| | | | \$0,000 | \$0,000 | \$52,000,000 | \$0,000 | \$52,000,000 |

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|--------------------|--|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-FT-314 | SR 369 (MATT HIGHWAY) WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 20 (CUMMING HIGHWAY) TO SR 9 (DAHLONEGA HIGHWAY) | Sponsor | TBD | 2 | 4 | 14.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$156,000,000 | \$0,000 | \$156,000,000 |
| | | | \$0,000 | \$0,000 | \$156,000,000 | \$0,000 | \$156,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FT-315 | METRO ARTERIAL CONNECTOR - SR 20 (BUFORD HIGHWAY) WIDENING | | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 9 (ATLANTA HIGHWAY) TO WINDERMERE PARKWAY | | Sponsor | TBD | 4 | 6 | 7.2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$92,900,000 | \$0,000 | \$92,900,000 |
| | | | | \$0,000 | \$0,000 | \$92,900,000 | \$0,000 | \$92,900,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FT-316 | METRO ARTERIAL CONNECTOR - SR 20 (CANTON HIGHWAY) WIDENING | | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SPOT ROAD TO KELLY MILL ROAD | | Sponsor | TBD | 4 | 6 | 3.2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$33,600,000 | \$0,000 | \$33,600,000 |
| | | | | \$0,000 | \$0,000 | \$33,600,000 | \$0,000 | \$33,600,000 |

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|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FT-317 | SR 141 (PEACHTREE PARKWAY) WIDENING | | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM MCGINNIS FERRY ROAD TO SR 9 (ATLANTA HIGHWAY) | | Sponsor | TBD | 4 | 6 | 7.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |
| | | | | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-FT-318 | SR 371 (POST ROAD) WIDENING | | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM KELLY MILL ROAD TO SR 20 (CANTON HIGHWAY) | | Sponsor | TBD | 2 | 4 | 2.2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$26,800,000 | \$0,000 | \$26,800,000 |
| | | | | \$0,000 | \$0,000 | \$26,800,000 | \$0,000 | \$26,800,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FT-319 | SR 9 (ATLANTA HIGHWAY) WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM MCFARLAND ROAD TO MULLINAX ROAD | Sponsor | TBD | 4 | 6 | 2.3 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |
| | | | \$0,000 | \$0,000 | \$23,900,000 | \$0,000 | \$23,900,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FT-320 | SR 400 | Jurisdiction | Regional - North | Existing | Planned | Length (mi.) | Network Year |
| TBD | AT MCGINNIS FERRY ROAD - NEW INTERCHANGE | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |
| | | | \$0,000 | \$0,000 | \$36,400,000 | \$0,000 | \$36,400,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FT-323 | SR 9 (DAHLONEGA HIGHWAY) WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 306 (KEITH BRIDGE ROAD) TO HOPEWELL ROAD | Sponsor | TBD | 2 | 4 | 2.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$27,700,000 | \$0,000 | \$27,700,000 |
| | | | \$0,000 | \$0,000 | \$27,700,000 | \$0,000 | \$27,700,000 |

| | | | | | | | |
|--------------------|---------------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-FT-325 | MCGINNIS FERRY ROAD WIDENING | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM UNION HILL ROAD TO TIDWELL DRIVE | Sponsor | TBD | 2 | 4 | 0.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|--------------------|----------------|--------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$7,100,000 | \$0,000 | \$7,100,000 |
| | | | \$0,000 | \$0,000 | \$7,100,000 | \$0,000 | \$7,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|---------------------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-FT-326 | MCGINNIS FERRY ROAD WIDENING | | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM MCFARLAND ROAD TO BROOKWOOD ROAD | | Sponsor | TBD | 4 | 6 | 1.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$20,300,000 | \$0,000 | \$20,300,000 |
| | | | | \$0,000 | \$0,000 | \$20,300,000 | \$0,000 | \$20,300,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-FT-327 | MCGINNIS FERRY ROAD WIDENING | | Jurisdiction | Forsyth County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM BROOKWOOD ROAD TO PEACHTREE INDUSTRIAL BOULEVARD | | Sponsor | TBD | 4 | 6 | 6.4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$67,400,000 | \$0,000 | \$67,400,000 |
| | | | | \$0,000 | \$0,000 | \$67,400,000 | \$0,000 | \$67,400,000 |

| | | | | | | | | |
|-------------------|--|-------------|------------------|----------------------------------|-------------------------|--------------------|----------------|--------------------|
| ASP-GW-010 | SR 120 WIDENING | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM LAWRENCEVILLE-SUWANEE ROAD TO LANGLEY DRIVE | | Sponsor | TBD | 4 | 6 | 1.7 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$6,600,000 | \$0,000 | \$6,600,000 |
| | | | | \$0,000 | \$0,000 | \$6,600,000 | \$0,000 | \$6,600,000 |

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-GW-014 | SR 324 WIDENING AND REALIGNMENT | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 124 TO SR 316 (WITH NEW ALIGNMENT ALONG APALACHEE ROAD, OLD FREEMANS MILL ROAD AND DROWNING CREEK ROAD) | | Sponsor | TBD | 0/2 | 4 | 8.2 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$38,000,000 | \$0,000 | \$38,000,000 |
| | | | | \$0,000 | \$0,000 | \$38,000,000 | \$0,000 | \$38,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-015 | RONALD REAGAN PARKWAY EXTENSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CURRENT TERMINUS AT PLEASANT HILL ROAD TO BEAVER RUIN ROAD NEAR INTERSECTION WITH PLANTATION LANE | Sponsor | TBD | 0 | 4 | 3.6 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$15,600,000 | \$0,000 | \$15,600,000 |
| | | | \$0,000 | \$0,000 | \$15,600,000 | \$0,000 | \$15,600,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-017 | RONALD REAGAN PARKWAY EXTENSION | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MIDPOINT OF RONALD REAGAN PARKWAY EXTENSION BETWEEN PLEASANT HILL ROAD AND BEAVER RUIN ROAD TO STEVE REYNOLDS BOULEVARD | Sponsor | TBD | 0 | 4 | 1.4 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$18,200,000 | \$0,000 | \$18,200,000 |
| | | | \$0,000 | \$0,000 | \$18,200,000 | \$0,000 | \$18,200,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-078D | US 78 | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0007852 | FROM SR 124 (SCENIC HIGHWAY) TO SR 84 (GRAYSTON PARKWAY) | Sponsor | TBD | 4 | 6 | 1.6 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$33,000,000 | \$0,000 | \$33,000,000 |
| | | | \$0,000 | \$0,000 | \$33,000,000 | \$0,000 | \$33,000,000 |

| | | | | | | | |
|--------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-078E | US 78 (ATHENS HIGHWAY) | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0007853 | FROM SR 84 (SCENIC HIGHWAY) IN GWINNETT COUNTY TO SR 81 IN WALTON COUNTY | Sponsor | TBD | 4 | 6 | 7.1 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$39,000,000 | \$0,000 | \$39,000,000 |
| | | | \$0,000 | \$0,000 | \$39,000,000 | \$0,000 | \$39,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|----------------|----------------|---------------------|
| ASP-GW-099A | US 23 (BUFORD HIGHWAY) WIDENING: SEGMENT 1 | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 132360- | FROM OLD PEACHTREE ROAD TO SUGARLOAF PARKWAY | | Sponsor | GDOT | 2 | 4 | 1.1 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$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 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|----------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-GW-099B | US 23 (BUFORD HIGHWAY): SEGMENT 2 | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| 0002393 | FROM SUGARLOAF PARKWAY TO SR 20 (NELSON BROGDON BOULEVARD / BUFORD DRIVE) | | Sponsor | TBD | 2 | 4 | 8.3 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$52,000,000 | \$0,000 | \$52,000,000 |
| | | | | \$0,000 | \$0,000 | \$52,000,000 | \$0,000 | \$52,000,000 |

| | | | | | | | | |
|--------------------|----------------------------------|-------------|------------------|--------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-GW-358 | I-85 NORTH | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT MCGINNIS FERRY ROAD EXTENSION | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |
| | | | | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|--------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-GW-359 | I-85 NORTH | | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT SR 324 (GRAVEL SPRINGS ROAD) IN GWINNETT COUNTY | | Sponsor | TBD | N/A | N/A | N/A | TBD |
| Aspirations | | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |
| | | | | \$0,000 | \$0,000 | \$25,000,000 | \$0,000 | \$25,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-GW-360 | SR 124 (BRASELTON HIGHWAY) WIDENING | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SPOUT SPRINGS ROAD TO DEE KENNEDY ROAD | | Sponsor | TBD | 2 | 4 | 2.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$57,700,000 | \$0,000 | \$57,700,000 |
| | | | | \$0,000 | \$0,000 | \$57,700,000 | \$0,000 | \$57,700,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------|--------------|---------------|
| ASP-GW-361 | SR 124 (BRASELTON HIGHWAY) WIDENING | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 20 (BUFORD DRIVE) TO HAMILTON MILL ROAD | | Sponsor | TBD | 2 | 4 | 7.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$122,000,000 | \$0,000 | \$122,000,000 |
| | | | | \$0,000 | \$0,000 | \$122,000,000 | \$0,000 | \$122,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|---------------|--------------|---------------|
| ASP-GW-362 | US 23 (BUFORD HIGHWAY) WIDENING | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SUGARLOAF PARKWAY TO SR 20 (NELSON BROGDON BOULEVARD) | | Sponsor | TBD | 2 | 4 | 8.3 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$165,000,000 | \$0,000 | \$165,000,000 |
| | | | | \$0,000 | \$0,000 | \$165,000,000 | \$0,000 | \$165,000,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-GW-363 | SR 20 (BUFORD DRIVE) WIDENING | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM ROCK SPRINGS ROAD TO OLD PEACHTREE ROAD | | Sponsor | TBD | 4 | 6 | 1.4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$29,300,000 | \$0,000 | \$29,300,000 |
| | | | | \$0,000 | \$0,000 | \$29,300,000 | \$0,000 | \$29,300,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-365 | SR 324 (AUBURN ROAD) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 124 (BRASELTON HIGHWAY) TO SR 8 (LAWRENCEVILLE ATHENS HIGHWAY) | Sponsor | TBD | 2 | 4 | 6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |
| | | | | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-366 | US 78 (ATHENS HIGHWAY) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 84 (GRAYSON HIGHWAY) TO SR 81 (LAWRENCEVILLE HIGHWAY) | Sponsor | TBD | 4 | 6 | 7.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$75,000,000 | \$0,000 | \$75,000,000 |
| | | | | \$0,000 | \$0,000 | \$75,000,000 | \$0,000 | \$75,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-367 | US 78 (EAST MAIN STREET) FRONTAGE ROADS | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 124 (SCENIC HIGHWAY) TO SR 84 (GRAYSON PARKWAY) | Sponsor | GDOT | 0 | 4 | 1.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|--------------|-------------|---------|---------|--------------|
| ALL | | 2040+ | TBD | \$26,200,000 | \$6,500,000 | \$0,000 | \$0,000 | \$32,700,000 |
| | | | | \$26,200,000 | \$6,500,000 | \$0,000 | \$0,000 | \$32,700,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-369 | US 29 (WINDER HIGHWAY) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 124 (SCENIC HIGHWAY) TO SR 316 | Sponsor | TBD | 2 | 4 | 3.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$38,500,000 | \$0,000 | \$38,500,000 |
| | | | | \$0,000 | \$0,000 | \$38,500,000 | \$0,000 | \$38,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-370 | US 29 (WINDER HIGHWAY) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 316 TO APALACHEE CHURCH ROAD | Sponsor | TBD | 2 | 4 | 5.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$53,800,000 | \$0,000 | \$53,800,000 |
| | | | | \$0,000 | \$0,000 | \$53,800,000 | \$0,000 | \$53,800,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-372 | SR 378 (BEAVER RUIN ROAD) WIDENING | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM RONALD REAGAN PARKWAY EXTENSION (NEAR PLANTATION ROAD) TO I-85 NORTH | Sponsor | TBD | 4 | 6 | 5 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$52,600,000 | \$0,000 | \$52,600,000 |
| | | | | \$0,000 | \$0,000 | \$52,600,000 | \$0,000 | \$52,600,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-373 | I-85 NORTH COLLECTOR DISTRIBUTOR LANES | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-985 TO SR 20 | Sponsor | TBD | 0 | 4 | 2.4 | TBD |
| Aspirations | | Service Type | Roadway / Interchange Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|-------------|---------|-------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$8,800,000 | \$0,000 | \$8,800,000 |
| | | | | \$0,000 | \$0,000 | \$8,800,000 | \$0,000 | \$8,800,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-GW-374 | SR 141 (PEACHTREE PARKWAY / MEDLOCK BRIDGE ROAD) WIDENING | Jurisdiction | Regional - Northeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PEACHTREE INDUSTRIAL BOULEVARD TO STATE BRIDGE ROAD | Sponsor | GDOT | 4 | 6 | 5.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|--------------|--------------|---------|---------|--------------|
| ALL | | 2040+ | TBD | \$66,800,000 | \$16,700,000 | \$0,000 | \$0,000 | \$83,500,000 |
| | | | | \$66,800,000 | \$16,700,000 | \$0,000 | \$0,000 | \$83,500,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|-------------------|---|-------|--------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-GW-375 | SR 124 (BRASELTON HIGHWAY) WIDENING | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM HAMILTON MILL ROAD TO SPOUT SPRINGS ROAD | | Sponsor | TBD | 2 | 4 | 1.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$30,600,000 | \$0,000 | \$30,600,000 |
| | | | | \$0,000 | \$0,000 | \$30,600,000 | \$0,000 | \$30,600,000 |

| | | | | | | | | |
|-------------------|--|-------|--------------|--|-------------------------|---------------|--------------|---------------|
| ASP-GW-376 | PEACHTREE INDUSTRIAL BOULEVARD GRADE SEPARATION | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PEACHTREE PARKWAY TO SUGARLOAF PARKWAY | | Sponsor | TBD | N/A | N/A | 9.8 | TBD |
| Aspirations | | | Service Type | Roadway / Capacity Reduction or Conversion | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$200,000,000 | \$0,000 | \$200,000,000 |
| | | | | \$0,000 | \$0,000 | \$200,000,000 | \$0,000 | \$200,000,000 |

| | | | | | | | | |
|-------------------|--|-------|--------------|------------------------------------|-------------------------|---------------|--------------|---------------|
| ASP-GW-377 | SATELLITE BOULEVARD WIDENING | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PLEASANT HILL ROAD TO SR 20 (NELSON BROGDON BOULEVARD / BUFORD DRIVE) | | Sponsor | TBD | 4 | 6 | 24.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$262,000,000 | \$0,000 | \$262,000,000 |
| | | | | \$0,000 | \$0,000 | \$262,000,000 | \$0,000 | \$262,000,000 |

| | | | | | | | | |
|-------------------|--|-------|--------------|------------------------------------|-------------------------|---------------|--------------|---------------|
| ASP-GW-378 | RONALD REAGAN PARKWAY EXTENSION | | Jurisdiction | Gwinnett County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FROM CURRENT TERMINUS AT PLEASANT HILL ROAD WESTWARD TO SR 378 (BEAVER RUIN ROAD) AND NORTHWARD TO STEVE REYNOLDS BOULEVARD | | Sponsor | TBD | 0 | 4 | 3 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$115,000,000 | \$0,000 | \$115,000,000 |
| | | | | \$0,000 | \$0,000 | \$115,000,000 | \$0,000 | \$115,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-004 | SR 138 WIDENING | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MILLERS MILL ROAD (HENRY COUNTY) TO SR 20 (ROCKDALE COUNTY) | Sponsor | TBD | 2 | 4 | 13.4 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$56,000,000 | \$0,000 | \$56,000,000 |
| | | | \$0,000 | \$0,000 | \$56,000,000 | \$0,000 | \$56,000,000 |

| | | | | | | | |
|-------------------|---------------------------------------|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-005 | SR 81 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM LEMON STREET TO OLD JACKSON ROAD | Sponsor | TBD | 2 | 4 | 2.5 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|-------------|---------|-------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$4,100,000 | \$0,000 | \$4,100,000 |
| | | | \$0,000 | \$0,000 | \$4,100,000 | \$0,000 | \$4,100,000 |

| | | | | | | | |
|-------------------|---|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-007 | US 23 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CANUP ROAD TO BILL GARDNER PARKWAY | Sponsor | TBD | 2 | 4 | 4.1 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |
| | | | \$0,000 | \$0,000 | \$21,000,000 | \$0,000 | \$21,000,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-008 | SR 155 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-75 SOUTH IN HENRY COUNTY TO JACKSON ROAD IN SPALDING COUNTY | Sponsor | TBD | 2 | 4 | 8.8 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |
| | | | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-HE-009 | US 23 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 155 (SOUTH CEDAR STREET) TO BILL GARDNER PARKWAY | Sponsor | TBD | 2 | 4 | 5.5 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |
| | | | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |

| | | | | | | | |
|--------------------|--|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-HE-020C | METRO ARTERIAL CONNECTOR - SR 20 (CONYERS ROAD / MCDONOUGH HIGHWAY) | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| 0007854 | FROM MCDONOUGH BYPASS IN HENRY COUNTY TO SR 212 IN NEWTON COUNTY | Sponsor | TBD | 2 | 4 | 9.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |
| | | | \$0,000 | \$0,000 | \$60,000,000 | \$0,000 | \$60,000,000 |

| | | | | | | | |
|--------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-HE-135 | SR 155 | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| 0007857 | FROM CAMPGROUND ROAD TO KELLEYTOWN ROAD | Sponsor | TBD | 2 | 4 | 3.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$47,000,000 | \$0,000 | \$47,000,000 |
| | | | \$0,000 | \$0,000 | \$47,000,000 | \$0,000 | \$47,000,000 |

| | | | | | | | |
|--------------------|---|--------------|---|-------------------------|---------|--------------|--------------|
| ASP-HE-163 | WEST PANOLA ROAD / FAIRVIEW ROAD WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM CLAYTON COUNTY LINE / BAILEY DRIVE TO FAIRVIEW ROAD NEAR DANNER ROAD | Sponsor | TBD | 2 | 4 | 1.3 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$14,000,000 | \$0,000 | \$14,000,000 |
| | | | \$0,000 | \$0,000 | \$14,000,000 | \$0,000 | \$14,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-182 | SR 155 (MCDONOUGH ROAD) WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM CAMPGROUND ROAD TO MCDONOUGH BYPASS | Sponsor | TBD | 2 | 4 | 1.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$15,100,000 | \$0,000 | \$15,100,000 |
| | | | | \$0,000 | \$0,000 | \$15,100,000 | \$0,000 | \$15,100,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-183 | SR 138 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM MILLERS MILL ROAD TO SR 155 (STOCKBRIDGE HIGHWAY) | Sponsor | TBD | 2 | 4 | 4.7 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$49,900,000 | \$0,000 | \$49,900,000 |
| | | | | \$0,000 | \$0,000 | \$49,900,000 | \$0,000 | \$49,900,000 |

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-184 | I-75 SOUTH FRONTAGE ROAD | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM JODECO ROAD TO SR 155 - NEW ALIGNMENT | Sponsor | TBD | 0 | 4 | 6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$145,000,000 | \$0,000 | \$145,000,000 |
| | | | | \$0,000 | \$0,000 | \$145,000,000 | \$0,000 | \$145,000,000 |

| | | | | | | | |
|--------------------|-----------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-185 | SR 20 WIDENING | Jurisdiction | Regional - Southeast | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM US 19/41 TO I-75 SOUTH | Sponsor | TBD | 4 | 6 | 20.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$217,000,000 | \$0,000 | \$217,000,000 |
| | | | | \$0,000 | \$0,000 | \$217,000,000 | \$0,000 | \$217,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-HE-186 | SR 81 WIDENING | | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 20 (MCDONOUGH HAMPTON ROAD) TO US 19/41 (TARA BOULEVARD) | | Sponsor | TBD | 2 | 4 | 8.4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$88,900,000 | \$0,000 | \$88,900,000 |
| | | | | \$0,000 | \$0,000 | \$88,900,000 | \$0,000 | \$88,900,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-HE-187 | SR 138 WIDENING | | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-75 SOUTH TO SR 42 / US 13 (NORTH HENRY BOULEVARD) | | Sponsor | TBD | 4 | 6 | 1.4 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$14,800,000 | \$0,000 | \$14,800,000 |
| | | | | \$0,000 | \$0,000 | \$14,800,000 | \$0,000 | \$14,800,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-HE-188 | SR 155 (MCDONOUGH ROAD) WIDENING | | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM PANOLA ROAD TO KELLEYTOWN ROAD | | Sponsor | TBD | 2 | 4 | 8.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$90,200,000 | \$0,000 | \$90,200,000 |
| | | | | \$0,000 | \$0,000 | \$90,200,000 | \$0,000 | \$90,200,000 |

| | | | | | | | | |
|--------------------|--|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-HE-189 | SR 155 (MCDONOUGH ROAD) WIDENING | | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-75 SOUTH TO FROG ROAD / HERON BAY BOULEVARD | | Sponsor | TBD | 2 | 4 | 5.7 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$60,400,000 | \$0,000 | \$60,400,000 |
| | | | | \$0,000 | \$0,000 | \$60,400,000 | \$0,000 | \$60,400,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-190 | US 23 / SR 42 WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM OLD GRIFFIN ROAD TO COUNTY LINE ROAD | Sponsor | TBD | 2 | 4 | 10.8 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$114,000,000 | \$0,000 | \$114,000,000 |
| | | | | \$0,000 | \$0,000 | \$114,000,000 | \$0,000 | \$114,000,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-191 | SR 81 (KEYS ROAD) WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM DOWNTOWN MCDONOUGH TO OLD JACKSON ROAD | Sponsor | TBD | 2 | 4 | 2.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$30,700,000 | \$0,000 | \$30,700,000 |
| | | | | \$0,000 | \$0,000 | \$30,700,000 | \$0,000 | \$30,700,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-192 | US 19/41 (TARA BOULEVARD) WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 81 TO WOOLSEY ROAD | Sponsor | TBD | 4 | 6 | 6.2 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$65,400,000 | \$0,000 | \$65,400,000 |
| | | | | \$0,000 | \$0,000 | \$65,400,000 | \$0,000 | \$65,400,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-HE-193 | JODECO ROAD WIDENING | Jurisdiction | Henry County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FLIPPEN ROAD TO MEADOWBROOK DRIVE EAST OF I-75 SOUTH | Sponsor | TBD | 2 | 4 | 2.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$27,400,000 | \$0,000 | \$27,400,000 |
| | | | | \$0,000 | \$0,000 | \$27,400,000 | \$0,000 | \$27,400,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|-------------------|---------------------------------|--------------|----------------------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-NE-004 | SR 162 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SR 162 CONNECTOR TO SR 212 | Sponsor | TBD | 2 | 4 | 6.0 | TBD | |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$19,000,000 | \$0,000 | \$19,000,000 |
| | | | | \$0,000 | \$0,000 | \$19,000,000 | \$0,000 | \$19,000,000 |

| | | | | | | | | |
|-------------------|---------------------------------|--------------|----------------------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-NE-005 | SR 36 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SR 212 TO COVINGTON BYPASS | Sponsor | TBD | 2 | 4 | 10.0 | TBD | |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$37,000,000 | \$0,000 | \$37,000,000 |
| | | | | \$0,000 | \$0,000 | \$37,000,000 | \$0,000 | \$37,000,000 |

| | | | | | | | | |
|-------------------|---------------------------------|--------------|----------------------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-NE-006 | SR 81 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SR 212 TO COVINGTON BYPASS | Sponsor | TBD | 2 | 4 | 7.2 | TBD | |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$29,000,000 | \$0,000 | \$29,000,000 |
| | | | | \$0,000 | \$0,000 | \$29,000,000 | \$0,000 | \$29,000,000 |

| | | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|----------------|---------------------|----------------|---------------------|
| ASP-NE-009 | BROWN BRIDGE ROAD WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year | |
| N/A | FROM SR 212 TO SR 81 (WASHINGTON STREET) | Sponsor | TBD | 2 | 4 | 9.7 | TBD | |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$29,000,000 | \$0,000 | \$29,000,000 |
| | | | | \$0,000 | \$0,000 | \$29,000,000 | \$0,000 | \$29,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-NE-010 | WEST COVINGTON BYPASS CONNECTOR | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-20 EAST TO SR 81/142 | Sponsor | TBD | 0 | 4 | 6.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$38,000,000 | \$0,000 | \$38,000,000 |
| | | | \$0,000 | \$0,000 | \$38,000,000 | \$0,000 | \$38,000,000 |

| | | | | | | | |
|-------------------|-----------------------------|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-NE-019 | ALCOVY ROAD WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-20 EAST TO SR 142 | Sponsor | TBD | 2 | 4 | 1.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|-------------|---------|-------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$7,300,000 | \$0,000 | \$7,300,000 |
| | | | \$0,000 | \$0,000 | \$7,300,000 | \$0,000 | \$7,300,000 |

| | | | | | | | |
|-------------------|--|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-NE-059 | SR 212 | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| 0007862 | FROM SR 20 (MCDONOUGH HIGHWAY) TO SR 162 | Sponsor | TBD | 2 | 4 | 9.0 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$57,000,000 | \$0,000 | \$57,000,000 |
| | | | \$0,000 | \$0,000 | \$57,000,000 | \$0,000 | \$57,000,000 |

| | | | | | | | |
|--------------------|--------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-NE-091 | SR 162 WIDENING | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 81 TO SR 162 CONNECTOR | Sponsor | TBD | 2 | 4 | 0.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|-------------|---------|-------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$9,100,000 | \$0,000 | \$9,100,000 |
| | | | \$0,000 | \$0,000 | \$9,100,000 | \$0,000 | \$9,100,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|--------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-NE-093 | US 278 WIDENING | | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM I-20 EAST TO SR 142 | | Sponsor | TBD | 4 | 6 | 5.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$62,500,000 | \$0,000 | \$62,500,000 |
| | | | | \$0,000 | \$0,000 | \$62,500,000 | \$0,000 | \$62,500,000 |

| | | | | | | | | |
|--------------------|--------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-NE-094 | US 278 WIDENING | | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 142 TO I-20 EAST | | Sponsor | TBD | 2 | 4 | 5.7 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$60,500,000 | \$0,000 | \$60,500,000 |
| | | | | \$0,000 | \$0,000 | \$60,500,000 | \$0,000 | \$60,500,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-NE-095 | SR 81 WIDENING | | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 142 (INDUSTRIAL PARK BOULEVARD) TO SR 138 | | Sponsor | TBD | 2 | 4 | 5.1 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$53,900,000 | \$0,000 | \$53,900,000 |
| | | | | \$0,000 | \$0,000 | \$53,900,000 | \$0,000 | \$53,900,000 |

| | | | | | | | | |
|--------------------|----------------------------------|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-NE-096 | SR 162 CONNECTOR WIDENING | | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 162 TO SR 81 | | Sponsor | TBD | 2 | 4 | 1.5 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$15,800,000 | \$0,000 | \$15,800,000 |
| | | | | \$0,000 | \$0,000 | \$15,800,000 | \$0,000 | \$15,800,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | | |
|--------------------|---------------------------------------|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-NE-097 | SR 81 WIDENING | | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM BETHANY ROAD TO TURNER LAKE ROAD | | Sponsor | TBD | 2 | 4 | 6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$63,800,000 | \$0,000 | \$63,800,000 |
| | | | | \$0,000 | \$0,000 | \$63,800,000 | \$0,000 | \$63,800,000 |

| | | | | | | | | |
|--------------------|-----------------------------|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-NE-098 | SR 81 WIDENING | | Jurisdiction | Newton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM BETHANY ROAD TO SR 212 | | Sponsor | TBD | 2 | 4 | 3.6 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$37,900,000 | \$0,000 | \$37,900,000 |
| | | | | \$0,000 | \$0,000 | \$37,900,000 | \$0,000 | \$37,900,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-PA-096 | NORTH DALLAS BYPASS | | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 6 WEST OF DALLAS TO SR 61 NORTH OF DALLAS | | Sponsor | TBD | 0 | 2 | 2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |
| | | | | \$0,000 | \$0,000 | \$15,000,000 | \$0,000 | \$15,000,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|--------------|--------------|--------------|
| ASP-PA-097 | SR 61 (VILLA RICA HIGHWAY) | | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0007864 | FROM HIGHPOINT ROAD / LEDBETTER ROAD TO NEBO ROAD | | Sponsor | TBD | 2 | 4 | 4.1 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |
| | | | | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-PA-098 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 2 | | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0007865 | FROM NEBO ROAD TO DALLAS-NEBO ROAD | | Sponsor | TBD | 2 | 4 | 3.2 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$24,000,000 | \$0,000 | \$24,000,000 |
| | | | | \$0,000 | \$0,000 | \$24,000,000 | \$0,000 | \$24,000,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-PA-099 | SR 61 (CONFEDERATE AVENUE / CARTERSVILLE HIGHWAY): SEGMENT 4 | | Jurisdiction | Paulding County | Existing | Planned | Length (mi.) | Network Year |
| 0007866 | FROM SR 6 (MEMORIAL DRIVE) TO DABBS BRIDGE ROAD | | Sponsor | TBD | 2 | 4 | 10 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$70,000,000 | \$0,000 | \$70,000,000 |
| | | | | \$0,000 | \$0,000 | \$70,000,000 | \$0,000 | \$70,000,000 |

| | | | | | | | | |
|-------------------|---|-------------|------------------|----------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-RO-001 | SR 212 (SCOTT HIGHWAY) WIDENING | | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DEKALB COUNTY LINE TO SR 20 IN NEWTON COUNTY | | Sponsor | TBD | 2 | 4 | 6.7 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 |
| | | | | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 |

| | | | | | | | | |
|-------------------|--|-------------|------------------|----------------------------------|-------------------------|---------------------|----------------|---------------------|
| ASP-RO-002 | FAIRVIEW ROAD WIDENING | | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SWAN LAKE ROAD IN HENRY COUNTY TO SR 138 IN ROCKDALE COUNTY | | Sponsor | TBD | 2 | 4 | 5.5 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |
| | | | | \$0,000 | \$0,000 | \$35,000,000 | \$0,000 | \$35,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|-------------------|--------------------------------|-------------|------------------|----------------------------------|----------------|---------------------|----------------|---------------------|
| ASP-RO-003 | SR 138 WIDENING | | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SIGMAN ROAD TO WHITE ROAD | | Sponsor | TBD | 4 | 6 | 2.5 | TBD |
| Dropped | | | Service Type | General Purpose Roadway Capacity | Analysis | | | Not modeled |
| CST | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2031 + | TBD | \$0,000 | \$0,000 | \$15,900,000 | \$0,000 | \$15,900,000 |
| | | | | \$0,000 | \$0,000 | \$15,900,000 | \$0,000 | \$15,900,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|----------------|---------------------|----------------|---------------------|
| ASP-RO-028 | METRO ARTERIAL CONNECTOR - SR 20 (MCDONOUGH HIGHWAY) | | Jurisdiction | Regional - East | Existing | Planned | Length (mi.) | Network Year |
| 730907- | FROM SR 212 (SCOTT HIGHWAY) IN NEWTON COUNTY TO HONEY CREEK ROAD IN ROCKDALE COUNTY | | Sponsor | TBD | 2 | 4 | 3.5 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis | | | Not modeled |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |
| | | | | \$0,000 | \$0,000 | \$36,000,000 | \$0,000 | \$36,000,000 |

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|--------------------|---|-------------|------------------|------------------------------------|----------------|---------------------|----------------|---------------------|
| ASP-RO-138A | SR 138 (STOCKBRIDGE HIGHWAY) | | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 0007867 | FROM EAST FAIRVIEW ROAD TO EBENEZER ROAD / STANTON ROAD | | Sponsor | TBD | 2 | 4 | 4.7 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis | | | Not modeled |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$58,000,000 | \$0,000 | \$58,000,000 |
| | | | | \$0,000 | \$0,000 | \$58,000,000 | \$0,000 | \$58,000,000 |

| | | | | | | | | |
|--------------------|---|-------------|------------------|------------------------------------|----------------|---------------------|----------------|---------------------|
| ASP-RO-138E | SR 138 (WALNUT GROVE ROAD) | | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| 731080 | FROM DENNARD ROAD TO MILLER BOTTOM ROAD | | Sponsor | TBD | 2 | 4 | 2.9 | TBD |
| Aspirations | | | Service Type | Roadway / General Purpose Capacity | Analysis | | | Not modeled |
| ALL | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
| | | 2040+ | TBD | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |
| | | | | \$0,000 | \$0,000 | \$20,000,000 | \$0,000 | \$20,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|-------------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-RO-214 | OLD COVINGTON HIGHWAY | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM LAKE CAPRI ROAD TO SIGMAN ROAD | Sponsor | TBD | 2 | 4 | 1.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$10,000,000 | \$0,000 | \$10,000,000 |
| | | | \$0,000 | \$0,000 | \$10,000,000 | \$0,000 | \$10,000,000 |

| | | | | | | | |
|--------------------|------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-RO-254 | SR 138 WIDENING | Jurisdiction | Rockdale County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 155 TO FAIRVIEW ROAD | Sponsor | TBD | 2 | 4 | 3.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$47,400,000 | \$0,000 | \$47,400,000 |
| | | | \$0,000 | \$0,000 | \$47,400,000 | \$0,000 | \$47,400,000 |

| | | | | | | | |
|--------------------|---|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-SP-001 | GRIFFIN BYPASS | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM INTERSECTION OF SR 155 AND TEAMON ROAD TO INTERSECTION OF SR 16 AND VAUGHN ROAD / ROVER ZETELLA ROAD (COMBINATION OF EXISTING AND NEW ALIGNMENT) | Sponsor | TBD | 0/2 | 4 | 15.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2040+ | TBD | \$0,000 | \$0,000 | \$39,000,000 | \$0,000 | \$39,000,000 |
| | | | \$0,000 | \$0,000 | \$39,000,000 | \$0,000 | \$39,000,000 |

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|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-SP-166 | US 19/41 (HERMAN TALMADGE HIGHWAY) | Jurisdiction | Henry County, Spalding County | Existing | Planned | Length (mi.) | Network Year |
| 0000294 | FROM LAPRADE ROAD IN SPALDING COUNTY TO SR 20 (RICHARD PETTY BOULEVARD / WOOLSEY ROAD) IN HENRY COUNTY | Sponsor | TBD | 4 | 6 | 8.6 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$48,000,000 | \$0,000 | \$48,000,000 |
| | | | \$0,000 | \$0,000 | \$48,000,000 | \$0,000 | \$48,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|-------------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-SP-169 | SR 16 (NEWNAN ROAD) WIDENING | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM PINE HILL ROAD TO SR 85C | Sponsor | TBD | 2 | 4 | 11.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|---------------|---------|---------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$120,700,000 | \$0,000 | \$120,700,000 |
| | | | | \$0,000 | \$0,000 | \$120,700,000 | \$0,000 | \$120,700,000 |

| | | | | | | | |
|--------------------|--------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-SP-170 | SR 362 WIDENING | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM MORELAND ROAD TO US 19/41 | Sponsor | TBD | 2 | 4 | 4.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$91,600,000 | \$0,000 | \$91,600,000 |
| | | | | \$0,000 | \$0,000 | \$91,600,000 | \$0,000 | \$91,600,000 |

| | | | | | | | |
|--------------------|---------------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-SP-172 | SR 92 WIDENING | Jurisdiction | Spalding County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM WESTMORELAND ROAD TO VAUGHN ROAD | Sponsor | TBD | 2 | 4 | 3.9 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|-------|-----------|---------|---------|--------------|---------|--------------|
| ALL | | 2040+ | TBD | \$0,000 | \$0,000 | \$41,200,000 | \$0,000 | \$41,200,000 |
| | | | | \$0,000 | \$0,000 | \$41,200,000 | \$0,000 | \$41,200,000 |

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|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-110 | HIGH CAPACITY RAIL LINE IN THE EAST CORRIDOR | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DOWNTOWN ATLANTA / GARNETT MARTA RAIL STATION TO SOUTH DEKALB MALL AREA | Sponsor | ARC/GDOT | N/A | N/A | 8.1 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$608,000,000 | \$0,000 | \$608,000,000 |
| | | | | \$0,000 | \$0,000 | \$608,000,000 | \$0,000 | \$608,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-111 | HIGH CAPACITY RAIL LINE IN THE EAST CORRIDOR | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SOUTH DEKALB MALL AREA TO PANOLA ROAD PARK AND RIDE LOT | Sponsor | TBD | N/A | N/A | 5.8 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$435,000,000 | \$0,000 | \$435,000,000 |
| | | | \$0,000 | \$0,000 | \$435,000,000 | \$0,000 | \$435,000,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-112 | HIGH CAPACITY RAIL LINE IN THE EAST CORRIDOR | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM PANOLA ROAD PARK AND RIDE LOT TO STONECREST MALL AREA | Sponsor | TBD | N/A | N/A | 4.0 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$300,000,000 | \$0,000 | \$300,000,000 |
| | | | \$0,000 | \$0,000 | \$300,000,000 | \$0,000 | \$300,000,000 |

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|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-130 | HIGH CAPACITY RAIL LINE IN THE INTOWN CROSS-RADIAL CORRIDOR | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM LINDBERGH CENTER TO EMORY UNIVERSITY / CENTERS FOR DISEASE CONTROL AREA | Sponsor | TBD | N/A | N/A | 4.6 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$345,000,000 | \$0,000 | \$345,000,000 |
| | | | \$0,000 | \$0,000 | \$345,000,000 | \$0,000 | \$345,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-131 | HIGH CAPACITY RAIL LINE IN THE INTOWN CROSS-RADIAL CORRIDOR | Jurisdiction | DeKalb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM EMORY UNIVERSITY / CENTERS FOR DISEASE CONTROL AREA TO DECATUR | Sponsor | TBD | N/A | N/A | 1.6 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |
| | | | \$0,000 | \$0,000 | \$120,000,000 | \$0,000 | \$120,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

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|--------------------|--|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-144 | HIGH CAPACITY RAIL LINE IN THE NORTHWEST CORRIDOR | Jurisdiction | Cobb County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM CUMBERLAND / GALLERIA TO SMYRNA | Sponsor | TBD | N/A | N/A | 2.7 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$202,000,000 | \$0,000 | \$202,000,000 |
| | | | \$0,000 | \$0,000 | \$202,000,000 | \$0,000 | \$202,000,000 |

| | | | | | | | |
|--------------------|-------------------------------------|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-400 | PEACHTREE STREETCAR: PHASE 1 | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FIVE POINTS TO BROOKWOOD | Sponsor | TBD | N/A | N/A | 3.1 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|---------|-----------|---------|---------|---------|---------------|---------|---------------|
| CST | PENDING | 2031 + | TBD | \$0,000 | \$0,000 | \$390,000,000 | \$0,000 | \$390,000,000 |
| | | | | \$0,000 | \$0,000 | \$390,000,000 | \$0,000 | \$390,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-401 | PEACHTREE STREETCAR: PHASE 2 NORTH | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM BROOKWOOD TO CLUB DRIVE | Sponsor | TBD | N/A | N/A | 4.8 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|---------|-----------|---------|---------|---------|--------------|---------|--------------|
| CST | PENDING | 2031 + | TBD | \$0,000 | \$0,000 | \$90,000,000 | \$0,000 | \$90,000,000 |
| | | | | \$0,000 | \$0,000 | \$90,000,000 | \$0,000 | \$90,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-402 | PEACHTREE STREETCAR: PHASE 2 SOUTH | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FIVE POINTS TO FORT MCPHERSON | Sponsor | TBD | N/A | N/A | 4.5 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|---------|-----------|---------|---------|---------|--------------|---------|--------------|
| CST | PENDING | 2031 + | TBD | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |
| | | | | \$0,000 | \$0,000 | \$80,000,000 | \$0,000 | \$80,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|--------------------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-450 | BELT LINE STREETCAR | Jurisdiction | City of Atlanta | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT LINDBERGH CENTER TO INMAN PARK TO WEST END TO BANKHEAD TO LINDBERGH CENTER | Sponsor | TBD | N/A | N/A | 23.8 | TBD |
| Dropped | | Service Type | Fixed Guideway Transit Capital | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|---------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | PENDING | 2031 + | TBD | \$0,000 | \$0,000 | \$840,000,000 | \$0,000 | \$840,000,000 |
| | | | | \$0,000 | \$0,000 | \$840,000,000 | \$0,000 | \$840,000,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-600 | US 19/41 SOUTH ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SOUTHERN CRESCENT TRANSPORTATION CENTER TO GRIFFIN | Sponsor | TBD | N/A | N/A | 21.1 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$63,200,000 | \$0,000 | \$63,200,000 |
| | | | | \$0,000 | \$0,000 | \$63,200,000 | \$0,000 | \$63,200,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-605 | SR 120 ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM MARIETTA TO LAWRENCEVILLE | Sponsor | TBD | N/A | N/A | 39.4 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$197,100,000 | \$0,000 | \$197,100,000 |
| | | | | \$0,000 | \$0,000 | \$197,100,000 | \$0,000 | \$197,100,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-610 | SR 120 ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM DALLAS TO MARIETTA | Sponsor | TBD | N/A | N/A | 20.0 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis Not modeled | | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|---------------|---------|---------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 |
| | | | | \$0,000 | \$0,000 | \$100,000,000 | \$0,000 | \$100,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|--------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-615 | SR 85 ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FAYETTEVILLE TO SOUTHERN CRESCENT TRANSPORTATION CENTER | Sponsor | TBD | N/A | N/A | 13.4 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$40,200,000 | \$0,000 | \$40,200,000 |
| | | | \$0,000 | \$0,000 | \$40,200,000 | \$0,000 | \$40,200,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-620 | SR 34/54 ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM NEWNAN TO JONESBORO | Sponsor | TBD | N/A | N/A | 29.3 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$146,300,000 | \$0,000 | \$146,300,000 |
| | | | \$0,000 | \$0,000 | \$146,300,000 | \$0,000 | \$146,300,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-625 | SR 16 / SR 155 ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM NEWNAN TO MCDONOUGH | Sponsor | TBD | N/A | N/A | 53.8 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$53,800,000 | \$0,000 | \$53,800,000 |
| | | | \$0,000 | \$0,000 | \$53,800,000 | \$0,000 | \$53,800,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-630 | SOUTH FULTON PARKWAY ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 154 TO COLLEGE PARK | Sponsor | TBD | N/A | N/A | 14.0 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |
| | | | \$0,000 | \$0,000 | \$42,000,000 | \$0,000 | \$42,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-635 | PRYOR STREET / CAPITOL AVENUE ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM LAKEWOOD TO DOWNTOWN ATLANTA | Sponsor | TBD | N/A | N/A | 4.0 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$16,000,000 | \$0,000 | \$16,000,000 |
| | | | \$0,000 | \$0,000 | \$16,000,000 | \$0,000 | \$16,000,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-640 | SR 9 (PIEDMONT ROAD) / SR 237 (ROSWELL ROAD / ATLANTA ROAD / ALPHARETTA HIGHWAY) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM ALPHARETTA TO BUCKHEAD | Sponsor | TBD | N/A | N/A | 20.4 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$81,600,000 | \$0,000 | \$81,600,000 |
| | | | \$0,000 | \$0,000 | \$81,600,000 | \$0,000 | \$81,600,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-645 | US 23 SOUTH (MORELAND AVENUE) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-285 SOUTH TO EMORY UNIVERSITY / CENTERS FOR DISEASE CONTROL | Sponsor | TBD | N/A | N/A | 10.1 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$40,600,000 | \$0,000 | \$40,600,000 |
| | | | \$0,000 | \$0,000 | \$40,600,000 | \$0,000 | \$40,600,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-650 | SR 154 (MEMORIAL DRIVE) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM GARNETT MARTA RAIL STATION TO KENSINGTON MARTA RAIL STATION | Sponsor | TBD | N/A | N/A | 7.5 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|---------|-----------|---------|---------|---------|--------------|---------|--------------|
| CST | PENDING | 2031 + | TBD | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |
| | | | | \$0,000 | \$0,000 | \$22,000,000 | \$0,000 | \$22,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-655 | SR 10 (MEMORIAL DRIVE) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM KENSINGTON MARTA RAIL STATION TO STONE MOUNTAIN | Sponsor | TBD | N/A | N/A | 7.0 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|---------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | PENDING | 2031 + | TBD | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |
| | | | | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-660 | US 78 EAST ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM STONE MOUNTAIN TO SNELLVILLE | Sponsor | TBD | N/A | N/A | 8.3 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$24,800,000 | \$0,000 | \$24,800,000 |
| | | | | \$0,000 | \$0,000 | \$24,800,000 | \$0,000 | \$24,800,000 |

| | | | | | | | |
|--------------------|---|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-665 | SR 54 (MCDONOUGH ROAD / JONESBORO ROAD) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM FAYETTEVILLE TO MCDONOUGH | Sponsor | TBD | N/A | N/A | 17.1 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$51,300,000 | \$0,000 | \$51,300,000 |
| | | | | \$0,000 | \$0,000 | \$51,300,000 | \$0,000 | \$51,300,000 |

| | | | | | | | |
|--------------------|---|--------------|-----------------------|----------|-------------|--------------|--------------|
| ASP-TPB-670 | SR 70 (FULTON INDUSTRIAL BOULEVARD) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Fulton County (South) | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM SR 6 (CAMP CREEK PARKWAY) TO I-20 WEST | Sponsor | TBD | N/A | N/A | 3.8 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| | Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|-----|--------|--------|-----------|---------|---------|--------------|---------|--------------|
| CST | | 2031 + | TBD | \$0,000 | \$0,000 | \$15,200,000 | \$0,000 | \$15,200,000 |
| | | | | \$0,000 | \$0,000 | \$15,200,000 | \$0,000 | \$15,200,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-675 | US 78 WEST (D.L. HOLLOWELL PARKWAY) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM I-285 WEST TO DOWNTOWN ATLANTA | Sponsor | TBD | N/A | N/A | 6.9 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$27,600,000 | \$0,000 | \$27,600,000 |
| | | | \$0,000 | \$0,000 | \$27,600,000 | \$0,000 | \$27,600,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-680 | SR 155 (CANDLER ROAD / FLAT SHOALS ROAD) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM KLONDIKE ROAD TO DECATUR | Sponsor | TBD | N/A | N/A | 10.0 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |
| | | | \$0,000 | \$0,000 | \$40,000,000 | \$0,000 | \$40,000,000 |

| | | | | | | | |
|--------------------|--|--------------|--------------|----------|-------------|--------------|--------------|
| ASP-TPB-690 | SR 13 (BUFORD HIGHWAY) ARTERIAL BUS RAPID TRANSIT (BRT) | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM PLEASANT HILL ROAD TO LINDBERGH MARTA RAIL STATION | Sponsor | TBD | N/A | N/A | 17.0 | TBD |
| Dropped | | Service Type | Arterial BRT | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total | |
|--------|---------|-----------|---------|----------------|----------------|---------------------|----------------|---------------------|
| CST | PENDING | 2031 + | TBD | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |
| | | | | \$0,000 | \$0,000 | \$28,000,000 | \$0,000 | \$28,000,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|----------|-------------|--------------|--------------|
| ASP-TPB-700 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 20 CORRIDOR | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT CUMMING TO LAWRENCEVILLE TO SNELLVILLE TO CONYERS TO MCDONOUGH TO HAMPTON | Sponsor | TBD | N/A | N/A | TPD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis | Not modeled | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|---|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-705 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 20, SR 124 AND SR 138 CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT CUMMING TO LAWRENCEVILLE TO SNELLVILLE TO LITHONIA TO STOCKBRIDGE TO JONESBORO | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-710 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 92 AND SR 140 CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT ACWORTH TO WOODSTOCK TO ROSWELL TO NORCROSS | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-715 | REGIONALS SUBURBAN BUS SERVICE ALONG THE SR 140 CORRIDOR | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT WALESKA TO CANTON TO ROSWELL TO NORCROSS | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-720 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 6 CORRIDOR | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT DALLAS TO AUSTELL TO HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

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Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-725 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 138, JODECO ROAD AND US 23 CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT UNION CITY TO JONESBORO TO MCDONOUGH | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-730 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 141, SR 120 AND SR 13 CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT CUMMING TO DULUTH TO NORCROSS | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-735 | REGIONAL SUBURBAN BUS SERVICE ALONG THE FLAT SHOALS ROAD, UPPER RIVERDALE ROAD AND MT. ZION ROAD CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT UNION CITY TO RIVERDALE TO MORROW | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|--|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-740 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 138 AND SR 124 CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT JONESBORO TO STOCKBRIDGE TO LITHONIA TO LAWRENCEVILLE (NOTE: APPEARS TO DUPLICATE A PORTION OF ROUTE UNDER ASP-TPB-705) | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

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Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-745 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 6, POWDER SPRINGS ROAD, EAST/WEST CONNECTOR AND CONCORD ROAD CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT HIRAM TO POWDER SPRINGS TO SMYRNA TO CUMBERLAND / GALLERIA | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-750 | REGIONAL SUBURBAN BUS SERVICE ALONG THE SR 176 AND SR 6 CORRIDORS | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT ACWORTH TO POWDER SPRINGS TO AUSTELL TO HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|--------------------|---|--------------|---------------------|-------------------------|---------|--------------|--------------|
| ASP-TPB-755 | REGIONAL SUBURBAN BUS SERVICE ALONG THE US 29 CORRIDOR | Jurisdiction | Multi-County | Existing | Planned | Length (mi.) | Network Year |
| N/A | AT NEWNAN TO PALMETTO TO FAIRBURN TO UNION CITY | Sponsor | TBD | N/A | N/A | TBD | TBD |
| Dropped | | Service Type | Bus Transit Capital | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|----------------|----------------|----------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |
| | | | \$0,000 | \$0,000 | \$0,000 | \$0,000 | \$0,000 |

| | | | | | | | |
|-------------------|----------------------------------|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-WA-001 | SR 81 WIDENING | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| N/A | FROM BARROW COUNTY LINE TO US 78 | Sponsor | TBD | 2 | 4 | 6.8 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |
| | | | \$0,000 | \$0,000 | \$30,000,000 | \$0,000 | \$30,000,000 |

**PLAN 2040 RTP (March 2014 Update) - Appendix A-3
Unconstrained Aspirations Project List (2041+)**

| | | | | | | | |
|--------------------|--|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-WA-006 | SR 138 | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 0000414 | FROM MILLER BOTTOM ROAD IN ROCKDALE COUNTY TO US 78 IN WALTON COUNTY | Sponsor | TBD | 2 | 4 | 12.1 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$116,000,000 | \$0,000 | \$116,000,000 |
| | | | \$0,000 | \$0,000 | \$116,000,000 | \$0,000 | \$116,000,000 |

| | | | | | | | |
|-------------------|------------------------------|--------------|----------------------------------|-------------------------|---------|--------------|--------------|
| ASP-WA-007 | US 78 | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| 0000415 | FROM SR 81 TO SR 10 BUSINESS | Sponsor | TBD | 4 | 6 | 8.2 | TBD |
| Dropped | | Service Type | General Purpose Roadway Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|--------|-----------|----------------|----------------|---------------------|----------------|---------------------|
| CST | 2031 + | TBD | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 |
| | | | \$0,000 | \$0,000 | \$43,000,000 | \$0,000 | \$43,000,000 |

| | | | | | | | |
|--------------------|------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-WA-028 | US 78 WIDENING | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 81 TO SR 10 BUSINESS | Sponsor | TBD | 4 | 6 | 15.4 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$162,000,000 | \$0,000 | \$162,000,000 |
| | | | \$0,000 | \$0,000 | \$162,000,000 | \$0,000 | \$162,000,000 |

| | | | | | | | |
|--------------------|-----------------------------------|--------------|------------------------------------|-------------------------|---------|--------------|--------------|
| ASP-WA-029 | SR 81 WIDENING | Jurisdiction | Walton County | Existing | Planned | Length (mi.) | Network Year |
| TBD | FROM SR 138 TO BARROW COUNTY LINE | Sponsor | TBD | 2 | 4 | 17.3 | TBD |
| Aspirations | | Service Type | Roadway / General Purpose Capacity | Analysis Not modeled | | | |

| Status | Year | Fund Type | Federal | State | Local | Bonds | Total |
|--------|-------|-----------|----------------|----------------|----------------------|----------------|----------------------|
| ALL | 2040+ | TBD | \$0,000 | \$0,000 | \$182,000,000 | \$0,000 | \$182,000,000 |
| | | | \$0,000 | \$0,000 | \$182,000,000 | \$0,000 | \$182,000,000 |



APPENDIX A-4

Year of Expenditure Project Costs

March 2014 Update

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|---------------------|-------|--------------|----------------|-------------------------------|----------------|-------|---------------|------|----------------|
| AR-001-2015 | 10461 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2015 | (blank) | Other / LCI Program | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,000,000 | \$ - | \$ 250,000 | \$ - | \$ 1,250,000 |
| AR-001-2016 | 10462 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2016 | (blank) | Other / LCI Program | PE | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,000,000 | \$ - | \$ 250,000 | \$ - | \$ 1,250,000 |
| AR-001-2017 | 10463 | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2017 | (blank) | Other / LCI Program | PE | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,000,000 | \$ - | \$ 250,000 | \$ - | \$ 1,250,000 |
| AR-001-2018 | TBD | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2018 | (blank) | Other / LCI Program | PE | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,000,000 | \$ - | \$ 250,000 | \$ - | \$ 1,250,000 |
| AR-001-2019 | TBD | LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2019 | (blank) | Other / LCI Program | PE | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,000,000 | \$ - | \$ 250,000 | \$ - | \$ 1,250,000 |
| AR-002-2014 | TBD | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2014 | (blank) | Other / LCI Program | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ - | \$ - | \$ - | \$ - | \$ - |
| AR-002-2015 | TBD | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2015 | (blank) | Other / LCI Program | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,600,000 | \$ - | \$ 400,000 | \$ - | \$ 2,000,000 |
| AR-002-2016 | TBD | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2016 | (blank) | Other / LCI Program | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,600,000 | \$ - | \$ 400,000 | \$ - | \$ 2,000,000 |
| AR-002-2017 | TBD | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2017 | (blank) | Other / LCI Program | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,600,000 | \$ - | \$ 900,000 | \$ - | \$ 4,500,000 |
| AR-002-2018 | TBD | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2018 | (blank) | Other / LCI Program | CST | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,600,000 | \$ - | \$ 900,000 | \$ - | \$ 4,500,000 |
| AR-002-2019 | TBD | LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2019 | (blank) | Other / LCI Program | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 15,600,000 | \$ - | \$ 3,750,000 | \$ - | \$ 19,350,000 |
| AR-003-LR1 | N/A | LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION PROGRAMS - FY 2020-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002) | (blank) | Other / LCI Program | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 164,970,000 | \$ - | \$ 41,242,500 | \$ - | \$ 206,212,500 |
| AR-003-LR2 | N/A | LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION LUMP SUM - FY 2031-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002) | (blank) | Other / LCI Program | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 96,087,600 | \$ - | \$ 24,021,900 | \$ - | \$ 120,109,500 |
| AR-004-2014 | 10464 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2014 | (blank) | Other / Planning | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,750,000 | \$ - | \$ 687,500 | \$ - | \$ 3,437,500 |
| AR-004-2015 | 10465 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2015 | (blank) | Other / Planning | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 500,000 | \$ - | \$ 125,000 | \$ - | \$ 625,000 |
| AR-004-2016 | 10466 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2016 | (blank) | Other / Planning | PE | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,750,000 | \$ - | \$ 437,500 | \$ - | \$ 2,187,500 |
| AR-004-2017 | 10467 | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2017 | (blank) | Other / Planning | PE | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,500,000 | \$ - | \$ 375,000 | \$ - | \$ 1,875,000 |
| AR-004-2018 | TBD | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2018 | (blank) | Other / Planning | PE | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,000,000 | \$ - | \$ 500,000 | \$ - | \$ 2,500,000 |
| AR-004-2019 | TBD | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2019 | (blank) | Other / Planning | PE | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,000,000 | \$ - | \$ 500,000 | \$ - | \$ 2,500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|------------------------------------|-------|--------------|----------------|--|---------------|-------|---------------|------|---------------|
| AR-004-LR1 | N/A | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2020-2030 | (blank) | Other / Planning | PE | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 27,918,000 | \$ - | \$ 6,979,500 | \$ - | \$ 34,897,500 |
| AR-004-LR2 | N/A | COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2031-2040 | (blank) | Other / Planning | PE | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 32,029,200 | \$ - | \$ 8,007,300 | \$ - | \$ 40,036,500 |
| AR-010-2014 | 0010934 | (blank) | (blank) | (blank) | PE | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 3,200,000 | \$ - | \$ - | \$ - | \$ 3,200,000 |
| AR-010-2016 | 10935 | TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2016-2017 | (blank) | Other / TDM & Air Quality | PE | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 3,200,000 | \$ - | \$ 800,000 | \$ - | \$ 4,000,000 |
| AR-010-2018 | TBD | TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2018-2019 | (blank) | Other / TDM & Air Quality | PE | 2018 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 3,200,000 | \$ - | \$ 800,000 | \$ - | \$ 4,000,000 |
| AR-011-2016 | 10500 | RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2016-2017 | (blank) | Other / TDM & Air Quality | PE | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 4,100,000 | \$ - | \$ - | \$ - | \$ 4,100,000 |
| AR-011-2018 | TBD | RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2018-2019 | (blank) | Other / TDM & Air Quality | PE | 2018 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 4,350,000 | \$ - | \$ - | \$ - | \$ 4,350,000 |
| AR-012-LR1 | N/A | TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2020-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011) | (blank) | Other / TDM & Air Quality | PE | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 57,485,700 | \$ - | \$ 14,371,425 | \$ - | \$ 71,857,125 |
| AR-012-LR2 | N/A | TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2031-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011) | (blank) | Other / TDM & Air Quality | PE | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 60,455,115 | \$ - | \$ 15,113,779 | \$ - | \$ 75,568,894 |
| AR-013 | TBD | EVALUATION OF TDM PROGRAM IN TRANSPORTATION MANAGEMENT AREAS TO GUIDE PROGRAM DEVELOPMENT | (blank) | Other / TDM & Air Quality | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| AR-046-CO | 13054 | TRANSIT SYSTEM CAPITAL AND PREVENTIVE MAINTENANCE PROGRAM - CCT FY 2014 ALLOCATION | (blank) | Transit / Operations & Maintenance | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 5,000,000 | \$ - | \$ 1,250,000 | \$ - | \$ 6,250,000 |
| AR-046-M | 13055 | TRANSIT SYSTEM CAPITAL AND PREVENTIVE MAINTENANCE PROGRAM - MARTA FY 2014 ALLOCATION | (blank) | Transit / Operations & Maintenance | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 10,000,000 | \$ - | \$ 2,500,000 | \$ - | \$ 12,500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|--|---------|--------------------------------|-------|--------------|----------------|--|----------------|-------|---------------|------|----------------|
| AR-050-2014 | TBD | REGIONAL CMAQ PROGRAM - FY 2014 | (blank) | Other / Miscellaneous | ALL | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ - | \$ - | \$ - | \$ - | \$ - |
| AR-050-2015 | TBD | REGIONAL CMAQ PROGRAM - FY 2015 | (blank) | Other / Miscellaneous | ALL | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ - | \$ - | \$ - | \$ - | \$ - |
| AR-050-2016 | TBD | REGIONAL CMAQ PROGRAM - FY 2016 | (blank) | Other / Miscellaneous | ALL | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 3,634,392 | \$ - | \$ 782,145 | \$ - | \$ 4,416,537 |
| AR-050-2017 | TBD | REGIONAL CMAQ PROGRAM - FY 2017 | (blank) | Other / Miscellaneous | ALL | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 8,330,000 | \$ - | \$ 2,032,100 | \$ - | \$ 10,362,100 |
| AR-050-2018 | TBD | REGIONAL CMAQ PROGRAM - FY 2018 | (blank) | Other / Miscellaneous | ALL | 2018 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 16,590,000 | \$ - | \$ 4,147,500 | \$ - | \$ 20,737,500 |
| AR-050-2019 | TBD | REGIONAL CMAQ PROGRAM - FY 2019 | (blank) | Other / Miscellaneous | ALL | 2019 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 28,600,000 | \$ - | \$ 7,150,000 | \$ - | \$ 35,750,000 |
| AR-051-2015 | TBD | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2015 | (blank) | Other / Bicycle and Pedestrian | ALL | 2015 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 7,200,000 | \$ - | \$ 1,800,000 | \$ - | \$ 9,000,000 |
| AR-051-2016 | TBD | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2016 | (blank) | Other / Bicycle and Pedestrian | ALL | 2016 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 7,200,000 | \$ - | \$ 1,800,000 | \$ - | \$ 9,000,000 |
| AR-051-2017 | TBD | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2017 | (blank) | Other / Bicycle and Pedestrian | ALL | 2017 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 7,200,000 | \$ - | \$ 1,800,000 | \$ - | \$ 9,000,000 |
| AR-051-2018 | TBD | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2018 | (blank) | Other / Bicycle and Pedestrian | ALL | 2018 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 7,200,000 | \$ - | \$ 1,800,000 | \$ - | \$ 9,000,000 |
| AR-051-2019 | TBD | REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2019 | (blank) | Other / Bicycle and Pedestrian | ALL | 2019 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 7,200,000 | \$ - | \$ 1,800,000 | \$ - | \$ 9,000,000 |
| AR-051-LR1 | N/A | ACTIVE MODES PROGRAM - FY 2020-2030 | (blank) | Other / Bicycle and Pedestrian | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 139,590,000 | \$ - | \$ 34,897,500 | \$ - | \$ 174,487,500 |
| AR-051-LR2 | N/A | ACTIVE MODES PROGRAM - FY 2031-2040 | (blank) | Other / Bicycle and Pedestrian | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 160,146,000 | \$ - | \$ 40,036,500 | \$ - | \$ 200,182,500 |
| AR-052-2014 | TBD | REGIONAL STP URBAN PROGRAM - FY 2014 | (blank) | Other / Miscellaneous | ALL | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ - | \$ - | \$ - | \$ - | \$ - |
| AR-052-2015 | TBD | REGIONAL STP URBAN PROGRAM - FY 2015 | (blank) | Other / Miscellaneous | ALL | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 4,831,257 | \$ - | \$ 1,376,314 | \$ - | \$ 6,207,571 |
| AR-052-2016 | TBD | REGIONAL STP URBAN PROGRAM - FY 2016 | (blank) | Other / Miscellaneous | ALL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 27,453,301 | \$ - | \$ 6,843,325 | \$ - | \$ 34,296,626 |
| AR-052-2017 | TBD | REGIONAL STP URBAN PROGRAM - FY 2017 | (blank) | Other / Miscellaneous | ALL | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 29,084,075 | \$ - | \$ 7,010,735 | \$ - | \$ 36,094,810 |
| AR-052-2018 | TBD | REGIONAL STP URBAN PROGRAM - FY 2018 | (blank) | Other / Miscellaneous | ALL | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 27,293,521 | \$ - | \$ 6,823,380 | \$ - | \$ 34,116,901 |
| AR-052-2019 | TBD | REGIONAL STP URBAN PROGRAM - FY 2019 | (blank) | Other / Miscellaneous | ALL | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 12,444,323 | \$ - | \$ 3,111,081 | \$ - | \$ 15,555,404 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|-------------------------------|-------|-------------|----------------|--|---------------|--------------|-------|------|---------------|
| AR-074-2014 | 12581 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 4,080,000 | \$ 1,020,000 | \$ - | \$ - | \$ 5,100,000 |
| AR-074-2015 | 12582 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 10,440,000 | \$ 2,610,000 | \$ - | \$ - | \$ 13,050,000 |
| AR-074-2017 | 12583 | PRIORITIZED REGIONWIDE SIGNAL UPGRADE PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 9,600,000 | \$ 2,400,000 | \$ - | \$ - | \$ 12,000,000 |
| AR-075B | 12585 | PRIORITIZED REGIONWIDE SIGNAL RETIMING PROGRAM - PHASE 2 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 4,000,000 | \$ 1,000,000 | \$ - | \$ - | \$ 5,000,000 |
| AR-100-2014 | 7698 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 5,600,000 | \$ 1,400,000 | \$ - | \$ - | \$ 7,000,000 |
| AR-100-2015 | 7699 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 5,600,000 | \$ 1,400,000 | \$ - | \$ - | \$ 7,000,000 |
| AR-100-2016 | 7700 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,000,000 | \$ 1,500,000 | \$ - | \$ - | \$ 7,500,000 |
| AR-100-2017 | 7701 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,000,000 | \$ 1,500,000 | \$ - | \$ - | \$ 7,500,000 |
| AR-100-2018 | 0007702 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,000,000 | \$ 1,500,000 | \$ - | \$ - | \$ 7,500,000 |
| AR-100-2019 | 0007703 | GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,000,000 | \$ 1,500,000 | \$ - | \$ - | \$ 7,500,000 |
| AR-101-2015 | 7717 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000,000 | \$ 2,000,000 | \$ - | \$ - | \$ 10,000,000 |
| AR-101-2016 | 7718 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000,000 | \$ 2,000,000 | \$ - | \$ - | \$ 10,000,000 |
| AR-101-2017 | 7719 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000,000 | \$ 2,000,000 | \$ - | \$ - | \$ 10,000,000 |
| AR-101-2018 | 0007720 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000,000 | \$ 2,000,000 | \$ - | \$ - | \$ 10,000,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|--|---------|-------------------------------|-------|-------------|----------------|---|--------------|--------------|-------|------|---------------|
| AR-101-2019 | 0007721 | INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000,000 | \$ 2,000,000 | \$ - | \$ - | \$ 10,000,000 |
| AR-102-2014 | 7734 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,800,000 | \$ 700,000 | \$ - | \$ - | \$ 3,500,000 |
| AR-102-2015 | 7735 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 7,200,000 | \$ 1,800,000 | \$ - | \$ - | \$ 9,000,000 |
| AR-102-2016 | 7736 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 7,200,000 | \$ 1,800,000 | \$ - | \$ - | \$ 9,000,000 |
| AR-102-2017 | 7737 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 7,200,000 | \$ 1,800,000 | \$ - | \$ - | \$ 9,000,000 |
| AR-102-2018 | 0007738 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 7,200,000 | \$ 1,800,000 | \$ - | \$ - | \$ 9,000,000 |
| AR-102-2019 | 0007739 | GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 7,200,000 | \$ 1,800,000 | \$ - | \$ - | \$ 9,000,000 |
| AR-103-2015 | 7753 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,600,000 | \$ 400,000 | \$ - | \$ - | \$ 2,000,000 |
| AR-103-2016 | 7754 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-103-2017 | 7755 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-103-2018 | 0007756 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-103-2019 | 0007757 | GDOT ATMS SYSTEM INTEGRATION AND NAVIGATOR DEVELOPMENT PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-104-2014 | 7770 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 600,000 | \$ 150,000 | \$ - | \$ - | \$ 750,000 |
| AR-104-2015 | 7771 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|--|---------|-------------------------------|-------|-------------|----------------|---|---------------|--------------|-------|------|---------------|
| AR-104-2016 | 7772 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-104-2017 | 7773 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-104-2018 | 0007774 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-104-2019 | 0007775 | GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AR-105-2014 | 9547 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 14,600,000 | \$ 3,650,000 | \$ - | \$ - | \$ 18,250,000 |
| AR-105-2015 | 9548 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 18,800,000 | \$ 4,700,000 | \$ - | \$ - | \$ 23,500,000 |
| AR-105-2016 | 9549 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 18,800,000 | \$ 4,700,000 | \$ - | \$ - | \$ 23,500,000 |
| AR-105-2017 | 9810 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 20,200,000 | \$ 5,050,000 | \$ - | \$ - | \$ 25,250,000 |
| AR-105-2018 | 9811 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 20,200,000 | \$ 5,050,000 | \$ - | \$ - | \$ 25,250,000 |
| AR-105-2019 | 9812 | GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 13,000,000 | \$ 3,250,000 | \$ - | \$ - | \$ 16,250,000 |
| AR-106-2014 | 7497 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,966,400 | \$ 1,491,600 | \$ - | \$ - | \$ 7,458,000 |
| AR-106-2015 | 7498 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,474,400 | \$ 1,118,600 | \$ - | \$ - | \$ 5,593,000 |
| AR-106-2016 | 9790 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,474,400 | \$ 1,118,600 | \$ - | \$ - | \$ 5,593,000 |
| AR-106-2017 | 9791 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,474,400 | \$ 1,118,600 | \$ - | \$ - | \$ 5,593,000 |
| AR-106-2018 | 9792 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,474,400 | \$ 1,118,600 | \$ - | \$ - | \$ 5,593,000 |
| AR-106-2019 | 9793 | GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,864,800 | \$ 466,200 | \$ - | \$ - | \$ 2,331,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|--|---------|-------------------------------|-------|-------------|----------------|--|---------------|--------------|-------|------|---------------|
| AR-110-2014 | 9580 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) Exempt | \$ 10,627,200 | \$ 2,656,800 | \$ - | \$ - | \$ 13,284,000 |
| AR-110-2015 | 9581 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) Exempt | \$ 10,733,600 | \$ 2,683,400 | \$ - | \$ - | \$ 13,417,000 |
| AR-110-2016 | 9582 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) Exempt | \$ 10,840,000 | \$ 2,710,000 | \$ - | \$ - | \$ 13,550,000 |
| AR-110-2017 | 9583 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) Exempt | \$ 11,058,400 | \$ 2,764,600 | \$ - | \$ - | \$ 13,823,000 |
| AR-110-2018 | 0012955 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) Exempt | \$ 11,186,400 | \$ 2,796,600 | \$ - | \$ - | \$ 13,983,000 |
| AR-110-2019 | 0012956 | GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) Exempt | \$ 11,186,400 | \$ 2,796,600 | \$ - | \$ - | \$ 13,983,000 |
| AR-111-2014 | 6192 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2014 | (blank) | Roadway / Maintenance | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 13,051,200 | \$ 3,262,800 | \$ - | \$ - | \$ 16,314,000 |
| AR-111-2015 | 6193 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2015 | (blank) | Roadway / Maintenance | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 13,051,200 | \$ 3,262,800 | \$ - | \$ - | \$ 16,314,000 |
| AR-111-2016 | 9766 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2016 | (blank) | Roadway / Maintenance | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 13,051,200 | \$ 3,262,800 | \$ - | \$ - | \$ 16,314,000 |
| AR-111-2017 | 9767 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2017 | (blank) | Roadway / Maintenance | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 13,051,200 | \$ 3,262,800 | \$ - | \$ - | \$ 16,314,000 |
| AR-111-2018 | 9768 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2018 | (blank) | Roadway / Maintenance | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 13,051,200 | \$ 3,262,800 | \$ - | \$ - | \$ 16,314,000 |
| AR-111-2019 | 9769 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) RESURFACING AND MAINTENANCE PROGRAM - FY 2019 | (blank) | Roadway / Maintenance | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 16,779,600 | \$ 4,194,900 | \$ - | \$ - | \$ 20,974,500 |
| AR-113-2014 | 6136 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2014 | (blank) | Roadway / Maintenance | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,237,600 | \$ 559,400 | \$ - | \$ - | \$ 2,797,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|-------------------------------|-------|-------------|----------------|---|--------------|------------|-------|------|--------------|
| AR-113-2015 | 6137 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2015 | (blank) | Roadway / Maintenance | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,237,600 | \$ 559,400 | \$ - | \$ - | \$ 2,797,000 |
| AR-113-2016 | 9746 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2016 | (blank) | Roadway / Maintenance | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,237,600 | \$ 559,400 | \$ - | \$ - | \$ 2,797,000 |
| AR-113-2017 | 9747 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2017 | (blank) | Roadway / Maintenance | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,237,600 | \$ 559,400 | \$ - | \$ - | \$ 2,797,000 |
| AR-113-2018 | 9748 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2018 | (blank) | Roadway / Maintenance | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,237,600 | \$ 559,400 | \$ - | \$ - | \$ 2,797,000 |
| AR-113-2019 | 9749 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2019 | (blank) | Roadway / Maintenance | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,237,600 | \$ 559,400 | \$ - | \$ - | \$ 2,797,000 |
| AR-114-2014 | 6171 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2014 | (blank) | Roadway / Maintenance | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 3,728,800 | \$ 932,200 | \$ - | \$ - | \$ 4,661,000 |
| AR-114-2015 | 6172 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2015 | (blank) | Roadway / Maintenance | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 3,728,800 | \$ 932,200 | \$ - | \$ - | \$ 4,661,000 |
| AR-114-2016 | 10300 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2016 | (blank) | Roadway / Maintenance | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 3,728,800 | \$ 932,200 | \$ - | \$ - | \$ 4,661,000 |
| AR-114-2017 | 10301 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2017 | (blank) | Roadway / Maintenance | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,864,800 | \$ 466,200 | \$ - | \$ - | \$ 2,331,000 |
| AR-114-2018 | 10302 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2018 | (blank) | Roadway / Maintenance | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,864,800 | \$ 466,200 | \$ - | \$ - | \$ 2,331,000 |
| AR-114-2019 | 10303 | GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2019 | (blank) | Roadway / Maintenance | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,864,800 | \$ 466,200 | \$ - | \$ - | \$ 2,331,000 |
| AR-116-2014 | TBD | GDOT SURFACE TRANSPORTATION PROGRAM (STP) WETLAND MITIGATION SITE RESTORATION PROGRAM - FY 2014 | (blank) | Other / Miscellaneous | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,736,000 | \$ 684,000 | \$ - | \$ - | \$ 3,420,000 |
| AR-117-2014 | 6199 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,640,800 | \$ 410,200 | \$ - | \$ - | \$ 2,051,000 |
| AR-117-2015 | 6200 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,640,800 | \$ 410,200 | \$ - | \$ - | \$ 2,051,000 |
| AR-117-2016 | 9770 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,640,800 | \$ 410,200 | \$ - | \$ - | \$ 2,051,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|-------------------------------|-------|-------------|----------------|---|---------------|--------------|-------|------|---------------|
| AR-117-2017 | 9771 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,640,800 | \$ 410,200 | \$ - | \$ - | \$ 2,051,000 |
| AR-117-2018 | 9772 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,640,800 | \$ 410,200 | \$ - | \$ - | \$ 2,051,000 |
| AR-117-2019 | 9773 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,870,080 | \$ 467,520 | \$ - | \$ - | \$ 2,337,600 |
| AR-118-2014 | 6129 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 22,372,800 | \$ 5,593,200 | \$ - | \$ - | \$ 27,966,000 |
| AR-118-2015 | 6130 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 26,101,600 | \$ 6,525,400 | \$ - | \$ - | \$ 32,627,000 |
| AR-118-2016 | 9742 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 26,101,600 | \$ 6,525,400 | \$ - | \$ - | \$ 32,627,000 |
| AR-118-2017 | 9743 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 26,101,600 | \$ 6,525,400 | \$ - | \$ - | \$ 32,627,000 |
| AR-118-2018 | 9744 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 26,101,600 | \$ 6,525,400 | \$ - | \$ - | \$ 32,627,000 |
| AR-118-2019 | 9745 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 26,938,396 | \$ 6,734,599 | \$ - | \$ - | \$ 33,672,995 |
| AR-119-2014 | 6206 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2014 | (blank) | Other / Miscellaneous | ROW | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |
| AR-119-2015 | 6207 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2015 | (blank) | Other / Miscellaneous | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |
| AR-119-2016 | 9774 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2016 | (blank) | Other / Miscellaneous | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |
| AR-119-2017 | 9775 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2017 | (blank) | Other / Miscellaneous | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |
| AR-119-2018 | 9776 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2018 | (blank) | Other / Miscellaneous | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |
| AR-119-2019 | 9777 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2019 | (blank) | Other / Miscellaneous | ROW | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 932,200 | \$ 233,050 | \$ - | \$ - | \$ 1,165,250 |
| AR-121-2017 | 9754 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|-------------------------------|-------|-------------|----------------|---|---------------|--------------|-------|------|---------------|
| AR-121-2018 | 9755 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |
| AR-121-2019 | 9756 | GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 372,800 | \$ 93,200 | \$ - | \$ - | \$ 466,000 |
| AR-122-2014 | 6213 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,416,800 | \$ 354,200 | \$ - | \$ - | \$ 1,771,000 |
| AR-122-2015 | 6214 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,416,800 | \$ 354,200 | \$ - | \$ - | \$ 1,771,000 |
| AR-122-2016 | 9778 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,416,800 | \$ 354,200 | \$ - | \$ - | \$ 1,771,000 |
| AR-122-2017 | 9779 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,416,800 | \$ 354,200 | \$ - | \$ - | \$ 1,771,000 |
| AR-122-2018 | 9780 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,416,800 | \$ 354,200 | \$ - | \$ - | \$ 1,771,000 |
| AR-122-2019 | 9781 | STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,870,080 | \$ 467,520 | \$ - | \$ - | \$ 2,337,600 |
| AR-123-2014 | 6220 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,593,600 | \$ 1,398,400 | \$ - | \$ - | \$ 6,992,000 |
| AR-123-2015 | 6221 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,593,600 | \$ 1,398,400 | \$ - | \$ - | \$ 6,992,000 |
| AR-123-2016 | 9782 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,593,600 | \$ 1,398,400 | \$ - | \$ - | \$ 6,992,000 |
| AR-123-2017 | 9783 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,593,600 | \$ 1,398,400 | \$ - | \$ - | \$ 6,992,000 |
| AR-123-2018 | 9784 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,593,600 | \$ 1,398,400 | \$ - | \$ - | \$ 6,992,000 |
| AR-123-2019 | 9785 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,728,800 | \$ 932,200 | \$ - | \$ - | \$ 4,661,000 |
| AR-125-2014 | 6178 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2014 | (blank) | Roadway / Maintenance | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 29,990,400 | \$ 7,497,600 | \$ - | \$ - | \$ 37,488,000 |
| AR-125-2015 | 6179 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2015 | (blank) | Roadway / Maintenance | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 26,929,600 | \$ 6,732,400 | \$ - | \$ - | \$ 33,662,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|--|-------|-------------|----------------|---|---------------|--------------|--------------|------|---------------|
| AR-125-2016 | 9758 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2016 | (blank) | Roadway / Maintenance | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 26,325,600 | \$ 6,581,400 | \$ - | \$ - | \$ 32,907,000 |
| AR-125-2017 | 9759 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2017 | (blank) | Roadway / Maintenance | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 25,020,000 | \$ 6,255,000 | \$ - | \$ - | \$ 31,275,000 |
| AR-125-2018 | 9760 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2018 | (blank) | Roadway / Maintenance | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 25,020,000 | \$ 6,255,000 | \$ - | \$ - | \$ 31,275,000 |
| AR-125-2019 | 9761 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2019 | (blank) | Roadway / Maintenance | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 33,559,200 | \$ 8,389,800 | \$ - | \$ - | \$ 41,949,000 |
| AR-127-2014 | M003376 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2014 | (blank) | Roadway / Maintenance | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 6,712,000 | \$ 1,678,000 | \$ - | \$ - | \$ 8,390,000 |
| AR-127-2015 | M003377 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2015 | (blank) | Roadway / Maintenance | CST | 2015 | 1.2690 | STP - Statewide Flexible (GDOT) | \$ 8,517,528 | \$ 2,129,382 | \$ - | \$ - | \$ 10,646,910 |
| AR-127-2016 | M003378 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2016 | (blank) | Roadway / Maintenance | CST | 2016 | 1.6015 | STP - Statewide Flexible (GDOT) | \$ 10,749,268 | \$ 2,687,317 | \$ - | \$ - | \$ 13,436,585 |
| AR-127-2017 | M003379 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2017 | (blank) | Roadway / Maintenance | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 18,163,237 | \$ - | \$ 4,540,809 | \$ - | \$ 22,704,046 |
| AR-127-2018 | M003380 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2018 | (blank) | Roadway / Maintenance | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 22,804,447 | \$ - | \$ 5,701,112 | \$ - | \$ 28,505,559 |
| AR-127-2019 | M003381 | GDOT SURFACE TRANSPORTATION PROGRAM (STP) FORCE ACCOUNT MAINTENANCE PROGRAM - FY 2019 | (blank) | Roadway / Maintenance | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 28,433,965 | \$ - | \$ 7,108,491 | \$ - | \$ 35,542,456 |
| AR-129-2014 | 0012764 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2014 | (blank) | Roadway / Bridge Upgrade | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 10,700,310 | \$ - | \$ 2,675,078 | \$ - | \$ 13,375,388 |
| AR-129-2015 | 0012765 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2015 | (blank) | Roadway / Bridge Upgrade | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 10,730,067 | \$ - | \$ 2,682,518 | \$ - | \$ 13,412,585 |
| AR-129-2016 | 0012766 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2016 | (blank) | Roadway / Bridge Upgrade | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 13,304,306 | \$ - | \$ 3,326,077 | \$ - | \$ 16,630,383 |
| AR-129-2017 | 0012767 | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2017 | (blank) | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,983,200 | \$ 745,800 | \$ - | \$ - | \$ 3,729,000 |
| AR-129-2018 | TBD | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2018 | (blank) | Roadway / Bridge Upgrade | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,983,200 | \$ 745,800 | \$ - | \$ - | \$ 3,729,000 |
| AR-129-2019 | TBD | GDOT LOW IMPACT BRIDGE PROGRAM - FY 2019 | (blank) | Roadway / Bridge Upgrade | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,983,200 | \$ 745,800 | \$ - | \$ - | \$ 3,729,000 |
| AR-131-2014 | 0008645 | RURAL ROADS SAFETY PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,193,600 | \$ 298,400 | \$ - | \$ - | \$ 1,492,000 |
| AR-131-2015 | 0008639 | RURAL ROADS SAFETY PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,304,800 | \$ 326,200 | \$ - | \$ - | \$ 1,631,000 |
| AR-131-2018 | TBD | RURAL ROADS SAFETY PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,398,000 | \$ 349,500 | \$ - | \$ - | \$ 1,747,500 |
| AR-131-2019 | TBD | RURAL ROADS SAFETY PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 1,398,000 | \$ 349,500 | \$ - | \$ - | \$ 1,747,500 |
| AR-132-2014 | 0008332 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2014 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | Safe Routes to School Program | \$ 210,000 | \$ - | \$ - | \$ - | \$ 210,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|--|---------|--|-------|-------------|----------------|-------------------------------|--------------|-------|--------------|------|--------------|
| AR-132-2015 | 0008333 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2015 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2015 | 1.0000 | Safe Routes to School Program | \$ 210,000 | \$ - | \$ - | \$ - | \$ 210,000 |
| AR-132-2016 | 0008334 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2016 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | Safe Routes to School Program | \$ 210,000 | \$ - | \$ - | \$ - | \$ 210,000 |
| AR-132-2017 | 0009802 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2017 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | Safe Routes to School Program | \$ 210,000 | \$ - | \$ - | \$ - | \$ 210,000 |
| AR-132-2018 | 9803 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2018 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2018 | 1.0000 | Safe Routes to School Program | \$ 210,000 | \$ - | \$ - | \$ - | \$ 210,000 |
| AR-132-2019 | 9804 | SAFE ROUTES TO SCHOOL PROGRAM (NON-INFRASTRUCTURE) - FY 2019 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2019 | 1.0000 | Safe Routes to School Program | \$ 121,186 | \$ - | \$ - | \$ - | \$ 121,186 |
| AR-133-2014 | 0008325 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2014 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | Safe Routes to School Program | \$ 3,636,000 | \$ - | \$ - | \$ - | \$ 3,636,000 |
| AR-133-2018 | 9799 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2018 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2018 | 1.0000 | Safe Routes to School Program | \$ 1,092,072 | \$ - | \$ - | \$ - | \$ 1,092,072 |
| AR-133-2019 | 9800 | SAFE ROUTES TO SCHOOL PROGRAM (INFRASTRUCTURE) - FY 2019 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2019 | 1.0000 | Safe Routes to School Program | \$ 1,092,072 | \$ - | \$ - | \$ - | \$ 1,092,072 |
| AR-134-2014 | 0009223 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2014 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | Safe Routes to School Program | \$ 1,454,000 | \$ - | \$ - | \$ - | \$ 1,454,000 |
| AR-134-2015 | 0009324 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2015 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2015 | 1.0000 | Safe Routes to School Program | \$ 84,000 | \$ - | \$ - | \$ - | \$ 84,000 |
| AR-134-2018 | 9227 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2018 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2018 | 1.0000 | Safe Routes to School Program | \$ 261,016 | \$ - | \$ - | \$ - | \$ 261,016 |
| AR-134-2019 | 9228 | SAFE ROUTES TO SCHOOL PROGRAM (ANY PROJECT TYPE) - FY 2019 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2019 | 1.0000 | Safe Routes to School Program | \$ 261,016 | \$ - | \$ - | \$ - | \$ 261,016 |
| AR-135-2014 | 6122 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2014 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | STP - Enhancements | \$ 7,084,800 | \$ - | \$ 1,771,200 | \$ - | \$ 8,856,000 |
| AR-135-2015 | 6123 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2015 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2015 | 1.0000 | STP - Enhancements | \$ 7,084,800 | \$ - | \$ 1,771,200 | \$ - | \$ 8,856,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|--|-------|-------------|----------------|--|--------------|------------|--------------|------|---------------|
| AR-135-2016 | 9738 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2016 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | STP - Enhancements | \$ 7,084,800 | \$ - | \$ 1,771,200 | \$ - | \$ 8,856,000 |
| AR-135-2017 | 9739 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2017 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | STP - Enhancements | \$ 7,084,800 | \$ - | \$ 1,771,200 | \$ - | \$ 8,856,000 |
| AR-135-2018 | 9740 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2018 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2018 | 1.0000 | STP - Enhancements | \$ 7,084,800 | \$ - | \$ 1,771,200 | \$ - | \$ 8,856,000 |
| AR-135-2019 | 9741 | STP TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM - FY 2019 | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2019 | 1.0000 | STP - Enhancements | \$ 9,694,880 | \$ - | \$ 2,423,720 | \$ - | \$ 12,118,600 |
| AR-136-2014 | 7504 | RECREATIONAL TRAILS PROGRAM - FY 2014 | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2014 | 1.0000 | Recreational Trails Program | \$ 466,400 | \$ 116,600 | \$ - | \$ - | \$ 583,000 |
| AR-136-2015 | 7505 | RECREATIONAL TRAILS PROGRAM - FY 2015 | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2015 | 1.0000 | Recreational Trails Program | \$ 466,400 | \$ 116,600 | \$ - | \$ - | \$ 583,000 |
| AR-136-2016 | 7507 | RECREATIONAL TRAILS PROGRAM - FY 2016 | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2016 | 1.0000 | Recreational Trails Program | \$ 466,400 | \$ 116,600 | \$ - | \$ - | \$ 583,000 |
| AR-136-2017 | 9794 | RECREATIONAL TRAILS PROGRAM - FY 2017 | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2017 | 1.0000 | Recreational Trails Program | \$ 466,400 | \$ 116,600 | \$ - | \$ - | \$ 583,000 |
| AR-136-2018 | 9795 | RECREATIONAL TRAILS PROGRAM - FY 2018 | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2018 | 1.0000 | Recreational Trails Program | \$ 466,100 | \$ 116,525 | \$ - | \$ - | \$ 582,625 |
| AR-136-2019 | 9796 | RECREATIONAL TRAILS PROGRAM - FY 2019 | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2019 | 1.0000 | Recreational Trails Program | \$ 466,100 | \$ 116,525 | \$ - | \$ - | \$ 582,625 |
| AR-137-2014 | 9206 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2014 | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 304,000 | \$ 76,000 | \$ - | \$ - | \$ 380,000 |
| AR-137-2015 | 10502 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2015 | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |
| AR-137-2016 | 10503 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2016 | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|------------------------------------|-------|--------------|----------------|--|--------------|----------------|-------|------|----------------|
| AR-137-2017 | 10504 | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2017 | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |
| AR-137-2018 | TBD | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2018 | (blank) | Roadway / Operations & Safety | CST | 2018 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |
| AR-137-2019 | TBD | TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2019 | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |
| AR-138-2015 | 10507 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2015 | (blank) | Other / Miscellaneous | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 500,000 | \$ 125,000 | \$ - | \$ - | \$ 625,000 |
| AR-138-2016 | 10508 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2016 | (blank) | Other / Miscellaneous | PE | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 500,000 | \$ 125,000 | \$ - | \$ - | \$ 625,000 |
| AR-138-2017 | 10509 | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2017 | (blank) | Other / Miscellaneous | PE | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 500,000 | \$ 125,000 | \$ - | \$ - | \$ 625,000 |
| AR-138-2018 | TBD | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2018 | (blank) | Other / Miscellaneous | PE | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 500,000 | \$ 125,000 | \$ - | \$ - | \$ 625,000 |
| AR-138-2019 | TBD | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2019 | (blank) | Other / Miscellaneous | PE | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 500,000 | \$ 125,000 | \$ - | \$ - | \$ 625,000 |
| AR-138-LR1 | N/A | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2020-2030 | (blank) | Other / Miscellaneous | PE | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 6,979,500 | \$ 1,744,875 | \$ - | \$ - | \$ 8,724,375 |
| AR-138-LR2 | N/A | OVERSIGHT SERVICES FOR STP URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2031-2040 | (blank) | Other / Miscellaneous | PE | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 8,007,300 | \$ 2,001,825 | \$ - | \$ - | \$ 10,009,125 |
| AR-190-2014 | TBD | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2014 | (blank) | Transit / Operations & Maintenance | CST | 2014 | 1.0000 | State of Georgia | \$ - | \$ 12,000,000 | \$ - | \$ - | \$ 12,000,000 |
| AR-190-2015 | TBD | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2015 | (blank) | Transit / Operations & Maintenance | CST | 2015 | 1.0000 | State of Georgia | \$ - | \$ 12,000,000 | \$ - | \$ - | \$ 12,000,000 |
| AR-190-2016 | TBD | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2016 | (blank) | Transit / Operations & Maintenance | CST | 2016 | 1.0000 | State of Georgia | \$ - | \$ 12,000,000 | \$ - | \$ - | \$ 12,000,000 |
| AR-190-2017 | TBD | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2017 | (blank) | Transit / Operations & Maintenance | CST | 2017 | 1.0000 | State of Georgia | \$ - | \$ 12,000,000 | \$ - | \$ - | \$ 12,000,000 |
| AR-190-2018 | TBD | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2018 | (blank) | Transit / Operations & Maintenance | CST | 2018 | 1.0000 | State of Georgia | \$ - | \$ 12,000,000 | \$ - | \$ - | \$ 12,000,000 |
| AR-190-2019 | TBD | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2019 | (blank) | Transit / Operations & Maintenance | CST | 2019 | 1.0000 | State of Georgia | \$ - | \$ 12,000,000 | \$ - | \$ - | \$ 12,000,000 |
| AR-190-LR1 | N/A | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2020-2030 | (blank) | Transit / Operations & Maintenance | CST | LR 2020-2030 | 1.2690 | State of Georgia | \$ - | \$ 167,508,000 | \$ - | \$ - | \$ 167,508,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|---|--|------------------------------------|-------|--------------|----------------|-------------------------------|------------------|----------------|----------------|------|------------------|
| AR-190-LR2 | N/A | GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2031-2040 | (blank) | Transit / Operations & Maintenance | CST | LR 2031-2040 | 1.6015 | State of Georgia | \$ - | \$ 192,175,200 | \$ - | \$ - | \$ 192,175,200 |
| AR-200-LR1 | N/A | ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2020-2030 | (blank) | Roadway / Maintenance | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 1,503,765,000 | \$ 375,624,000 | \$ - | \$ - | \$ 1,879,389,000 |
| AR-200-LR2 | N/A | ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2031-2040 | (blank) | Roadway / Maintenance | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 1,601,460,000 | \$ 400,365,000 | \$ - | \$ - | \$ 2,001,825,000 |
| AR-210-LR1 | N/A | ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2020-2030 | (blank) | Roadway / Maintenance | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 951,750,000 | \$ 237,937,500 | \$ - | \$ - | \$ 1,189,687,500 |
| AR-210-LR2 | N/A | ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040 | (blank) | Roadway / Maintenance | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 1,121,022,000 | \$ 280,255,500 | \$ - | \$ - | \$ 1,401,277,500 |
| AR-220-LR1 | N/A | ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2020-2030 | (blank) | Roadway / Maintenance | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 190,350,000 | \$ - | \$ 190,350,000 | \$ - | \$ 380,700,000 |
| AR-220-LR2 | N/A | ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040 | (blank) | Roadway / Maintenance | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 240,219,000 | \$ - | \$ 240,219,000 | \$ - | \$ 480,438,000 |
| AR-230-LR1 | N/A | BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2020-2030 | (blank) | Roadway / Bridge Upgrade | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 557,953,920 | \$ 139,488,480 | \$ - | \$ - | \$ 697,442,400 |
| AR-230-LR2 | N/A | BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2031-2040 | (blank) | Roadway / Bridge Upgrade | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 1,642,969,843 | \$ 410,742,461 | \$ - | \$ - | \$ 2,053,712,304 |
| AR-240-LR1 | N/A | BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2020-2030 | (blank) | Roadway / Bridge Upgrade | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 531,199,847 | \$ 132,799,962 | \$ - | \$ - | \$ 663,999,809 |
| AR-240-LR2 | N/A | BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2040 | (blank) | Roadway / Bridge Upgrade | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 1,244,966,676 | \$ 311,241,669 | \$ - | \$ - | \$ 1,556,208,346 |
| AR-250-LR1 | N/A | BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2020-2030 | (blank) | Roadway / Bridge Upgrade | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 59,460,581 | \$ - | \$ 59,460,581 | \$ - | \$ 118,921,163 |
| AR-250-LR2 | N/A | BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2040 | (blank) | Roadway / Bridge Upgrade | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 75,038,410 | \$ - | \$ 75,038,410 | \$ - | \$ 150,076,820 |
| AR-255-LR1 | N/A | SHOULDER RUNNING AND OTHER OPERATIONAL IMPROVEMENTS ON FREEWAYS TO SUPPORT MANAGED LANE NETWORK | (blank) | Roadway / Managed Lanes | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 203,040,000 | \$ 50,760,000 | \$ - | \$ - | \$ 253,800,000 |
| AR-295-LR1 | N/A | OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2020-2030 | (blank) | Roadway / Operations & Safety | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 1,269,000,000 | \$ 317,250,000 | \$ 17,448,750 | \$ - | \$ 1,603,698,750 |
| AR-295-LR2 | N/A | OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2031-2040 | (blank) | Roadway / Operations & Safety | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 1,601,460,000 | \$ 400,365,000 | \$ 20,018,250 | \$ - | \$ 2,021,843,250 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 20,304,000 | \$ 5,076,000 | \$ - | \$ - | \$ 25,380,000 |
| AR-301 | TBD | US 78 OPERATIONAL AND SAFETY IMPROVEMENTS IN DOUGLAS COUNTY | FROM SR 6 (THORNTON ROAD) TO SR 92 | Roadway / Operations & Safety | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 20,304,000 | \$ 5,076,000 | \$ - | \$ - | \$ 25,380,000 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 15,228,000 | \$ 3,807,000 | \$ - | \$ - | \$ 19,035,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|-----------|--|--|---|-------|--------------|----------------|--|------------------|----------------|------------------|------|------------------|
| AR-312 | TBD | HERO TRUCK EQUIPMENT UPGRADE AND SERVICE EXPANSION ON I-85 SOUTH, I-20 EAST AND I-20 WEST | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,440,000 | \$ 360,000 | \$ - | \$ - | \$ 1,800,000 |
| AR-312 | TBD | HERO TRUCK EQUIPMENT UPGRADE AND SERVICE EXPANSION ON I-85 SOUTH, I-20 EAST AND I-20 WEST | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 440,000 | \$ 110,000 | \$ - | \$ - | \$ 550,000 |
| AR-312 | TBD | HERO TRUCK EQUIPMENT UPGRADE AND SERVICE EXPANSION ON I-85 SOUTH, I-20 EAST AND I-20 WEST | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 440,000 | \$ 110,000 | \$ - | \$ - | \$ 550,000 |
| AR-400 | 770311 | GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT) | (blank) | Transit / Facilities Capital | CST | LR 2020-2030 | 1.2690 | Local Sources - PPP | \$ - | \$ - | \$ 380,700,000 | \$ - | \$ 380,700,000 |
| AR-400 | 770311 | GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT) | (blank) | Transit / Facilities Capital | CST | LR 2020-2030 | 1.2690 | Private Sources - PPP | \$ - | \$ - | \$ 190,350,000 | \$ - | \$ 190,350,000 |
| AR-400 | 770311 | GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT) | (blank) | Transit / Facilities Capital | ROW | LR 2020-2030 | 1.2690 | New Starts | \$ 34,104,375 | \$ - | \$ 34,104,375 | \$ - | \$ 68,208,750 |
| 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 / Rail Capital | ROW | LR 2031-2040 | 1.6015 | GA Department of Transportation Funds | \$ - | \$ 235,414,620 | \$ - | \$ - | \$ 235,414,620 |
| AR-410A | TBD | REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION | FROM PERIMETER CENTER TO DORAVILLE | Transit / Rail Capital | ROW | LR 2031-2040 | 1.6015 | GA Department of Transportation Funds | \$ - | \$ 230,610,240 | \$ - | \$ - | \$ 230,610,240 |
| AR-411 | N/A | CLIFTON CORRIDOR LIGHT RAIL TRANSIT PHASE 1 | FROM LINDBERGH MARTA STATION TO EMORY HOSPITAL | Transit / Rail Capital | ALL | LR 2031-2040 | 1.6015 | New Starts | \$ 380,346,750 | \$ - | \$ 380,346,750 | \$ - | \$ 760,693,500 |
| AR-420 | N/A | I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION | AT 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 | LR 2031-2040 | 1.6015 | New Starts | \$ 1,121,022,000 | \$ - | \$ 1,121,022,000 | \$ - | \$ 2,242,044,000 |
| AR-450A | 9395 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE | Last Mile Connectivity / Sidepaths and Trails | CST | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,985,000 | \$ - | \$ 996,250 | \$ - | \$ 4,981,250 |
| 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 | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 740,000 | \$ - | \$ 185,000 | \$ - | \$ 925,000 |
| AR-450B | 6/0013103 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM LENA STREET TO UNIVERSITY AVENUE | Last Mile Connectivity / Sidepaths and Trails | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,398,967 | \$ - | \$ 3,398,967 |
| AR-450B | 6/0013103 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM LENA STREET TO UNIVERSITY AVENUE | Last Mile Connectivity / Sidepaths and Trails | CST | 2014 | 1.0000 | TIGER V Discretionary Grant | \$ 18,000,000 | \$ - | \$ 10,000,000 | \$ - | \$ 28,000,000 |
| AR-450B | 6/0013103 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM LENA STREET TO UNIVERSITY AVENUE | Last Mile Connectivity / Sidepaths and Trails | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 5,308,106 | \$ - | \$ 1,327,027 | \$ - | \$ 6,635,133 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|-----------|--|---------------------------------------|---|-------|--------------|----------------|--|----------------|-------|----------------|------|----------------|
| AR-450B | 6/0013103 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM LENA STREET TO UNIVERSITY AVENUE | Last Mile Connectivity / Sidepaths and Trails | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 9,547,000 | \$ - | \$ 9,547,000 |
| AR-450B | 6/0013103 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM LENA STREET TO UNIVERSITY AVENUE | Last Mile Connectivity / Sidepaths and Trails | ROW | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,000,000 | \$ - | \$ 1,082,500 | \$ - | \$ 3,082,500 |
| AR-450B | 6/0013103 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM LENA STREET TO UNIVERSITY AVENUE | Last Mile Connectivity / Sidepaths and Trails | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,112,550 | \$ - | \$ 1,112,550 |
| AR-450C | 9397 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM GLENWOOD AVENUE TO ALLENE AVENUE | Last Mile Connectivity / Sidepaths and Trails | CST | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,406,828 | \$ - | \$ 12,406,828 |
| AR-450C | 9397 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM GLENWOOD AVENUE TO ALLENE AVENUE | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 719,000 | \$ - | \$ 179,750 | \$ - | \$ 898,750 |
| AR-450C | 9397 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM GLENWOOD AVENUE TO ALLENE AVENUE | Last Mile Connectivity / Sidepaths and Trails | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 40,636,000 | \$ - | \$ 40,636,000 |
| AR-450C | 9397 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM GLENWOOD AVENUE TO ALLENE AVENUE | Last Mile Connectivity / Sidepaths and Trails | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 823,920 | \$ - | \$ 823,920 |
| AR-450D | 9398 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM DELLWOOD DRIVE TO GARSON DRIVE | Last Mile Connectivity / Sidepaths and Trails | CST | 2018 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,861,875 | \$ - | \$ 3,861,875 |
| AR-450D | 9398 | BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES | FROM DELLWOOD DRIVE TO GARSON DRIVE | Last Mile Connectivity / Sidepaths and Trails | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 925,000 | \$ - | \$ 925,000 |
| AR-470 | N/A | GA 400 TRANSIT INITIATIVE - PHASE 1 | (blank) | Transit / Other | ALL | LR 2031-2040 | 1.6015 | New Starts | \$ 240,219,000 | \$ - | \$ 240,219,000 | \$ - | \$ 480,438,000 |
| AR-475 | N/A | CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT - PHASE 1 | (blank) | Transit / BRT Capital | ALL | LR 2031-2040 | 1.6015 | New Starts | \$ 392,357,700 | \$ - | \$ 408,372,300 | \$ - | \$ 800,730,000 |
| AR-480 | TBD | AMTRAK STATION RELOCATION TO INTERSECTION OF US 41 (NORTHSIDE DRIVE) AND 17TH STREET | (blank) | Transit / Facilities Capital | CST | 2019 | 1.0000 | Local Sources - PPP | \$ - | \$ - | \$ 5,000,000 | \$ - | \$ 5,000,000 |
| AR-480 | TBD | AMTRAK STATION RELOCATION TO INTERSECTION OF US 41 (NORTHSIDE DRIVE) AND 17TH STREET | (blank) | Transit / Facilities Capital | CST | 2019 | 1.0000 | Private Sources - PPP | \$ - | \$ - | \$ 21,000,000 | \$ - | \$ 21,000,000 |
| AR-480 | TBD | AMTRAK STATION RELOCATION TO INTERSECTION OF US 41 (NORTHSIDE DRIVE) AND 17TH STREET | (blank) | Transit / Facilities Capital | CST | 2019 | 1.0000 | Transit Nonurbanized Area Formula | \$ 5,000,000 | \$ - | \$ - | \$ - | \$ 5,000,000 |
| AR-490 | N/A | ATLANTA STREETCAR EXPANSION - PHASE 1 | (blank) | Transit / Rail Capital | ALL | LR 2031-2040 | 1.6015 | New Starts | \$ 463,817,247 | \$ - | \$ 463,817,247 | \$ - | \$ 927,634,495 |
| AR-5307-ARC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|--|---------|----------------------------|-------|-------------|----------------|--|------------|-------|-----------|------|------------|
| AR-5307-ARC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| AR-5307-ARC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| AR-5307-ARC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| AR-5307-ARC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| AR-5307-ARC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| AR-5307-BA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 38,300 | \$ - | \$ 9,575 | \$ - | \$ 47,875 |
| AR-5307-BA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 38,300 | \$ - | \$ 9,575 | \$ - | \$ 47,875 |
| AR-5307-BA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 38,300 | \$ - | \$ 9,575 | \$ - | \$ 47,875 |
| AR-5307-BA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 38,300 | \$ - | \$ 9,575 | \$ - | \$ 47,875 |
| AR-5307-BA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 38,300 | \$ - | \$ 9,575 | \$ - | \$ 47,875 |
| AR-5307-BA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 38,300 | \$ - | \$ 9,575 | \$ - | \$ 47,875 |
| AR-5307-BT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 25,600 | \$ - | \$ 6,400 | \$ - | \$ 32,000 |
| AR-5307-BT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 25,600 | \$ - | \$ 6,400 | \$ - | \$ 32,000 |
| AR-5307-BT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 25,600 | \$ - | \$ 6,400 | \$ - | \$ 32,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|--|---------|----------------------------|-------|-------------|----------------|--|------------|-------|------------|------|------------|
| AR-5307-BT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 25,600 | \$ - | \$ 6,400 | \$ - | \$ 32,000 |
| AR-5307-BT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 25,600 | \$ - | \$ 6,400 | \$ - | \$ 32,000 |
| AR-5307-BT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARTOW COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 25,600 | \$ - | \$ 6,400 | \$ - | \$ 32,000 |
| AR-5307-CA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 73,400 | \$ - | \$ 18,350 | \$ - | \$ 91,750 |
| AR-5307-CA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 73,400 | \$ - | \$ 18,350 | \$ - | \$ 91,750 |
| AR-5307-CA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 73,400 | \$ - | \$ 18,350 | \$ - | \$ 91,750 |
| AR-5307-CA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 73,400 | \$ - | \$ 18,350 | \$ - | \$ 91,750 |
| AR-5307-CA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 73,400 | \$ - | \$ 18,350 | \$ - | \$ 91,750 |
| AR-5307-CA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 73,400 | \$ - | \$ 18,350 | \$ - | \$ 91,750 |
| AR-5307-CH | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 680,000 | \$ - | \$ 170,000 | \$ - | \$ 850,000 |
| AR-5307-CH | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 680,000 | \$ - | \$ 170,000 | \$ - | \$ 850,000 |
| AR-5307-CH | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 680,000 | \$ - | \$ 170,000 | \$ - | \$ 850,000 |
| AR-5307-CH | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 680,000 | \$ - | \$ 170,000 | \$ - | \$ 850,000 |
| AR-5307-CH | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 680,000 | \$ - | \$ 170,000 | \$ - | \$ 850,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|--|---------|----------------------------|-------|-------------|----------------|--|--------------|-------|--------------|------|--------------|
| AR-5307-CH | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 680,000 | \$ - | \$ 170,000 | \$ - | \$ 850,000 |
| AR-5307-CL | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,250,000 | \$ - | \$ 312,500 | \$ - | \$ 1,562,500 |
| AR-5307-CL | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,250,000 | \$ - | \$ 312,500 | \$ - | \$ 1,562,500 |
| AR-5307-CL | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,250,000 | \$ - | \$ 312,500 | \$ - | \$ 1,562,500 |
| AR-5307-CL | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,250,000 | \$ - | \$ 312,500 | \$ - | \$ 1,562,500 |
| AR-5307-CL | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,250,000 | \$ - | \$ 312,500 | \$ - | \$ 1,562,500 |
| AR-5307-CL | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CLAYTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,250,000 | \$ - | \$ 312,500 | \$ - | \$ 1,562,500 |
| AR-5307-CO | T000583 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,200,000 | \$ - | \$ 1,300,000 | \$ - | \$ 6,500,000 |
| AR-5307-CO | T000583 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,200,000 | \$ - | \$ 1,300,000 | \$ - | \$ 6,500,000 |
| AR-5307-CO | T000583 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,200,000 | \$ - | \$ 1,300,000 | \$ - | \$ 6,500,000 |
| AR-5307-CO | T000583 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,200,000 | \$ - | \$ 1,300,000 | \$ - | \$ 6,500,000 |
| AR-5307-CO | T000583 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,200,000 | \$ - | \$ 1,300,000 | \$ - | \$ 6,500,000 |
| AR-5307-CO | T000583 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,200,000 | \$ - | \$ 1,300,000 | \$ - | \$ 6,500,000 |
| AR-5307-CW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 290,000 | \$ - | \$ 72,500 | \$ - | \$ 362,500 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|---|---------|----------------------------|-------|-------------|----------------|--|--------------|-------|------------|------|--------------|
| AR-5307-CW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 290,000 | \$ - | \$ 72,500 | \$ - | \$ 362,500 |
| AR-5307-CW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 290,000 | \$ - | \$ 72,500 | \$ - | \$ 362,500 |
| AR-5307-CW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 290,000 | \$ - | \$ 72,500 | \$ - | \$ 362,500 |
| AR-5307-CW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 290,000 | \$ - | \$ 72,500 | \$ - | \$ 362,500 |
| AR-5307-CW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 290,000 | \$ - | \$ 72,500 | \$ - | \$ 362,500 |
| AR-5307-DA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 13,400 | \$ - | \$ 3,350 | \$ - | \$ 16,750 |
| AR-5307-DA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 13,400 | \$ - | \$ 3,350 | \$ - | \$ 16,750 |
| AR-5307-DA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 13,400 | \$ - | \$ 3,350 | \$ - | \$ 16,750 |
| AR-5307-DA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 13,400 | \$ - | \$ 3,350 | \$ - | \$ 16,750 |
| AR-5307-DA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 13,400 | \$ - | \$ 3,350 | \$ - | \$ 16,750 |
| AR-5307-DA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 13,400 | \$ - | \$ 3,350 | \$ - | \$ 16,750 |
| AR-5307-DO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |
| AR-5307-DO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |
| AR-5307-DO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|---|---------|----------------------------|-------|-------------|----------------|--|--------------|-------|------------|------|--------------|
| AR-5307-DO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |
| AR-5307-DO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |
| AR-5307-DO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |
| AR-5307-FA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 310,000 | \$ - | \$ 77,500 | \$ - | \$ 387,500 |
| AR-5307-FA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 310,000 | \$ - | \$ 77,500 | \$ - | \$ 387,500 |
| AR-5307-FA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 310,000 | \$ - | \$ 77,500 | \$ - | \$ 387,500 |
| AR-5307-FA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 310,000 | \$ - | \$ 77,500 | \$ - | \$ 387,500 |
| AR-5307-FA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 310,000 | \$ - | \$ 77,500 | \$ - | \$ 387,500 |
| AR-5307-FA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 310,000 | \$ - | \$ 77,500 | \$ - | \$ 387,500 |
| AR-5307-FT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 550,000 | \$ - | \$ 137,500 | \$ - | \$ 687,500 |
| AR-5307-FT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 550,000 | \$ - | \$ 137,500 | \$ - | \$ 687,500 |
| AR-5307-FT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 550,000 | \$ - | \$ 137,500 | \$ - | \$ 687,500 |
| AR-5307-FT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 550,000 | \$ - | \$ 137,500 | \$ - | \$ 687,500 |
| AR-5307-FT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 550,000 | \$ - | \$ 137,500 | \$ - | \$ 687,500 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------------|---------|--|---------|----------------------------|-------|-------------|----------------|--|--------------|-------|--------------|------|--------------|
| AR-5307-FT | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 550,000 | \$ - | \$ 137,500 | \$ - | \$ 687,500 |
| AR-5307-GRTA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 4,800,000 | \$ - | \$ 1,200,000 | \$ - | \$ 6,000,000 |
| AR-5307-GRTA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 4,800,000 | \$ - | \$ 1,200,000 | \$ - | \$ 6,000,000 |
| AR-5307-GRTA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 4,800,000 | \$ - | \$ 1,200,000 | \$ - | \$ 6,000,000 |
| AR-5307-GRTA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 4,800,000 | \$ - | \$ 1,200,000 | \$ - | \$ 6,000,000 |
| AR-5307-GRTA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 4,800,000 | \$ - | \$ 1,200,000 | \$ - | \$ 6,000,000 |
| AR-5307-GRTA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 4,800,000 | \$ - | \$ 1,200,000 | \$ - | \$ 6,000,000 |
| AR-5307-GW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,400,000 | \$ - | \$ 1,350,000 | \$ - | \$ 6,750,000 |
| AR-5307-GW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,400,000 | \$ - | \$ 1,350,000 | \$ - | \$ 6,750,000 |
| AR-5307-GW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,400,000 | \$ - | \$ 1,350,000 | \$ - | \$ 6,750,000 |
| AR-5307-GW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,400,000 | \$ - | \$ 1,350,000 | \$ - | \$ 6,750,000 |
| AR-5307-GW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,400,000 | \$ - | \$ 1,350,000 | \$ - | \$ 6,750,000 |
| AR-5307-GW | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 5,400,000 | \$ - | \$ 1,350,000 | \$ - | \$ 6,750,000 |
| AR-5307-HA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 45,600 | \$ - | \$ 11,400 | \$ - | \$ 57,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|---|---------|----------------------------|-------|-------------|----------------|--|------------|-------|------------|------|------------|
| AR-5307-HA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 45,600 | \$ - | \$ 11,400 | \$ - | \$ 57,000 |
| AR-5307-HA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 45,600 | \$ - | \$ 11,400 | \$ - | \$ 57,000 |
| AR-5307-HA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 45,600 | \$ - | \$ 11,400 | \$ - | \$ 57,000 |
| AR-5307-HA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 45,600 | \$ - | \$ 11,400 | \$ - | \$ 57,000 |
| AR-5307-HA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 45,600 | \$ - | \$ 11,400 | \$ - | \$ 57,000 |
| AR-5307-HE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 620,000 | \$ - | \$ 155,000 | \$ - | \$ 775,000 |
| AR-5307-HE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 620,000 | \$ - | \$ 155,000 | \$ - | \$ 775,000 |
| AR-5307-HE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 620,000 | \$ - | \$ 155,000 | \$ - | \$ 775,000 |
| AR-5307-HE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 620,000 | \$ - | \$ 155,000 | \$ - | \$ 775,000 |
| AR-5307-HE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 620,000 | \$ - | \$ 155,000 | \$ - | \$ 775,000 |
| AR-5307-HE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 620,000 | \$ - | \$ 155,000 | \$ - | \$ 775,000 |
| AR-5307-JA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-JA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-JA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|----------------------------|-------|--------------|----------------|--|----------------|-------|----------------|------|------------------|
| AR-5307-JA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-JA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-JA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-LR1 | N/A | FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2020-2030 | (blank) | Transit / Formula Lump Sum | CST | LR 2020-2030 | 1.2690 | Transit Urbanized Area Formula Program | \$ 767,745,000 | \$ - | \$ 191,936,250 | \$ - | \$ 959,681,250 |
| AR-5307-LR2 | N/A | FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | (blank) | Transit / Formula Lump Sum | CST | LR 2031-2040 | 1.6015 | Transit Urbanized Area Formula Program | \$ 880,803,000 | \$ - | \$ 220,200,750 | \$ - | \$ 1,101,003,750 |
| AR-5307-M | 10221 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 41,000,000 | \$ - | \$ 10,250,000 | \$ - | \$ 51,250,000 |
| AR-5307-M | 10221 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 41,000,000 | \$ - | \$ 10,250,000 | \$ - | \$ 51,250,000 |
| AR-5307-M | 10221 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 41,000,000 | \$ - | \$ 10,250,000 | \$ - | \$ 51,250,000 |
| AR-5307-M | 10221 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 41,000,000 | \$ - | \$ 10,250,000 | \$ - | \$ 51,250,000 |
| AR-5307-M | 10221 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 41,000,000 | \$ - | \$ 10,250,000 | \$ - | \$ 51,250,000 |
| AR-5307-M | 10221 | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 41,000,000 | \$ - | \$ 10,250,000 | \$ - | \$ 51,250,000 |
| AR-5307-NE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 245,000 | \$ - | \$ 61,250 | \$ - | \$ 306,250 |
| AR-5307-NE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 245,000 | \$ - | \$ 61,250 | \$ - | \$ 306,250 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|--|---------|----------------------------|-------|-------------|----------------|--|------------|-------|-----------|------|------------|
| AR-5307-NE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 245,000 | \$ - | \$ 61,250 | \$ - | \$ 306,250 |
| AR-5307-NE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 245,000 | \$ - | \$ 61,250 | \$ - | \$ 306,250 |
| AR-5307-NE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 245,000 | \$ - | \$ 61,250 | \$ - | \$ 306,250 |
| AR-5307-NE | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 245,000 | \$ - | \$ 61,250 | \$ - | \$ 306,250 |
| AR-5307-PA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 390,000 | \$ - | \$ 97,500 | \$ - | \$ 487,500 |
| AR-5307-PA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 390,000 | \$ - | \$ 97,500 | \$ - | \$ 487,500 |
| AR-5307-PA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 390,000 | \$ - | \$ 97,500 | \$ - | \$ 487,500 |
| AR-5307-PA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 390,000 | \$ - | \$ 97,500 | \$ - | \$ 487,500 |
| AR-5307-PA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 390,000 | \$ - | \$ 97,500 | \$ - | \$ 487,500 |
| AR-5307-PA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 390,000 | \$ - | \$ 97,500 | \$ - | \$ 487,500 |
| AR-5307-PI | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-PI | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-PI | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-PI | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|----------------------------|-------|-------------|----------------|--|------------|-------|------------|------|--------------|
| AR-5307-PI | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-PI | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 20,700 | \$ - | \$ 5,175 | \$ - | \$ 25,875 |
| AR-5307-RO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 275,000 | \$ - | \$ 68,750 | \$ - | \$ 343,750 |
| AR-5307-RO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 275,000 | \$ - | \$ 68,750 | \$ - | \$ 343,750 |
| AR-5307-RO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 275,000 | \$ - | \$ 68,750 | \$ - | \$ 343,750 |
| AR-5307-RO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 275,000 | \$ - | \$ 68,750 | \$ - | \$ 343,750 |
| AR-5307-RO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 275,000 | \$ - | \$ 68,750 | \$ - | \$ 343,750 |
| AR-5307-RO | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 275,000 | \$ - | \$ 68,750 | \$ - | \$ 343,750 |
| AR-5307-RTC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 950,000 | \$ - | \$ 237,500 | \$ - | \$ 1,187,500 |
| AR-5307-RTC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 950,000 | \$ - | \$ 237,500 | \$ - | \$ 1,187,500 |
| AR-5307-RTC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 950,000 | \$ - | \$ 237,500 | \$ - | \$ 1,187,500 |
| AR-5307-RTC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 950,000 | \$ - | \$ 237,500 | \$ - | \$ 1,187,500 |
| AR-5307-RTC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 950,000 | \$ - | \$ 237,500 | \$ - | \$ 1,187,500 |
| AR-5307-RTC | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR REGIONAL TRANSIT COMMITTEE | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 950,000 | \$ - | \$ 237,500 | \$ - | \$ 1,187,500 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|--|---------|----------------------------|-------|-------------|----------------|--|--------------|-------|------------|------|--------------|
| AR-5307-SP | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 147,000 | \$ - | \$ 36,750 | \$ - | \$ 183,750 |
| AR-5307-SP | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 147,000 | \$ - | \$ 36,750 | \$ - | \$ 183,750 |
| AR-5307-SP | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 147,000 | \$ - | \$ 36,750 | \$ - | \$ 183,750 |
| AR-5307-SP | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 147,000 | \$ - | \$ 36,750 | \$ - | \$ 183,750 |
| AR-5307-SP | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 147,000 | \$ - | \$ 36,750 | \$ - | \$ 183,750 |
| AR-5307-SP | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 147,000 | \$ - | \$ 36,750 | \$ - | \$ 183,750 |
| AR-5307-WA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Urbanized Area Formula Program | \$ 92,100 | \$ - | \$ 23,025 | \$ - | \$ 115,125 |
| AR-5307-WA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Urbanized Area Formula Program | \$ 92,100 | \$ - | \$ 23,025 | \$ - | \$ 115,125 |
| AR-5307-WA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Urbanized Area Formula Program | \$ 92,100 | \$ - | \$ 23,025 | \$ - | \$ 115,125 |
| AR-5307-WA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Urbanized Area Formula Program | \$ 92,100 | \$ - | \$ 23,025 | \$ - | \$ 115,125 |
| AR-5307-WA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Urbanized Area Formula Program | \$ 92,100 | \$ - | \$ 23,025 | \$ - | \$ 115,125 |
| AR-5307-WA | N/A | FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Urbanized Area Formula Program | \$ 92,100 | \$ - | \$ 23,025 | \$ - | \$ 115,125 |
| AR-5310 | N/A | FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|----------------------------|-------|--------------|----------------|--|---------------|-------|--------------|------|---------------|
| AR-5310 | N/A | FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |
| AR-5310-LR1 | N/A | TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES - REGIONAL LUMP SUM FOR FY 2020-2030 | (blank) | Transit / Formula Lump Sum | CST | LR 2020-2030 | 1.2690 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 16,750,800 | \$ - | \$ 4,187,700 | \$ - | \$ 20,938,500 |
| AR-5310-LR2 | N/A | FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | (blank) | Transit / Formula Lump Sum | CST | LR 2031-2040 | 1.6015 | Enhanced Mobility of Seniors and Individuals with Disabilities | \$ 19,217,520 | \$ - | \$ 4,804,380 | \$ - | \$ 24,021,900 |
| AR-5311 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Transit Nonurbanized Area Formula | \$ 760,000 | \$ - | \$ 190,000 | \$ - | \$ 950,000 |
| AR-5311 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Transit Nonurbanized Area Formula | \$ 760,000 | \$ - | \$ 190,000 | \$ - | \$ 950,000 |
| AR-5311 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Transit Nonurbanized Area Formula | \$ 760,000 | \$ - | \$ 190,000 | \$ - | \$ 950,000 |
| AR-5311 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Transit Nonurbanized Area Formula | \$ 760,000 | \$ - | \$ 190,000 | \$ - | \$ 950,000 |
| AR-5311 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Transit Nonurbanized Area Formula | \$ 760,000 | \$ - | \$ 190,000 | \$ - | \$ 950,000 |
| AR-5311 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Transit Nonurbanized Area Formula | \$ 760,000 | \$ - | \$ 190,000 | \$ - | \$ 950,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------------|---------|--|---------|----------------------------|-------|--------------|----------------|-----------------------------------|----------------|-------|----------------|------|----------------|
| AR-5311-LR1 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2020-2030 | (blank) | Transit / Formula Lump Sum | CST | LR 2020-2030 | 1.2690 | Transit Nonurbanized Area Formula | \$ 10,608,840 | \$ - | \$ 2,652,210 | \$ - | \$ 13,261,050 |
| AR-5311-LR2 | N/A | FTA SECTION 5311 NONURBANIZED AREA SECTION 5311 TRANSIT FORMULA PROGRAM FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | (blank) | Transit / Formula Lump Sum | CST | LR 2031-2040 | 1.6015 | Transit Nonurbanized Area Formula | \$ 12,171,096 | \$ - | \$ 3,042,774 | \$ - | \$ 15,213,870 |
| AR-5337A | N/A | FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | State of Good Repair Grants | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | State of Good Repair Grants | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | State of Good Repair Grants | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | State of Good Repair Grants | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | State of Good Repair Grants | \$ 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 | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | State of Good Repair Grants | \$ 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 2020-2030 | (blank) | Transit / Formula Lump Sum | CST | LR 2020-2030 | 1.2690 | State of Good Repair Grants | \$ 644,905,800 | \$ - | \$ 161,226,450 | \$ - | \$ 806,132,250 |
| 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 | (blank) | Transit / Formula Lump Sum | CST | LR 2031-2040 | 1.6015 | State of Good Repair Grants | \$ 739,874,520 | \$ - | \$ 184,968,630 | \$ - | \$ 924,843,150 |
| AR-5337B-CO | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | State of Good Repair Grants | \$ 311,982 | \$ - | \$ 77,996 | \$ - | \$ 389,978 |
| AR-5337B-CO | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | State of Good Repair Grants | \$ 311,982 | \$ - | \$ 77,996 | \$ - | \$ 389,978 |
| AR-5337B-CO | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | State of Good Repair Grants | \$ 311,982 | \$ - | \$ 77,996 | \$ - | \$ 389,978 |
| AR-5337B-CO | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | State of Good Repair Grants | \$ 311,982 | \$ - | \$ 77,996 | \$ - | \$ 389,978 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------------|---------|---|---------|----------------------------|-------|--------------|----------------|-----------------------------|---------------|-------|--------------|------|---------------|
| AR-5337B-CO | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | State of Good Repair Grants | \$ 311,982 | \$ - | \$ 77,996 | \$ - | \$ 389,978 |
| AR-5337B-CO | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | State of Good Repair Grants | \$ 311,982 | \$ - | \$ 77,996 | \$ - | \$ 389,978 |
| AR-5337B-GRTA | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | State of Good Repair Grants | \$ 611,792 | \$ - | \$ 152,948 | \$ - | \$ 764,740 |
| AR-5337B-GRTA | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | State of Good Repair Grants | \$ 611,792 | \$ - | \$ 152,948 | \$ - | \$ 764,740 |
| AR-5337B-GRTA | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | State of Good Repair Grants | \$ 611,792 | \$ - | \$ 152,948 | \$ - | \$ 764,740 |
| AR-5337B-GRTA | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | State of Good Repair Grants | \$ 611,792 | \$ - | \$ 152,948 | \$ - | \$ 764,740 |
| AR-5337B-GRTA | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | State of Good Repair Grants | \$ 611,792 | \$ - | \$ 152,948 | \$ - | \$ 764,740 |
| AR-5337B-GRTA | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | State of Good Repair Grants | \$ 611,792 | \$ - | \$ 152,948 | \$ - | \$ 764,740 |
| AR-5337B-GW | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | State of Good Repair Grants | \$ 1,087,461 | \$ - | \$ 271,865 | \$ - | \$ 1,359,326 |
| AR-5337B-GW | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | State of Good Repair Grants | \$ 1,087,461 | \$ - | \$ 271,865 | \$ - | \$ 1,359,326 |
| AR-5337B-GW | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.1652 | State of Good Repair Grants | \$ 1,267,159 | \$ - | \$ 316,790 | \$ - | \$ 1,583,949 |
| AR-5337B-GW | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.3391 | State of Good Repair Grants | \$ 1,456,166 | \$ - | \$ 364,041 | \$ - | \$ 1,820,207 |
| AR-5337B-GW | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | State of Good Repair Grants | \$ 1,087,461 | \$ - | \$ 271,865 | \$ - | \$ 1,359,326 |
| AR-5337B-GW | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | State of Good Repair Grants | \$ 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 2020-2030 | (blank) | Transit / Formula Lump Sum | CST | LR 2020-2030 | 1.2690 | State of Good Repair Grants | \$ 33,466,068 | \$ - | \$ 8,366,517 | \$ - | \$ 41,832,585 |
| AR-5337B-LR2 | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2040 | (blank) | Transit / Formula Lump Sum | CST | LR 2031-2040 | 1.6015 | State of Good Repair Grants | \$ 38,386,996 | \$ - | \$ 9,596,749 | \$ - | \$ 47,983,745 |
| AR-5337B-M | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | State of Good Repair Grants | \$ 386,238 | \$ - | \$ 96,560 | \$ - | \$ 482,798 |
| AR-5337B-M | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | State of Good Repair Grants | \$ 386,238 | \$ - | \$ 96,560 | \$ - | \$ 482,798 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|---|---------|----------------------------|-------|-------------|----------------|--------------------------------|------------|-------|------------|------|------------|
| AR-5337B-M | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | State of Good Repair Grants | \$ 386,238 | \$ - | \$ 96,560 | \$ - | \$ 482,798 |
| AR-5337B-M | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | State of Good Repair Grants | \$ 386,238 | \$ - | \$ 96,560 | \$ - | \$ 482,798 |
| AR-5337B-M | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | State of Good Repair Grants | \$ 386,238 | \$ - | \$ 96,560 | \$ - | \$ 482,798 |
| AR-5337B-M | N/A | HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | State of Good Repair Grants | \$ 386,238 | \$ - | \$ 96,560 | \$ - | \$ 482,798 |
| AR-5339-CH | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 85,445 | \$ - | \$ 21,361 | \$ - | \$ 106,806 |
| AR-5339-CH | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 85,445 | \$ - | \$ 21,361 | \$ - | \$ 106,806 |
| AR-5339-CH | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 85,445 | \$ - | \$ 21,361 | \$ - | \$ 106,806 |
| AR-5339-CH | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 85,445 | \$ - | \$ 21,361 | \$ - | \$ 106,806 |
| AR-5339-CH | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 85,445 | \$ - | \$ 21,361 | \$ - | \$ 106,806 |
| AR-5339-CH | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 85,445 | \$ - | \$ 21,361 | \$ - | \$ 106,806 |
| AR-5339-CO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 674,048 | \$ - | \$ 168,512 | \$ - | \$ 842,560 |
| AR-5339-CO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 674,048 | \$ - | \$ 168,512 | \$ - | \$ 842,560 |
| AR-5339-CO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 674,048 | \$ - | \$ 168,512 | \$ - | \$ 842,560 |
| AR-5339-CO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 674,048 | \$ - | \$ 168,512 | \$ - | \$ 842,560 |
| AR-5339-CO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 674,048 | \$ - | \$ 168,512 | \$ - | \$ 842,560 |
| AR-5339-CO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 674,048 | \$ - | \$ 168,512 | \$ - | \$ 842,560 |
| AR-5339-CW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 38,143 | \$ - | \$ 9,536 | \$ - | \$ 47,679 |
| AR-5339-CW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 38,143 | \$ - | \$ 9,536 | \$ - | \$ 47,679 |
| AR-5339-CW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 38,143 | \$ - | \$ 9,536 | \$ - | \$ 47,679 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------------|---------|---|---------|----------------------------|-------|-------------|----------------|--------------------------------|------------|-------|------------|------|------------|
| AR-5339-CW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 38,143 | \$ - | \$ 9,536 | \$ - | \$ 47,679 |
| AR-5339-CW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 38,143 | \$ - | \$ 9,536 | \$ - | \$ 47,679 |
| AR-5339-CW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COWETA COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 38,143 | \$ - | \$ 9,536 | \$ - | \$ 47,679 |
| AR-5339-DO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 175,923 | \$ - | \$ 43,981 | \$ - | \$ 219,904 |
| AR-5339-DO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 175,923 | \$ - | \$ 43,981 | \$ - | \$ 219,904 |
| AR-5339-DO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 175,923 | \$ - | \$ 43,981 | \$ - | \$ 219,904 |
| AR-5339-DO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 175,923 | \$ - | \$ 43,981 | \$ - | \$ 219,904 |
| AR-5339-DO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 175,923 | \$ - | \$ 43,981 | \$ - | \$ 219,904 |
| AR-5339-DO | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 175,923 | \$ - | \$ 43,981 | \$ - | \$ 219,904 |
| AR-5339-GRTA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 769,138 | \$ - | \$ 192,284 | \$ - | \$ 961,422 |
| AR-5339-GRTA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 769,138 | \$ - | \$ 192,284 | \$ - | \$ 961,422 |
| AR-5339-GRTA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 769,138 | \$ - | \$ 192,284 | \$ - | \$ 961,422 |
| AR-5339-GRTA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 769,138 | \$ - | \$ 192,284 | \$ - | \$ 961,422 |
| AR-5339-GRTA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 769,138 | \$ - | \$ 192,284 | \$ - | \$ 961,422 |
| AR-5339-GRTA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 769,138 | \$ - | \$ 192,284 | \$ - | \$ 961,422 |
| AR-5339-GW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 696,415 | \$ - | \$ 174,104 | \$ - | \$ 870,519 |
| AR-5339-GW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 696,415 | \$ - | \$ 174,104 | \$ - | \$ 870,519 |
| AR-5339-GW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 696,415 | \$ - | \$ 174,104 | \$ - | \$ 870,519 |
| AR-5339-GW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 696,415 | \$ - | \$ 174,104 | \$ - | \$ 870,519 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|---|---------|----------------------------|-------|--------------|----------------|--------------------------------|---------------|-------|---------------|------|----------------|
| AR-5339-GW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 696,415 | \$ - | \$ 174,104 | \$ - | \$ 870,519 |
| AR-5339-GW | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 696,415 | \$ - | \$ 174,104 | \$ - | \$ 870,519 |
| AR-5339-HA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 6,015 | \$ - | \$ 1,504 | \$ - | \$ 7,519 |
| AR-5339-HA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 6,015 | \$ - | \$ 1,504 | \$ - | \$ 7,519 |
| AR-5339-HA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 6,015 | \$ - | \$ 1,504 | \$ - | \$ 7,519 |
| AR-5339-HA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 6,015 | \$ - | \$ 1,504 | \$ - | \$ 7,519 |
| AR-5339-HA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 6,015 | \$ - | \$ 1,504 | \$ - | \$ 7,519 |
| AR-5339-HA | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HALL COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 6,015 | \$ - | \$ 1,504 | \$ - | \$ 7,519 |
| AR-5339-HE | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.1652 | Bus and Bus Facilities Program | \$ 94,987 | \$ - | \$ 23,747 | \$ - | \$ 118,734 |
| AR-5339-HE | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.3391 | Bus and Bus Facilities Program | \$ 109,155 | \$ - | \$ 27,289 | \$ - | \$ 136,444 |
| AR-5339-HE | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 81,517 | \$ - | \$ 20,379 | \$ - | \$ 101,896 |
| AR-5339-HE | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.0000 | Bus and Bus Facilities Program | \$ 81,517 | \$ - | \$ 20,379 | \$ - | \$ 101,896 |
| AR-5339-HE | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.0000 | Bus and Bus Facilities Program | \$ 81,517 | \$ - | \$ 20,379 | \$ - | \$ 101,896 |
| AR-5339-HE | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 81,517 | \$ - | \$ 20,379 | \$ - | \$ 101,896 |
| AR-5339-LR1 | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2020-2030 | (blank) | Transit / Formula Lump Sum | CST | LR 2020-2030 | 1.2690 | Bus and Bus Facilities Program | \$ 75,546,108 | \$ - | \$ 18,886,527 | \$ - | \$ 94,432,635 |
| AR-5339-LR2 | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2031-2040 | (blank) | Transit / Formula Lump Sum | CST | LR 2031-2040 | 1.6015 | Bus and Bus Facilities Program | \$ 86,735,074 | \$ - | \$ 21,683,768 | \$ - | \$ 108,418,842 |
| AR-5339-M | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2014 | 1.0000 | Bus and Bus Facilities Program | \$ 2,888,868 | \$ - | \$ 722,217 | \$ - | \$ 3,611,085 |
| AR-5339-M | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2015 | 1.0000 | Bus and Bus Facilities Program | \$ 2,888,868 | \$ - | \$ 722,217 | \$ - | \$ 3,611,085 |
| AR-5339-M | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2016 | 1.0000 | Bus and Bus Facilities Program | \$ 2,888,868 | \$ - | \$ 722,217 | \$ - | \$ 3,611,085 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|---------|--|---|--------------------------------|-------|--------------|----------------|--|----------------|----------------|------------|----------------|------------------|
| AR-5339-M | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2017 | 1.1652 | Bus and Bus Facilities Program | \$ 3,366,241 | \$ - | \$ 841,560 | \$ - | \$ 4,207,801 |
| AR-5339-M | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2018 | 1.3391 | Bus and Bus Facilities Program | \$ 3,868,341 | \$ - | \$ 967,085 | \$ - | \$ 4,835,426 |
| AR-5339-M | N/A | FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA | (blank) | Transit / Formula Lump Sum | CST | 2019 | 1.0000 | Bus and Bus Facilities Program | \$ 2,888,868 | \$ - | \$ 722,217 | \$ - | \$ 3,611,085 |
| AR-623 | 9307 | XPRESS BUS OPERATING FACILITY | (blank) | Transit / Facilities Capital | CST | 2015 | 1.0000 | Bus - New (80/20) | \$ 13,930,000 | \$ 3,482,500 | \$ - | \$ - | \$ 17,412,500 |
| AR-623 | 9307 | XPRESS BUS OPERATING FACILITY | (blank) | Transit / Facilities Capital | PE | 2014 | 1.0000 | Bus - New (80/20) | \$ 1,920,000 | \$ 480,000 | \$ - | \$ - | \$ 2,400,000 |
| AR-957 | 784 | REVIVE 285 - I-285 INTERCHANGE RECONSTRUCTION AND MANAGED LANE SYSTEM | AT SR 400 | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 392,882,400 | \$ 98,220,600 | \$ - | \$ - | \$ 491,103,000 |
| AR-957 | 784 | REVIVE 285 - I-285 INTERCHANGE RECONSTRUCTION AND MANAGED LANE SYSTEM | AT SR 400 | Roadway / Interchange Capacity | PE | 2016 | 1.0000 | Federal Earmark Funding | \$ 449,951 | \$ 112,488 | \$ - | \$ - | \$ 562,439 |
| AR-957 | 784 | REVIVE 285 - I-285 INTERCHANGE RECONSTRUCTION AND MANAGED LANE SYSTEM | AT SR 400 | Roadway / Interchange Capacity | PE | 2016 | 1.1652 | National Highway Performance Program (NHPP) | \$ 16,551,509 | \$ 4,137,877 | \$ - | \$ - | \$ 20,689,386 |
| AR-957 | 784 | REVIVE 285 - I-285 INTERCHANGE RECONSTRUCTION AND MANAGED LANE SYSTEM | AT SR 400 | Roadway / Interchange Capacity | ROW | LR 2020-2030 | 1.3391 | General Federal Aid 2020-2040 | \$ 71,773,123 | \$ 17,943,281 | \$ - | \$ - | \$ 89,716,404 |
| AR-957 | 784 | REVIVE 285 - I-285 INTERCHANGE RECONSTRUCTION AND MANAGED LANE SYSTEM | AT SR 400 | Roadway / Interchange Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 25,887,600 | \$ 6,471,900 | \$ - | \$ - | \$ 32,359,500 |
| AR-958 | TBD | REVIVE 285 - I-285 / I-85 NORTH INTERCHANGE IMPROVEMENTS | AT I-285 EASTBOUND TO I-85 NORTHBOUND DIRECTION (IN VICINITY OF PLEASANTDALE ROAD EXIT) | Roadway / Interchange Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 24,060,240 | \$ 6,015,060 | \$ - | \$ - | \$ 30,075,300 |
| AR-959 | 712806 | REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE IMPROVEMENTS | AT I-75 NORTHBOUND TO I-285 WESTBOUND FLYOVER RAMP | Roadway / Interchange Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 11,065,680 | \$ 2,766,420 | \$ - | \$ - | \$ 13,832,100 |
| AR-960 | 713260 | REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE IMPROVEMENTS | AT I-75 SOUTHBOUND TO I-285 WESTBOUND FLYOVER RAMP | Roadway / Interchange Capacity | ALL | LR 2020-2030 | 1.1652 | General Federal Aid 2020-2040 | \$ 26,194,723 | \$ 6,548,681 | \$ - | \$ - | \$ 32,743,404 |
| AR-ML-200 | 1758 | I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS | FROM I-75 NORTH TO I-85 NORTH | Roadway / Managed Lanes | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 909,903,456 | \$ 227,475,864 | \$ - | \$ - | \$ 1,137,379,320 |
| AR-ML-200 | 1758 | I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS | FROM I-75 NORTH TO I-85 NORTH | Roadway / Managed Lanes | ALL | LR 2020-2030 | 1.2690 | Toll Revenue Bonds | \$ - | \$ - | \$ - | \$ 930,583,080 | \$ 930,583,080 |
| AR-ML-300 | 1757 | SR 400 MANAGED LANES | FROM I-285 NORTH TO SR 20 | Roadway / Managed Lanes | ALL | LR 2031-2040 | 1.1652 | General Federal Aid 2020-2040 | \$ 463,989,962 | \$ 115,997,490 | \$ - | \$ - | \$ 579,987,452 |
| AR-ML-300 | 1757 | SR 400 MANAGED LANES | FROM I-285 NORTH TO SR 20 | Roadway / Managed Lanes | ALL | LR 2031-2040 | 1.3391 | Toll Revenue Bonds | \$ - | \$ - | \$ - | \$ 545,315,663 | \$ 545,315,663 |
| AR-ML-410 | 110600 | I-85 NORTH MANAGED LANES - INCLUDING SOUTHBOUND AUXILIARY LANE FROM SR 20 TO SR 317 AND NORTHBOUND AUXILIARY LANE FROM SR 20 TO SR 324 (GRAVEL SPRINGS ROAD) | FROM OLD PEACHTREE ROAD TO HAMILTON MILL ROAD | Roadway / Managed Lanes | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 44,000,000 | \$ 11,000,000 | \$ - | \$ - | \$ 55,000,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|---------|--|---|-------------------------------|-------|--------------|----------------|---|----------------|----------------|---------------|----------------|----------------|
| AR-ML-410 | 110600 | I-85 NORTH MANAGED LANES - INCLUDING SOUTHBOUND AUXILIARY LANE FROM SR 20 TO SR 317 AND NORTHBOUND AUXILIARY LANE FROM SR 20 TO SR 324 (GRAVEL SPRINGS ROAD) | FROM OLD PEACHTREE ROAD TO HAMILTON MILL ROAD | Roadway / Managed Lanes | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 44,000,000 | \$ 11,000,000 | \$ - | \$ - | \$ 55,000,000 |
| AR-ML-610 | 1759 | I-75 SOUTH MANAGED LANES | FROM C.W. GRANT PARKWAY TO SR 138 | Roadway / Managed Lanes | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 202,126,320 | \$ 50,531,580 | \$ - | \$ - | \$ 252,657,900 |
| AR-ML-610 | 1759 | I-75 SOUTH MANAGED LANES | FROM C.W. GRANT PARKWAY TO SR 138 | Roadway / Managed Lanes | ALL | LR 2020-2030 | 1.2690 | Public Private Partnership | \$ - | \$ - | \$ - | \$ 206,720,100 | \$ 206,720,100 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 20,000,000 | \$ 5,000,000 | \$ - | \$ - | \$ 25,000,000 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2014 | 1.0000 | Public Private Partnership | \$ - | \$ - | \$ 59,863,386 | \$ - | \$ 59,863,386 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2014 | 1.0000 | State of Georgia | \$ - | \$ 300,000,000 | \$ - | \$ - | \$ 300,000,000 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2014 | 1.0000 | TIFIA Loan | \$ 275,000,000 | \$ - | \$ - | \$ - | \$ 275,000,000 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 40,000,000 | \$ 10,000,000 | \$ - | \$ - | \$ 50,000,000 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 40,000,000 | \$ 10,000,000 | \$ - | \$ - | \$ 50,000,000 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2017 | 1.0000 | GRV BONDS (GARVEE Bond Program) | \$ - | \$ - | \$ - | \$ 125,000,000 | \$ 125,000,000 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 20,000,000 | \$ 5,000,000 | \$ - | \$ - | \$ 25,000,000 |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 20,000,000 | \$ 5,000,000 | \$ - | \$ - | \$ 25,000,000 |
| AT-070 | 752015 | COURTLAND STREET BRIDGE REPLACEMENT | AT CSX RR/MARTA EAST LINE/DECATUR STREET | Roadway / Bridge Upgrade | CST | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 17,126,695 | \$ 4,281,674 | \$ - | \$ - | \$ 21,408,369 |
| AT-070 | 752015 | COURTLAND STREET BRIDGE REPLACEMENT | AT CSX RR/MARTA EAST LINE/DECATUR STREET | Roadway / Bridge Upgrade | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,380,000 | \$ - | \$ 1,380,000 |
| AT-076B | 721750 | US 41 (NORTHSIDE DRIVE) OPERATIONS AND SAFETY IMPROVEMENTS | FROM US 78 / 278 (NORTH AVENUE) TO MARIETTA STREET | Roadway / Operations & Safety | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,266,942 | \$ 566,735 | \$ - | \$ - | \$ 2,833,677 |
| AT-076B | 721750 | US 41 (NORTHSIDE DRIVE) OPERATIONS AND SAFETY IMPROVEMENTS | FROM US 78 / 278 (NORTH AVENUE) TO MARIETTA STREET | Roadway / Operations & Safety | ROW | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 1,871,014 | \$ 467,753 | \$ - | \$ - | \$ 2,338,767 |
| AT-228 | 7174 | US 41 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT | AT PEACHTREE CREEK | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,946,400 | \$ 486,600 | \$ - | \$ - | \$ 2,433,000 |
| AT-228 | 7174 | US 41 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT | AT PEACHTREE CREEK | Roadway / Bridge Upgrade | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 32,000 | \$ 8,000 | \$ - | \$ - | \$ 40,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|---|--|-------|--------------|----------------|---|----------------|---------------|--------------|------|----------------|
| AT-228 | 7174 | US 41 (NORTHSIDE DRIVE) BRIDGE REPLACEMENT | AT PEACHTREE CREEK | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 905,964 | \$ 226,491 | \$ - | \$ - | \$ 1,132,455 |
| AT-229 | 7032 | US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT | AT CSX RAILROAD | Roadway / Bridge Upgrade | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,985,476 | \$ 1,746,369 | \$ - | \$ - | \$ 8,731,845 |
| AT-229 | 7032 | US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT | AT CSX RAILROAD | Roadway / Bridge Upgrade | PE | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| AT-229 | 7032 | US 19/SR 9 (PEACHTREE ROAD) BRIDGE REPLACEMENT | AT CSX RAILROAD | Roadway / Bridge Upgrade | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 99,470 | \$ 24,867 | \$ - | \$ - | \$ 124,337 |
| AT-240 | 10322 | US 78 (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 | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,956,055 | \$ 739,014 | \$ - | \$ - | \$ 3,695,069 |
| AT-240 | 10322 | US 78 (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 | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,183,900 | \$ - | \$ 1,183,900 |
| AT-240 | 10322 | US 78 (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 | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 799,000 | \$ - | \$ 799,000 |
| AT-241 | 10323 | SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT | AT US 23 (MORELAND AVENUE) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,333,981 | \$ - | \$ 333,495 | \$ - | \$ 1,667,476 |
| AT-241 | 10323 | SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT | AT US 23 (MORELAND AVENUE) | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 339,075 | \$ - | \$ 339,075 |
| AT-243 | 7952 | SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS | FROM I-75/85 TO SR 155 (CANDLER ROAD) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Federal Earmark Funding | \$ 950,000 | \$ - | \$ 237,500 | \$ - | \$ 1,187,500 |
| AT-243 | 7952 | SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS | FROM I-75/85 TO SR 155 (CANDLER ROAD) | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Federal Earmark Funding | \$ 139,840 | \$ - | \$ 34,960 | \$ - | \$ 174,800 |
| AT-244 | 379 | I-285 WEST INTERCHANGE RECONSTRUCTION | AT I-20 WEST | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 152,280,000 | \$ 38,070,000 | \$ - | \$ - | \$ 190,350,000 |
| AT-244 | 379 | I-285 WEST INTERCHANGE RECONSTRUCTION | AT I-20 WEST | Roadway / Interchange Capacity | PE | 2015 | 1.3391 | National Highway Performance Program (NHPP) | \$ 26,089,770 | \$ 6,522,443 | \$ - | \$ - | \$ 32,612,213 |
| AT-244 | 379 | I-285 WEST INTERCHANGE RECONSTRUCTION | AT I-20 WEST | Roadway / Interchange Capacity | ROW | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 10,766,947 | \$ 2,691,737 | \$ - | \$ - | \$ 13,458,684 |
| AT-267 | 10747 | ATLANTA BELTLINE CITY HALL EAST BIKE AND PEDESTRIAN PLAZA | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | Transportation, Community and System Preservation | \$ 782,640 | \$ - | \$ 92,644 | \$ - | \$ 875,284 |
| AT-268 | 7557 | US 41 (NORTHSIDE DRIVE) SCOPING AND ENGINEERING ANALYSIS | FROM WHITEHALL STREET/I-20 TO I-75 | Other / Planning | SCP | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,400,000 | \$ 600,000 | \$ - | \$ - | \$ 3,000,000 |
| AT-268 | 7557 | US 41 (NORTHSIDE DRIVE) SCOPING AND ENGINEERING ANALYSIS | FROM WHITEHALL STREET/I-20 TO I-75 | Other / Planning | SCP | 2016 | 1.1652 | STP - Statewide Flexible (GDOT) | \$ 4,660,983 | \$ 1,165,246 | \$ - | \$ - | \$ 5,826,228 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|--|---|-------|-------------|----------------|---------------------------------------|--------------|-------|------------|------|--------------|
| AT-269 | 12586 | PONCE DE LEON AVENUE COMPLETE STREET RETROFIT AND BELTLINE CONNECTION | FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY | Last Mile Connectivity / Complete Street Retrofit | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,483,207 | \$ - | \$ 870,802 | \$ - | \$ 4,354,009 |
| AT-269 | 12586 | PONCE DE LEON AVENUE COMPLETE STREET RETROFIT AND BELTLINE CONNECTION | FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY | Last Mile Connectivity / Complete Street Retrofit | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| AT-270 | 6684 | PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE | Last Mile Connectivity / Complete Street Retrofit | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,531,078 | \$ - | \$ 382,769 | \$ - | \$ 1,913,847 |
| AT-270 | 6684 | PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE | Last Mile Connectivity / Complete Street Retrofit | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 200,000 | \$ - | \$ 200,000 |
| AT-270 | 6684 | PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE | Last Mile Connectivity / Complete Street Retrofit | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,252,800 | \$ - | \$ 313,200 | \$ - | \$ 1,566,000 |
| AT-270 | 6684 | PEACHTREE CORRIDOR COMPLETE STREET RETROFIT - PHASE 3 | FROM SHADOWLAWN AVENUE TO MAPLE DRIVE | Last Mile Connectivity / Complete Street Retrofit | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 650,000 | \$ - | \$ 650,000 |
| AT-271 | 12587 | JUNIPER STREET BICYCLE/PEDESTRIAN FACILITIES | FROM PONCE DE LEON AVENUE TO 14TH STREET | Last Mile Connectivity / Complete Street Retrofit | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,347,200 | \$ - | \$ 836,800 | \$ - | \$ 4,184,000 |
| AT-272 | 12588 | MARTIN LUTHER KING JR. DRIVE COMPLETE STREET RETROFIT | (blank) | Last Mile Connectivity / Complete Street Retrofit | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 917,789 | \$ - | \$ 229,447 | \$ - | \$ 1,147,236 |
| AT-272 | 12588 | MARTIN LUTHER KING JR. DRIVE COMPLETE STREET RETROFIT | (blank) | Last Mile Connectivity / Complete Street Retrofit | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 125,153 | \$ - | \$ 31,288 | \$ - | \$ 156,441 |
| AT-272 | 12588 | MARTIN LUTHER KING JR. DRIVE COMPLETE STREET RETROFIT | (blank) | Last Mile Connectivity / Complete Street Retrofit | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 83,435 | \$ - | \$ 20,859 | \$ - | \$ 104,294 |
| AT-273 | 12589 | MOORES MILL ROAD MULTIMODAL ROADWAY EXTENSION AND TRANSIT LAYOVER FACILITY - INCLUDES NEW ROADWAY ALIGNMENT | FROM BOLTON ROAD TO ADAMS DRIVE | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,600,000 | \$ - | \$ 400,000 | \$ - | \$ 2,000,000 |
| AT-273 | 12589 | MOORES MILL ROAD MULTIMODAL ROADWAY EXTENSION AND TRANSIT LAYOVER FACILITY - INCLUDES NEW ROADWAY ALIGNMENT | FROM BOLTON ROAD TO ADAMS DRIVE | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 360,000 | \$ - | \$ 90,000 | \$ - | \$ 450,000 |
| AT-273 | 12589 | MOORES MILL ROAD MULTIMODAL ROADWAY EXTENSION AND TRANSIT LAYOVER FACILITY - INCLUDES NEW ROADWAY ALIGNMENT | FROM BOLTON ROAD TO ADAMS DRIVE | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| AT-274 | 12590 | CLEVELAND AVENUE PEDESTRIAN MOBILITY IMPROVEMENTS | FROM US 19/41 (METROPOLITAN PARKWAY) TO BROWNS MILL ROAD | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|--|--|-------|-------------|----------------|--|--------------|------------|------------|------|--------------|
| AT-274 | 12590 | CLEVELAND AVENUE PEDESTRIAN MOBILITY IMPROVEMENTS | FROM US 19/41 (METROPOLITAN PARKWAY) TO BROWNS MILL ROAD | Last Mile Connectivity / Pedestrian Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| AT-274 | 12590 | CLEVELAND AVENUE PEDESTRIAN MOBILITY IMPROVEMENTS | FROM US 19/41 (METROPOLITAN PARKWAY) TO BROWNS MILL ROAD | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| AT-275 | 12591 | CAMPBELLTON ROAD PEDESTRIAN MOBILITY IMPROVEMENTS | FROM GREENBRIAR PARKWAY TO PINEHURST DRIVE | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| AT-275 | 12591 | CAMPBELLTON ROAD PEDESTRIAN MOBILITY IMPROVEMENTS | FROM GREENBRIAR PARKWAY TO PINEHURST DRIVE | Last Mile Connectivity / Pedestrian Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| AT-275 | 12591 | CAMPBELLTON ROAD PEDESTRIAN MOBILITY IMPROVEMENTS | FROM GREENBRIAR PARKWAY TO PINEHURST DRIVE | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| AT-276 | 12592 | BOULEVARD PEDESTRIAN MOBILITY IMPROVEMENTS | FROM US 78/278 (PONCE DE LEON AVENUE) TO WOODWARD AVENUE | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| AT-276 | 12592 | BOULEVARD PEDESTRIAN MOBILITY IMPROVEMENTS | FROM US 78/278 (PONCE DE LEON AVENUE) TO WOODWARD AVENUE | Last Mile Connectivity / Pedestrian Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| AT-276 | 12592 | BOULEVARD PEDESTRIAN MOBILITY IMPROVEMENTS | FROM US 78/278 (PONCE DE LEON AVENUE) TO WOODWARD AVENUE | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| AT-277 | 12593 | CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS | (blank) | Last Mile Connectivity / Bicycle Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,600,000 | \$ - | \$ 400,000 | \$ - | \$ 2,000,000 |
| AT-277 | 12593 | CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS | (blank) | Last Mile Connectivity / Bicycle Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 360,000 | \$ - | \$ 90,000 | \$ - | \$ 450,000 |
| AT-277 | 12593 | CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS | (blank) | Last Mile Connectivity / Bicycle Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| AT-278 | 12594 | MIDTOWN ATLANTA REGIONAL ACTIVITY CENTER - PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,400,000 | \$ - | \$ 350,000 | \$ - | \$ 1,750,000 |
| AT-278 | 12594 | MIDTOWN ATLANTA REGIONAL ACTIVITY CENTER - PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 21,600 | \$ - | \$ 5,400 | \$ - | \$ 27,000 |
| AT-279 | 12595 | US 19 (SPRING STREET) PEDESTRIAN MOBILITY AND SAFETY IMPROVEMENTS | FROM PEACHTREE STREET TO 17TH STREET | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2015 | 1.3391 | STP - Urban (>200K) (ARC) | \$ 2,356,729 | \$ - | \$ 589,182 | \$ - | \$ 2,945,912 |
| AT-280 | 12596 | US 23 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS | AT ARKWRIGHT PLACE | Roadway / Operations & Safety | CST | 2018 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 800,000 | \$ 200,000 | \$ - | \$ - | \$ 1,000,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|---|--|-------|-------------|----------------|--|--------------|------------|--------------|------|--------------|
| AT-280 | 12596 | US 23 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS | AT ARKWRIGHT PLACE | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ 30,000 | \$ - | \$ - | \$ 150,000 |
| AT-280 | 12596 | US 23 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS | AT ARKWRIGHT PLACE | Roadway / Operations & Safety | ROW | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 80,000 | \$ 20,000 | \$ - | \$ - | \$ 100,000 |
| 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 | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,600,000 | \$ 400,000 | \$ - | \$ - | \$ 2,000,000 |
| 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 | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 360,000 | \$ 90,000 | \$ - | \$ - | \$ 450,000 |
| 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 | ROW | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |
| AT-282 | 12598 | ATLANTA TRAFFIC CONTROL CENTER - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 400,000 | \$ - | \$ 100,000 | \$ - | \$ 500,000 |
| AT-284 | 12872 | CITY OF ATLANTA PEDESTRIAN ACCESSIBILITY IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 5,880,000 | \$ - | \$ 1,470,000 | \$ - | \$ 7,350,000 |
| AT-285 | 11684 | SR 42 SPUR (MCDONOUGH BOULEVARD) BRIDGE REPLACEMENT | AT NORFOLK SOUTHERN RR | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,731,891 | \$ 432,973 | \$ - | \$ - | \$ 2,164,864 |
| AT-285 | 11684 | SR 42 SPUR (MCDONOUGH BOULEVARD) BRIDGE REPLACEMENT | AT NORFOLK SOUTHERN RR | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 332,928 | \$ 83,232 | \$ - | \$ - | \$ 416,160 |
| AT-285 | 11684 | SR 42 SPUR (MCDONOUGH BOULEVARD) BRIDGE REPLACEMENT | AT NORFOLK SOUTHERN RR | Roadway / Bridge Upgrade | UTL | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 43,297 | \$ 10,824 | \$ - | \$ - | \$ 54,121 |
| AT-286 | 0013056 | SR 3/US 41 (NORTHSIDE PARKWAY) MULTI-USE PATH | FROM MOUNT PARAN ROAD TO NORTHGATE DRIVE | Last Mile Connectivity / Sidepaths and Trails | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,360,500 | \$ - | \$ 1,360,500 |
| AT-286 | 0013056 | SR 3/US 41 (NORTHSIDE PARKWAY) MULTI-USE PATH | FROM MOUNT PARAN ROAD TO NORTHGATE DRIVE | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| AT-287 | 12823 | US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES | AT 13 LOCATIONS | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,352,000 | \$ 338,000 | \$ - | \$ - | \$ 1,690,000 |
| AT-287 | 12823 | US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES | AT 13 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 325,000 | \$ - | \$ - | \$ - | \$ 325,000 |
| AT-287 | 12823 | US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES | AT 13 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 520,000 | \$ 130,000 | \$ - | \$ - | \$ 650,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|------------------------------|------------------------------------|-------|--------------|----------------|--|---------------|------------|--------------|------|---------------|
| AT-288 | 12821 | US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES | AT 11 LOCATIONS | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,144,000 | \$ 286,000 | \$ - | \$ - | \$ 1,430,000 |
| AT-288 | 12821 | US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES | AT 11 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 275,000 | \$ - | \$ - | \$ - | \$ 275,000 |
| AT-288 | 12821 | US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES | AT 11 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 440,000 | \$ 110,000 | \$ - | \$ - | \$ 550,000 |
| AT-289 | 12825 | SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES | AT 10 LOCATIONS | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,040,000 | \$ 260,000 | \$ - | \$ - | \$ 1,300,000 |
| AT-289 | 12825 | SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES | AT 10 LOCATIONS | Roadway / Operations & Safety | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 250,000 | \$ - | \$ - | \$ - | \$ 250,000 |
| AT-289 | 12825 | SR 237 (PIEDMONT ROAD) SIGNAL UPGRADES | AT 10 LOCATIONS | Roadway / Operations & Safety | ROW | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |
| AT-290 | TBD | ATLANTA STREETCAR OPERATING ASSISTANCE | (blank) | Transit / Operations & Maintenance | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 12,200,000 | \$ - | \$ 3,050,000 | \$ - | \$ 15,250,000 |
| AT-291 | TBD | TRANSIT REAL TIME ARRIVAL INFORMATION PILOT PROJECT | (blank) | Transit / Facilities Capital | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| AT-292 | 12822 | SR 141 (PEACHTREE ROAD) AND LENOX ROAD SIGNAL UPGRADES | AT 6 LOCATIONS | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 780,000 | \$ - | \$ - | \$ - | \$ 780,000 |
| AT-292 | 12822 | SR 141 (PEACHTREE ROAD) AND LENOX ROAD SIGNAL UPGRADES | AT 6 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 150,000 | \$ - | \$ - | \$ - | \$ 150,000 |
| AT-292 | 12822 | SR 141 (PEACHTREE ROAD) AND LENOX ROAD SIGNAL UPGRADES | AT 6 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 300,000 | \$ - | \$ - | \$ - | \$ 300,000 |
| AT-293 | 12827 | US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES | AT 14 LOCATIONS | Roadway / Operations & Safety | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,309,580 | \$ - | \$ - | \$ - | \$ 2,309,580 |
| AT-293 | 12827 | US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES | AT 14 LOCATIONS | Roadway / Operations & Safety | PE | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 350,000 | \$ - | \$ - | \$ - | \$ 350,000 |
| AT-293 | 12827 | US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES | AT 14 LOCATIONS | Roadway / Operations & Safety | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 700,000 | \$ - | \$ - | \$ - | \$ 700,000 |
| BA-001 | 9405 | ED HOGAN ROAD INTERSECTION IMPROVEMENT | AT SR 8 AND BANKHEAD HIGHWAY | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,080,895 | \$ - | \$ 270,224 | \$ - | \$ 1,351,119 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|---|------------------------------------|-------|--------------|----------------|---|---------------|--------------|------------|------|---------------|
| BA-001 | 9405 | ED HOGAN ROAD INTERSECTION IMPROVEMENT | AT SR 8 AND BANKHEAD HIGHWAY | Roadway / Operations & Safety | UTL | 2019 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 500,000 | \$ - | \$ 500,000 |
| BA-005A | 6327 | WINDER WEST BYPASS: PHASE 1 - NEW ALIGNMENT | FROM SR 211 NEAR CEDAR CREEK TO MATTHEWS SCHOOL ROAD | Roadway / General Purpose Capacity | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 20,557,786 | \$ 5,139,446 | \$ - | \$ - | \$ 25,697,232 |
| BA-005A | 6327 | WINDER WEST BYPASS: PHASE 1 - NEW ALIGNMENT | FROM SR 211 NEAR CEDAR CREEK TO MATTHEWS SCHOOL ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,714,644 | \$ 928,661 | \$ - | \$ - | \$ 4,643,305 |
| BA-005A | 6327 | WINDER WEST BYPASS: PHASE 1 - NEW ALIGNMENT | FROM SR 211 NEAR CEDAR CREEK TO MATTHEWS SCHOOL ROAD | Roadway / General Purpose Capacity | UTL | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,276,565 | \$ 819,141 | \$ - | \$ - | \$ 4,095,706 |
| BA-005B | 10554 | WINDER WEST BYPASS: PHASE 2 - NEW ALIGNMENT | FROM MATTHEWS SCHOOL ROAD TO SR 316 | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 10,263,583 | \$ 2,565,895 | \$ - | \$ - | \$ 12,829,478 |
| BA-005B | 10554 | WINDER WEST BYPASS: PHASE 2 - NEW ALIGNMENT | FROM MATTHEWS SCHOOL ROAD TO SR 316 | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,298,387 | \$ 824,597 | \$ - | \$ - | \$ 4,122,984 |
| BA-005B | 10554 | WINDER WEST BYPASS: PHASE 2 - NEW ALIGNMENT | FROM MATTHEWS SCHOOL ROAD TO SR 316 | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 4,072,576 | \$ 1,018,144 | \$ - | \$ - | \$ 5,090,720 |
| BA-005C | 10555 | WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE | AT SR 316 | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 15,219,942 | \$ 3,804,985 | \$ - | \$ - | \$ 19,024,927 |
| BA-005C | 10555 | WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE | AT SR 316 | Roadway / Interchange Capacity | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,784,714 | \$ 446,179 | \$ - | \$ - | \$ 2,230,893 |
| BA-005C | 10555 | WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE | AT SR 316 | Roadway / Interchange Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 536,675 | \$ 134,169 | \$ - | \$ - | \$ 670,844 |
| 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 | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 32,029,200 | \$ 8,007,300 | \$ - | \$ - | \$ 40,036,500 |
| BA-008 | 110620 | I-85 NORTH WIDENING | FROM SR 211 IN BARROW COUNTY TO SR 53 IN JACKSON COUNTY | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 10,188,000 | \$ 2,547,000 | \$ - | \$ - | \$ 12,735,000 |
| BA-010 | 10352 | SR 316 - NEW INTERCHANGE | AT SR 211 (BETHLEHEM ROAD) | Roadway / Interchange Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 19,491,840 | \$ 4,872,960 | \$ - | \$ - | \$ 24,364,800 |
| BA-023 | 7159 | SR 211 BRIDGE REPLACEMENT | AT BEECH CREEK | Roadway / Bridge Upgrade | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 846,661 | \$ 211,665 | \$ - | \$ - | \$ 1,058,326 |
| BA-023 | 7159 | SR 211 BRIDGE REPLACEMENT | AT BEECH CREEK | Roadway / Bridge Upgrade | PE | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| BA-023 | 7159 | SR 211 BRIDGE REPLACEMENT | AT BEECH CREEK | Roadway / Bridge Upgrade | ROW | 2014 | 1.0000 | System) | \$ 80,000 | \$ 20,000 | \$ - | \$ - | \$ 100,000 |
| BA-026 | 8429 | SR 316 - NEW INTERCHANGE | AT SR 81 | Roadway / Interchange Capacity | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 13,938,534 | \$ 3,484,633 | \$ - | \$ - | \$ 17,423,167 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------|---------|--|---|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| BA-026 | 8429 | SR 316 - NEW INTERCHANGE | AT SR 81 | Roadway / Interchange Capacity | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,009,220 | \$ 502,305 | \$ - | \$ - | \$ 2,511,525 |
| BA-026 | 8429 | SR 316 - NEW INTERCHANGE | AT SR 81 | Roadway / Interchange Capacity | UTL | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 134,875 | \$ 33,719 | \$ - | \$ - | \$ 168,594 |
| BA-027 | 8430 | SR 316 - NEW INTERCHANGE | AT SR 11 | Roadway / Interchange Capacity | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 9,712,318 | \$ 2,428,080 | \$ - | \$ - | \$ 12,140,398 |
| BA-027 | 8430 | SR 316 - NEW INTERCHANGE | AT SR 11 | Roadway / Interchange Capacity | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,362,956 | \$ 590,739 | \$ - | \$ - | \$ 2,953,695 |
| BA-027 | 8430 | SR 316 - NEW INTERCHANGE | AT SR 11 | Roadway / Interchange Capacity | UTL | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 109,109 | \$ 27,277 | \$ - | \$ - | \$ 136,386 |
| BA-028 | 8431 | SR 316 - NEW INTERCHANGE | AT SR 53 | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 11,174,306 | \$ 2,793,577 | \$ - | \$ - | \$ 13,967,883 |
| BA-028 | 8431 | SR 316 - NEW INTERCHANGE | AT SR 53 | Roadway / Interchange Capacity | ROW | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,848,794 | \$ 462,199 | \$ - | \$ - | \$ 2,310,993 |
| BA-028 | 8431 | SR 316 - NEW INTERCHANGE | AT SR 53 | Roadway / Interchange Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 237,557 | \$ 59,389 | \$ - | \$ - | \$ 296,946 |
| BT-193 | 12599 | BELLS FERRY ROAD WIDENING | FROM WILDFLOWER TRAIL TO CAMP DRIVE | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,440,000 | \$ - | \$ 360,000 | \$ - | \$ 1,800,000 |
| BT-193 | 12599 | BELLS FERRY ROAD WIDENING | FROM WILDFLOWER TRAIL TO CAMP DRIVE | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 640,000 | \$ - | \$ 160,000 | \$ - | \$ 800,000 |
| BT-193 | 12599 | BELLS FERRY ROAD WIDENING | FROM WILDFLOWER TRAIL TO CAMP DRIVE | Roadway / Operations & Safety | UTL | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| BT-194 | 12773 | SR 293 SPUR SCOPING AND ENGINEERING ANALYSIS | FROM SR 293 TO RED TOP MOUNTAIN ROAD | Other / Planning | SCP | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 160,000 | \$ 40,000 | \$ - | \$ - | \$ 200,000 |
| CH-010A2 | 630977 | BELLS FERRY ROAD WIDENING | FROM SOUTHFORK WAY TO VICTORIA ROAD | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 18,281,722 | \$ 4,570,430 | \$ - | \$ - | \$ 22,852,152 |
| CH-010A2 | 630977 | BELLS FERRY ROAD WIDENING | FROM SOUTHFORK WAY TO VICTORIA ROAD | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 32,033,164 | \$ - | \$ 32,033,164 |
| CH-010B | 630975 | BELLS FERRY ROAD BRIDGE REPLACEMENT | AT LITTLE RIVER | Roadway / Bridge Upgrade | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 7,043,458 | \$ 1,760,864 | \$ - | \$ - | \$ 8,804,322 |
| CH-010B | 630975 | BELLS FERRY ROAD BRIDGE REPLACEMENT | AT LITTLE RIVER | Roadway / Bridge Upgrade | ROW | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| CH-010C | 642260 | BELLS FERRY ROAD BRIDGE REPLACEMENT AND WIDENING | FROM VICTORIA ROAD TO NORTH OF SIXES ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 79,947,000 | \$ - | \$ 79,947,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------|---------|--|--|------------------------------------|-------|--------------|----------------|---|---------------|---------------|---------------|------|----------------|
| CH-020A2 | 7836 | SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING | FROM SR 108 (FINCHER ROAD) TO I-575 | Roadway / General Purpose Capacity | CST | LR 2031-2040 | 1.0000 | General Federal Aid 2020-2040 | \$ 89,275,207 | \$ 22,318,802 | \$ - | \$ - | \$ 111,594,009 |
| CH-020A2 | 7836 | SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING | FROM SR 108 (FINCHER ROAD) TO I-575 | Roadway / General Purpose Capacity | PE | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 7,436,471 | \$ 1,859,118 | \$ - | \$ - | \$ 9,295,589 |
| CH-020A2 | 7836 | SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING | FROM SR 108 (FINCHER ROAD) TO I-575 | Roadway / General Purpose Capacity | ROW | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 59,358,834 | \$ 14,839,708 | \$ - | \$ - | \$ 74,198,542 |
| CH-020A2 | 7836 | SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING | FROM SR 108 (FINCHER ROAD) TO I-575 | Roadway / General Purpose Capacity | UTL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 22,375,324 | \$ 5,593,831 | \$ - | \$ - | \$ 27,969,155 |
| CH-020A3 | 9164 | SR 20 (CUMMING HIGHWAY) WIDENING | FROM I-575 TO SCOTT ROAD | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 4,593,757 | \$ 1,148,439 | \$ - | \$ - | \$ 5,742,196 |
| CH-020A3 | 9164 | SR 20 (CUMMING HIGHWAY) WIDENING | FROM I-575 TO SCOTT ROAD | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,055,960 | \$ 1,513,990 | \$ - | \$ - | \$ 7,569,950 |
| CH-020A3 | 9164 | SR 20 (CUMMING HIGHWAY) WIDENING | FROM I-575 TO SCOTT ROAD | Roadway / General Purpose Capacity | UTL | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 298,751 | \$ 74,688 | \$ - | \$ - | \$ 373,439 |
| CH-020B | 3681 | SR 20 (CUMMING HIGHWAY) WIDENING | FROM SCOTT ROAD TO SR 369 (HIGHTOWER ROAD) | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 25,380,000 | \$ 6,345,000 | \$ - | \$ - | \$ 31,725,000 |
| CH-020B | 3681 | SR 20 (CUMMING HIGHWAY) WIDENING | FROM SCOTT ROAD TO SR 369 (HIGHTOWER ROAD) | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,600,000 | \$ 400,000 | \$ - | \$ - | \$ 2,000,000 |
| CH-020B | 3681 | SR 20 (CUMMING HIGHWAY) WIDENING | FROM SCOTT ROAD TO SR 369 (HIGHTOWER ROAD) | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | Federal Earmark Funding | \$ 719,921 | \$ 179,980 | \$ - | \$ - | \$ 899,901 |
| CH-020B | 3681 | SR 20 (CUMMING HIGHWAY) WIDENING | FROM SCOTT ROAD TO SR 369 (HIGHTOWER ROAD) | Roadway / General Purpose Capacity | ROW | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 23,677,719 | \$ 5,919,430 | \$ - | \$ - | \$ 29,597,149 |
| 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 | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 25,380,000 | \$ - | \$ 25,380,000 |
| 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 | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 23,541,462 | \$ - | \$ 23,541,462 |
| CH-204 | 642400 | SR 372 (BALL GROUND ROAD) BRIDGE REPLACEMENT | AT ETOWAH RIVER | Roadway / Bridge Upgrade | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,446,844 | \$ 861,711 | \$ - | \$ - | \$ 4,308,555 |
| CH-204 | 642400 | SR 372 (BALL GROUND ROAD) BRIDGE REPLACEMENT | AT ETOWAH RIVER | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,000 | \$ 1,000 | \$ - | \$ - | \$ 5,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|--|--|-------|--------------|----------------|---------------------------------------|--------------|------------|--------------|------|--------------|
| CH-215 | N/A | INDUSTRIAL DRIVE EXTENSION - NEW ALIGNMENT | FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 8,666,255 | \$ - | \$ 8,666,255 |
| CH-215 | N/A | INDUSTRIAL DRIVE EXTENSION - NEW ALIGNMENT | FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 378,000 | \$ - | \$ 378,000 |
| CH-215 | N/A | INDUSTRIAL DRIVE EXTENSION - NEW ALIGNMENT | FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 882,000 | \$ - | \$ 882,000 |
| CH-218 | 8961 | HICKORY ROAD & HOLLY SPRINGS PARKWAY DOWNTOWN PEDESTRIAN NETWORK IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 999,156 | \$ - | \$ 249,789 | \$ - | \$ 1,248,945 |
| CH-218 | 8961 | HICKORY ROAD & HOLLY SPRINGS PARKWAY DOWNTOWN PEDESTRIAN NETWORK IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 205,000 | \$ - | \$ 205,000 |
| CH-225 | 7028 | SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT | AT BOARD TREE CREEK | Roadway / Bridge Upgrade | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 3,544,001 | \$ 886,001 | \$ - | \$ - | \$ 4,430,002 |
| CH-225 | 7028 | SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT | AT BOARD TREE CREEK | Roadway / Bridge Upgrade | PE | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 261,772 | \$ 65,443 | \$ - | \$ - | \$ 327,215 |
| CH-225 | 7028 | SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT | AT BOARD TREE CREEK | Roadway / Bridge Upgrade | ROW | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 579,264 | \$ 144,816 | \$ - | \$ - | \$ 724,080 |
| CH-225 | 7028 | SR 369 (HIGHTOWER ROAD) BRIDGE REPLACEMENT | AT BOARD TREE CREEK | Roadway / Bridge Upgrade | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 487,113 | \$ 121,778 | \$ - | \$ - | \$ 608,892 |
| CH-226 | 12600 | HOLLY SPRINGS PARKWAY PEDESTRIAN FACILITIES | FROM ACE ACADEMY TO PINECREST ROAD | Last Mile Connectivity / Pedestrian Facility | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 514,160 | \$ - | \$ 128,540 | \$ - | \$ 642,700 |
| CH-226 | 12600 | HOLLY SPRINGS PARKWAY PEDESTRIAN FACILITIES | FROM ACE ACADEMY TO PINECREST ROAD | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| CH-226 | 12600 | HOLLY SPRINGS PARKWAY PEDESTRIAN FACILITIES | FROM ACE ACADEMY TO PINECREST ROAD | Last Mile Connectivity / Pedestrian Facility | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 8,000 | \$ - | \$ 2,000 | \$ - | \$ 10,000 |
| CH-227 | 12601 | CANTON ROAD PEDESTRIAN FACILITIES | FROM COBB COUNTY LINE TO STOCKWOOD DRIVE | Last Mile Connectivity / Pedestrian Facility | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 532,844 | \$ - | \$ 133,211 | \$ - | \$ 666,055 |
| CH-227 | 12601 | CANTON ROAD PEDESTRIAN FACILITIES | FROM COBB COUNTY LINE TO STOCKWOOD DRIVE | Last Mile Connectivity / Pedestrian Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| CH-227 | 12601 | CANTON ROAD PEDESTRIAN FACILITIES | FROM COBB COUNTY LINE TO STOCKWOOD DRIVE | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 104,960 | \$ - | \$ 26,240 | \$ - | \$ 131,200 |
| CH-227 | 12601 | CANTON ROAD PEDESTRIAN FACILITIES | FROM COBB COUNTY LINE TO STOCKWOOD DRIVE | Last Mile Connectivity / Pedestrian Facility | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 60,000 | \$ - | \$ 15,000 | \$ - | \$ 75,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|--|------------------------------------|-------|--------------|----------------|--|---------------|---------------|--------------|------|---------------|
| CH-228 | TBD | CHEROKEE COUNTY COUNTYWIDE SIGNAL TIMING PROJECT | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 700,000 | \$ - | \$ 175,000 | \$ - | \$ 875,000 |
| CH-228 | TBD | CHEROKEE COUNTY COUNTYWIDE SIGNAL TIMING PROJECT | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 100,000 | \$ - | \$ 25,000 | \$ - | \$ 125,000 |
| CL-012 | 720815 | US 23 (MORELAND AVENUE) WIDENING | FROM LAKE HARBIN ROAD TO ANVIL BLOCK ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 41,583,100 | \$ 10,395,775 | \$ - | \$ - | \$ 51,978,875 |
| CL-014 | 721550 | SR 85 WIDENING | FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 9,203,803 | \$ 2,300,951 | \$ - | \$ - | \$ 11,504,754 |
| CL-014 | 721550 | SR 85 WIDENING | FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY | Roadway / General Purpose Capacity | ROW | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 11,579,734 | \$ 2,894,934 | \$ - | \$ - | \$ 14,474,668 |
| 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 | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 14,287,243 | \$ 3,571,811 | \$ - | \$ - | \$ 17,859,054 |
| 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 | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 640,000 | \$ 160,000 | \$ - | \$ - | \$ 800,000 |
| 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 | ROW | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 3,005,341 | \$ 751,335 | \$ - | \$ - | \$ 3,756,676 |
| 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 | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 868,426 | \$ 217,106 | \$ - | \$ - | \$ 1,085,532 |
| CL-017 | 751775 | BATTLE CREEK ROAD WIDENING | FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 9,389,600 | \$ 2,347,400 | \$ - | \$ - | \$ 11,737,000 |
| CL-017 | 751775 | BATTLE CREEK ROAD WIDENING | FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |
| CL-017 | 751775 | BATTLE CREEK ROAD WIDENING | FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,395,000 | \$ - | \$ 5,395,000 |
| CL-019 | 751770 | MOUNT ZION BOULEVARD WIDENING | FROM SOUTHLAKE PARKWAY TO LAKE HARBIN ROAD | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,698,767 | \$ 2,174,692 | \$ - | \$ - | \$ 10,873,459 |
| CL-019 | 751770 | MOUNT ZION BOULEVARD WIDENING | FROM SOUTHLAKE PARKWAY TO LAKE HARBIN ROAD | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,696,000 | \$ 924,000 | \$ - | \$ - | \$ 4,620,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|--|------------------------------------|-------|--------------|----------------|---------------------------------------|---------------|--------------|---------------|------|---------------|
| CL-019 | 751770 | MOUNT ZION BOULEVARD WIDENING | FROM SOUTHLAKE PARKWAY TO LAKE HARBIN ROAD | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |
| CL-019 | 751770 | MOUNT ZION BOULEVARD WIDENING | FROM SOUTHLAKE PARKWAY TO LAKE HARBIN ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,143,806 | \$ - | \$ 12,143,806 |
| CL-020A | 751810 | FLINT RIVER ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM GLENWOODS DRIVE TO KENDRICK ROAD | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,860,000 | \$ 715,000 | \$ 1,812,761 | \$ - | \$ 5,387,761 |
| CL-020A | 751810 | FLINT RIVER ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM GLENWOODS DRIVE TO KENDRICK ROAD | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 20,000 | \$ 5,000 | \$ - | \$ - | \$ 25,000 |
| CL-020A | 751810 | FLINT RIVER ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM GLENWOODS DRIVE TO KENDRICK ROAD | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ - | \$ - | \$ - |
| CL-041 | 721440 | SR 54 (FAYETTEVILLE ROAD / JONESBORO ROAD) WIDENING | FROM MCDONOUGH ROAD IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 35,470,903 | \$ 8,867,726 | \$ - | \$ - | \$ 44,338,629 |
| CL-041 | 721440 | SR 54 (FAYETTEVILLE ROAD / JONESBORO ROAD) WIDENING | FROM MCDONOUGH ROAD IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 380,000 | \$ 95,000 | \$ - | \$ - | \$ 475,000 |
| CL-063 | N/A | MOUNT ZION ROAD WIDENING | FROM RICHARDSON PARKWAY TO SR 138 | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 7,500,000 | \$ - | \$ 7,500,000 |
| CL-063 | N/A | MOUNT ZION ROAD WIDENING | FROM RICHARDSON PARKWAY TO SR 138 | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,600,000 | \$ - | \$ 1,600,000 |
| CL-064 | 322050 | US 23 WIDENING | FROM SR 138 (NORTH HENRY BOULEVARD / STOCKBRIDGE ROAD) TO I-675 IN CLAYTON COUNTY | Roadway / General Purpose Capacity | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 12,795,639 | \$ 3,198,910 | \$ - | \$ - | \$ 15,994,549 |
| CL-064 | 322050 | US 23 WIDENING | FROM SR 138 (NORTH HENRY BOULEVARD / STOCKBRIDGE ROAD) TO I-675 IN CLAYTON COUNTY | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 960,000 | \$ 240,000 | \$ - | \$ - | \$ 1,200,000 |
| CL-064 | 322050 | US 23 WIDENING | FROM SR 138 (NORTH HENRY BOULEVARD / STOCKBRIDGE ROAD) TO I-675 IN CLAYTON COUNTY | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,668,796 | \$ 2,167,199 | \$ - | \$ - | \$ 10,835,995 |
| CL-064 | 322050 | US 23 WIDENING | FROM SR 138 (NORTH HENRY BOULEVARD / STOCKBRIDGE ROAD) TO I-675 IN CLAYTON COUNTY | Roadway / General Purpose Capacity | UTL | 2018 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ - | \$ - | \$ - |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 27,816,480 | \$ 6,954,120 | \$ 12,181,514 | \$ - | \$ 46,952,114 |
| 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 | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 15,592,219 | \$ 3,898,055 | \$ - | \$ - | \$ 19,490,274 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|--|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,017,152 | \$ 504,288 | \$ - | \$ - | \$ 2,521,440 |
| CL-230A | 771210 | ANVIL BLOCK ROAD WIDENING | FROM GRANT ROAD TO BOULDERCREST ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,118,804 | \$ 529,701 | \$ 125,965 | \$ - | \$ 2,774,470 |
| CL-230A | 771210 | ANVIL BLOCK ROAD WIDENING | FROM GRANT ROAD TO BOULDERCREST ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Surface Transportation Priorities (Earmark) | \$ 269,211 | \$ - | \$ - | \$ - | \$ 269,211 |
| CL-230A | 771210 | ANVIL BLOCK ROAD WIDENING | FROM GRANT ROAD TO BOULDERCREST ROAD | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 313,289 | \$ - | \$ 313,289 |
| CL-230B | 4638 | ANVIL BLOCK ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM BOULDERCREST ROAD TO ALLEN DRIVE | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,628,000 | \$ 907,000 | \$ 48,435 | \$ - | \$ 4,583,435 |
| CL-230B | 4638 | ANVIL BLOCK ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM BOULDERCREST ROAD TO ALLEN DRIVE | Roadway / Operations & Safety | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 800,308 | \$ - | \$ 800,308 |
| CL-238 | 6860 | GODBY ROAD WIDENING | FROM SOUTHAMPTON ROAD TO SR 314 (WEST FAYETTEVILLE ROAD) | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,638,400 | \$ - | \$ 749,976 | \$ - | \$ 3,388,376 |
| CL-238 | 6860 | GODBY ROAD WIDENING | FROM SOUTHAMPTON ROAD TO SR 314 (WEST FAYETTEVILLE ROAD) | Roadway / General Purpose Capacity | UTL | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 887,370 | \$ - | \$ 221,843 | \$ - | \$ 1,109,213 |
| CL-243 | N/A | VALLEY HILL ROAD WIDENING | FROM UPPER RIVERDALE ROAD TO BATTLE CREEK ROAD | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,460,800 | \$ - | \$ 12,460,800 |
| CL-243 | N/A | VALLEY HILL ROAD WIDENING | FROM UPPER RIVERDALE ROAD TO BATTLE CREEK ROAD | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,000,000 | \$ - | \$ 5,000,000 |
| CL-260 | 1817 | C.W. GRANT PARKWAY GRADE SEPARATION | AT NORFOLK SOUTHERN RAIL LINE - INCLUDES REALIGNMENT OF CONLEY ROAD AND US 19/41 IN VICINITY | Roadway / Interchange Capacity | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 22,772,595 | \$ 5,693,149 | \$ - | \$ - | \$ 28,465,744 |
| CL-260 | 1817 | C.W. GRANT PARKWAY GRADE SEPARATION | AT NORFOLK SOUTHERN RAIL LINE - INCLUDES REALIGNMENT OF CONLEY ROAD AND US 19/41 IN VICINITY | Roadway / Interchange Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,408,257 | \$ - | \$ 3,408,257 |
| CL-264 | 12602 | CONLEY ROAD EXTENSION FEASIBILITY STUDY | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 280,000 | \$ - | \$ 70,000 | \$ - | \$ 350,000 |
| CL-267 | 12603 | VALLEY HILL ROAD BRIDGE REPLACEMENT | AT FLINT RIVER | Roadway / Bridge Upgrade | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,320,000 | \$ - | \$ 330,000 | \$ - | \$ 1,650,000 |
| CL-267 | 12603 | VALLEY HILL ROAD BRIDGE REPLACEMENT | AT FLINT RIVER | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 160,000 | \$ - | \$ 40,000 | \$ - | \$ 200,000 |
| CL-267 | 12603 | VALLEY HILL ROAD BRIDGE REPLACEMENT | AT FLINT RIVER | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 72,000 | \$ - | \$ 18,000 | \$ - | \$ 90,000 |
| CL-267 | 12603 | VALLEY HILL ROAD BRIDGE REPLACEMENT | AT FLINT RIVER | Roadway / Bridge Upgrade | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 48,000 | \$ - | \$ 12,000 | \$ - | \$ 60,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|---------|--|--|------------------------------------|-------|--------------|----------------|---|---------------|---------------|---------------|------|---------------|
| CL-268 | 721295 | SR 85 BRIDGE REPLACEMENT AND WIDENING | AT CAMP CREEK (CLAYTON COUNTY / FAYETTE COUNTY LINE) | Roadway / Bridge Capacity | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,749,734 | \$ 437,433 | \$ - | \$ - | \$ 2,187,167 |
| CL-268 | 721295 | SR 85 BRIDGE REPLACEMENT AND WIDENING | AT CAMP CREEK (CLAYTON COUNTY / FAYETTE COUNTY LINE) | Roadway / Bridge Capacity | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 260,552 | \$ 65,138 | \$ - | \$ - | \$ 325,690 |
| CL-AR-180 | 12759 | I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES | FROM I-285 TO SR 331 (FOREST PARKWAY) | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 40,608,000 | \$ 10,152,000 | \$ - | \$ - | \$ 50,760,000 |
| CL-AR-180 | 12759 | I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES | FROM I-285 TO SR 331 (FOREST PARKWAY) | Roadway / Interchange Capacity | PE | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 3,045,600 | \$ 761,400 | \$ - | \$ - | \$ 3,807,000 |
| CL-AR-180 | 12759 | I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES | FROM I-285 TO SR 331 (FOREST PARKWAY) | Roadway / Interchange Capacity | ROW | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 5,076,000 | \$ 1,269,000 | \$ - | \$ - | \$ 6,345,000 |
| CL-AR-181 | -713210 | I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES | FROM SR 331 (FOREST PARKWAY) TO I-285 | Roadway / Interchange Capacity | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 29,040,925 | \$ 7,260,231 | \$ - | \$ - | \$ 36,301,156 |
| CL-AR-181 | -713210 | I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES | FROM SR 331 (FOREST PARKWAY) TO I-285 | Roadway / Interchange Capacity | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,200,000 | \$ 300,000 | \$ - | \$ - | \$ 1,500,000 |
| CL-AR-181 | -713210 | I-75 NORTHBOUND COLLECTOR/DISTRIBUTOR LANES | FROM SR 331 (FOREST PARKWAY) TO I-285 | Roadway / Interchange Capacity | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 4,057,988 | \$ 1,014,497 | \$ - | \$ - | \$ 5,072,485 |
| CL-AR-247 | 722030 | US 19/41 (TARA BOULEVARD) WIDENING | FROM FLINT RIVER ROAD TO TARA ROAD | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 18,598,929 | \$ 4,649,732 | \$ - | \$ - | \$ 23,248,661 |
| CL-AR-247 | 722030 | US 19/41 (TARA BOULEVARD) WIDENING | FROM FLINT RIVER ROAD TO TARA ROAD | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,962,271 | \$ 2,240,568 | \$ - | \$ - | \$ 11,202,839 |
| CO-041 | 10510 | US 41 (COBB PARKWAY) WIDENING - SCOPING ONLY | FROM WINDY RIDGE PARKWAY TO SR 120 LOOP (NORTH MARIETTA PARKWAY) | Other / Planning | SCP | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| CO-206D | N/A | STILESBORO ROAD WIDENING | FROM ROSEHEDGE WAY TO KENNESAW DUE WEST ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 35,532,000 | \$ - | \$ 35,532,000 |
| CO-297B | N/A | BIG SHANTY ROAD WIDENING - PHASE IV | FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 10,659,600 | \$ - | \$ 10,659,600 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 20,270,767 | \$ 5,067,692 | \$ - | \$ - | \$ 25,338,459 |
| 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 | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 24,000 | \$ 6,000 | \$ - | \$ - | \$ 30,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|--|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| CO-301 | 6862 | SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD) WIDENING | FROM SR 3/JUS 41 (NORTH COBB PARKWAY) TO GLADE ROAD | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 5,993,600 | \$ 1,498,400 | \$ - | \$ - | \$ 7,492,000 |
| CO-311 | 731865 | SR 92 (LAKE ACWORTH DRIVE) BRIDGE REPLACEMENT AND WIDENING | AT PROCTOR CREEK | Roadway / Bridge Capacity | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 9,074,980 | \$ 2,268,745 | \$ - | \$ - | \$ 11,343,725 |
| CO-311 | 731865 | SR 92 (LAKE ACWORTH DRIVE) BRIDGE REPLACEMENT AND WIDENING | AT PROCTOR CREEK | Roadway / Bridge Capacity | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 24,000 | \$ 6,000 | \$ - | \$ - | \$ 30,000 |
| CO-311 | 731865 | SR 92 (LAKE ACWORTH DRIVE) BRIDGE REPLACEMENT AND WIDENING | AT PROCTOR CREEK | Roadway / Bridge Capacity | ROW | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 2,162,400 | \$ 540,600 | \$ - | \$ - | \$ 2,703,000 |
| CO-329 | 6866 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY) | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 12,874,909 | \$ 3,218,727 | \$ - | \$ - | \$ 16,093,636 |
| CO-329 | 6866 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY) | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 24,000 | \$ 6,000 | \$ - | \$ - | \$ 30,000 |
| CO-329 | 6866 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY) | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,555,906 | \$ 388,977 | \$ - | \$ - | \$ 1,944,883 |
| CO-341 | N/A | DUE WEST ROAD WIDENING | FROM KENNESAW DUE WEST ROAD TO SR 120 (DALLAS HIGHWAY) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 13,932,702 | \$ - | \$ 13,932,702 |
| CO-344A | 7529 | CEDARCREST ROAD WIDENING | FROM PAULDING COUNTY LINE TO GOVERNOR'S TOWNE DRIVE | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 2,493,522 | \$ - | \$ 623,380 | \$ - | \$ 3,116,902 |
| CO-344A | 7529 | CEDARCREST ROAD WIDENING | FROM PAULDING COUNTY LINE TO GOVERNOR'S TOWNE DRIVE | Roadway / General Purpose Capacity | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 33,075 | \$ - | \$ 33,075 |
| 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 | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 33,443,800 | \$ 8,360,950 | \$ - | \$ - | \$ 41,804,750 |
| 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 | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 480,000 | \$ 120,000 | \$ - | \$ - | \$ 600,000 |
| 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 | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,946,670 | \$ 486,668 | \$ - | \$ - | \$ 2,433,338 |
| CO-380 | 10006 | LELAND DRIVE EXTENSION - NEW ALIGNMENT | FROM WINDY HILL ROAD TO TERRELL MILL ROAD | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 14,100,000 | \$ - | \$ 14,100,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|---|--|-------|--------------|----------------|---------------------------------------|--------------|-------|---------------|------|---------------|
| CO-380 | 10006 | LELAND DRIVE EXTENSION - NEW ALIGNMENT | FROM WINDY HILL ROAD TO TERRELL MILL ROAD | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,045,000 | \$ - | \$ 1,045,000 |
| CO-381 | N/A | POWERS FERRY ROAD WIDENING - NORTHBOUND ONLY | FROM WILDWOOD PARKWAY TO TERRELL MILL ROAD | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,748,392 | \$ - | \$ 1,748,392 |
| CO-382 | N/A | WINDY HILL ROAD WIDENING - WESTBOUND ONLY | FROM EAST OF POWERS FERRY ROAD TO SPECTRUM CIRCLE | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,014,057 | \$ - | \$ 2,014,057 |
| CO-384A | N/A | MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT | FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,933,900 | \$ - | \$ 3,933,900 |
| CO-384A | N/A | MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT | FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR | Roadway / General Purpose Capacity | PE | LR 2020-2030 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 300,000 | \$ - | \$ 300,000 |
| CO-384A | N/A | MULKEY ROAD EXTENSION (WEST) - NEW ALIGNMENT | FROM NEAR CLIFF WAY TO EAST-WEST CONNECTOR | Roadway / General Purpose Capacity | ROW | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,269,000 | \$ - | \$ 1,269,000 |
| CO-384B | N/A | MULKEY ROAD EXTENSION (EAST) - NEW ALIGNMENT | FROM BROOKWOOD ROAD TO FLOYD ROAD | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO-384B | N/A | MULKEY ROAD EXTENSION (EAST) - NEW ALIGNMENT | FROM BROOKWOOD ROAD TO FLOYD ROAD | Roadway / General Purpose Capacity | PE | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 88,830 | \$ - | \$ 88,830 |
| CO-384B | N/A | MULKEY ROAD EXTENSION (EAST) - NEW ALIGNMENT | FROM BROOKWOOD ROAD TO FLOYD ROAD | Roadway / General Purpose Capacity | ROW | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO-401 | N/A | NORTH COBB PARK AND RIDE LOT | (blank) | Transit / Facilities Capital | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 14,000,000 | \$ - | \$ 14,000,000 |
| CO-401 | N/A | NORTH COBB PARK AND RIDE LOT | (blank) | Transit / Facilities Capital | PE | 2014 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO-410 | 10325 | FRANKLIN ROAD PEDESTRIAN IMPROVEMENTS | FROM TWINBROOKS DRIVE TO LOS COLINAS APARTMENTS | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,520,779 | \$ - | \$ 818,106 | \$ - | \$ 3,338,885 |
| CO-410 | 10325 | FRANKLIN ROAD PEDESTRIAN IMPROVEMENTS | FROM TWINBROOKS DRIVE TO LOS COLINAS APARTMENTS | Last Mile Connectivity / Pedestrian Facility | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 88,432 | \$ - | \$ 88,432 |
| CO-440 | 12604 | RAILROAD CROSSING SAFETY IMPROVEMENTS | AT FIVE LOCATIONS | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,000,000 | \$ - | \$ 250,000 | \$ - | \$ 1,250,000 |
| CO-440 | 12604 | RAILROAD CROSSING SAFETY IMPROVEMENTS | AT FIVE LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 75,000 | \$ - | \$ 75,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|---|---|-------|-------------|----------------|--|--------------|-------|------------|------|--------------|
| CO-441 | 12605 | POWERS FERRY ROAD BICYCLE FACILITIES | FROM INTERSTATE NORTH PARKWAY TO WINDY RIDGE ROAD | Last Mile Connectivity / Bicycle Facility | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,889,886 | \$ - | \$ 472,472 | \$ - | \$ 2,362,358 |
| CO-441 | 12605 | POWERS FERRY ROAD BICYCLE FACILITIES | FROM INTERSTATE NORTH PARKWAY TO WINDY RIDGE ROAD | Last Mile Connectivity / Bicycle Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| CO-441 | 12605 | POWERS FERRY ROAD BICYCLE FACILITIES | FROM INTERSTATE NORTH PARKWAY TO WINDY RIDGE ROAD | Last Mile Connectivity / Bicycle Facility | ROW | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 240,000 | \$ - | \$ 60,000 | \$ - | \$ 300,000 |
| CO-441 | 12605 | POWERS FERRY ROAD BICYCLE FACILITIES | FROM INTERSTATE NORTH PARKWAY TO WINDY RIDGE ROAD | Last Mile Connectivity / Bicycle Facility | UTL | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 320,000 | \$ - | \$ 80,000 | \$ - | \$ 400,000 |
| CO-442 | 12606 | SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS | AT SR 120 (SOUTH MARIETTA PARKWAY) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 749,408 | \$ - | \$ 201,572 | \$ - | \$ 950,980 |
| CO-442 | 12606 | SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS | AT SR 120 (SOUTH MARIETTA PARKWAY) | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,500 | \$ - | \$ 12,500 |
| CO-443 | 12607 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | AT SR 120 (NORTH MARIETTA PARKWAY) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 739,412 | \$ - | \$ 184,853 | \$ - | \$ 924,265 |
| CO-443 | 12607 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | AT SR 120 (NORTH MARIETTA PARKWAY) | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 136,000 | \$ - | \$ 34,000 | \$ - | \$ 170,000 |
| CO-444 | 12608 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | AT SR 120 (ROSWELL STREET) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 201,600 | \$ - | \$ 50,400 | \$ - | \$ 252,000 |
| CO-444 | 12608 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | AT SR 120 (ROSWELL STREET) | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO-445 | 12609 | TRUCK ROUTE SIGNAGE | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 480,000 | \$ - | \$ 120,000 | \$ - | \$ 600,000 |
| CO-446 | 10009 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION A | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2016 | 1.0000 | Public Land Discretionary | \$ 1,670,000 | \$ - | \$ 605,540 | \$ - | \$ 2,275,540 |
| CO-446 | 10009 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION A | (blank) | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | Public Land Discretionary | \$ 1,180,000 | \$ - | \$ - | \$ - | \$ 1,180,000 |
| CO-446 | 10009 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION A | (blank) | Last Mile Connectivity / Sidepaths and Trails | ROW | 2015 | 1.0000 | Public Land Discretionary | \$ 1,180,000 | \$ - | \$ - | \$ - | \$ 1,180,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|---------|--|---|---|-------|--------------|----------------|--|---------------|--------------|---------------|------|---------------|
| CO-447 | 12808 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION B | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,400,000 | \$ - | \$ 3,400,000 |
| CO-447 | 12808 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION B | (blank) | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 500,000 | \$ - | \$ 125,000 | \$ - | \$ 625,000 |
| CO-447 | 12808 | BOB CALLAN TRUNK TRAIL PHASE II - SECTION B | (blank) | Last Mile Connectivity / Sidepaths and Trails | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,190,000 | \$ - | \$ 1,190,000 |
| CO-448 | 12873 | ROTTENWOOD CREEK TRAIL: PHASE 2 - SCOPING AND ENGINEERING ANALYSIS | (blank) | Other / Planning | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| CO-449 | 12874 | TOWN CENTER / NOONDAY CREEK TRAIL/ KSU BIKE-PED CONNECTOR - SCOPING AND ENGINEERING ANALYSIS | (blank) | Other / Planning | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| CO-450 | TBD | BARRETT PARKWAY RELIEVER: PHASES 2 AND 3 - NEW ALIGNMENT | FROM FROM INTERSECTION OF BARRETT LAKES BOULEVARD AND SHILOH PARKWAY TO INTERSECTION OF BARRETT PARKWAY AND ROBERTS COURT | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 29,313,900 | \$ - | \$ 29,313,900 |
| CO-452 | N/A | I-75 NORTH - DIVERGING DIAMOND INTERCHANGE | AT WINDY HILL ROAD | Roadway / Interchange Upgrade | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 6,000,000 | \$ - | \$ 3,700,000 | \$ - | \$ 9,700,000 |
| CO-452 | N/A | I-75 NORTH - DIVERGING DIAMOND INTERCHANGE | AT WINDY HILL ROAD | Roadway / Interchange Upgrade | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 700,000 | \$ - | \$ 700,000 |
| CO-452 | N/A | I-75 NORTH - DIVERGING DIAMOND INTERCHANGE | AT WINDY HILL ROAD | Roadway / Interchange Upgrade | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 7,100,000 | \$ - | \$ 7,100,000 |
| CO-452 | N/A | I-75 NORTH - DIVERGING DIAMOND INTERCHANGE | AT WINDY HILL ROAD | Roadway / Interchange Upgrade | UTL | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,500,000 | \$ - | \$ 2,500,000 |
| CO-453 | TBD | COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE | (blank) | Transit / Operations & Maintenance | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,600,000 | \$ - | \$ 400,000 | \$ - | \$ 2,000,000 |
| CO-454 | 11738 | WINDY HILL ROAD WIDENING | FROM US 41 TO I-75 | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,449,700 | \$ - | \$ 5,449,700 |
| CO-454 | 11738 | WINDY HILL ROAD WIDENING | FROM US 41 TO I-75 | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,687,500 | \$ - | \$ 3,687,500 |
| CO-455 | N/A | WINDY HILL ROAD IMPROVEMENTS | FROM ROTTENWOOD CREEK TO SPECTRUM CIRCLE/INTERSTATE NORTH PARKWAY | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,837,000 | \$ - | \$ 1,837,000 |
| CO-AR-070 | 752300 | I-285 WEST INTERCHANGE IMPROVEMENTS | AT ATLANTA ROAD | Roadway / Interchange Capacity | CST | 2014 | 1.0000 | Federal Earmark Funding | \$ 16,198,199 | \$ 4,049,550 | \$ - | \$ - | \$ 20,247,749 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|---------|--|---|--|-------|--------------|----------------|---|----------------|---------------|--------------|------|----------------|
| CO-AR-070 | 752300 | I-285 WEST INTERCHANGE IMPROVEMENTS | AT ATLANTA ROAD | Roadway / Interchange Capacity | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 12,327,025 | \$ 3,081,756 | \$ - | \$ - | \$ 15,408,781 |
| CO-AR-070 | 752300 | I-285 WEST INTERCHANGE IMPROVEMENTS | AT ATLANTA ROAD | Roadway / Interchange Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 525,000 | \$ - | \$ 525,000 |
| CO-AR-238 | 713600 | REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES | FROM I-285 NORTH TO DELK ROAD | Roadway / Interchange Capacity | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 122,992,128 | \$ 30,748,032 | \$ - | \$ - | \$ 153,740,160 |
| CO-AR-238 | 713600 | REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES | FROM I-285 NORTH TO DELK ROAD | Roadway / Interchange Capacity | PE | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 8,583,826 | \$ 2,145,956 | \$ - | \$ - | \$ 10,729,782 |
| CO-AR-238 | 713600 | REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES | FROM I-285 NORTH TO DELK ROAD | Roadway / Interchange Capacity | ROW | LR 2031-2040 | 1.6015 | Federal Earmark Funding | \$ 9,561,573 | \$ 2,390,394 | \$ - | \$ - | \$ 11,951,967 |
| CO-AR-238 | 713600 | REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES | FROM I-285 NORTH TO DELK ROAD | Roadway / Interchange Capacity | ROW | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 28,873,467 | \$ 7,218,366 | \$ - | \$ - | \$ 36,091,833 |
| CO-AR-238 | 713600 | REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES | FROM I-285 NORTH TO DELK ROAD | Roadway / Interchange Capacity | UTL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 6,149,606 | \$ 1,537,402 | \$ - | \$ - | \$ 7,687,008 |
| CO-AR-304 | 6048 | I-285 WEST INTERCHANGE IMPROVEMENTS | AT SR 280 (SOUTH COBB DRIVE) | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 12,835,169 | \$ 3,208,792 | \$ - | \$ - | \$ 16,043,961 |
| CO-AR-304 | 6048 | I-285 WEST INTERCHANGE IMPROVEMENTS | AT SR 280 (SOUTH COBB DRIVE) | Roadway / Interchange Capacity | PE | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 929,461 | \$ 232,365 | \$ - | \$ - | \$ 1,161,826 |
| CO-AR-304 | 6048 | I-285 WEST INTERCHANGE IMPROVEMENTS | AT SR 280 (SOUTH COBB DRIVE) | Roadway / Interchange Capacity | ROW | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,435,081 | \$ 1,608,770 | \$ - | \$ - | \$ 8,043,851 |
| CO-AR-304 | 6048 | I-285 WEST INTERCHANGE IMPROVEMENTS | AT SR 280 (SOUTH COBB DRIVE) | Roadway / Interchange Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 418,100 | \$ 104,525 | \$ - | \$ - | \$ 522,625 |
| CO-AR-BP120 | 6873 | KENNESAW MOUNTAIN TO CHATTAHOOCHEE RIVER TRAIL - INCLUDES BRIDGE OVER SOUTH LOOP EAST OF POWDER SPRINGS ROAD | FROM TOWER ROAD AT ROSELANE STREET TO WEST ATLANTA STREET AT SOUTH COBB DRIVE | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,030,582 | \$ - | \$ 1,048,032 | \$ - | \$ 3,078,614 |
| CO-AR-BP120 | 6873 | KENNESAW MOUNTAIN TO CHATTAHOOCHEE RIVER TRAIL - INCLUDES BRIDGE OVER SOUTH LOOP EAST OF POWDER SPRINGS ROAD | FROM TOWER ROAD AT ROSELANE STREET TO WEST ATLANTA STREET AT SOUTH COBB DRIVE | Last Mile Connectivity / Joint Bike-Ped Facilities | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 380,500 | \$ - | \$ 380,500 |
| CW-007 | 7694 | NEWNAN BYPASS EXTENSION - NEW ALIGNMENT | FROM TURKEY CREEK ROAD TO SR 16 BETWEEN US 29 AND I-85 SOUTH | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 13,960,987 | \$ - | \$ 4,055,797 | \$ - | \$ 18,016,784 |
| CW-007 | 7694 | NEWNAN BYPASS EXTENSION - NEW ALIGNMENT | FROM TURKEY CREEK ROAD TO SR 16 BETWEEN US 29 AND I-85 SOUTH | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 37,265 | \$ - | \$ 37,265 |
| CW-011 | 332180 | SR 16 INTERSECTION IMPROVEMENTS | AT SR 54 | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,382,163 | \$ 845,541 | \$ - | \$ - | \$ 4,227,704 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|---|---|-------|--------------|----------------|---------------------------------------|---------------|---------------|--------------|------|---------------|
| CW-011 | 332180 | SR 16 INTERSECTION IMPROVEMENTS | AT SR 54 | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 384,540 | \$ - | \$ 384,540 |
| CW-011 | 332180 | SR 16 INTERSECTION IMPROVEMENTS | AT SR 54 | Roadway / Operations & Safety | UTL | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 437,218 | \$ 109,304 | \$ - | \$ - | \$ 546,522 |
| CW-028 | 333176 | SR 74/85 BRIDGE REPLACEMENT | AT CENTRAL OF GEORGIA LINE BETWEEN SR 16 AND SEAVY STREET | Roadway / Bridge Upgrade | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,092,092 | \$ 523,023 | \$ - | \$ - | \$ 2,615,115 |
| CW-028 | 333176 | SR 74/85 BRIDGE REPLACEMENT | AT CENTRAL OF GEORGIA LINE BETWEEN SR 16 AND SEAVY STREET | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 160,000 | \$ 40,000 | \$ - | \$ - | \$ 200,000 |
| CW-028 | 333176 | SR 74/85 BRIDGE REPLACEMENT | AT CENTRAL OF GEORGIA LINE BETWEEN SR 16 AND SEAVY STREET | Roadway / Bridge Upgrade | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 193,089 | \$ 48,272 | \$ - | \$ - | \$ 241,361 |
| CW-033C | 6293 | SR 16 INTERSECTION IMPROVEMENTS | AT PINE ROAD | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,531,535 | \$ 382,884 | \$ 473,249 | \$ - | \$ 2,387,668 |
| CW-033C | 6293 | SR 16 INTERSECTION IMPROVEMENTS | AT PINE ROAD | Roadway / Operations & Safety | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 114,072 | \$ - | \$ 114,072 |
| CW-034 | 6877 | SR 16 WIDENING | FROM I-85 SOUTH TO US 29 SOUTH | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,371,209 | \$ - | \$ 463,934 | \$ - | \$ 1,835,143 |
| CW-034 | 6877 | SR 16 WIDENING | FROM I-85 SOUTH TO US 29 SOUTH | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 40,815 | \$ - | \$ 40,815 |
| CW-041 | N/A | MCINTOSH PARKWAY: PHASES I AND II - NEW ALIGNMENT | FROM CURRENT TERMINUS WEST OF NEWNAN CROSSING BYPASS TO INTERSECTION OF WASHINGTON STREET AND FARMER STREET | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,468,000 | \$ - | \$ 5,468,000 |
| CW-041 | N/A | MCINTOSH PARKWAY: PHASES I AND II - NEW ALIGNMENT | FROM CURRENT TERMINUS WEST OF NEWNAN CROSSING BYPASS TO INTERSECTION OF WASHINGTON STREET AND FARMER STREET | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 713,000 | \$ - | \$ 713,000 |
| CW-041 | N/A | MCINTOSH PARKWAY: PHASES I AND II - NEW ALIGNMENT | FROM CURRENT TERMINUS WEST OF NEWNAN CROSSING BYPASS TO INTERSECTION OF WASHINGTON STREET AND FARMER STREET | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 812,000 | \$ - | \$ 812,000 |
| CW-049 | 9294 | CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 395,998 | \$ - | \$ 99,000 | \$ - | \$ 494,998 |
| CW-049 | 9294 | CHATTAHOOCHEE HILL COUNTRY REGIONAL GREENWAY TRAIL SYSTEM: COWETA COUNTY PILOT SEGMENT | (blank) | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | Federal Earmark Funding | \$ 53,952 | \$ - | \$ 13,488 | \$ - | \$ 67,440 |
| CW-063 | 8619 | SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING | FROM SR 34 TO US 29 | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 44,040,150 | \$ 11,050,074 | \$ - | \$ - | \$ 55,090,224 |
| 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 | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,360,000 | \$ - | \$ 340,000 | \$ - | \$ 1,700,000 |
| CW-075 | 12610 | SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT | AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|---------|---|---|--|-------|--------------|----------------|---|---------------|---------------|---------------|------|---------------|
| CW-075 | 12610 | SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT | AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET | Roadway / Operations & Safety | ROW | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 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 | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| CW-076 | TBD | US 29 INTERSECTION IMPROVEMENTS | AT HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,211,911 | \$ 802,978 | \$ 2,391,156 | \$ - | \$ 6,406,045 |
| CW-076 | TBD | US 29 INTERSECTION IMPROVEMENTS | AT HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 587,219 | \$ - | \$ 587,219 |
| CW-076 | TBD | US 29 INTERSECTION IMPROVEMENTS | AT HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD) | Roadway / Operations & Safety | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,500,000 | \$ - | \$ 1,500,000 |
| CW-076 | TBD | US 29 INTERSECTION IMPROVEMENTS | AT HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD) | Roadway / Operations & Safety | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 53,365 | \$ - | \$ 53,365 |
| CW-AR-003 | 9323 | I-85 SOUTH - NEW INTERCHANGE | AT POPLAR ROAD | Roadway / Interchange Capacity | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 21,642,298 | \$ 5,410,575 | \$ - | \$ - | \$ 27,052,873 |
| CW-AR-003 | 9323 | I-85 SOUTH - NEW INTERCHANGE | AT POPLAR ROAD | Roadway / Interchange Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 18,140,414 | \$ - | \$ 18,140,414 |
| CW-AR-003 | 9323 | I-85 SOUTH - NEW INTERCHANGE | AT POPLAR ROAD | Roadway / Interchange Capacity | UTL | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 626,690 | \$ - | \$ 626,690 |
| DK-030 | 5955 | OLD COVINGTON HIGHWAY WIDENING | FROM EVANS MILL ROAD TO SIGMAN ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 65,210,660 | \$ 16,302,666 | \$ - | \$ - | \$ 81,513,326 |
| DK-032B | 2415 | GLENWOOD ROAD PEDESTRIAN FACILITIES | FROM SR 155 (CANDLER ROAD) TO COLUMBIA DRIVE: PHASE II | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | Federal Earmark Funding | \$ 380,000 | \$ - | \$ - | \$ - | \$ 380,000 |
| DK-032B | 2415 | GLENWOOD ROAD PEDESTRIAN FACILITIES | FROM SR 155 (CANDLER ROAD) TO COLUMBIA DRIVE: PHASE II | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | STP - Enhancements | \$ 2,118,297 | \$ - | \$ 529,574 | \$ - | \$ 2,647,871 |
| DK-032B | 2415 | GLENWOOD ROAD PEDESTRIAN FACILITIES | FROM SR 155 (CANDLER ROAD) TO COLUMBIA DRIVE: PHASE II | Last Mile Connectivity / Pedestrian Facility | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 400,000 | \$ - | \$ 400,000 |
| DK-065A | 6880 | PANOLA ROAD OPERATIONS AND SAFETY IMPROVEMENTS: SEGMENT 1 | FROM SR 155 (SNAPFINGER ROAD) TO SR 212 (BROWNS MILL ROAD) | Roadway / Operations & Safety | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 15,500,989 | \$ - | \$ 11,290,204 | \$ - | \$ 26,791,193 |
| DK-065B | 6879 | PANOLA ROAD: SEGMENT 2 | FROM SR 212 (BROWNS MILL ROAD) TO THOMPSON MILL ROAD | Roadway / General Purpose Capacity | CST | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 9,665,184 | \$ - | \$ 2,416,296 | \$ - | \$ 12,081,480 |
| DK-065B | 6879 | PANOLA ROAD: SEGMENT 2 | FROM SR 212 (BROWNS MILL ROAD) TO THOMPSON MILL ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,967,210 | \$ - | \$ 2,967,210 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|---|------------------------------------|-------|--------------|----------------|---------------------------------------|---------------|------------|---------------|------|---------------|
| DK-065B | 6879 | PANOLA ROAD: SEGMENT 2 | FROM SR 212 (BROWNS MILL ROAD) TO THOMPSON MILL ROAD | Roadway / General Purpose Capacity | UTL | 2018 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 8,780,000 | \$ - | \$ 8,780,000 |
| DK-065C | 5905 | PANOLA ROAD WIDENING: SEGMENT 3 | FROM THOMPSON MILL ROAD TO FAIRINGTON ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 5,193,524 | \$ - | \$ 1,298,381 | \$ - | \$ 6,491,905 |
| DK-065C | 5905 | PANOLA ROAD WIDENING: SEGMENT 3 | FROM THOMPSON MILL ROAD TO FAIRINGTON ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 7,359,000 | \$ - | \$ 7,359,000 |
| DK-065C | 5905 | PANOLA ROAD WIDENING: SEGMENT 3 | FROM THOMPSON MILL ROAD TO FAIRINGTON ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | UTL | 2019 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,242,000 | \$ - | \$ 2,242,000 |
| DK-065E | 6890 | PANOLA ROAD: SEGMENT 5 | FROM SNAPPINGER WOODS DRIVE TO SR 12 (COVINGTON HIGHWAY) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 14,595,912 | \$ - | \$ 3,648,978 | \$ - | \$ 18,244,890 |
| DK-065E | 6890 | PANOLA ROAD: SEGMENT 5 | FROM SNAPPINGER WOODS DRIVE TO SR 12 (COVINGTON HIGHWAY) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 7,013,000 | \$ - | \$ 7,013,000 |
| DK-065E | 6890 | PANOLA ROAD: SEGMENT 5 | FROM SNAPPINGER WOODS DRIVE TO SR 12 (COVINGTON HIGHWAY) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,999,117 | \$ - | \$ 2,999,117 |
| DK-162 | 6882 | BOULDERCREST ROAD WIDENING | FROM LINECREST ROAD TO I-285 | Roadway / General Purpose Capacity | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 42,473,398 | \$ - | \$ 10,618,349 | \$ - | \$ 53,091,748 |
| DK-162 | 6882 | BOULDERCREST ROAD WIDENING | FROM LINECREST ROAD TO I-285 | Roadway / General Purpose Capacity | ROW | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 14,814,837 | \$ - | \$ 14,814,837 |
| DK-162 | 6882 | BOULDERCREST ROAD WIDENING | FROM LINECREST ROAD TO I-285 | Roadway / General Purpose Capacity | UTL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 11,037,102 | \$ - | \$ 11,037,102 |
| DK-274 | 753290 | SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS | AT SR 42 (BRIARCLIFF ROAD) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,994,735 | \$ 498,684 | \$ - | \$ - | \$ 2,493,419 |
| DK-274 | 753290 | SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS | AT SR 42 (BRIARCLIFF ROAD) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,800 | \$ 10,200 | \$ - | \$ - | \$ 51,000 |
| DK-274 | 753290 | SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS | AT SR 42 (BRIARCLIFF ROAD) | Roadway / Operations & Safety | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,829,888 | \$ 707,472 | \$ - | \$ - | \$ 3,537,360 |
| DK-274 | 753290 | SR 236 (LAVISTA ROAD) INTERSECTION IMPROVEMENTS | AT SR 42 (BRIARCLIFF ROAD) | Roadway / Operations & Safety | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ - | \$ - | \$ - |
| 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 | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 14,365,737 | \$ - | \$ 3,591,434 | \$ - | \$ 17,957,171 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|--|---|-------|--------------|----------------|---|---------------|------------|---------------|------|---------------|
| DK-328A | 6889 | LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE III - NEW ALIGNMENT | FROM HILLDALE DRIVE TO WOODROW ROAD | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 7,679,200 | \$ - | \$ 1,919,800 | \$ - | \$ 9,599,000 |
| DK-328B | 6889 | LITHONIA INDUSTRIAL BOULEVARD EXTENSION: PHASE IV - NEW ALIGNMENT | FROM WOODROW ROAD TO EVANS MILL ROAD | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 6,345,000 | \$ - | \$ 6,345,000 |
| 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 | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 8,280,442 | \$ - | \$ 2,070,111 | \$ - | \$ 10,350,553 |
| 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 | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 6,018,087 | \$ - | \$ 6,018,087 |
| DK-340 | 6896 | WESLEY CHAPEL ROAD WIDENING | FROM BORING ROAD TO SR 155 (FLAT SHOALS PARKWAY) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 18,854,017 | \$ - | \$ 4,713,505 | \$ - | \$ 23,567,523 |
| DK-341A | 6897 | FLAKES MILL ROAD WIDENING | FROM RIVER ROAD TO SR 155 (FLAT SHOALS PARKWAY) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 40,732,016 | \$ - | \$ 10,183,008 | \$ - | \$ 50,915,024 |
| DK-344A | 2669 | UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,982,300 | \$ - | \$ - | \$ - | \$ 5,982,300 |
| DK-344A | 2669 | UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 200,000 | \$ - | \$ - | \$ - | \$ 200,000 |
| DK-344C | 6999 | UPGRADES TO APPROXIMATELY 31 SIGNALS IN DEKALB COUNTY | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,011,616 | \$ - | \$ - | \$ - | \$ 5,011,616 |
| DK-348 | 7031 | US 29/78/278 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT | AT LULLWATER CREEK | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 764,896 | \$ 191,224 | \$ - | \$ - | \$ 956,120 |
| DK-348 | 7031 | US 29/78/278 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT | AT LULLWATER CREEK | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| DK-348 | 7031 | US 29/78/278 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT | AT LULLWATER CREEK | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 571,200 | \$ 142,800 | \$ - | \$ - | \$ 714,000 |
| DK-352 | 7632 | SOUTH FORK PEACHTREE CREEK TRAIL | FROM MASON MILL TENNIS CENTER TO NORTH DRUID HILLS ROAD | Last Mile Connectivity / Sidepaths and Trails | CST | 2014 | 1.0000 | Federal Earmark Funding | \$ 1,439,840 | \$ - | \$ 317,500 | \$ - | \$ 1,757,340 |
| DK-352 | 7632 | SOUTH FORK PEACHTREE CREEK TRAIL | FROM MASON MILL TENNIS CENTER TO NORTH DRUID HILLS ROAD | Last Mile Connectivity / Sidepaths and Trails | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,100,000 | \$ - | \$ 317,500 | \$ - | \$ 1,417,500 |
| DK-353 | 7613 | CITY STREETScape AND PEDESTRIAN ENHANCEMENT | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2016 | 1.0000 | Federal Earmark Funding | \$ 3,519,601 | \$ - | \$ 138,003 | \$ - | \$ 3,657,604 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|---|---|-------|--------------|----------------|--|----------------|---------------|--------------|------|----------------|
| DK-353 | 7613 | CITY STREETSCAPE AND PEDESTRIAN ENHANCEMENT | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2016 | 1.0000 | Georgia Transportation Infrastructure Bank | \$ - | \$ 1,128,201 | \$ - | \$ - | \$ 1,128,201 |
| DK-353 | 7613 | CITY STREETSCAPE AND PEDESTRIAN ENHANCEMENT | (blank) | Last Mile Connectivity / Pedestrian Facility | ROW | 2014 | 1.0000 | Georgia Transportation Infrastructure Bank | \$ - | \$ 431,250 | \$ - | \$ - | \$ 431,250 |
| DK-363 | 9167 | MAIN STREET PEDESTRIAN FACILITY: PHASE II | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 927,200 | \$ - | \$ 231,800 | \$ - | \$ 1,159,000 |
| DK-363 | 9167 | MAIN STREET PEDESTRIAN FACILITY: PHASE II | (blank) | Last Mile Connectivity / Pedestrian Facility | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,000 | \$ - | \$ 4,000 |
| DK-363 | 9167 | MAIN STREET PEDESTRIAN FACILITY: PHASE II | (blank) | Last Mile Connectivity / Pedestrian Facility | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 352,800 | \$ - | \$ 88,200 | \$ - | \$ 441,000 |
| DK-375 | 7015 | PANTHERSVILLE ROAD INTERSECTION IMPROVEMENTS | AT CLIFTON SPRINGS ROAD | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 794,784 | \$ - | \$ 280,591 | \$ - | \$ 1,075,375 |
| DK-375 | 7015 | PANTHERSVILLE ROAD INTERSECTION IMPROVEMENTS | AT CLIFTON SPRINGS ROAD | Roadway / Operations & Safety | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,041,000 | \$ - | \$ 1,041,000 |
| DK-376 | 10326 | SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS | FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD | Last Mile Connectivity / Pedestrian Facility | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,400,000 | \$ - | \$ 600,000 | \$ - | \$ 3,000,000 |
| DK-376 | 10326 | SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS | FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD | Last Mile Connectivity / Pedestrian Facility | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,000,000 | \$ - | \$ 1,000,000 |
| DK-377 | 10327 | NORTH MCDONOUGH ROAD BICYCLE AND PEDESTRIAN FACILITIES | FROM COLLEGE AVENUE TO WEST TRINITY PLACE | Last Mile Connectivity / Complete Street Retrofit | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,335,867 | \$ - | \$ 433,967 | \$ - | \$ 1,769,834 |
| DK-400 | TBD | REVIVE 285 - I-285 NORTH BRIDGE REPLACEMENT AND INTERCHANGE IMPROVEMENTS | AT ASHFORD DUNWOODY ROAD | Roadway / Interchange Upgrade | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 36,641,405 | \$ 9,160,351 | \$ - | \$ - | \$ 45,801,756 |
| DK-401 | 714000 | REVIVE 285 - I-285 NORTH COLLECTOR/DISTRIBUTOR LANES | FROM ASHFORD DUNWOODY ROAD TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) | Roadway / Interchange Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 130,859,280 | \$ 32,714,820 | \$ - | \$ - | \$ 163,574,100 |
| DK-402 | TBD | REVIVE 285 - I-285 NORTH COLLECTOR/DISTRIBUTOR LANES | FROM US 23 (BUFORD HIGHWAY) TO I-85 NORTH | Roadway / Interchange Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 44,364,240 | \$ 11,091,060 | \$ - | \$ - | \$ 55,455,300 |
| DK-403 | 9031 | NORTHLAKE AREA PEDESTRIAN IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 719,920 | \$ - | \$ 179,980 | \$ - | \$ 899,900 |
| DK-403 | 9031 | NORTHLAKE AREA PEDESTRIAN IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Enhancements | \$ 475,000 | \$ - | \$ 118,750 | \$ - | \$ 593,750 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|----------|--|---|--|-------|-------------|----------------|---------------------------------|--------------|------------|------------|------|--------------|
| DK-406 | 12611 | CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS | (blank) | Last Mile Connectivity / Complete Street Retrofit | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,822,230 | \$ - | \$ 455,560 | \$ - | \$ 2,277,790 |
| DK-406 | 12611 | CLAIREMONT-COMMERCE-CHURCH BICYCLE/PEDESTRIAN IMPROVEMENTS | (blank) | Last Mile Connectivity / Complete Street Retrofit | ROW | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 287,200 | \$ - | \$ 71,800 | \$ - | \$ 359,000 |
| DK-407 | 12612 | NEW PEACHTREE ROAD BICYCLE/PEDESTRIAN IMPROVEMENTS | FROM NORTH OF SHALLOWFORD ROAD TO STEWART ROAD | Last Mile Connectivity / Complete Street Retrofit | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,184,000 | \$ - | \$ 546,000 | \$ - | \$ 2,730,000 |
| DK-407 | 12612 | NEW PEACHTREE ROAD BICYCLE/PEDESTRIAN IMPROVEMENTS | FROM NORTH OF SHALLOWFORD ROAD TO STEWART ROAD | Last Mile Connectivity / Complete Street Retrofit | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 70,000 | \$ - | \$ 17,500 | \$ - | \$ 87,500 |
| DK-407 | 12612 | NEW PEACHTREE ROAD BICYCLE/PEDESTRIAN IMPROVEMENTS | FROM NORTH OF SHALLOWFORD ROAD TO STEWART ROAD | Last Mile Connectivity / Complete Street Retrofit | ROW | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 24,000 | \$ - | \$ 6,000 | \$ - | \$ 30,000 |
| DK-408 | 12613 | KEY ROAD AND CONSTITUTION ROAD BRIDGE DECK REPLACEMENTS | AT ENTRENCHMENT CREEK | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,252,000 | \$ - | \$ 313,000 | \$ - | \$ 1,565,000 |
| DK-408 | 12613 | KEY ROAD AND CONSTITUTION ROAD BRIDGE DECK REPLACEMENTS | AT ENTRENCHMENT CREEK | Roadway / Operations & Safety | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| DK-412 | 12617 II | TUCKER PEDESTRIAN FACILITIES - PHASE II | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 640,000 | \$ - | \$ 160,000 | \$ - | \$ 800,000 |
| DK-412 | 12617 II | TUCKER PEDESTRIAN FACILITIES - PHASE II | (blank) | Last Mile Connectivity / Pedestrian Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 70,000 | \$ - | \$ 17,500 | \$ - | \$ 87,500 |
| DK-412 | 12617 II | TUCKER PEDESTRIAN FACILITIES - PHASE II | (blank) | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| DK-413 | 8121 | ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM ALLGOOD ROAD TO ROLAND ROAD | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | Federal Earmark Funding | \$ 749,800 | \$ - | \$ 187,450 | \$ - | \$ 937,250 |
| DK-413 | 8121 | ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM ALLGOOD ROAD TO ROLAND ROAD | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | STP - Enhancements | \$ 441,600 | \$ - | \$ 110,400 | \$ - | \$ 552,000 |
| DK-413 | 8121 | ROCKBRIDGE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM ALLGOOD ROAD TO ROLAND ROAD | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2015 | 1.0000 | Federal Earmark Funding | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| DK-414 | 7618 | BICYCLE/PEDESTRIAN UPGRADE TO PUBLIC SCHOOLS | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | Federal Earmark Funding | \$ 2,459,660 | \$ - | \$ 614,915 | \$ - | \$ 3,074,575 |
| 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 | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 673,014 | \$ 168,253 | \$ - | \$ - | \$ 841,267 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|---|--|-------|-------------|----------------|--|------------|------------|--------------|------|--------------|
| 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 | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 88,000 | \$ 22,000 | \$ - | \$ - | \$ 110,000 |
| 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 | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 320,688 | \$ 80,172 | \$ - | \$ - | \$ 400,860 |
| DK-417 | 12875 | GEORGETOWN AREA MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 540,000 | \$ - | \$ 1,760,000 | \$ - | \$ 2,300,000 |
| DK-417 | 12875 | GEORGETOWN AREA MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 100,000 | \$ - | \$ 25,000 | \$ - | \$ 125,000 |
| DK-417 | 12875 | GEORGETOWN AREA MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 750,000 | \$ - | \$ 750,000 |
| DK-417 | 12875 | GEORGETOWN AREA MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| DK-417 | 12875 | GEORGETOWN AREA MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | UTL | 2018 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,200,000 | \$ - | \$ 1,200,000 |
| DK-418 | 12876 | PERIMETER COMMUTER TRAIL SYSTEM STUDY | (blank) | Other / Planning | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 400,000 | \$ - | \$ 100,000 | \$ - | \$ 500,000 |
| DK-419 | TBD | ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 900,000 | \$ - | \$ 225,000 | \$ - | \$ 1,125,000 |
| DK-419 | TBD | ASHFORD DUNWOODY ROAD AND DRESDEN DRIVE - ITS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 150,000 | \$ - | \$ 37,500 | \$ - | \$ 187,500 |
| DK-420 | TBD | DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| DK-420 | TBD | DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 100,000 | \$ - | \$ 40,000 | \$ - | \$ 140,000 |
| DK-420 | TBD | DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK | (blank) | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 100,000 | \$ - | \$ 25,000 | \$ - | \$ 125,000 |
| DK-421 | 12824 | US 78/278 (PONCE DE LEON AVENUE) SIGNAL UPGRADES | AT SPRINGDALE ROAD, OAKDALE ROAD, LULLWATER ROAD AND CLIFTON ROAD | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 520,000 | \$ 130,000 | \$ - | \$ - | \$ 650,000 |
| DK-421 | 12824 | US 78/278 (PONCE DE LEON AVENUE) SIGNAL UPGRADES | AT SPRINGDALE ROAD, OAKDALE ROAD, LULLWATER ROAD AND CLIFTON ROAD | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 125,000 | \$ - | \$ - | \$ - | \$ 125,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|---|-------------------------------|-------|-------------|----------------|--|--------------|------------|-------|------|--------------|
| DK-421 | 12824 | US 78/278 (PONCE DE LEON AVENUE) SIGNAL UPGRADES | AT SPRINGDALE ROAD, OAKDALE ROAD, LULLWATER ROAD AND CLIFTON ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 200,000 | \$ 50,000 | \$ - | \$ - | \$ 250,000 |
| DK-422 | 12819 | US 23 (MORELAND AVENUE) SIGNAL UPGRADES | AT 12 LOCATIONS | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,248,000 | \$ 312,000 | \$ - | \$ - | \$ 1,560,000 |
| DK-422 | 12819 | US 23 (MORELAND AVENUE) SIGNAL UPGRADES | AT 12 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 300,000 | \$ - | \$ - | \$ - | \$ 300,000 |
| DK-422 | 12819 | US 23 (MORELAND AVENUE) SIGNAL UPGRADES | AT 12 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 480,000 | \$ 120,000 | \$ - | \$ - | \$ 600,000 |
| DK-423 | 12826 | SR 155 (CLAIRMONT ROAD) SIGNAL UPGRADES | AT 8 LOCATIONS | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 832,000 | \$ 208,000 | \$ - | \$ - | \$ 1,040,000 |
| DK-423 | 12826 | SR 155 (CLAIRMONT ROAD) SIGNAL UPGRADES | AT 8 LOCATIONS | Roadway / Operations & Safety | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 200,000 | \$ - | \$ - | \$ - | \$ 200,000 |
| DK-423 | 12826 | SR 155 (CLAIRMONT ROAD) SIGNAL UPGRADES | AT 8 LOCATIONS | Roadway / Operations & Safety | ROW | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 320,000 | \$ 80,000 | \$ - | \$ - | \$ 400,000 |
| DK-424 | 12814 | US 29 (SCOTT BOULEVARD / LAWRENCEVILLE HIGHWAY) AND SR 236 (HUGH HOWELL ROAD) SIGNAL UPGRADES | AT 9 LOCATIONS | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,170,000 | \$ - | \$ - | \$ - | \$ 1,170,000 |
| DK-424 | 12814 | US 29 (SCOTT BOULEVARD / LAWRENCEVILLE HIGHWAY) AND SR 236 (HUGH HOWELL ROAD) SIGNAL UPGRADES | AT 9 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 225,000 | \$ - | \$ - | \$ - | \$ 225,000 |
| DK-424 | 12814 | US 29 (SCOTT BOULEVARD / LAWRENCEVILLE HIGHWAY) AND SR 236 (HUGH HOWELL ROAD) SIGNAL UPGRADES | AT 9 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 450,000 | \$ - | \$ - | \$ - | \$ 450,000 |
| DK-425 | 12815 | US 278 (COVINGTON HIGHWAY) AND EVANS MILL ROAD SIGNAL UPGRADES | AT 10 LOCATIONS | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,050,000 | \$ - | \$ - | \$ - | \$ 1,050,000 |
| DK-425 | 12815 | US 278 (COVINGTON HIGHWAY) AND EVANS MILL ROAD SIGNAL UPGRADES | AT 10 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 250,000 | \$ - | \$ - | \$ - | \$ 250,000 |
| DK-425 | 12815 | US 278 (COVINGTON HIGHWAY) AND EVANS MILL ROAD SIGNAL UPGRADES | AT 10 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| DK-426 | 12820 | SR 154 (MEMORIAL DRIVE) AND SR 155 (CANDLER ROAD) SIGNAL UPGRADES | AT 14 LOCATIONS | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,820,000 | \$ - | \$ - | \$ - | \$ 1,820,000 |
| DK-426 | 12820 | SR 154 (MEMORIAL DRIVE) AND SR 155 (CANDLER ROAD) SIGNAL UPGRADES | AT 14 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 350,000 | \$ - | \$ - | \$ - | \$ 350,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|-----------|---|--------------------------------------|--|-------|--------------|----------------|---|---------------|---------------|--------------|------|---------------|
| DK-426 | 12820 | SR 154 (MEMORIAL DRIVE) AND SR 155 (CANDLER ROAD) SIGNAL UPGRADES | AT 14 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 700,000 | \$ - | \$ - | \$ - | \$ 700,000 |
| DK-AR-206 | 713290 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 155 (FLAT SHOALS PARKWAY) | Roadway / Interchange Capacity | CST | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 20,028,557 | \$ 5,007,139 | \$ - | \$ - | \$ 25,035,696 |
| DK-AR-206 | 713290 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 155 (FLAT SHOALS PARKWAY) | Roadway / Interchange Capacity | UTL | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 448,800 | \$ 112,200 | \$ - | \$ - | \$ 561,000 |
| DK-AR-207 | 713300 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT BOULDERCREST ROAD | Roadway / Interchange Capacity | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 19,956,085 | \$ 4,989,021 | \$ - | \$ - | \$ 24,945,106 |
| DK-AR-207 | 713300 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT BOULDERCREST ROAD | Roadway / Interchange Capacity | PE | 2014 | 1.2690 | National Highway Performance Program (NHPP) | \$ 101,520 | \$ 25,380 | \$ - | \$ - | \$ 126,900 |
| DK-AR-207 | 713300 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT BOULDERCREST ROAD | Roadway / Interchange Capacity | ROW | 2014 | 1.2690 | National Highway Performance Program (NHPP) | \$ 487,296 | \$ 121,824 | \$ - | \$ - | \$ 609,120 |
| DK-AR-207 | 713300 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT BOULDERCREST ROAD | Roadway / Interchange Capacity | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 17,473,726 | \$ 4,368,432 | \$ - | \$ - | \$ 21,842,158 |
| DK-AR-207 | 713300 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT BOULDERCREST ROAD | Roadway / Interchange Capacity | UTL | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 264,979 | \$ 66,245 | \$ - | \$ - | \$ 331,224 |
| DK-AR-241 | 378 | I-285 EAST INTERCHANGE IMPROVEMENTS | AT I-20 EAST | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 71,064,000 | \$ 17,766,000 | \$ - | \$ - | \$ 88,830,000 |
| DK-AR-241 | 378 | I-285 EAST INTERCHANGE IMPROVEMENTS | AT I-20 EAST | Roadway / Interchange Capacity | ROW | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 10,659,319 | \$ 2,664,830 | \$ - | \$ - | \$ 13,324,149 |
| DK-AR-242 | 2868 | PANOLA ROAD WIDENING: SEGMENT 4 - INCLUDES I-20 INTERCHANGE | AT PANOLA ROAD | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 15,703,336 | \$ 3,925,834 | \$ - | \$ - | \$ 19,629,170 |
| DK-AR-242 | 2868 | PANOLA ROAD WIDENING: SEGMENT 4 - INCLUDES I-20 INTERCHANGE | AT PANOLA ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 5,709,283 | \$ 1,427,321 | \$ - | \$ - | \$ 7,136,604 |
| DK-AR-242 | 2868 | PANOLA ROAD WIDENING: SEGMENT 4 - INCLUDES I-20 INTERCHANGE | AT PANOLA ROAD | Roadway / General Purpose Capacity | UTL | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,119,338 | \$ 279,834 | \$ - | \$ - | \$ 1,399,172 |
| DK-AR-BP020 | 9/0007621 | STONE MOUNTAIN LITHONIA ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM POOLE STREET TO ROCKBRIDGE ROAD | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | Federal Earmark Funding | \$ 1,619,821 | \$ - | \$ 1,381,345 | \$ - | \$ 3,001,166 |
| DK-AR-BP020 | 9/0007621 | STONE MOUNTAIN LITHONIA ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM POOLE STREET TO ROCKBRIDGE ROAD | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 1,750,000 | \$ - | \$ 437,000 | \$ - | \$ 2,187,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-------------|-----------|---|---|--|-------|--------------|----------------|---------------------------------------|---------------|--------------|---------------|------|---------------|
| DK-AR-BP020 | 9/0007621 | STONE MOUNTAIN LITHONIA ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM POOLE STREET TO ROCKBRIDGE ROAD | Last Mile Connectivity / Joint Bike-Ped Facilities | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 287,646 | \$ - | \$ 287,646 |
| DK-AR-BP067 | 8268 | DEKALB SIDEWALK PROGRAM: PHASE 2C - FLAT SHOALS, HENDERSON, AND SALEM ROADS | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,094,508 | \$ - | \$ 2,094,508 |
| DK-AR-BP067 | 8268 | DEKALB SIDEWALK PROGRAM: PHASE 2C - FLAT SHOALS, HENDERSON, AND SALEM ROADS | (blank) | Last Mile Connectivity / Pedestrian Facility | ROW | 2014 | 1.0000 | Federal Earmark Funding | \$ 600,000 | \$ - | \$ 150,000 | \$ - | \$ 750,000 |
| DO-019 | 721770 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 11,518,504 | \$ 2,879,626 | \$ - | \$ - | \$ 14,398,130 |
| DO-019 | 721770 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Roadway / General Purpose Capacity | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,200,000 | \$ 300,000 | \$ - | \$ - | \$ 1,500,000 |
| DO-019 | 721770 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 9,715,911 | \$ 2,428,978 | \$ - | \$ - | \$ 12,144,889 |
| DO-019 | 721770 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Roadway / General Purpose Capacity | ROW | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 7,331,768 | \$ 1,832,942 | \$ - | \$ - | \$ 9,164,710 |
| DO-019 | 721770 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,046,424 | \$ - | \$ 1,046,424 |
| DO-022 | 4427 | 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 | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 19,197,890 | \$ - | \$ 19,197,890 |
| DO-031A | N/A | DOUGLAS BOULEVARD EXTENSION - NEW ALIGNMENT | FROM CHAPEL HILL ROAD TO MIDWAY ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 33,630,660 | \$ - | \$ 33,630,660 |
| DO-220A | 4428 | LEE ROAD: SEGMENT 2 - WIDENING | FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,160,240 | \$ 790,060 | \$ 9,538,425 | \$ - | \$ 13,488,725 |
| DO-220A | 4428 | LEE ROAD: SEGMENT 2 - WIDENING | FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |
| DO-252A | N/A | CHAPEL HILL ROAD WIDENING | FROM CENTRAL CHURCH ROAD TO STEWARTS MILL ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 16,040,160 | \$ - | \$ 4,010,040 | \$ - | \$ 20,050,200 |
| DO-252B | N/A | CHAPEL HILL ROAD WIDENING | FROM DORSETT SHOALS ROAD TO CENTRAL CHURCH ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 7,687,008 | \$ - | \$ 1,921,752 | \$ - | \$ 9,608,760 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|---|---|-------|-------------|----------------|--|---------------|--------------|--------------|------|---------------|
| DO-282A | 6900 | SR 92 REALIGNMENT: PHASE I INCLUDING BRIDGE UNDERPASS AND RAILROAD CROSSING CLOSURES | FROM COOPER STREET RELOCATION TO ELLIS STREET RELOCATION | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 22,503,983 | \$ 5,625,996 | \$ - | \$ - | \$ 28,129,979 |
| DO-282A | 6900 | SR 92 REALIGNMENT: PHASE I INCLUDING BRIDGE UNDERPASS AND RAILROAD CROSSING CLOSURES | FROM COOPER STREET RELOCATION TO ELLIS STREET RELOCATION | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 488,000 | \$ 122,000 | \$ - | \$ - | \$ 610,000 |
| DO-282B | 6901 | SR 92 REALIGNMENT: PHASE II | FROM COOPER STREET RELOCATION TO PINE DRIVE | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 12,697,354 | \$ 3,174,339 | \$ - | \$ - | \$ 15,871,693 |
| DO-282B | 6901 | SR 92 REALIGNMENT: PHASE II | FROM COOPER STREET RELOCATION TO PINE DRIVE | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 994,400 | \$ 248,600 | \$ - | \$ - | \$ 1,243,000 |
| DO-282C | 720970 | SR 92 REALIGNMENT: PHASE III | FROM ELLIS STREET RELOCATION TO NORTH OF MALONE ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 14,936,192 | \$ 3,734,048 | \$ - | \$ - | \$ 18,670,240 |
| DO-282C | 720970 | SR 92 REALIGNMENT: PHASE III | FROM ELLIS STREET RELOCATION TO NORTH OF MALONE ROAD | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 803,200 | \$ 200,800 | \$ - | \$ - | \$ 1,004,000 |
| 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 | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 596,000 | \$ - | \$ 149,000 | \$ - | \$ 745,000 |
| DO-295 | 12620 | SR 6 (THORNTON ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | FROM I-20 IN DOUGLAS COUNTY TO GARRETT ROAD IN COBB COUNTY | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,312,000 | \$ - | \$ 328,000 | \$ - | \$ 1,640,000 |
| DO-296 | 12621 | MAXHAM ROAD CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | FROM SR 6 (THORNTON ROAD) TO TREE TERRACE PARKWAY | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 960,000 | \$ - | \$ 240,000 | \$ - | \$ 1,200,000 |
| DO-297 | 12622 | ITS SYSTEM EXPANSION - CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | AT SR 92 (FAIRBURN ROAD), US 78 (BANKHEAD STERET/BROAD STREET) AND CHAPEL HILL ROAD | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 476,000 | \$ - | \$ 119,000 | \$ - | \$ 595,000 |
| DO-298 | 12877 | CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION FROM BOUNDARY WATERS PARK TO SWEETWATER CREEK STATE PARK | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 9,303,700 | \$ - | \$ 9,303,700 |
| DO-298 | 12877 | CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION FROM BOUNDARY WATERS PARK TO SWEETWATER CREEK STATE PARK | (blank) | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 1,300,000 | \$ - | \$ 325,000 | \$ - | \$ 1,625,000 |
| DO-298 | 12877 | CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION FROM BOUNDARY WATERS PARK TO SWEETWATER CREEK STATE PARK | (blank) | Last Mile Connectivity / Sidepaths and Trails | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 741,300 | \$ - | \$ 741,300 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|--|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 28,425,600 | \$ 7,106,400 | \$ - | \$ - | \$ 35,532,000 |
| 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 | PE | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,319,835 | \$ 329,959 | \$ - | \$ - | \$ 1,649,794 |
| 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 | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 5,513,691 | \$ 1,378,423 | \$ - | \$ - | \$ 6,892,114 |
| 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 | SCP | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 800,000 | \$ 200,000 | \$ - | \$ - | \$ 1,000,000 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,030,400 | \$ 507,600 | \$ - | \$ - | \$ 2,538,000 |
| FA-085 | 321960 | SR 85 WIDENING | FROM SR 92 TO GRADY AVENUE | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 5,685,120 | \$ - | \$ 1,421,280 | \$ - | \$ 7,106,400 |
| FA-085 | 321960 | SR 85 WIDENING | FROM SR 92 TO GRADY AVENUE | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 32,000 | \$ 8,000 | \$ - | \$ - | \$ 40,000 |
| FA-085 | 321960 | SR 85 WIDENING | FROM SR 92 TO GRADY AVENUE | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,120,000 | \$ 280,000 | \$ - | \$ - | \$ 1,400,000 |
| FA-235C | 6903 | WEST FAYETTEVILLE BYPASS: PHASE 3 - NEW ALIGNMENT | FROM LESTER ROAD TO REDWINE ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 13,095,065 | \$ 12,690 | \$ 7,829,476 | \$ - | \$ 20,937,231 |
| FA-236A | 6904 | EAST FAYETTEVILLE BYPASS: SEGMENT 1 NEW ALIGNMENT | FROM SOUTH JEFF DAVIS DRIVE TO SR 54 (FAYETTEVILLE ROAD) | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 7,000,000 | \$ - | \$ 19,947,544 | \$ - | \$ 26,947,544 |
| FA-236A | 6904 | EAST FAYETTEVILLE BYPASS: SEGMENT 1 NEW ALIGNMENT | FROM SOUTH JEFF DAVIS DRIVE TO SR 54 (FAYETTEVILLE ROAD) | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,107,000 | \$ - | \$ 5,107,000 |
| FA-236A | 6904 | EAST FAYETTEVILLE BYPASS: SEGMENT 1 NEW ALIGNMENT | FROM SOUTH JEFF DAVIS DRIVE TO SR 54 (FAYETTEVILLE ROAD) | Roadway / General Purpose Capacity | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,423,640 | \$ - | \$ 5,423,640 |
| FA-236B | 8517 | EAST FAYETTEVILLE BYPASS: SEGMENT 2 NEW ALIGNMENT | FROM SR 54 (FAYETTEVILLE ROAD) TO SR 85 [PE AND ROW FUNDS INCLUDED UNDER SCOPE OF FA-236A] | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 9,019,742 | \$ - | \$ 2,641,228 | \$ - | \$ 11,660,970 |
| FA-236B | 8517 | EAST FAYETTEVILLE BYPASS: SEGMENT 2 NEW ALIGNMENT | FROM SR 54 (FAYETTEVILLE ROAD) TO SR 85 [PE AND ROW FUNDS INCLUDED UNDER SCOPE OF FA-236A] | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,861,000 | \$ - | \$ 2,861,000 |
| FA-267 | 331650 | MCINTOSH ROAD BRIDGE REPLACEMENT | AT FLINT RIVER | Roadway / Bridge Upgrade | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,239,171 | \$ - | \$ 559,793 | \$ - | \$ 2,798,964 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|---------------------|--|-------|-------------|----------------|---------------------------------------|------------|------------|--------------|------|--------------|
| FA-267 | 331650 | MCINTOSH ROAD BRIDGE REPLACEMENT | AT FLINT RIVER | Roadway / Bridge Upgrade | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 113,000 | \$ - | \$ 113,000 |
| FA-267 | 331650 | MCINTOSH ROAD BRIDGE REPLACEMENT | AT FLINT RIVER | Roadway / Bridge Upgrade | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 35,000 | \$ - | \$ 35,000 |
| FA-349 | 8598 | EBENEZER CHURCH ROAD BRIDGE REPLACEMENT | AT WHITEWATER CREEK | Roadway / Bridge Upgrade | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 913,134 | \$ 228,284 | \$ - | \$ - | \$ 1,141,418 |
| FA-349 | 8598 | EBENEZER CHURCH ROAD BRIDGE REPLACEMENT | AT WHITEWATER CREEK | Roadway / Bridge Upgrade | PE | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 86,047 | \$ 21,512 | \$ - | \$ - | \$ 107,559 |
| FA-349 | 8598 | EBENEZER CHURCH ROAD BRIDGE REPLACEMENT | AT WHITEWATER CREEK | Roadway / Bridge Upgrade | ROW | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 100,000 | \$ - | \$ 100,000 |
| FA-351 | 12623 | SR 85 CONNECTOR, BROOKS WOOLSEY ROAD AND EBENEZER ROAD - RESURFACING | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 705,600 | \$ - | \$ 176,400 | \$ - | \$ 882,000 |
| FA-351 | 12623 | SR 85 CONNECTOR, BROOKS WOOLSEY ROAD AND EBENEZER ROAD - RESURFACING | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| FA-352 | 12624 | REDWINE ROAD AND STARRS MILL SCHOOL COMPLEX MULTI-USE PATH | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 606,400 | \$ - | \$ 151,600 | \$ - | \$ 758,000 |
| FA-352 | 12624 | REDWINE ROAD AND STARRS MILL SCHOOL COMPLEX MULTI-USE PATH | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 91,200 | \$ - | \$ 22,800 | \$ - | \$ 114,000 |
| FA-352 | 12624 | REDWINE ROAD AND STARRS MILL SCHOOL COMPLEX MULTI-USE PATH | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 100,000 | \$ - | \$ 25,000 | \$ - | \$ 125,000 |
| FA-352 | 12624 | REDWINE ROAD AND STARRS MILL SCHOOL COMPLEX MULTI-USE PATH | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 60,800 | \$ - | \$ 15,200 | \$ - | \$ 76,000 |
| FA-353 | 12878 | PATH FORWARD PROGRAM - WEST FAYETTEVILLE NEIGHBORHOODS | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,123,500 | \$ - | \$ 2,123,500 |
| FA-353 | 12878 | PATH FORWARD PROGRAM - WEST FAYETTEVILLE NEIGHBORHOODS | (blank) | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 749,000 | \$ - | \$ 187,250 | \$ - | \$ 936,250 |
| FA-353 | 12878 | PATH FORWARD PROGRAM - WEST FAYETTEVILLE NEIGHBORHOODS | (blank) | Last Mile Connectivity / Sidepaths and Trails | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 170,000 | \$ - | \$ 170,000 |
| FA-354 | 12879 | PATH FORWARD PROGRAM - COWETA-FAYETTE ROCKAWAY ROAD | (blank) | Last Mile Connectivity / Sidepaths and Trails | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 262,500 | \$ - | \$ 262,500 |
| FA-354 | 12879 | PATH FORWARD PROGRAM - COWETA-FAYETTE ROCKAWAY ROAD | (blank) | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 92,000 | \$ - | \$ 23,000 | \$ - | \$ 115,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|--|---|-------|--------------|----------------|---------------------------------------|---------------|--------------|---------------|------|---------------|
| FA-354 | 12879 | PATH FORWARD PROGRAM - COWETA-FAYETTE ROCKAWAY ROAD | (blank) | Last Mile Connectivity / Sidepaths and Trails | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 20,000 | \$ - | \$ 20,000 |
| FN-067A | 721780 | SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING | FROM ACADEMY STREET TO WINDWARD PARKWAY | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 9,890,494 | \$ 2,472,624 | \$ - | \$ - | \$ 12,363,118 |
| FN-067A | 721780 | SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING | FROM ACADEMY STREET TO WINDWARD PARKWAY | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 17,507,691 | \$ 4,376,923 | \$ - | \$ - | \$ 21,884,614 |
| FN-067B | 721790 | SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS | FROM UPPER HEMBREE ROAD TO ACADEMY STREET | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,454,541 | \$ 2,113,635 | \$ - | \$ - | \$ 10,568,176 |
| FN-067B | 721790 | SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS | FROM UPPER HEMBREE ROAD TO ACADEMY STREET | Roadway / Operations & Safety | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 11,885,971 | \$ 2,971,493 | \$ - | \$ - | \$ 14,857,464 |
| FN-067B | 721790 | SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS | FROM UPPER HEMBREE ROAD TO ACADEMY STREET | Roadway / Operations & Safety | UTL | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 469,897 | \$ 117,474 | \$ - | \$ - | \$ 587,371 |
| FN-140 | N/A | MANSELL ROAD EXTENSION - NEW ALIGNMENT | FROM SR 92 (CROSSVILLE ROAD) TO SR 9 (ALPHARETTA STREET) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 13,772,556 | \$ - | \$ 13,772,556 |
| FN-145 | N/A | COMMERCE PARKWAY EXTENSION - NEW ALIGNMENT | FROM OLD ROSWELL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 13,772,556 | \$ - | \$ 13,772,556 |
| FN-192H | 265 | HARDSCRABBLE ROAD MULTI-USE PATH | FROM KING ROAD TO ETRIS ROAD | Last Mile Connectivity / Sidepaths and Trails | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 2,415,535 | \$ - | \$ 603,884 | \$ - | \$ 3,019,419 |
| FN-192H | 265 | HARDSCRABBLE ROAD MULTI-USE PATH | FROM KING ROAD TO ETRIS ROAD | Last Mile Connectivity / Sidepaths and Trails | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| FN-192H | 265 | HARDSCRABBLE ROAD MULTI-USE PATH | FROM KING ROAD TO ETRIS ROAD | Last Mile Connectivity / Sidepaths and Trails | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 206,000 | \$ - | \$ 206,000 |
| FN-192H | 265 | HARDSCRABBLE ROAD MULTI-USE PATH | FROM KING ROAD TO ETRIS ROAD | Last Mile Connectivity / Sidepaths and Trails | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 50,000 | \$ - | \$ 50,000 |
| FN-221 | 751420 | JOHNSON FERRY ROAD OPERATIONAL IMPROVEMENTS | FROM US 19 (ROSWELL ROAD) TO HUNTING CREEK ROAD | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Federal Earmark Funding | \$ 2,744,000 | \$ 686,000 | \$ - | \$ - | \$ 3,430,000 |
| FN-221 | 751420 | JOHNSON FERRY ROAD OPERATIONAL IMPROVEMENTS | FROM US 19 (ROSWELL ROAD) TO HUNTING CREEK ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Federal Earmark Funding | \$ 120,750 | \$ 30,187 | \$ - | \$ - | \$ 150,937 |
| FN-221 | 751420 | JOHNSON FERRY ROAD OPERATIONAL IMPROVEMENTS | FROM US 19 (ROSWELL ROAD) TO HUNTING CREEK ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 5,078,400 | \$ 1,854,667 | \$ 960,996 | \$ - | \$ 7,894,063 |
| FN-221 | 751420 | JOHNSON FERRY ROAD OPERATIONAL IMPROVEMENTS | FROM US 19 (ROSWELL ROAD) TO HUNTING CREEK ROAD | Roadway / Operations & Safety | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,168,000 | \$ - | \$ 1,168,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|---|------------------------------------|-------|--------------|----------------|---|---------------|---------------|---------------|------|----------------|
| FN-222 | 7838 | SR 9 (CUMMING HIGHWAY) WIDENING | FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 21,475,632 | \$ 5,368,908 | \$ - | \$ - | \$ 26,844,540 |
| FN-222 | 7838 | SR 9 (CUMMING HIGHWAY) WIDENING | FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE | Roadway / General Purpose Capacity | ROW | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 6,686,313 | \$ 1,671,578 | \$ - | \$ - | \$ 8,357,891 |
| FN-222 | 7838 | SR 9 (CUMMING HIGHWAY) WIDENING | FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 7,576,613 | \$ 1,894,153 | \$ - | \$ - | \$ 9,470,765 |
| FN-225 | 7839 | STATE BRIDGE ROAD / PLEASANT HILL ROAD WIDENING | FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 57,353,229 | \$ 14,338,308 | \$ 35,391,561 | \$ - | \$ 107,083,098 |
| FN-232B | 721308 | SR 140 (HOUZE ROAD) BRIDGE REPLACEMENT | AT LITTLE RIVER AT THE FULTON/CHEROKEE COUNTY LINE | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,391,889 | \$ 597,972 | \$ - | \$ - | \$ 2,989,861 |
| FN-232B | 721308 | SR 140 (HOUZE ROAD) BRIDGE REPLACEMENT | AT LITTLE RIVER AT THE FULTON/CHEROKEE COUNTY LINE | Roadway / Bridge Upgrade | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,299,316 | \$ 824,829 | \$ - | \$ - | \$ 4,124,145 |
| FN-232B | 721308 | SR 140 (HOUZE ROAD) BRIDGE REPLACEMENT | AT LITTLE RIVER AT THE FULTON/CHEROKEE COUNTY LINE | Roadway / Bridge Upgrade | UTL | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 271,075 | \$ 67,769 | \$ - | \$ - | \$ 338,844 |
| FN-233A | 4634 | McGINNIS FERRY ROAD: SEGMENT 1 - WIDENING | FROM UNION HILL ROAD TO SARGENT ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 30,677,602 | \$ 7,669,401 | \$ 7,274,980 | \$ - | \$ 45,621,983 |
| FN-237 | 7313 | SR 372 (CRABAPPLE ROAD/BIRMINGHAM HIGHWAY) INTERSECTION IMPROVEMENTS | AT MCFARLIN LANE, BROADWELL ROAD, AND CRABAPPLE CHASE DRIVE | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 1,680,000 | \$ - | \$ 1,165,746 | \$ - | \$ 2,845,746 |
| FN-237 | 7313 | SR 372 (CRABAPPLE ROAD/BIRMINGHAM HIGHWAY) INTERSECTION IMPROVEMENTS | AT MCFARLIN LANE, BROADWELL ROAD, AND CRABAPPLE CHASE DRIVE | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 32,000 | \$ 8,000 | \$ - | \$ - | \$ 40,000 |
| FN-237 | 7313 | SR 372 (CRABAPPLE ROAD/BIRMINGHAM HIGHWAY) INTERSECTION IMPROVEMENTS | AT MCFARLIN LANE, BROADWELL ROAD, AND CRABAPPLE CHASE DRIVE | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Federal Earmark Funding | \$ 1,280,000 | \$ - | \$ - | \$ - | \$ 1,280,000 |
| FN-237 | 7313 | SR 372 (CRABAPPLE ROAD/BIRMINGHAM HIGHWAY) INTERSECTION IMPROVEMENTS | AT MCFARLIN LANE, BROADWELL ROAD, AND CRABAPPLE CHASE DRIVE | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,000 | \$ - | \$ 5,000 |
| FN-238 | 7311 | BELL ROAD INTERSECTION IMPROVEMENTS | AT BOLES ROAD | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 975,000 | \$ - | \$ - | \$ - | \$ 975,000 |
| FN-238 | 7311 | BELL ROAD INTERSECTION IMPROVEMENTS | AT BOLES ROAD | Roadway / Operations & Safety | UTL | 2014 | 1.0000 | Highway Safety Improvement Program (HSIP) | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 |
| FN-251 | 8750 | BELL ROAD BRIDGE REPLACEMENT | AT CAULEY CREEK | Roadway / Bridge Upgrade | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,173,785 | \$ 293,446 | \$ - | \$ - | \$ 1,467,231 |
| FN-251 | 8750 | BELL ROAD BRIDGE REPLACEMENT | AT CAULEY CREEK | Roadway / Bridge Upgrade | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 27,591 | \$ - | \$ 27,591 |
| FN-252 | 8751 | PARSONS ROAD BRIDGE REPLACEMENT | AT JOHNS CREEK | Roadway / Bridge Upgrade | CST | 2014 | 1.0000 | Federal Earmark Funding | \$ 100,000 | \$ 25,000 | \$ - | \$ - | \$ 125,000 |
| FN-252 | 8751 | PARSONS ROAD BRIDGE REPLACEMENT | AT JOHNS CREEK | Roadway / Bridge Upgrade | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 928,004 | \$ 232,001 | \$ - | \$ - | \$ 1,160,005 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|--|--|-------|--------------|----------------|---------------------------------------|---------------|--------------|--------------|------|---------------|
| FN-253 | 9640 | SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS | AT CHATTAHOOCHEE RIVER | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | Donor State Bonus | \$ 2,580,500 | \$ - | \$ 645,125 | \$ - | \$ 3,225,625 |
| FN-253 | 9640 | SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS | AT CHATTAHOOCHEE RIVER | Last Mile Connectivity / Pedestrian Facility | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 45,900 | \$ - | \$ 45,900 |
| FN-259 | 10241 | ENCORE PARKWAY BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM WESTSIDE PARKWAY TO NORTH POINT PARKWAY | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 4,000,000 | \$ - | \$ 7,112,152 | \$ - | \$ 11,112,152 |
| FN-259 | 10241 | ENCORE PARKWAY BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM WESTSIDE PARKWAY TO NORTH POINT PARKWAY | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 868,000 | \$ - | \$ 868,000 |
| FN-259 | 10241 | ENCORE PARKWAY BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM WESTSIDE PARKWAY TO NORTH POINT PARKWAY | Last Mile Connectivity / Joint Bike-Ped Facilities | UTL | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 403,500 | \$ - | \$ 403,500 |
| FN-260 | 2310 | SR 9 (ROSWELL ROAD) PEDESTRIAN IMPROVEMENTS | FROM CLIFTWOOD DRIVE TO HAMMOND DRIVE | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Enhancements | \$ 800,000 | \$ - | \$ 587,940 | \$ - | \$ 1,387,940 |
| FN-263 | 10418 | SR 120 (KIMBALL BRIDGE ROAD) WIDENING | FROM STATE BRIDGE ROAD TO JONES BRIDGE ROAD | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 17,684,015 | \$ 4,421,004 | \$ - | \$ - | \$ 22,105,019 |
| FN-263 | 10418 | SR 120 (KIMBALL BRIDGE ROAD) WIDENING | FROM STATE BRIDGE ROAD TO JONES BRIDGE ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Federal Earmark Funding | \$ 635,000 | \$ 158,750 | \$ - | \$ - | \$ 793,750 |
| FN-263 | 10418 | SR 120 (KIMBALL BRIDGE ROAD) WIDENING | FROM STATE BRIDGE ROAD TO JONES BRIDGE ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 7,659,009 | \$ 1,914,752 | \$ - | \$ - | \$ 9,573,761 |
| FN-264 | 721000 | SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING | FROM PARSONS ROAD TO MEDLOCK BRIDGE ROAD | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 13,535,900 | \$ 3,383,975 | \$ - | \$ - | \$ 16,919,875 |
| FN-264 | 721000 | SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING | FROM PARSONS ROAD TO MEDLOCK BRIDGE ROAD | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 6,238,940 | \$ 1,559,735 | \$ - | \$ - | \$ 7,798,675 |
| FN-267 | 9981 | HAMMOND DRIVE WIDENING | FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 19,217,520 | \$ - | \$ 4,804,380 | \$ - | \$ 24,021,900 |
| FN-269 | 721010 | SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING | FROM MARIETTA HIGHWAY TO RIVERSIDE DRIVE | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 15,228,000 | \$ 3,807,000 | \$ - | \$ - | \$ 19,035,000 |
| FN-269 | 721010 | SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING | FROM MARIETTA HIGHWAY TO RIVERSIDE DRIVE | Roadway / General Purpose Capacity | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|--|---|-------|--------------|----------------|--|---------------|------------|--------------|------|---------------|
| FN-269 | 721010 | SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING | FROM MARIETTA HIGHWAY TO RIVERSIDE DRIVE | Roadway / General Purpose Capacity | ROW | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,784,000 | \$ 696,000 | \$ - | \$ - | \$ 3,480,000 |
| FN-269 | 721010 | SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING | FROM MARIETTA HIGHWAY TO RIVERSIDE DRIVE | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,903,500 | \$ - | \$ 1,903,500 |
| FN-270 | TBD | JONES BRIDGE ROAD WIDENING | FROM DOUGLAS ROAD TO MCGINNIS FERRY ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 28,425,600 | \$ - | \$ 7,106,400 | \$ - | \$ 35,532,000 |
| FN-273 | 751650 | OLD ALABAMA ROAD WIDENING | FROM NESBIT FERRY ROAD TO JONES BRIDGE ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| FN-275 | 10385 | SANDY SPRINGS CIRCLE COMPLETE STREET - PHASE II | FROM HAMMOND DRIVE TO MOUNT VERNON HIGHWAY | Last Mile Connectivity / Complete Street Retrofit | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,098,000 | \$ - | \$ 525,000 | \$ - | \$ 2,623,000 |
| FN-275 | 10385 | SANDY SPRINGS CIRCLE COMPLETE STREET - PHASE II | FROM HAMMOND DRIVE TO MOUNT VERNON HIGHWAY | Last Mile Connectivity / Complete Street Retrofit | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 300,000 | \$ - | \$ 2,570,000 | \$ - | \$ 2,870,000 |
| FN-275 | 10385 | SANDY SPRINGS CIRCLE COMPLETE STREET - PHASE II | FROM HAMMOND DRIVE TO MOUNT VERNON HIGHWAY | Last Mile Connectivity / Complete Street Retrofit | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 550,000 | \$ - | \$ 550,000 |
| FN-277 | 752660 | OLD ALABAMA ROAD WIDENING | FROM BUICE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD) | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,020,880 | \$ 505,220 | \$ - | \$ - | \$ 2,526,100 |
| FN-278 | 10768 | WINDWARD PARKWAY WESTBOUND AUXILIARY LANE | FROM SR 400 TO DEERFIELD PARKWAY | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,096,000 | \$ 274,000 | \$ 1,689,095 | \$ - | \$ 3,059,095 |
| FN-281A | 12626 | ITS SYSTEM EXPANSION / CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | STATE BRIDGE ROAD, ABBOTTS BRIDGE ROAD AND MCGINNIS FERRY ROAD | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 380,000 | \$ - | \$ 380,000 |
| FN-281B | 12627 | ITS TRAFFIC CONTROL CENTER EXPANSION - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 104,400 | \$ - | \$ 113,005 | \$ - | \$ 217,405 |
| FN-281C | 12628 | ITS SYSTEM ADAPTIVE SIGNAL CONTROL SOFTWARE UPGRADE AND BACKUP POWER - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS AT MULTIPLE CORRIDORS | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 295,200 | \$ - | \$ 73,800 | \$ - | \$ 369,000 |
| FN-282 | 12629 | SR 9 (ROSWELL ROAD) - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | FROM ATLANTA CITY LIMITS TO ABERNATHY ROAD | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,200,000 | \$ - | \$ 300,000 | \$ - | \$ 1,500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|--|------------------------------------|-------|--------------|----------------|--|--------------|-------|---------------|------|---------------|
| FN-284 | 12631 | PERIMETER ACTIVITY CENTER - ITS UPGRADES AND SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| FN-287 | 12788 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM PARSONS ROAD (WEST) TO SR 141 (MEDLOCK BRIDGE ROAD) | Roadway / Operations & Safety | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 4,060,800 | \$ - | \$ 1,015,200 | \$ - | \$ 5,076,000 |
| FN-287 | 12788 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM PARSONS ROAD (WEST) TO SR 141 (MEDLOCK BRIDGE ROAD) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | Federal Earmark Funding | \$ 400,000 | \$ - | \$ 100,000 | \$ - | \$ 500,000 |
| FN-287 | 12788 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM PARSONS ROAD (WEST) TO SR 141 (MEDLOCK BRIDGE ROAD) | Roadway / Operations & Safety | ROW | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,030,400 | \$ - | \$ 507,600 | \$ - | \$ 2,538,000 |
| FN-288 | 12880 | BARNWELL ROAD MULTI-USE TRAIL SCOPING AND ENGINEERING ANALYSIS | FROM SR 140 (HOLCOMB BRIDGE ROAD) TO REDCOAT WAY | Other / Planning | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| FN-289 | 12881 | BETHANY BEND, COGBURN ROAD, WINDWARD PARKWAY CONNECTION - SCOPING AND ENGINEERING ANALYSIS | (blank) | Other / Planning | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| FN-290 | 7310 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM JONES BRIDGE ROAD TO PARSON ROAD (WEST) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 1,244,800 | \$ - | \$ 1,250,592 | \$ - | \$ 2,495,392 |
| FN-290 | 7310 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM JONES BRIDGE ROAD TO PARSON ROAD (WEST) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | Federal Earmark Funding | \$ 224,600 | \$ - | \$ 56,150 | \$ - | \$ 280,750 |
| FN-290 | 7310 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM JONES BRIDGE ROAD TO PARSON ROAD (WEST) | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Federal Earmark Funding | \$ 305,000 | \$ - | \$ 755,000 | \$ - | \$ 1,060,000 |
| FN-290 | 7310 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM JONES BRIDGE ROAD TO PARSON ROAD (WEST) | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 25,000 | \$ - | \$ 25,000 |
| FN-291 | 0010880 | SR 400 INTERCHANGE IMPROVEMENTS | AT SR 140 (HOLCOMB BRIDGE ROAD) | Roadway / Interchange Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 6,000,000 | \$ - | \$ 6,000,000 |
| FN-292 | TBD | BIG CREEK PARKWAY - NEW ALIGNMENT | FROM FROM HOLCOMB BRIDGE ROAD AT WARSAW ROAD TO HOLCOMB BRIDGE ROAD AT HOLCOMB WOODS PARKWAY | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 45,684,000 | \$ - | \$ 45,684,000 |
| FN-292 | TBD | BIG CREEK PARKWAY - NEW ALIGNMENT | FROM FROM HOLCOMB BRIDGE ROAD AT WARSAW ROAD TO HOLCOMB BRIDGE ROAD AT HOLCOMB WOODS PARKWAY | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,000,000 | \$ - | \$ 12,000,000 |
| FN-293 | 10875 | SR 141 (MEDLOCK BRIDGE ROAD) WIDENING | FROM FROM STATE BRIDGE ROAD TO MEDLOCK CROSSING PARKWAY | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 500,000 | \$ - | \$ 500,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|------------|---------|--|---|------------------------------------|-------|--------------|----------------|--|----------------|---------------|--------------|------|----------------|
| FN-294 | TBD | JONES BRIDGE ROAD WIDENING | FROM OLD ALABAMA ROAD TO WATERS ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 400,000 | \$ - | \$ 400,000 |
| FN-295 | TBD | JONES BRIDGE ROAD WIDENING | FROM FROM STATE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,000,000 | \$ - | \$ 1,000,000 |
| FN-297 | TBD | JOHNS CREEK CITYWIDE ITS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| FN-297 | TBD | JOHNS CREEK CITYWIDE ITS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 240,000 | \$ - | \$ 60,000 | \$ - | \$ 300,000 |
| FN-297 | TBD | JOHNS CREEK CITYWIDE ITS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 30,000 | \$ - | \$ 30,000 |
| FN-297 | TBD | JOHNS CREEK CITYWIDE ITS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 20,000 | \$ - | \$ 20,000 |
| FN-298 | TBD | GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,020,000 | \$ - | \$ 255,000 | \$ - | \$ 1,275,000 |
| FN-298 | TBD | GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION | (blank) | Roadway / Operations & Safety | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 180,000 | \$ - | \$ 45,000 | \$ - | \$ 225,000 |
| FN-AR-100A | 721850 | SR 400 COLLECTOR/DISTRIBUTOR LANES | FROM VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD TO NORTH OF SPALDING DRIVE | Roadway / General Purpose Capacity | CST | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 137,967,797 | \$ 34,491,949 | \$ - | \$ - | \$ 172,459,746 |
| FN-AR-100A | 721850 | SR 400 COLLECTOR/DISTRIBUTOR LANES | FROM VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD TO NORTH OF SPALDING DRIVE | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 12,240,000 | \$ 3,060,000 | \$ - | \$ - | \$ 15,300,000 |
| FN-AR-100A | 721850 | SR 400 COLLECTOR/DISTRIBUTOR LANES | FROM VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD TO NORTH OF SPALDING DRIVE | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 21,224,160 | \$ 5,306,040 | \$ - | \$ - | \$ 26,530,200 |
| FN-AR-100A | 721850 | SR 400 COLLECTOR/DISTRIBUTOR LANES | FROM VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD TO NORTH OF SPALDING DRIVE | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 21,648,643 | \$ 5,412,161 | \$ - | \$ - | \$ 27,060,804 |
| FN-AR-185 | 713230 | REVIVE 285 - I-285 NORTH AUXILIARY LANE IN WESTBOUND DIRECTION | FROM US 19 (ROSWELL ROAD) TO RIVERSIDE DRIVE (INCLUDES BRIDGE REPLACEMENT AND RAMP INTERSECTION IMPROVEMENTS) | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 17,258,400 | \$ 4,314,600 | \$ - | \$ - | \$ 21,573,000 |
| FN-AR-185 | 713230 | REVIVE 285 - I-285 NORTH AUXILIARY LANE IN WESTBOUND DIRECTION | FROM US 19 (ROSWELL ROAD) TO RIVERSIDE DRIVE (INCLUDES BRIDGE REPLACEMENT AND RAMP INTERSECTION IMPROVEMENTS) | Roadway / General Purpose Capacity | PE | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 960,000 | \$ 240,000 | \$ - | \$ - | \$ 1,200,000 |
| FN-AR-185 | 713230 | REVIVE 285 - I-285 NORTH AUXILIARY LANE IN WESTBOUND DIRECTION | FROM US 19 (ROSWELL ROAD) TO RIVERSIDE DRIVE (INCLUDES BRIDGE REPLACEMENT AND RAMP INTERSECTION IMPROVEMENTS) | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 949,840 | \$ 237,460 | \$ - | \$ - | \$ 1,187,300 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|-----------|--|---|---|-------|--------------|----------------|---------------------------------------|---------------|---------------|------------|------|---------------|
| FN-AR-185 | 713230 | REVIVE 285 - I-285 NORTH AUXILIARY LANE IN WESTBOUND DIRECTION | FROM US 19 (ROSWELL ROAD) TO RIVERSIDE DRIVE (INCLUDES BRIDGE REPLACEMENT AND RAMP INTERSECTION IMPROVEMENTS) | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 913,680 | \$ 228,420 | \$ - | \$ - | \$ 1,142,100 |
| FN-AR-203 | 247 | REVIVE 285 - I-285 NORTH INTERCHANGE IMPROVEMENTS | AT SR 9 (ROSWELL ROAD) | Roadway / Interchange Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 50,658,480 | \$ 12,664,620 | \$ - | \$ - | \$ 63,323,100 |
| FS-003 | 720960 | SR 70 (FULTON INDUSTRIAL BOULEVARD) WIDENING | FROM SR 6 (CAMP CREEK PARKWAY) TO I-20 WEST | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 30,456,000 | \$ 7,614,000 | \$ - | \$ - | \$ 38,070,000 |
| FS-017A | 712360 | I-285 SOUTH INTERCHANGE IMPROVEMENTS | AT WASHINGTON ROAD | Roadway / Interchange Upgrade | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 4,060,800 | \$ 1,015,200 | \$ - | \$ - | \$ 5,076,000 |
| FS-142 | 742976 | BUFFINGTON ROAD BRIDGE REPLACEMENT | AT MORNING CREEK | Roadway / Bridge Upgrade | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 909,077 | \$ 227,269 | \$ 14,894 | \$ - | \$ 1,151,240 |
| FS-142 | 742976 | BUFFINGTON ROAD BRIDGE REPLACEMENT | AT MORNING CREEK | Roadway / Bridge Upgrade | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 230,000 | \$ - | \$ 230,000 |
| FS-195 | 6912 | SR 279 (OLD NATIONAL HIGHWAY) PEDESTRIAN FACILITIES | FROM FLAT SHOALS ROAD TO SULLIVAN ROAD | Last Mile Connectivity / Pedestrian Facility | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,750,000 | \$ - | \$ 687,500 | \$ - | \$ 3,437,500 |
| FS-195 | 6912 | SR 279 (OLD NATIONAL HIGHWAY) PEDESTRIAN FACILITIES | FROM FLAT SHOALS ROAD TO SULLIVAN ROAD | Last Mile Connectivity / Pedestrian Facility | UTL | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 150,000 | \$ - | \$ 37,500 | \$ - | \$ 187,500 |
| FS-208 | 7533 | BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | AT STONEWALL TELL ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,480,000 | \$ - | \$ 370,000 | \$ - | \$ 1,850,000 |
| FS-208 | 7533 | BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | AT STONEWALL TELL ROAD | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Federal Earmark Funding | \$ 35,400 | \$ - | \$ 564,600 | \$ - | \$ 600,000 |
| FS-208 | 7533 | BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | AT STONEWALL TELL ROAD | Roadway / Operations & Safety | UTL | 2016 | 1.0000 | Federal Earmark Funding | \$ 114,443 | \$ - | \$ 35,557 | \$ - | \$ 150,000 |
| FS-208 | 7533 | BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | AT STONEWALL TELL ROAD | Roadway / Operations & Safety | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 280,000 | \$ - | \$ 70,000 | \$ - | \$ 350,000 |
| FS-209 | 8/0009643 | SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I | FROM COCHRAN MILL PARK TO PHILLIPS ROAD | Last Mile Connectivity / Sidepaths and Trails | CST | 2014 | 1.0000 | STP - Enhancements | \$ 500,000 | \$ - | \$ 125,000 | \$ - | \$ 625,000 |
| FS-209 | 8/0009643 | SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I | FROM COCHRAN MILL PARK TO PHILLIPS ROAD | Last Mile Connectivity / Sidepaths and Trails | CST | 2016 | 1.0000 | Federal Earmark Funding | \$ 449,950 | \$ - | \$ 112,487 | \$ - | \$ 562,437 |
| FS-210 | 8903 | NORTH CENTRAL AVENUE PEDESTRIAN FACILITIES | FROM N. WHITNEY AVENUE TO DEARBORN PLAZA | Last Mile Connectivity / Pedestrian Facility | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 919,200 | \$ - | \$ 229,800 | \$ - | \$ 1,149,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|---|--|-------|--------------|----------------|---------------------------------------|---------------|---------------|--------------|------|---------------|
| FS-210 | 8903 | NORTH CENTRAL AVENUE PEDESTRIAN FACILITIES | FROM N. WHITNEY AVENUE TO DEARBORN PLAZA | Last Mile Connectivity / Pedestrian Facility | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 449,800 | \$ - | \$ 449,800 |
| 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 | 2014 | 1.0000 | Federal Earmark Funding | \$ 707,900 | \$ - | \$ 176,975 | \$ - | \$ 884,875 |
| 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 | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 316,995 | \$ - | \$ 316,995 |
| FS-213 | 7532 | HAPEVILLE PEDESTRIAN IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 3,409,840 | \$ - | \$ 852,460 | \$ - | \$ 4,262,300 |
| FS-213 | 7532 | HAPEVILLE PEDESTRIAN IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | ROW | 2014 | 1.0000 | Federal Earmark Funding | \$ 100,000 | \$ - | \$ 231,000 | \$ - | \$ 331,000 |
| FS-213 | 7532 | HAPEVILLE PEDESTRIAN IMPROVEMENTS | (blank) | Last Mile Connectivity / Pedestrian Facility | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,628,820 | \$ - | \$ 1,628,820 |
| FS-217 | 731830 | CAMPBELLTON ROAD INTERSECTION IMPROVEMENT | AT NEW HOPE ROAD / BOAT ROCK ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,038,000 | \$ - | \$ - | \$ - | \$ 1,038,000 |
| FS-217 | 731830 | CAMPBELLTON ROAD INTERSECTION IMPROVEMENT | AT NEW HOPE ROAD / BOAT ROCK ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,312,000 | \$ - | \$ - | \$ - | \$ 1,312,000 |
| FS-217 | 731830 | CAMPBELLTON ROAD INTERSECTION IMPROVEMENT | AT NEW HOPE ROAD / BOAT ROCK ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,900,000 | \$ - | \$ - | \$ - | \$ 1,900,000 |
| FS-217 | 731830 | CAMPBELLTON ROAD INTERSECTION IMPROVEMENT | AT NEW HOPE ROAD / BOAT ROCK ROAD | Roadway / Operations & Safety | UTL | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| FS-220 | 10329 | US 19/41 (DOGWOOD DRIVE) BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM SOUTH CENTRAL AVENUE TO NORTH AVENUE | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 920,000 | \$ - | \$ 500,468 | \$ - | \$ 1,420,468 |
| FS-220 | 10329 | US 19/41 (DOGWOOD DRIVE) BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM SOUTH CENTRAL AVENUE TO NORTH AVENUE | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| FS-225 | TBD | SR 70 (FULTON INDUSTRIAL BOULEVARD) WIDENING | FROM SR 166 (CAMPBELLTON ROAD) TO SR 6 (CAMP CREEK PARKWAY) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 46,922,778 | \$ 11,690,658 | \$ - | \$ - | \$ 58,613,436 |
| FS-226 | 7949 | HAPEVILLE RAIL FACILITIES AND CORRIDOR IMPROVEMENTS | (blank) | Other / Miscellaneous | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,900,883 | \$ 475,221 | \$ - | \$ - | \$ 2,376,104 |
| FS-232 | 12634 | ROAD SIGN REPLACEMENT PROGRAM | (blank) | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 480,000 | \$ - | \$ 120,000 | \$ - | \$ 600,000 |
| FS-233 | 12635 | CLEVELAND AVENUE, SYLVAN ROAD, VIRGINIA AVENUE, AND NORMAN BERRY DRIVE - RESURFACING | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,503,000 | \$ - | \$ 375,750 | \$ - | \$ 1,878,750 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|---|--|-------|-------------|----------------|--|--------------|--------------|--------------|------|--------------|
| FS-233 | 12635 | CLEVELAND AVENUE, SYLVAN ROAD, VIRGINIA AVENUE, AND NORMAN BERRY DRIVE - RESURFACING | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 92,000 | \$ - | \$ 23,000 | \$ - | \$ 115,000 |
| FS-234 | 12636 | WEST BROAD STREET BICYCLE AND PEDESTRIAN FACILITIES | FROM SMITH STREET TO SR 138 | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,469,600 | \$ - | \$ 617,400 | \$ - | \$ 3,087,000 |
| FS-234 | 12636 | WEST BROAD STREET BICYCLE AND PEDESTRIAN FACILITIES | FROM SMITH STREET TO SR 138 | Last Mile Connectivity / Joint Bike-Ped Facilities | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 490,000 | \$ - | \$ 122,500 | \$ - | \$ 612,500 |
| FS-234 | 12636 | WEST BROAD STREET BICYCLE AND PEDESTRIAN FACILITIES | FROM SMITH STREET TO SR 138 | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| FS-235 | 12637 | NEW HOPE ROAD PEDESTRIAN FACILITIES | FROM SR 166 (CAMPBELLTON ROAD) TO VERSAILLES ROAD | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| FS-235 | 12637 | NEW HOPE ROAD PEDESTRIAN FACILITIES | FROM SR 166 (CAMPBELLTON ROAD) TO VERSAILLES ROAD | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| FS-235 | 12637 | NEW HOPE ROAD PEDESTRIAN FACILITIES | FROM SR 166 (CAMPBELLTON ROAD) TO VERSAILLES ROAD | Last Mile Connectivity / Pedestrian Facility | UTL | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| FS-279 | 12638 | DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Complete Street Retrofit | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 3,082,880 | \$ - | \$ 770,720 | \$ - | \$ 3,853,600 |
| FS-279 | 12638 | DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Complete Street Retrofit | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 447,137 | \$ - | \$ 111,784 | \$ - | \$ 558,921 |
| FS-279 | 12638 | DOWNTOWN EAST POINT/MARTA STATION MULTIMODAL IMPROVEMENTS | (blank) | Last Mile Connectivity / Complete Street Retrofit | ROW | 2018 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 220,000 | \$ - | \$ 55,000 | \$ - | \$ 275,000 |
| FS-280 | 12882 | GLOBAL GATEWAY CONNECTOR BICYCLE AND PEDESTRIAN BRIDGE - SCOPING AND ENGINEERING ANALYSIS | (blank) | Other / Planning | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| FS-281 | TBD | I-285 WEST - DIVERGING DIAMOND INTERCHANGE | AT SR 6 (CAMP CREEK PARKWAY) | Roadway / Interchange Upgrade | CST | 2018 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 3,500,000 | \$ 1,735,000 | \$ 2,225,000 | \$ - | \$ 7,460,000 |
| FS-281 | TBD | I-285 WEST - DIVERGING DIAMOND INTERCHANGE | AT SR 6 (CAMP CREEK PARKWAY) | Roadway / Interchange Upgrade | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 580,000 | \$ 145,000 | \$ - | \$ - | \$ 725,000 |
| FS-281 | TBD | I-285 WEST - DIVERGING DIAMOND INTERCHANGE | AT SR 6 (CAMP CREEK PARKWAY) | Roadway / Interchange Upgrade | ROW | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 260,000 | \$ 65,000 | \$ - | \$ - | \$ 325,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------------|---------|---|---|---|-------|--------------|----------------|--|---------------|--------------|------------|------|---------------|
| FS-281 | TBD | I-285 WEST - DIVERGING DIAMOND INTERCHANGE | AT SR 6 (CAMP CREEK PARKWAY) | Roadway / Interchange Upgrade | UTL | 2018 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 160,000 | \$ 40,000 | \$ - | \$ - | \$ 200,000 |
| FS-282 | 12818 | US 19/41 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES | AT 16 LOCATIONS | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,664,000 | \$ 416,000 | \$ - | \$ - | \$ 2,080,000 |
| FS-282 | 12818 | US 19/41 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES | AT 16 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 400,000 | \$ - | \$ - | \$ - | \$ 400,000 |
| FS-282 | 12818 | US 19/41 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES | AT 16 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 640,000 | \$ 160,000 | \$ - | \$ - | \$ 800,000 |
| FS-AR-182 | 7841 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 74 (SENOIA ROAD) | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 17,156,880 | \$ 4,289,220 | \$ - | \$ - | \$ 21,446,100 |
| FS-AR-182 | 7841 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 74 (SENOIA ROAD) | Roadway / Interchange Capacity | ROW | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,595,272 | \$ 1,648,818 | \$ - | \$ - | \$ 8,244,090 |
| FS-AR-182 | 7841 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 74 (SENOIA ROAD) | Roadway / Interchange Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 553,284 | \$ 138,321 | \$ - | \$ - | \$ 691,605 |
| FS-AR-183 | 7842 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 138 (JONESBORO ROAD) | Roadway / Interchange Upgrade | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 12,206,253 | \$ 3,051,563 | \$ - | \$ - | \$ 15,257,816 |
| FS-AR-183 | 7842 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 138 (JONESBORO ROAD) | Roadway / Interchange Upgrade | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 849,594 | \$ 212,399 | \$ - | \$ - | \$ 1,061,993 |
| FS-AR-183 | 7842 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 138 (JONESBORO ROAD) | Roadway / Interchange Upgrade | ROW | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 13,876,421 | \$ 3,469,105 | \$ - | \$ - | \$ 17,345,526 |
| FS-AR-183 | 7842 | I-85 SOUTH INTERCHANGE IMPROVEMENTS | AT SR 138 (JONESBORO ROAD) | Roadway / Interchange Upgrade | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 442,221 | \$ 110,555 | \$ - | \$ - | \$ 552,776 |
| FS-AR-BP060 | 643 | (blank) | (blank) | (blank) | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 444,800 | \$ - | \$ - | \$ - | \$ 444,800 |
| FS-AR-BP087B | 7096 | BUFFINGTON ROAD TRAFFIC FLOW AND PEDESTRIAN IMPROVEMENTS | FROM ROYAL SOUTH PARKWAY TO US 29 (ROOSEVELT HIGHWAY) | Last Mile Connectivity / Sidepaths and Trails | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,600,000 | \$ - | \$ 400,153 | \$ - | \$ 2,000,153 |
| FS-AR-BP087B | 7096 | BUFFINGTON ROAD TRAFFIC FLOW AND PEDESTRIAN IMPROVEMENTS | FROM ROYAL SOUTH PARKWAY TO US 29 (ROOSEVELT HIGHWAY) | Last Mile Connectivity / Sidepaths and Trails | UTL | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 348,000 | \$ - | \$ 87,000 | \$ - | \$ 435,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|---|------------------------------------|-------|--------------|----------------|---------------------------------|---------------|--------------|-------|------|---------------|
| FT-001A | 7843 | SR 9 (ATLANTA HIGHWAY) WIDENING | FROM FULTON COUNTY LINE TO MCFARLAND ROAD | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,091,827 | \$ 1,022,957 | \$ - | \$ - | \$ 5,114,784 |
| FT-001A | 7843 | SR 9 (ATLANTA HIGHWAY) WIDENING | FROM FULTON COUNTY LINE TO MCFARLAND ROAD | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,243,498 | \$ 310,875 | \$ - | \$ - | \$ 1,554,373 |
| FT-001A | 7843 | SR 9 (ATLANTA HIGHWAY) WIDENING | FROM FULTON COUNTY LINE TO MCFARLAND ROAD | Roadway / General Purpose Capacity | UTL | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 425,239 | \$ 106,310 | \$ - | \$ - | \$ 531,549 |
| FT-001B | 7844 | SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING | FROM MCFARLAND ROAD TO SR 371 (POST ROAD) | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 12,458,999 | \$ 3,114,750 | \$ - | \$ - | \$ 15,573,749 |
| FT-001B | 7844 | SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING | FROM MCFARLAND ROAD TO SR 371 (POST ROAD) | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,374,591 | \$ 843,648 | \$ - | \$ - | \$ 4,218,239 |
| FT-001B | 7844 | SR 9 (ATLANTA HIGHWAY): SEGMENT 2 - WIDENING | FROM MCFARLAND ROAD TO SR 371 (POST ROAD) | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 1,194,890 | \$ 298,723 | \$ - | \$ - | \$ 1,493,613 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 17,764,970 | \$ 4,441,242 | \$ - | \$ - | \$ 22,206,212 |
| 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 | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,383,083 | \$ 595,771 | \$ - | \$ - | \$ 2,978,854 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,681,316 | \$ 670,329 | \$ - | \$ - | \$ 3,351,645 |
| 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 | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 13,712,217 | \$ 3,428,054 | \$ - | \$ - | \$ 17,140,271 |
| 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 | ROW | 2017 | 1.0000 | Federal Earmark Funding | \$ 245,000 | \$ - | \$ - | \$ - | \$ 245,000 |
| 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 | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 10,994,115 | \$ 2,748,529 | \$ - | \$ - | \$ 13,742,644 |
| 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 | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,346,111 | \$ 336,528 | \$ - | \$ - | \$ 1,682,639 |
| 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 | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 11,935,706 | \$ 2,983,927 | \$ - | \$ - | \$ 14,919,633 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|---|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| FT-008B | 9316 | BETHELVIEW ROAD - WIDENING | FROM CASTLEBERRY ROAD TO SR 20 (CANTON HIGHWAY) | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 20,077,991 | \$ 5,019,498 | \$ - | \$ - | \$ 25,097,489 |
| FT-008B | 9316 | BETHELVIEW ROAD - WIDENING | FROM CASTLEBERRY ROAD TO SR 20 (CANTON HIGHWAY) | Roadway / General Purpose Capacity | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,855,146 | \$ - | \$ 1,855,146 |
| FT-012 | 10211 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | AT SIX MILE CREEK / LAKE LANIER | Roadway / Bridge Capacity | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,019,023 | \$ 1,254,756 | \$ - | \$ - | \$ 6,273,779 |
| FT-012 | 10211 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | AT SIX MILE CREEK / LAKE LANIER | Roadway / Bridge Capacity | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,350,023 | \$ 337,506 | \$ - | \$ - | \$ 1,687,529 |
| FT-027 | N/A | SHARON ROAD WIDENING | FROM SR 141 (PEACHTREE PARKWAY) TO OLD ATLANTA ROAD | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 6,679,200 | \$ - | \$ 6,679,200 |
| FT-027 | N/A | SHARON ROAD WIDENING | FROM SR 141 (PEACHTREE PARKWAY) TO OLD ATLANTA ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,152,697 | \$ - | \$ 2,152,697 |
| FT-028A | N/A | OLD ATLANTA ROAD WIDENING | FROM SHARON ROAD TO NICHOLS ROAD | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,000,000 | \$ - | \$ 5,000,000 |
| FT-028A | N/A | OLD ATLANTA ROAD WIDENING | FROM SHARON ROAD TO NICHOLS ROAD | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,000,000 | \$ - | \$ 1,000,000 |
| FT-038 | N/A | CASTLEBERRY ROAD WIDENING | FROM BETHELVIEW ROAD TO HUTCHINSON ROAD | Roadway / General Purpose Capacity | CST | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 25,783,506 | \$ - | \$ 25,783,506 |
| FT-060 | 142260 | SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT | AT SETTINGDOWN CREEK | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,651,981 | \$ 412,995 | \$ - | \$ - | \$ 2,064,976 |
| FT-060 | 142260 | SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT | AT SETTINGDOWN CREEK | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |
| FT-060 | 142260 | SR 369 (MATT HIGHWAY) BRIDGE REPLACEMENT | AT SETTINGDOWN CREEK | Roadway / Bridge Upgrade | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 298,836 | \$ 74,709 | \$ - | \$ - | \$ 373,545 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 15,228,000 | \$ 3,807,000 | \$ - | \$ - | \$ 19,035,000 |
| 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 | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,600,000 | \$ 400,000 | \$ - | \$ - | \$ 2,000,000 |
| 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 | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 23,576,435 | \$ 5,894,109 | \$ - | \$ - | \$ 29,470,544 |
| 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 | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 24,047,964 | \$ 6,011,991 | \$ - | \$ - | \$ 30,059,955 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|--|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| FT-061D | 2392 | SR 20 (BUFORD HIGHWAY) WIDENING | FROM SAMPLES ROAD / TRAMMEL ROAD TO JAMES BURGESS ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 27,261,552 | \$ 6,815,388 | \$ - | \$ - | \$ 34,076,940 |
| FT-061D | 2392 | SR 20 (BUFORD HIGHWAY) WIDENING | FROM SAMPLES ROAD / TRAMMEL ROAD TO JAMES BURGESS ROAD | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ - | \$ - | \$ - |
| FT-062C | 122017 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | AT TWO MILE CREEK / LAKE LANIER | Roadway / Bridge Capacity | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,975,864 | \$ 1,243,966 | \$ - | \$ - | \$ 6,219,830 |
| FT-062C | 122017 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | AT TWO MILE CREEK / LAKE LANIER | Roadway / Bridge Capacity | PE | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| FT-062C | 122017 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | AT TWO MILE CREEK / LAKE LANIER | Roadway / Bridge Capacity | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,430,758 | \$ 357,690 | \$ - | \$ - | \$ 1,788,448 |
| FT-062C | 122017 | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT AND WIDENING | AT TWO MILE CREEK / LAKE LANIER | Roadway / Bridge Capacity | UTL | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 90,093 | \$ 22,523 | \$ - | \$ - | \$ 112,616 |
| FT-063A | N/A | UNION HILL ROAD: SEGMENT 1 - WIDENING | FROM MCGINNIS FERRY ROAD TO MCFARLAND ROAD | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 15,481,800 | \$ - | \$ 15,481,800 |
| FT-063B | N/A | UNION HILL ROAD / MULLINAX ROAD: SEGMENT 2 - WIDENING | FROM MCFARLAND ROAD TO SR 9 (ATLANTA HIGHWAY) | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 13,000,000 | \$ - | \$ 13,000,000 |
| FT-063B | N/A | UNION HILL ROAD / MULLINAX ROAD: SEGMENT 2 - WIDENING | FROM MCFARLAND ROAD TO SR 9 (ATLANTA HIGHWAY) | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 16,540,000 | \$ - | \$ 16,540,000 |
| FT-065A | N/A | MCFARLAND ROAD: SEGMENT 1 - WIDENING | FROM MCGINNIS FERRY ROAD TO SR 400 | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,700,000 | \$ - | \$ 5,700,000 |
| FT-067A | N/A | BROOKWOOD ROAD WIDENING | FROM MCGINNIS FERRY ROAD TO SR 141 (PEACHTREE PARKWAY) | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 6,600,000 | \$ - | \$ 6,600,000 |
| FT-075 | N/A | CHURCH STREET EXTENSION - NEW ALIGNMENT | FROM TRIBBLE GAP ROAD TO INTERSECTION OF HUDSON STREET AND WOODLAND STREET | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,100,000 | \$ - | \$ 1,100,000 |
| FT-077B | N/A | RONALD REAGAN BOULEVARD: SEGMENT 2 - NEW ALIGNMENT | FROM MCFARLAND ROAD TO SHILOH ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 23,857,200 | \$ - | \$ 23,857,200 |
| FT-077C | N/A | RONALD REAGAN BOULEVARD: SEGMENT 3 - NEW ALIGNMENT | FROM SHILOH ROAD TO MAJORS ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 31,344,300 | \$ - | \$ 31,344,300 |
| FT-080 | N/A | BAGLEY DRIVE WIDENING | FROM SR 141 (PEACHTREE PARKWAY) TO MATHIS AIRPORT ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,933,900 | \$ - | \$ 3,933,900 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|--|------------------------------------|-------|--------------|----------------|---|----------------|---------------|---------------|------|----------------|
| FT-081 | N/A | OLD ALPHARETTA ROAD WIDENING | FROM MCGINNIS FERRY ROAD TO SR 141 (PEACHTREE PARKWAY) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 26,584,236 | \$ - | \$ 26,584,236 |
| FT-086 | 292 | SR 369 PASSING LANES | FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION) | Roadway / Operations & Safety | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 6,750,939 | \$ 1,687,734 | \$ - | \$ - | \$ 8,438,672 |
| FT-086 | 292 | SR 369 PASSING LANES | FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION) | Roadway / Operations & Safety | ROW | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 4,329,067 | \$ 1,082,267 | \$ - | \$ - | \$ 5,411,333 |
| FT-306B | 122015- | SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 - WIDENING | FROM SR 400 TO SR 369 (BROWNS BRIDGE ROAD) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 37,859,693 | \$ 9,460,924 | \$ - | \$ - | \$ 47,320,617 |
| FT-310 | 7021 | SR 53 BRIDGE REPLACEMENT | AT CHESTATEE RIVER | Roadway / Bridge Upgrade | CST | 2015 | 1.3391 | National Highway Performance Program (NHPP) | \$ 13,790,164 | \$ 3,447,540 | \$ - | \$ - | \$ 17,237,704 |
| FT-310 | 7021 | SR 53 BRIDGE REPLACEMENT | AT CHESTATEE RIVER | Roadway / Bridge Upgrade | PE | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| FT-310 | 7021 | SR 53 BRIDGE REPLACEMENT | AT CHESTATEE RIVER | Roadway / Bridge Upgrade | ROW | 2014 | 1.1652 | National Highway Performance Program (NHPP) | \$ 475,420 | \$ 118,855 | \$ - | \$ - | \$ 594,275 |
| FT-313 | 3682 | SR 20 WIDENING | FROM SR 371 (POST ROAD) TO VETERANS MEMORIAL BOULEVARD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 171,850,010 | \$ 42,962,503 | \$ - | \$ - | \$ 214,812,513 |
| FT-322 | 122012- | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT | AT CHATTAHOOCHEE RIVER/LAKE LANIER | Roadway / Bridge Upgrade | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 11,743,124 | \$ 2,935,781 | \$ - | \$ - | \$ 14,678,905 |
| FT-322 | 122012- | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT | AT CHATTAHOOCHEE RIVER/LAKE LANIER | Roadway / Bridge Upgrade | PE | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| FT-322 | 122012- | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT | AT CHATTAHOOCHEE RIVER/LAKE LANIER | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,677,125 | \$ 419,281 | \$ - | \$ - | \$ 2,096,406 |
| FT-322 | 122012- | SR 369 (BROWNS BRIDGE ROAD) BRIDGE REPLACEMENT | AT CHATTAHOOCHEE RIVER/LAKE LANIER | Roadway / Bridge Upgrade | UTL | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 33,376 | \$ 8,344 | \$ - | \$ - | \$ 41,720 |
| FT-324 | 7526 | SR 400 - NEW INTERCHANGE | AT MCGINNIS FERRY ROAD | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 28,455,905 | \$ - | \$ 28,455,905 |
| FT-324 | 7526 | SR 400 - NEW INTERCHANGE | AT MCGINNIS FERRY ROAD | Roadway / Interchange Capacity | ROW | 2017 | 1.1652 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 13,711,446 | \$ - | \$ 13,711,446 |
| FT-324 | 7526 | SR 400 - NEW INTERCHANGE | AT MCGINNIS FERRY ROAD | Roadway / Interchange Capacity | UTL | LR 2020-2030 | 1.3391 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,133,379 | \$ - | \$ 3,133,379 |
| FT-328 | 12639 | TRAFFIC SIGNAL CABINET UPGRADES AT 15 LOCATIONS | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 304,000 | \$ - | \$ 76,000 | \$ - | \$ 380,000 |
| FT-328 | 12639 | TRAFFIC SIGNAL CABINET UPGRADES AT 15 LOCATIONS | (blank) | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 16,000 | \$ - | \$ 4,000 | \$ - | \$ 20,000 |
| FT-329 | TBD | LANIER PARKWAY - NEW ALIGNMENT | FROM PIRKLE FERRY ROAD TO PILGRIM MILL ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 8,900,000 | \$ - | \$ 8,900,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|--|------------------------------------|-------|--------------|----------------|---|---------------|---------------|---------------|------|---------------|
| FT-330 | N/A | OLD ATLANTA ROAD: SEGMENT 3 - WIDENING | FROM JAMES BURGESS ROAD TO OLD ATLANTA CLUB | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 17,753,310 | \$ - | \$ 17,753,310 |
| 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 | 2018 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 8,550,000 | \$ - | \$ 8,550,000 |
| FT-331 | N/A | OLD ATLANTA ROAD: SEGMENT 4 - WIDENING | FROM OLD ATLANTA CLUB TO ST. MARLO COUNTRY CLUB WAY | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 950,000 | \$ - | \$ 950,000 |
| FT-332 | N/A | OLD ATLANTA ROAD: SEGMENT 5 - WIDENING | FROM ST. MARLO COUNTRY CLUB WAY TO MCGINNIS FERRY ROAD | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,500,000 | \$ - | \$ 4,500,000 |
| FT-332 | N/A | OLD ATLANTA ROAD: SEGMENT 5 - WIDENING | FROM ST. MARLO COUNTRY CLUB WAY TO MCGINNIS FERRY ROAD | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 500,000 | \$ - | \$ 500,000 |
| FT-333 | N/A | PILGRIM MILL ROAD WIDENING | FROM CITY LIMITS TO FREEDOM PARKWAY | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,372,750 | \$ - | \$ 12,372,750 |
| GW-020D | 7850 | SR 20 (BUFORD DRIVE) WIDENING | FROM I-85 NORTH TO ROCK SPRINGS ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 14,498,262 | \$ 3,624,565 | \$ - | \$ - | \$ 18,122,826 |
| GW-078C | 6439 | US 78 (MAIN STREET IN CITY OF SNELLVILLE) CONTINUOUS FLOW INTERSECTION | AT SR 124 (SCENIC HIGHWAY) | Roadway / Interchange Capacity | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 5,416,901 | \$ 1,354,225 | \$ - | \$ - | \$ 6,771,126 |
| GW-078C | 6439 | US 78 (MAIN STREET IN CITY OF SNELLVILLE) CONTINUOUS FLOW INTERSECTION | AT SR 124 (SCENIC HIGHWAY) | Roadway / Interchange Capacity | ROW | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 7,440,000 | \$ 1,860,000 | \$ - | \$ - | \$ 9,300,000 |
| GW-078C | 6439 | US 78 (MAIN STREET IN CITY OF SNELLVILLE) CONTINUOUS FLOW INTERSECTION | AT SR 124 (SCENIC HIGHWAY) | Roadway / Interchange Capacity | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 557,134 | \$ - | \$ 557,134 |
| GW-099C | 132950 | US 23 (BUFORD HIGHWAY) WIDENING: SEGMENT 3 | FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 6,712,267 | \$ 1,678,067 | \$ - | \$ - | \$ 8,390,334 |
| GW-099C | 132950 | US 23 (BUFORD HIGHWAY) WIDENING: SEGMENT 3 | FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| GW-099C | 132950 | US 23 (BUFORD HIGHWAY) WIDENING: SEGMENT 3 | FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 7,112,000 | \$ 1,778,000 | \$ - | \$ - | \$ 8,890,000 |
| GW-269 | 6921 | SR 124 (SCENIC HIGHWAY) WIDENING | FROM US 78 (MAIN STREET IN CITY OF SNELLVILLE) TO PHARRS ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 49,065,889 | \$ 12,266,473 | \$ 1,620,245 | \$ - | \$ 62,952,606 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|---|------------------------------------|-------|--------------|----------------|--|----------------|---------------|----------------|------|----------------|
| GW-271B | 6922 | PLEASANT HILL ROAD WIDENING | FROM MCCLURE BRIDGE ROAD TO CHATTAHOOCHEE RIVER | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 53,289,461 | \$ - | \$ 13,322,366 | \$ - | \$ 66,611,826 |
| GW-290 | 132986 | SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT | AT SINGLETON CREEK | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,346,914 | \$ 586,729 | \$ - | \$ - | \$ 2,933,643 |
| GW-290 | 132986 | SR 120 (DULUTH HIGHWAY) BRIDGE REPLACEMENT | AT SINGLETON CREEK | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 240,000 | \$ 60,000 | \$ - | \$ - | \$ 300,000 |
| GW-308B | 6924 | SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT | FROM SR 316 EAST OF LAWRENCEVILLE TO SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) NEAR INTERSECTION WITH SR 324 (GRAVEL SPRINGS ROAD) | Roadway / General Purpose Capacity | CST | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 230,158,366 | \$ 57,539,591 | \$ - | \$ - | \$ 287,697,957 |
| GW-308B | 6924 | SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT | FROM SR 316 EAST OF LAWRENCEVILLE TO SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) NEAR INTERSECTION WITH SR 324 (GRAVEL SPRINGS ROAD) | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Federal Earmark Funding | \$ 4,499,500 | \$ - | \$ 1,124,875 | \$ - | \$ 5,624,375 |
| GW-308B | 6924 | SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT | FROM SR 316 EAST OF LAWRENCEVILLE TO SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) NEAR INTERSECTION WITH SR 324 (GRAVEL SPRINGS ROAD) | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 30,542,625 | \$ - | \$ 30,542,625 |
| GW-308B | 6924 | SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT | FROM SR 316 EAST OF LAWRENCEVILLE TO SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) NEAR INTERSECTION WITH SR 324 (GRAVEL SPRINGS ROAD) | Roadway / General Purpose Capacity | UTL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 16,583,118 | \$ - | \$ 16,583,118 |
| GW-308C | 6925 | SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT | FROM SR 20 (BUFORD HIGHWAY / MALL OF GEORGIA PARKWAY) TO PEACHTREE INDUSTRIAL BOULEVARD | Roadway / General Purpose Capacity | CST | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 175,224,684 | \$ - | \$ 175,224,684 |
| GW-308C | 6925 | SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT | FROM SR 20 (BUFORD HIGHWAY / MALL OF GEORGIA PARKWAY) TO PEACHTREE INDUSTRIAL BOULEVARD | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Federal Earmark Funding | \$ 2,159,760 | \$ - | \$ 539,940 | \$ - | \$ 2,699,700 |
| GW-308C | 6925 | SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT | FROM SR 20 (BUFORD HIGHWAY / MALL OF GEORGIA PARKWAY) TO PEACHTREE INDUSTRIAL BOULEVARD | Roadway / General Purpose Capacity | UTL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 9,779,315 | \$ - | \$ 9,779,315 |
| GW-309 | 6926 | WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT | FROM STEVE REYNOLDS BLVD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 22,316,634 | \$ - | \$ 22,316,634 |
| GW-309 | 6926 | WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT | FROM STEVE REYNOLDS BLVD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 16,600,000 | \$ - | \$ 16,600,000 |
| GW-309 | 6926 | WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT | FROM STEVE REYNOLDS BLVD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 380,700 | \$ - | \$ 380,700 |
| GW-326 | 6823 | PLEASANT HILL ROAD ATMS | FROM US 23 (BUFORD HIGHWAY) TO FULTON COUNTY LINE | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 406,750 | \$ - | \$ 101,688 | \$ - | \$ 508,438 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|---|---|-------|-------------|----------------|--|--------------|------------|--------------|------|--------------|
| GW-331 | 7535 | CONNECTOR STREET - NEW ALIGNMENT | FROM HEWATT ROAD TO BRITT ROAD | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 2,184,426 | \$ - | \$ 710,283 | \$ - | \$ 2,894,709 |
| GW-331 | 7535 | CONNECTOR STREET - NEW ALIGNMENT | FROM HEWATT ROAD TO BRITT ROAD | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | Federal Earmark Funding | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| GW-331 | 7535 | CONNECTOR STREET - NEW ALIGNMENT | FROM HEWATT ROAD TO BRITT ROAD | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Federal Earmark Funding | \$ 3,289,950 | \$ 112,488 | \$ 1,577,563 | \$ - | \$ 4,980,001 |
| GW-331 | 7535 | CONNECTOR STREET - NEW ALIGNMENT | FROM HEWATT ROAD TO BRITT ROAD | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Georgia Transportation Infrastructure Bank | \$ - | \$ 763,961 | \$ - | \$ - | \$ 763,961 |
| GW-331 | 7535 | CONNECTOR STREET - NEW ALIGNMENT | FROM HEWATT ROAD TO BRITT ROAD | Roadway / General Purpose Capacity | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 160,970 | \$ - | \$ 160,970 |
| GW-339 | 8904 | DOWNTOWN LILBURN PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 500,000 | \$ - | \$ 125,000 | \$ - | \$ 625,000 |
| GW-340 | 8905 | OLD HIGHWAY 78 / WALTON COURT RE-ALIGNMENT | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | Georgia Transportation Infrastructure Bank | \$ - | \$ 100,000 | \$ - | \$ - | \$ 100,000 |
| GW-340 | 8905 | OLD HIGHWAY 78 / WALTON COURT RE-ALIGNMENT | (blank) | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 233,600 | \$ - | \$ 146,918 | \$ - | \$ 380,518 |
| GW-340 | 8905 | OLD HIGHWAY 78 / WALTON COURT RE-ALIGNMENT | (blank) | Roadway / Operations & Safety | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,200 | \$ - | \$ 5,200 |
| GW-342 | 8963 | DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS & ONE-WAY PAIR CONVERSION | (blank) | Last Mile Connectivity / Complete Street Retrofit | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,628,240 | \$ - | \$ 1,561,469 | \$ - | \$ 4,189,709 |
| GW-342 | 8963 | DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS & ONE-WAY PAIR CONVERSION | (blank) | Last Mile Connectivity / Complete Street Retrofit | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 120,000 | \$ - | \$ 120,000 |
| GW-356 | 10242 | SOUTH LEE STREET PEDESTRIAN IMPROVEMENTS | FROM MAIN STREET TO SR 13 (BUFORD HIGHWAY) | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,120,472 | \$ - | \$ 833,528 | \$ - | \$ 2,954,000 |
| GW-356 | 10242 | SOUTH LEE STREET PEDESTRIAN IMPROVEMENTS | FROM MAIN STREET TO SR 13 (BUFORD HIGHWAY) | Last Mile Connectivity / Pedestrian Facility | ROW | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 106,000 | \$ - | \$ 306,000 |
| GW-356 | 10242 | SOUTH LEE STREET PEDESTRIAN IMPROVEMENTS | FROM MAIN STREET TO SR 13 (BUFORD HIGHWAY) | Last Mile Connectivity / Pedestrian Facility | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 400,000 | \$ - | \$ 400,000 |
| GW-357 | 10330 | US 23 (BUFORD HIGHWAY) MEDIANS | FROM SR 140 (JIMMY CARTER BOULEVARD) TO SR 378 (BEAVER RUIN ROAD) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,403,535 | \$ - | \$ 373,829 | \$ - | \$ 1,777,364 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|--|--|-------|--------------|----------------|---|---------------|--------------|--------------|------|---------------|
| GW-357 | 10330 | US 23 (BUFORD HIGHWAY) MEDIANS | FROM SR 140 (JIMMY CARTER BOULEVARD) TO SR 378 (BEAVER RUIN ROAD) | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 170,000 | \$ - | \$ 170,000 |
| GW-364 | TBD | SR 20 (BUFORD DRIVE) WIDENING | FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 16,623,900 | \$ 4,187,700 | \$ - | \$ - | \$ 20,811,600 |
| GW-371 | TBD | SR 140 (JIMMY CARTER BOULEVARD) WIDENING | FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 19,537,812 | \$ 4,964,526 | \$ - | \$ - | \$ 24,502,338 |
| GW-379 | 10425 | WALTHER BOULEVARD GRADE SEPARATION | AT SR 316 | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 3,133,440 | \$ 783,360 | \$ - | \$ - | \$ 3,916,800 |
| GW-379 | 10425 | WALTHER BOULEVARD GRADE SEPARATION | AT SR 316 | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 489,600 | \$ - | \$ 489,600 |
| GW-379 | 10425 | WALTHER BOULEVARD GRADE SEPARATION | AT SR 316 | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 416,130 | \$ 104,032 | \$ - | \$ - | \$ 520,162 |
| GW-380 | 11639 | US 23/SR 13 (BUFORD HIGHWAY) BICYCLE AND PEDESTRIAN FACILITIES | FROM MCGINNIS FERRY ROAD TO ENTRANCE OF GEORGE PIERCE PARK | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,996,230 | \$ - | \$ 749,058 | \$ - | \$ 3,745,288 |
| GW-381 | 10881 | I-85 NORTHBOUND AUXILIARY/FLEX LANE | FROM SR 140 (JIMMY CARTER BOULEVARD) TO INDIAN TRAIL-LILBURN ROAD | Roadway / Operations & Safety | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,108,438 | \$ 527,109 | \$ - | \$ - | \$ 2,635,547 |
| GW-382 | 12640 | BEAVER RUIN ROAD IN VICINITY OF SUMMEROUR MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS/BICYCLE AND PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 756,000 | \$ - | \$ 189,000 | \$ - | \$ 945,000 |
| GW-382 | 12640 | BEAVER RUIN ROAD IN VICINITY OF SUMMEROUR MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS/BICYCLE AND PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| GW-382 | 12640 | BEAVER RUIN ROAD IN VICINITY OF SUMMEROUR MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENTS/BICYCLE AND PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | UTL | 2016 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| GW-383 | 12641 | US 23/SR 13 (BUFORD HIGHWAY) PEDESTRIAN MOBILITY IMPROVEMENTS | FROM SIMPSON CIRCLE TO NORTH BERKELEY LAKE ROAD | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 920,000 | \$ - | \$ 230,000 | \$ - | \$ 1,150,000 |
| GW-383 | 12641 | US 23/SR 13 (BUFORD HIGHWAY) PEDESTRIAN MOBILITY IMPROVEMENTS | FROM SIMPSON CIRCLE TO NORTH BERKELEY LAKE ROAD | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 240,000 | \$ - | \$ 60,000 | \$ - | \$ 300,000 |
| GW-384 | 12883 | WESTERN GWINNETT BIKEWAY EXTENSION | (blank) | Last Mile Connectivity / Bicycle Facility | CST | 2018 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,800,000 | \$ - | \$ 4,800,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|---|---|--|-------|--------------|----------------|--|---------------|---------------|--------------|------|----------------|
| GW-384 | 12883 | WESTERN GWINNETT BIKEWAY EXTENSION | (blank) | Last Mile Connectivity / Bicycle Facility | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 900,000 | \$ - | \$ 225,000 | \$ - | \$ 1,125,000 |
| GW-384 | 12883 | WESTERN GWINNETT BIKEWAY EXTENSION | (blank) | Last Mile Connectivity / Bicycle Facility | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 384,000 | \$ - | \$ 384,000 |
| GW-385 | 12884 | NORCROSS TO LILBURN MULTIUSE TRAIL | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 5,000,000 | \$ - | \$ 5,000,000 |
| GW-385 | 12884 | NORCROSS TO LILBURN MULTIUSE TRAIL | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 300,000 | \$ - | \$ 75,000 | \$ - | \$ 375,000 |
| GW-385 | 12884 | NORCROSS TO LILBURN MULTIUSE TRAIL | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 626,600 | \$ - | \$ 626,600 |
| GW-386 | 110610 | I-85 NORTH WIDENING | FROM HAMILTON MILL ROAD IN GWINNETT COUNTY TO SR 211 IN BARROW COUNTY | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 91,453,837 | \$ 22,863,459 | \$ - | \$ - | \$ 114,317,296 |
| GW-387 | 0010877 | SR 141 SOUTHBOUND IMPROVEMENTS | AT PEACHTREE INDUSTRIAL BOULEVARD | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 367,200 | \$ 91,800 | \$ - | \$ - | \$ 459,000 |
| GW-387 | 0010877 | SR 141 SOUTHBOUND IMPROVEMENTS | AT PEACHTREE INDUSTRIAL BOULEVARD | Roadway / General Purpose Capacity | PE | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 150,000 | \$ - | \$ 150,000 |
| GW-387 | 0010877 | SR 141 SOUTHBOUND IMPROVEMENTS | AT PEACHTREE INDUSTRIAL BOULEVARD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 100,000 | \$ - | \$ 100,000 |
| GW-388 | 0012698 | I-85 NORTH - NEW INTERCHANGE | AT SR 324 (GRAVEL SPRINGS ROAD) | Roadway / Interchange Capacity | CST | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 6,400,000 | \$ 1,600,000 | \$ - | \$ - | \$ 8,000,000 |
| GW-388 | 0012698 | I-85 NORTH - NEW INTERCHANGE | AT SR 324 (GRAVEL SPRINGS ROAD) | Roadway / Interchange Capacity | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,000,000 | \$ - | \$ 1,000,000 |
| GW-388 | 0012698 | I-85 NORTH - NEW INTERCHANGE | AT SR 324 (GRAVEL SPRINGS ROAD) | Roadway / Interchange Capacity | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,000,000 | \$ - | \$ 4,000,000 |
| GW-389 | 0013104 | I-85 NORTH - NEW INTERCHANGE | AT MCGINNIS FERRY ROAD | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 13,502,160 | \$ 3,375,540 | \$ - | \$ - | \$ 16,877,700 |
| GW-389 | 0013104 | I-85 NORTH - NEW INTERCHANGE | AT MCGINNIS FERRY ROAD | Roadway / Interchange Capacity | PE | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| GW-389 | 0013104 | I-85 NORTH - NEW INTERCHANGE | AT MCGINNIS FERRY ROAD | Roadway / Interchange Capacity | ROW | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,000,000 | \$ - | \$ 4,000,000 |
| GW-390 | TBD | GWINNETT COUNTY ATMS/ITS INFRASTRUCTURE EXPANSION | (blank) | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 4,674,000 | \$ - | \$ 1,168,500 | \$ - | \$ 5,842,500 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|---------|--|--|------------------------------------|-------|--------------|----------------|---------------------------------------|---------------|---------------|--------------|------|---------------|
| GW-390 | TBD | GWINNETT COUNTY ATMS/ITS INFRASTRUCTURE EXPANSION | (blank) | Roadway / Operations & Safety | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 246,000 | \$ - | \$ 61,500 | \$ - | \$ 307,500 |
| GW-391 | 12817 | US 78 (EAST MAIN STREET / ATHENS HIGHWAY) SIGNAL UPGRADES | AT 5 LOCATIONS | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 650,000 | \$ - | \$ - | \$ - | \$ 650,000 |
| GW-391 | 12817 | US 78 (EAST MAIN STREET / ATHENS HIGHWAY) SIGNAL UPGRADES | AT 5 LOCATIONS | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 125,000 | \$ - | \$ - | \$ - | \$ 125,000 |
| GW-391 | 12817 | US 78 (EAST MAIN STREET / ATHENS HIGHWAY) SIGNAL UPGRADES | AT 5 LOCATIONS | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 250,000 | \$ - | \$ - | \$ - | \$ 250,000 |
| GW-392 | 13062 | SR 13 INTERSECTION IMPROVEMENTS | AT PLEASANT HILL ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 800,000 | \$ - | \$ 200,000 | \$ - | \$ 1,000,000 |
| GW-392 | 13062 | SR 13 INTERSECTION IMPROVEMENTS | AT PLEASANT HILL ROAD | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 160,000 | \$ - | \$ 40,000 | \$ - | \$ 200,000 |
| GW-AR-242 | 6276 | HOSPITAL DRIVE CONNECTOR ROAD - NEW ALIGNMENT | FROM INTERSECTION OF WEST LAWRENCEVILLE STREET AND MCCLURE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 717,650 | \$ - | \$ 179,413 | \$ - | \$ 897,063 |
| GW-AR-242 | 6276 | HOSPITAL DRIVE CONNECTOR ROAD - NEW ALIGNMENT | FROM INTERSECTION OF WEST LAWRENCEVILLE STREET AND MCCLURE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| GW-AR-242 | 6276 | HOSPITAL DRIVE CONNECTOR ROAD - NEW ALIGNMENT | FROM INTERSECTION OF WEST LAWRENCEVILLE STREET AND MCCLURE BRIDGE ROAD TO SR 120 (ABBOTTS BRIDGE ROAD) | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,412,000 | \$ - | \$ 581,000 | \$ - | \$ 1,993,000 |
| HE-020A | 321520 | SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 9,812,506 | \$ 2,453,126 | \$ - | \$ - | \$ 12,265,632 |
| HE-020A | 321520 | SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,043,131 | \$ 760,783 | \$ - | \$ - | \$ 3,803,914 |
| HE-020A | 321520 | SR 20/81 (HAMPTON STREET): SEGMENT 1 - NEW ALIGNMENT | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE | Roadway / General Purpose Capacity | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,862,949 | \$ - | \$ 1,862,949 |
| HE-020B | 321530 | SR 20/81 (HAMPTON STREET / KEYS FERRY ROAD) - EXTENSION AND UPGRADE OF ONE-WAY PAIR THROUGH DOWNTOWN MCDONOUGH | FROM WEST OF NORFOLK SOUTHERN RAIL LINE TO EAST OF LEMON STREET | Roadway / General Purpose Capacity | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,333,257 | \$ 1,083,314 | \$ - | \$ - | \$ 5,416,571 |
| HE-107 | 7855 | US 23 WIDENING | FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD) | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 51,852,259 | \$ 12,963,065 | \$ - | \$ - | \$ 64,815,323 |
| HE-107 | 7855 | US 23 WIDENING | FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD) | Roadway / General Purpose Capacity | PE | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,029,988 | \$ 757,497 | \$ - | \$ - | \$ 3,787,485 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|---|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| HE-107 | 7855 | US 23 WIDENING | FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD) | Roadway / General Purpose Capacity | ROW | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 26,578,395 | \$ 6,644,598 | \$ - | \$ - | \$ 33,222,994 |
| HE-107 | 7855 | US 23 WIDENING | FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD) | Roadway / General Purpose Capacity | SCP | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 800,000 | \$ 200,000 | \$ - | \$ - | \$ 1,000,000 |
| HE-107 | 7855 | US 23 WIDENING | FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD) | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 11,425,355 | \$ 2,856,339 | \$ - | \$ - | \$ 14,281,694 |
| 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 | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,996,555 | \$ - | \$ 4,996,555 |
| 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 | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,202,920 | \$ - | \$ 3,202,920 |
| HE-110 | N/A | JODECO ROAD WIDENING AND CAMPGROUND ROAD EXTENSION/REALIGNMENT | AT MEADOWBROOK DRIVE TO PEACH DRIVE (WIDENING OF JODECO) AND FROM PEACH DRIVE TO BRANNAN ROAD (EXTENSION/REALIGNMENT) | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 16,000,000 | \$ - | \$ 16,000,000 |
| HE-113 | 7856 | SR 155 WIDENING | FROM I-75 SOUTH TO SR 81 | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 15,777,817 | \$ 3,944,454 | \$ - | \$ - | \$ 19,722,271 |
| HE-113 | 7856 | SR 155 WIDENING | FROM I-75 SOUTH TO SR 81 | Roadway / General Purpose Capacity | PE | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,120,150 | \$ 280,038 | \$ - | \$ - | \$ 1,400,188 |
| HE-113 | 7856 | SR 155 WIDENING | FROM I-75 SOUTH TO SR 81 | Roadway / General Purpose Capacity | ROW | 2019 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,364,166 | \$ 341,041 | \$ - | \$ - | \$ 1,705,207 |
| HE-113 | 7856 | SR 155 WIDENING | FROM I-75 SOUTH TO SR 81 | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,591,257 | \$ 647,814 | \$ - | \$ - | \$ 3,239,072 |
| HE-118B | N/A | MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II - NEW ALIGNMENT | FROM US 23 (ATLANTA STREET) TO SR 155 (DECATUR ROAD) | Roadway / General Purpose Capacity | CST | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,500,000 | \$ - | \$ 2,500,000 |
| HE-118B | N/A | MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE II - NEW ALIGNMENT | FROM US 23 (ATLANTA STREET) TO SR 155 (DECATUR ROAD) | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 350,000 | \$ - | \$ 350,000 |
| HE-118C | N/A | METRO ARTERIAL CONNECTOR - MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE III | FROM SR 155 (DECATUR ROAD) TO SR 20 (CONYERS HIGHWAY / LAWRENCEVILLE STREET) | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,309,300 | \$ - | \$ 12,309,300 |
| 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 | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 19,161,900 | \$ - | \$ 19,161,900 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------|---------|---|---|------------------------------------|-------|--------------|----------------|---------------------------------------|---------------|------------|---------------|------|---------------|
| HE-118E | N/A | MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE IV - NEW ALIGNMENT | FROM SR 20/81 (HAMPTON STREET) TO HENRY PARKWAY | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 7,487,100 | \$ - | \$ 7,487,100 |
| HE-126A1 | N/A | HAMPTON LOCUST GROVE ROAD WIDENING | FROM SR 20 (MCDONOUGH ROAD) TO SR 155 | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 28,826,280 | \$ - | \$ 28,826,280 |
| HE-126A2 | 6317 | HAMPTON LOCUST GROVE ROAD BRIDGE REPLACEMENT AND WIDENING | AT TOWALIGA RIVER | Roadway / Bridge Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 1,647,582 | \$ 411,896 | \$ - | \$ - | \$ 2,059,478 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 18,273,600 | \$ - | \$ 4,568,400 | \$ - | \$ 22,842,000 |
| HE-132C | N/A | EAGLES LANDING PARKWAY WIDENING | FROM EAGLES POINTE PARKWAY TO US 23 | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 30,427,740 | \$ - | \$ 30,427,740 |
| HE-134A | N/A | FAIRVIEW ROAD: PHASE I - WIDENING | FROM ANVIL BLOCK ROAD TO SPRAGGINS MEMORIAL PARKWAY | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 10,100,000 | \$ - | \$ 10,100,000 |
| HE-134B | N/A | FAIRVIEW ROAD: PHASE II | FROM SCRAGGINS MEMORIAL PARKWAY TO SWAN LAKE ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 13,324,500 | \$ - | \$ 13,324,500 |
| HE-134C | N/A | FAIRVIEW ROAD: PHASE III | FROM DEKALB COUNTY LINE TO COOK ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 6,725,700 | \$ - | \$ 6,725,700 |
| HE-137 | N/A | EAST ATLANTA ROAD WIDENING | FROM VALLEY HILL ROAD TO FAIRVIEW ROAD | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 49,491,000 | \$ - | \$ 49,491,000 |
| HE-138 | N/A | OLD CONYERS ROAD WIDENING | FROM EAST ATLANTA ROAD TO FLAT ROCK ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 25,142,922 | \$ - | \$ 25,142,922 |
| HE-139 | N/A | KELLEYTOWN ROAD WIDENING | FROM SR 155 TO AIRLINE ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 35,712,558 | \$ - | \$ 35,712,558 |
| HE-140 | N/A | MILLERS MILL ROAD WIDENING | FROM SR 138 TO SR 155 | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 28,185,696 | \$ - | \$ 28,185,696 |
| HE-141 | N/A | SWAN LAKE ROAD / OLD CONYERS ROAD WIDENING | FROM FAIRVIEW ROAD TO FLAT ROCK ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 31,388,616 | \$ - | \$ 31,388,616 |
| HE-161A | N/A | ROCK QUARRY ROAD WIDENING | FROM EAGLES LANDING PARKWAY TO RED OAK ROAD | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 15,840,000 | \$ - | \$ 15,840,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|---|--|-------|--------------|----------------|--|--------------|------------|---------------|------|---------------|
| HE-161A | N/A | ROCK QUARRY ROAD WIDENING | FROM EAGLES LANDING PARKWAY TO RED OAK ROAD | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 3,000,000 | \$ - | \$ 3,000,000 |
| HE-165B | N/A | PATRICK HENRY PARKWAY: SEGMENT 2 - WIDENING | FROM JODECO ROAD TO EAGLES LANDING PARKWAY | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 20,338,542 | \$ - | \$ 20,338,542 |
| HE-179 | N/A | WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT | FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,000,000 | \$ - | \$ 12,000,000 |
| HE-179 | N/A | WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT | FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 950,000 | \$ - | \$ 950,000 |
| HE-179 | N/A | WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT | FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,000,000 | \$ - | \$ 4,000,000 |
| HE-194 | 12642 | JODECO ROAD INTERSECTION IMPROVEMENTS | AT BLACKHALL ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 814,400 | \$ - | \$ 203,600 | \$ - | \$ 1,018,000 |
| HE-194 | 12642 | JODECO ROAD INTERSECTION IMPROVEMENTS | AT BLACKHALL ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 240,000 | \$ - | \$ 60,000 | \$ - | \$ 300,000 |
| HE-194 | 12642 | JODECO ROAD INTERSECTION IMPROVEMENTS | AT BLACKHALL ROAD | Roadway / Operations & Safety | UTL | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| HE-195 | 12643 | MCDONOUGH TOWN CENTER AND ATLANTA STREET BICYCLE AND PEDESTRIAN ACCESSIBILITY | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,360,000 | \$ - | \$ 340,000 | \$ - | \$ 1,700,000 |
| HE-196 | 11690 | ELLIOTT ROAD BRIDGE REPLACEMENT | AT WALNUT CREEK | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Off-System Bridge | \$ 1,298,919 | \$ 324,730 | \$ - | \$ - | \$ 1,623,649 |
| HE-196 | 11690 | ELLIOTT ROAD BRIDGE REPLACEMENT | AT WALNUT CREEK | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | STP - Off-System Bridge | \$ 244,800 | \$ 61,200 | \$ - | \$ - | \$ 306,000 |
| HE-196 | 11690 | ELLIOTT ROAD BRIDGE REPLACEMENT | AT WALNUT CREEK | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 300,000 | \$ - | \$ 300,000 |
| HE-196 | 11690 | ELLIOTT ROAD BRIDGE REPLACEMENT | AT WALNUT CREEK | Roadway / Bridge Upgrade | UTL | 2017 | 1.0000 | STP - Off-System Bridge | \$ 43,297 | \$ 10,824 | \$ - | \$ - | \$ 54,121 |
| HE-197 | 11691 | BLACKHALL ROAD BRIDGE REPLACEMENT | AT RUM CREEK | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,200,000 | \$ 300,000 | \$ - | \$ - | \$ 1,500,000 |
| HE-197 | 11691 | BLACKHALL ROAD BRIDGE REPLACEMENT | AT RUM CREEK | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | Bridge (Off-System) | \$ 240,000 | \$ 60,000 | \$ - | \$ - | \$ 300,000 |
| HE-197 | 11691 | BLACKHALL ROAD BRIDGE REPLACEMENT | AT RUM CREEK | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 300,000 | \$ - | \$ 300,000 |
| HE-197 | 11691 | BLACKHALL ROAD BRIDGE REPLACEMENT | AT RUM CREEK | Roadway / Bridge Upgrade | UTL | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------------|---------|---|--|------------------------------------|-------|--------------|----------------|---------------------------------|---------------|--------------|---------------|------|---------------|
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 37,416,589 | \$ 9,354,148 | \$ - | \$ - | \$ 46,770,737 |
| 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 | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 400,000 | \$ 100,000 | \$ - | \$ - | \$ 500,000 |
| 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 | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 5,994,552 | \$ 1,498,638 | \$ - | \$ - | \$ 7,493,190 |
| 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 | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,659,457 | \$ 2,164,864 | \$ - | \$ - | \$ 10,824,321 |
| 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 4,431,329 | \$ 1,107,832 | \$ - | \$ - | \$ 5,539,161 |
| M-AR-274B2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2014 | 1.0000 | Bus - New (80/20) | \$ 1,550,000 | \$ - | \$ 387,500 | \$ - | \$ 1,937,500 |
| M-AR-274B2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2015 | 1.0000 | Bus - New (80/20) | \$ 1,550,000 | \$ - | \$ 387,500 | \$ - | \$ 1,937,500 |
| M-AR-274B2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2016 | 1.0000 | Bus - New (80/20) | \$ 1,550,000 | \$ - | \$ 387,500 | \$ - | \$ 1,937,500 |
| M-AR-274B2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2017 | 1.0000 | Bus - New (80/20) | \$ 1,550,000 | \$ - | \$ 387,500 | \$ - | \$ 1,937,500 |
| M-AR-274B2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2018 | 1.0000 | Bus - New (80/20) | \$ 1,550,000 | \$ - | \$ 387,500 | \$ - | \$ 1,937,500 |
| M-AR-274B2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2019 | 1.0000 | Bus - New (80/20) | \$ 1,550,000 | \$ - | \$ 387,500 | \$ - | \$ 1,937,500 |
| M-AR-274B2-LR1 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | LR 2020-2030 | 1.2690 | Bus - New (80/20) | \$ 21,636,450 | \$ - | \$ 5,409,113 | \$ - | \$ 27,045,563 |
| M-AR-274B2-LR2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | LR 2031-2040 | 1.6015 | Bus - New (80/20) | \$ 24,822,630 | \$ - | \$ 6,205,658 | \$ - | \$ 31,028,288 |
| M-AR-274B3 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2014 | 1.0000 | Clean Fuels Formula Program | \$ 3,700,000 | \$ - | \$ 925,000 | \$ - | \$ 4,625,000 |
| M-AR-274B3 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2015 | 1.0000 | Clean Fuels Formula Program | \$ 3,700,000 | \$ - | \$ 925,000 | \$ - | \$ 4,625,000 |
| M-AR-274B3 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2016 | 1.0000 | Clean Fuels Formula Program | \$ 3,700,000 | \$ - | \$ 925,000 | \$ - | \$ 4,625,000 |
| M-AR-274B3 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2017 | 1.0000 | Clean Fuels Formula Program | \$ 3,700,000 | \$ - | \$ 925,000 | \$ - | \$ 4,625,000 |
| M-AR-274B3 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2018 | 1.0000 | Clean Fuels Formula Program | \$ 3,700,000 | \$ - | \$ 925,000 | \$ - | \$ 4,625,000 |
| M-AR-274B3 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | 2019 | 1.0000 | Clean Fuels Formula Program | \$ 3,700,000 | \$ - | \$ 925,000 | \$ - | \$ 4,625,000 |
| M-AR-274B3-LR1 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | LR 2020-2030 | 1.2690 | Clean Fuels Formula Program | \$ 51,648,300 | \$ - | \$ 12,912,075 | \$ - | \$ 64,560,375 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------------|---------|--|---|--|-------|--------------|----------------|--|---------------|--------------|---------------|------|---------------|
| M-AR-274B3-LR2 | N/A | MARTA CLEAN BUS PROCUREMENT | (blank) | Transit / Bus Capital | CST | LR 2031-2040 | 1.6015 | Clean Fuels Formula Program | \$ 59,254,020 | \$ - | \$ 14,813,505 | \$ - | \$ 74,067,525 |
| M-AR-312 | 12644 | MARTA RAIL STATIONS - BICYCLE AND PEDESTRIAN ACCESS IMPROVEMENTS | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 820,000 | \$ - | \$ 205,000 | \$ - | \$ 1,025,000 |
| M-AR-313 | TBD | MARTA RAIL SERVICE FREQUENCY IMPROVEMENTS | (blank) | Transit / Operations & Maintenance | CST | 2014 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 6,484,450 | \$ - | \$ 1,621,113 | \$ - | \$ 8,105,563 |
| M-AR-313 | TBD | MARTA RAIL SERVICE FREQUENCY IMPROVEMENTS | (blank) | Transit / Operations & Maintenance | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 515,550 | \$ - | \$ 128,888 | \$ - | \$ 644,438 |
| M-AR-314 | TBD | MARTA COMPRESSED NATURAL GAS (CNG) BUS ACQUISITION | (blank) | Transit / Bus Capital | CST | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 5,784,450 | \$ - | \$ 1,446,113 | \$ - | \$ 7,230,563 |
| NE-003 | 6666 | SR 36 (EAST COVINGTON BYPASS) WIDENING | FROM JACKSON ROAD TO US 278 | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 31,926,772 | \$ 7,981,693 | \$ - | \$ - | \$ 39,908,465 |
| NE-004 | 231210 | SR 162 (SALEM ROAD) WIDENING | FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD | Roadway / General Purpose Capacity | CST | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 7,497,264 | \$ 1,874,316 | \$ - | \$ - | \$ 9,371,580 |
| NE-004 | 231210 | SR 162 (SALEM ROAD) WIDENING | FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 9,717,336 | \$ 2,429,334 | \$ - | \$ - | \$ 12,146,670 |
| NE-005B | 242230 | SR 142 WIDENING | FROM AIRPORT ENTRANCE APPROXIMATELY 1000' NORTH OF ALCOVY ROAD TO HAZELBRAND ROAD | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 9,366,675 | \$ 2,341,669 | \$ - | \$ - | \$ 11,708,344 |
| NE-005B | 242230 | SR 142 WIDENING | FROM AIRPORT ENTRANCE APPROXIMATELY 1000' NORTH OF ALCOVY ROAD TO HAZELBRAND ROAD | Roadway / General Purpose Capacity | UTL | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 1,116,349 | \$ 279,087 | \$ - | \$ - | \$ 1,395,436 |
| NE-007 | 231630 | US 278 WIDENING | FROM COVINGTON BYPASS TO SR 142 | Roadway / General Purpose Capacity | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 7,035,181 | \$ 1,758,795 | \$ - | \$ - | \$ 8,793,976 |
| NE-007 | 231630 | US 278 WIDENING | FROM COVINGTON BYPASS TO SR 142 | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 160,000 | \$ 40,000 | \$ - | \$ - | \$ 200,000 |
| NE-007 | 231630 | US 278 WIDENING | FROM COVINGTON BYPASS TO SR 142 | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,510,400 | \$ 627,600 | \$ - | \$ - | \$ 3,138,000 |
| NE-021 | 7859 | CROWELL ROAD WIDENING | FROM BROWN BRIDGE ROAD TO I-20 EAST | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 39,048,599 | \$ 9,762,149 | \$ - | \$ - | \$ 48,810,749 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|--|--|---|-------|--------------|----------------|--|---------------|--------------|--------------|------|---------------|
| NE-033A | N/A | SR 162 (SALEM ROAD) WIDENING | FROM BROWN BRIDGE ROAD TO SR 81 | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 23,317,258 | \$ 5,829,314 | \$ - | \$ - | \$ 29,146,572 |
| 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 | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 17,587,874 | \$ - | \$ 7,987,442 | \$ - | \$ 25,575,316 |
| NE-069 | 9706 | ALMON ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM ROCKDALE COUNTY LINE TO I-20 EAST | Roadway / Operations & Safety | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 4,660,183 | \$ - | \$ 1,165,046 | \$ - | \$ 5,825,229 |
| NE-069 | 9706 | ALMON ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM ROCKDALE COUNTY LINE TO I-20 EAST | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,204,000 | \$ - | \$ 4,204,000 |
| NE-069 | 9706 | ALMON ROAD OPERATIONS AND SAFETY IMPROVEMENTS | FROM ROCKDALE COUNTY LINE TO I-20 EAST | Roadway / Operations & Safety | UTL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 253,800 | \$ - | \$ 253,800 |
| NE-075 | 7592 | TURKEY CREEK/YELLOW RIVER TRAIL | FROM TURNER LAKE PARK TO NEWTON COUNTY EDUCATIONAL COMPLEX | Last Mile Connectivity / Sidepaths and Trails | CST | 2017 | 1.0000 | Federal Earmark Funding | \$ 524,925 | \$ - | \$ 384,075 | \$ - | \$ 909,000 |
| NE-075 | 7592 | TURKEY CREEK/YELLOW RIVER TRAIL | FROM TURNER LAKE PARK TO NEWTON COUNTY EDUCATIONAL COMPLEX | Last Mile Connectivity / Sidepaths and Trails | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 320,000 | \$ 80,000 | \$ - | \$ - | \$ 400,000 |
| NE-090 | 10331 | PACE STREET COMPLETE STREET RETROFIT AND BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM FLOYD STREET TO US 278 | Last Mile Connectivity / Complete Street Retrofit | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,748,000 | \$ - | \$ 443,929 | \$ - | \$ 2,191,929 |
| NE-090 | 10331 | PACE STREET COMPLETE STREET RETROFIT AND BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM FLOYD STREET TO US 278 | Last Mile Connectivity / Complete Street Retrofit | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 122,400 | \$ - | \$ 122,400 |
| NE-099A | 12645 | CROWELL ROAD INTERSECTION IMPROVEMENT | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 333,600 | \$ - | \$ 83,400 | \$ - | \$ 417,000 |
| NE-099A | 12645 | CROWELL ROAD INTERSECTION IMPROVEMENT | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Roadway / Operations & Safety | UTL | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 20,000 | \$ - | \$ 5,000 | \$ - | \$ 25,000 |
| NE-099B | 12646 | CROWELL ROAD INTERSECTION IMPROVEMENT | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 705,600 | \$ - | \$ 176,400 | \$ - | \$ 882,000 |
| NE-099B | 12646 | CROWELL ROAD INTERSECTION IMPROVEMENT | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 8,000 | \$ - | \$ 2,000 | \$ - | \$ 10,000 |
| NE-099B | 12646 | CROWELL ROAD INTERSECTION IMPROVEMENT | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Roadway / Operations & Safety | UTL | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 20,000 | \$ - | \$ 5,000 | \$ - | \$ 25,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------|---------|--|---|--|-------|--------------|----------------|---------------------------------------|---------------|--------------|---------------|------|---------------|
| NE-100 | 12647 | SR 81 (EMORY STREET) BICYCLE AND PEDESTRIAN BRIDGE AND OTHER FACILITIES OVER I-20 BETWEEN CITIES OF COVINGTON AND OXFORD | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 594,000 | \$ - | \$ 148,500 | \$ - | \$ 742,500 |
| NE-101 | 12648 | SR 81 INTERSECTION IMPROVEMENTS | AT SR 142 | Roadway / Operations & Safety | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 520,000 | \$ - | \$ 130,000 | \$ - | \$ 650,000 |
| NE-101 | 12648 | SR 81 INTERSECTION IMPROVEMENTS | AT SR 142 | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| NE-101 | 12648 | SR 81 INTERSECTION IMPROVEMENTS | AT SR 142 | Roadway / Operations & Safety | UTL | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 80,000 | \$ - | \$ 20,000 | \$ - | \$ 100,000 |
| NE-102 | 231635 | US 278 BRIDGE REPLACEMENT | AT ALCOVY RIVER | Roadway / Bridge Upgrade | CST | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 7,517,325 | \$ 1,879,331 | \$ - | \$ - | \$ 9,396,656 |
| NE-102 | 231635 | US 278 BRIDGE REPLACEMENT | AT ALCOVY RIVER | Roadway / Bridge Upgrade | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |
| PA-015B | N/A | BILL CARRUTH PARKWAY: PHASE 2 - NEW ALIGNMENT | FROM RAILROAD BRIDGE TO NEBO ROAD | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 15,000,000 | \$ - | \$ 15,000,000 |
| PA-015C | N/A | BILL CARRUTH PARKWAY: PHASE 3 - NEW ALIGNMENT | FROM NEBO ROAD TO SR 92 (HIRAM DOUGLASSVILLE HIGHWAY) | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 7,500,000 | \$ - | \$ 7,500,000 |
| PA-027 | 632921 | SR 92 BRIDGE REPLACEMENT AND WIDENING | AT SOUTHERN RAIL LINE IN DOWNTOWN-HIRAM | Roadway / Bridge Capacity | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,163,921 | \$ 540,980 | \$ - | \$ - | \$ 2,704,901 |
| PA-032 | 1175 | DABBS BRIDGE ROAD WIDENING | FROM SR 61 (CARTERSVILLE HIGHWAY) IN PAULDING COUNTY TO US 41 (NORTH COBB PARKWAY) IN COBB COUNTY | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 33,201,469 | \$ - | \$ 16,414,965 | \$ - | \$ 49,616,434 |
| PA-036B | N/A | CEDARCREST ROAD WIDENING | FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 22,842,000 | \$ 5,710,500 | \$ - | \$ - | \$ 28,552,500 |
| PA-036C | N/A | CEDARCREST ROAD WIDENING | FROM SR 92 TO SEVEN HILL EXTENSION | Roadway / General Purpose Capacity | PE | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 4,644,234 | \$ - | \$ 4,644,234 |
| PA-061C1 | 621570 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING | FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY) | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 29,727,952 | \$ 7,431,989 | \$ - | \$ - | \$ 37,159,940 |
| PA-061C1 | 621570 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING | FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY) | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 80,000 | \$ 20,000 | \$ - | \$ - | \$ 100,000 |
| PA-061C1 | 621570 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING | FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY) | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 10,890,999 | \$ 2,722,750 | \$ - | \$ - | \$ 13,613,749 |
| PA-061C1 | 621570 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 - WIDENING | FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY) | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 3,775,663 | \$ 943,916 | \$ - | \$ - | \$ 4,719,580 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------|---------|--|---|------------------------------------|-------|--------------|----------------|---------------------------------------|---------------|--------------|--------------|------|---------------|
| 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 | 2016 | 1.0000 | Federal Earmark Funding | \$ 1,606,500 | \$ - | \$ 178,513 | \$ - | \$ 1,785,013 |
| 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 | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,420,000 | \$ - | \$ 1,420,000 |
| 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 | 2016 | 1.0000 | Appalachian Local Access | \$ 1,000,000 | \$ - | \$ 1,456,961 | \$ - | \$ 2,456,961 |
| 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 | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,013,000 | \$ - | \$ 1,013,000 |
| PA-092A | 7691 | SR 92 (HIRAM DOUGLASVILLE HIGHWAY) WIDENING | FROM BETWEEN BROWN AND MALONE STREETS IN DOUGLAS COUNTY (TERMINUS OF DO-282C) TO NEBO ROAD IN PAULDING COUNTY | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 33,594,862 | \$ 8,398,715 | \$ - | \$ - | \$ 41,993,577 |
| PA-092A | 7691 | SR 92 (HIRAM DOUGLASVILLE HIGHWAY) WIDENING | FROM BETWEEN BROWN AND MALONE STREETS IN DOUGLAS COUNTY (TERMINUS OF DO-282C) TO NEBO ROAD IN PAULDING COUNTY | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 1,440,000 | \$ 360,000 | \$ - | \$ - | \$ 1,800,000 |
| PA-092A | 7691 | SR 92 (HIRAM DOUGLASVILLE HIGHWAY) WIDENING | FROM BETWEEN BROWN AND MALONE STREETS IN DOUGLAS COUNTY (TERMINUS OF DO-282C) TO NEBO ROAD IN PAULDING COUNTY | Roadway / General Purpose Capacity | ROW | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 15,691,680 | \$ 3,922,920 | \$ - | \$ - | \$ 19,614,600 |
| PA-092A | 7691 | SR 92 (HIRAM DOUGLASVILLE HIGHWAY) WIDENING | FROM BETWEEN BROWN AND MALONE STREETS IN DOUGLAS COUNTY (TERMINUS OF DO-282C) TO NEBO ROAD IN PAULDING COUNTY | Roadway / General Purpose Capacity | UTL | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 4,439,517 | \$ 1,109,879 | \$ - | \$ - | \$ 5,549,396 |
| PA-092B1 | 621720 | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY) | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 34,378,839 | \$ 8,594,710 | \$ - | \$ - | \$ 42,973,549 |
| PA-092B1 | 621720 | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY) | Roadway / General Purpose Capacity | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 15,893,711 | \$ 3,973,428 | \$ - | \$ - | \$ 19,867,139 |
| PA-092B1 | 621720 | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY) | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 2,926,872 | \$ 731,718 | \$ - | \$ - | \$ 3,658,590 |
| PA-092C | 7692 | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | FROM SR 120 (MARIETTA HIGHWAY) TO CEDARCREST ROAD | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 27,627,372 | \$ 6,906,843 | \$ - | \$ - | \$ 34,534,216 |
| PA-092C | 7692 | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | FROM SR 120 (MARIETTA HIGHWAY) TO CEDARCREST ROAD | Roadway / General Purpose Capacity | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 320,000 | \$ 80,000 | \$ - | \$ - | \$ 400,000 |
| PA-092C | 7692 | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | FROM SR 120 (MARIETTA HIGHWAY) TO CEDARCREST ROAD | Roadway / General Purpose Capacity | ROW | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 14,903,792 | \$ 3,725,948 | \$ - | \$ - | \$ 18,629,740 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|--|--|-------|--------------|----------------|--|---------------|--------------|------------|------|---------------|
| PA-092C | 7692 | SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING | FROM SR 120 (MARIETTA HIGHWAY) TO CEDARCREST ROAD | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 6,734,837 | \$ 1,683,709 | \$ - | \$ - | \$ 8,418,546 |
| PA-092E | 6857 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | FROM CEDARCREST ROAD TO COBB COUNTY LINE NORTH OF OLD STILESBORO ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 15,299,985 | \$ 1,919,817 | \$ - | \$ - | \$ 17,219,802 |
| PA-092E | 6857 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | FROM CEDARCREST ROAD TO COBB COUNTY LINE NORTH OF OLD STILESBORO ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 24,000 | \$ 6,000 | \$ - | \$ - | \$ 30,000 |
| PA-092E | 6857 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | FROM CEDARCREST ROAD TO COBB COUNTY LINE NORTH OF OLD STILESBORO ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,208,145 | \$ 552,036 | \$ - | \$ - | \$ 2,760,181 |
| PA-092E | 6857 | SR 92 (DALLAS ACWORTH HIGHWAY) WIDENING | FROM CEDARCREST ROAD TO COBB COUNTY LINE NORTH OF OLD STILESBORO ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | UTL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 6,108,178 | \$ 1,527,045 | \$ - | \$ - | \$ 7,635,223 |
| PA-095 | 10332 | JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,428,936 | \$ - | \$ 422,234 | \$ - | \$ 1,851,170 |
| PA-095 | 10332 | JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Pedestrian Facility | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 52,000 | \$ - | \$ 13,000 | \$ - | \$ 65,000 |
| PA-095 | 10332 | JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Pedestrian Facility | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 120,000 | \$ - | \$ 30,000 | \$ - | \$ 150,000 |
| PA-095 | 10332 | JOHNSTON STREET, GRIFFIN STREET, SPRING STREET, AND PARK STREET PEDESTRIAN FACILITIES | (blank) | Last Mile Connectivity / Pedestrian Facility | UTL | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 240,000 | \$ - | \$ 60,000 | \$ - | \$ 300,000 |
| PA-100 | 12885 | DALLAS BATTLEFIELD TRAIL: PHASE 2 - SCOPING AND ENGINEERING ANALYSIS | (blank) | Other / Planning | SCP | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| PA-101A | TBD | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE I | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,297,000 | \$ - | \$ 600,000 | \$ - | \$ 1,897,000 |
| PA-101A | TBD | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE I | (blank) | Roadway / Operations & Safety | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 197,855 | \$ - | \$ 49,464 | \$ - | \$ 247,319 |
| PA-101B | TBD | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE II | (blank) | Roadway / Operations & Safety | CST | 2016 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 1,012,000 | \$ - | \$ 434,000 | \$ - | \$ 1,446,000 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|---------|---------|---|---|------------------------------------|-------|--------------|----------------|---|---------------|--------------|---------------|------|---------------|
| PA-101B | TBD | PAULDING COUNTY ATMS SYSTEM EXPANSION - PHASE II | (blank) | Roadway / Operations & Safety | PE | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 150,338 | \$ - | \$ 37,584 | \$ - | \$ 187,922 |
| RO-015E | 4433 | PARKER ROAD / MILLERS CHAPEL ROAD WIDENING | FROM FLAT SHOALS ROAD TO SR 138 | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,602,769 | \$ 650,692 | \$ - | \$ - | \$ 3,253,461 |
| RO-015E | 4433 | PARKER ROAD / MILLERS CHAPEL ROAD WIDENING | FROM FLAT SHOALS ROAD TO SR 138 | Roadway / General Purpose Capacity | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 12,000 | \$ 3,000 | \$ - | \$ - | \$ 15,000 |
| RO-015E | 4433 | PARKER ROAD / MILLERS CHAPEL ROAD WIDENING | FROM FLAT SHOALS ROAD TO SR 138 | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 1,206,278 | \$ - | \$ 1,206,278 |
| RO-015F | N/A | MILLERS CHAPEL ROAD WIDENING | FROM SR 138 (STOCKBRIDGE HIGHWAY) TO SR 20 (MCDONOUGH HIGHWAY) | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 6,345,000 | \$ - | \$ 6,345,000 |
| RO-025C | N/A | FLAT SHOALS ROAD WIDENING | FROM OLD SALEM ROAD TO SALEM ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 14,762,258 | \$ - | \$ 14,762,258 |
| RO-034 | 752270 | OLD COVINGTON HIGHWAY WIDENING | FROM GREEN STREET TO SR 138/20 (WALNUT GROVE ROAD) | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 800,000 | \$ 200,000 | \$ 1,529,505 | \$ - | \$ 2,529,505 |
| RO-034 | 752270 | OLD COVINGTON HIGHWAY WIDENING | FROM GREEN STREET TO SR 138/20 (WALNUT GROVE ROAD) | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 313,289 | \$ - | \$ 313,289 |
| RO-138B | 2040 | SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS | FROM EBENEZER ROAD / STANTON ROAD TO PARKER ROAD | Roadway / Operations & Safety | CST | 2016 | 1.0000 | National Highway Performance Program (NHPP) | \$ 967,922 | \$ 241,981 | \$ - | \$ - | \$ 1,209,903 |
| RO-138B | 2040 | SR 138 (STOCKBRIDGE HIGHWAY) OPERATIONS AND SAFETY IMPROVEMENTS | FROM EBENEZER ROAD / STANTON ROAD TO PARKER ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 82,705 | \$ - | \$ 82,705 |
| RO-138C | 721582 | SALEM ROAD CONNECTOR (OLD SALEM ROAD REALIGNMENT) | FROM IN VICINITY OF SR 20/138 - RELOCATE INTERSECTION TO SOUTH AWAY FROM I-20 | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,663,805 | \$ 665,951 | \$ - | \$ - | \$ 3,329,756 |
| RO-138C | 721582 | SALEM ROAD CONNECTOR (OLD SALEM ROAD REALIGNMENT) | FROM IN VICINITY OF SR 20/138 - RELOCATE INTERSECTION TO SOUTH AWAY FROM I-20 | Roadway / Operations & Safety | ROW | 2018 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 21,948,043 | \$ 5,487,011 | \$ - | \$ - | \$ 27,435,054 |
| RO-206 | 4434 | SR 162 (SALEM ROAD) WIDENING | FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 9,226,894 | \$ 2,306,723 | \$ - | \$ - | \$ 11,533,617 |
| RO-206 | 4434 | SR 162 (SALEM ROAD) WIDENING | FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 12,105,262 | \$ 3,026,315 | \$ - | \$ - | \$ 15,131,577 |
| RO-217A | N/A | OLD SALEM ROAD: SEGMENT 1 - WIDENING | FROM FLAT SHOALS ROAD TO SALEM GATE DRIVE | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 8,968,176 | \$ - | \$ 8,968,176 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|----------|---------|--|--|------------------------------------|-------|--------------|----------------|---|----------------|---------------|---------------|------|----------------|
| RO-217B | 6078 | OLD SALEM ROAD: SEGMENT 2 | FROM FLAT SHOALS ROAD TO SR 162 (SALEM ROAD) IN NEWTON COUNTY | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 66,664,690 | \$ - | \$ 66,664,690 |
| RO-222B | N/A | EAST FREEWAY DRIVE EXTENSION: PHASE II - NEW ALIGNMENT | FROM OLD MCDONOUGH HIGHWAY TO PARKER ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 8,968,176 | \$ - | \$ 8,968,176 |
| RO-229 | 742980 | SR 212 (SCOTT HIGHWAY) BRIDGE REPLACEMENT | AT HONEY CREEK | Roadway / Bridge Upgrade | CST | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,388,259 | \$ 597,065 | \$ - | \$ - | \$ 2,985,324 |
| RO-229 | 742980 | SR 212 (SCOTT HIGHWAY) BRIDGE REPLACEMENT | AT HONEY CREEK | Roadway / Bridge Upgrade | ROW | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 204,000 | \$ 51,000 | \$ - | \$ - | \$ 255,000 |
| RO-229 | 742980 | SR 212 (SCOTT HIGHWAY) BRIDGE REPLACEMENT | AT HONEY CREEK | Roadway / Bridge Upgrade | UTL | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 109,866 | \$ 27,467 | \$ - | \$ - | \$ 137,333 |
| RO-235A | 6931 | SIGMAN ROAD EXTENSION / HAYDEN QUARRY ROAD - NEW ALIGNMENT | FROM DEKALB COUNTY LINE TO I-20 AT SIGMAN ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 19,586,496 | \$ 16,015 | \$ 9,364,697 | \$ - | \$ 28,967,208 |
| RO-235C | 752190 | SIGMAN ROAD WIDENING | FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD | Roadway / General Purpose Capacity | CST | 2017 | 1.0000 | National Highway Performance Program (NHPP) | \$ 3,770,087 | \$ 942,522 | \$ - | \$ - | \$ 4,712,609 |
| RO-235C | 752190 | SIGMAN ROAD WIDENING | FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD | Roadway / General Purpose Capacity | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,943,000 | \$ - | \$ 2,943,000 |
| RO-235D | 752200 | 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 | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 5,837,400 | \$ 1,459,350 | \$ 3,117,933 | \$ - | \$ 10,414,683 |
| RO-235E1 | 752210 | SIGMAN ROAD WIDENING | FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE | Roadway / General Purpose Capacity | ALL | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 6,787,627 | \$ 1,542,596 | \$ 2,655,509 | \$ - | \$ 10,985,733 |
| RO-237 | 6932 | KLONDIKE ROAD INTERSECTION IMPROVEMENTS | AT MCDANIEL MILL ROAD / HURST ROAD | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,149,600 | \$ - | \$ 744,906 | \$ - | \$ 1,894,506 |
| RO-242A | 7869 | SR 20 (LOGANVILLE HIGHWAY) WIDENING | FROM SIGMAN ROAD TO PLEASANT HILL ROAD | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 123,022,300 | \$ 30,755,575 | \$ - | \$ - | \$ 153,777,874 |
| RO-242C | 6935 | SR 20 (LOGANVILLE HIGHWAY) INTERSECTION IMPROVEMENTS | AT WEST HIGHTOWER TRAIL | Roadway / Operations & Safety | CST | 2019 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 775,200 | \$ - | \$ 603,830 | \$ - | \$ 1,379,030 |
| RO-242C | 6935 | SR 20 (LOGANVILLE HIGHWAY) INTERSECTION IMPROVEMENTS | AT WEST HIGHTOWER TRAIL | Roadway / Operations & Safety | ROW | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 148,000 | \$ - | \$ 148,000 |
| RO-242C | 6935 | SR 20 (LOGANVILLE HIGHWAY) INTERSECTION IMPROVEMENTS | AT WEST HIGHTOWER TRAIL | Roadway / Operations & Safety | UTL | 2019 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 59,600 | \$ - | \$ 59,600 |
| RO-243 | 6934 | COMMERCE CROSSING / I-20 OVERPASS - NEW ALIGNMENT | FROM OLD SALEM ROAD TO OLD COVINGTON HIGHWAY | Roadway / General Purpose Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 12,283,920 | \$ - | \$ 3,070,980 | \$ - | \$ 15,354,900 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|-----------|---------|---|---|--|-------|--------------|----------------|--|---------------|--------------|---------------|------|---------------|
| RO-243 | 6934 | COMMERCE CROSSING / I-20 OVERPASS-NEW ALIGNMENT | FROM OLD SALEM ROAD TO OLD COVINGTON HIGHWAY | Roadway / General Purpose Capacity | ROW | LR 2020-2030 | 1.2690 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 12,690,000 | \$ - | \$ 12,690,000 |
| RO-247 | 6697 | GEORGIA VETERANS MEMORIAL PARK IN ROCKDALE COUNTY | (blank) | Last Mile Connectivity / Pedestrian Facility | CST | 2015 | 1.0000 | Federal Earmark Funding | \$ 1,881,885 | \$ - | \$ 345,471 | \$ - | \$ 2,227,356 |
| RO-248 | 11640 | HARDIN/O'KELLY STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM DOGWOOD DRIVE TO GREEN STREET | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,566,400 | \$ - | \$ 641,600 | \$ - | \$ 3,208,000 |
| RO-248 | 11640 | HARDIN/O'KELLY STREET BICYCLE AND PEDESTRIAN IMPROVEMENTS | FROM DOGWOOD DRIVE TO GREEN STREET | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 751,200 | \$ - | \$ 197,800 | \$ - | \$ 949,000 |
| RO-256 | 12886 | SIGMAN ROAD MULTI-USE TRAIL | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| RO-256 | 12886 | SIGMAN ROAD MULTI-USE TRAIL | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | PE | 2014 | 1.0000 | TAP - Urban (>200K) (ARC) | \$ 250,000 | \$ - | \$ 62,500 | \$ - | \$ 312,500 |
| RO-256 | 12886 | SIGMAN ROAD MULTI-USE TRAIL | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2016 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 200,000 | \$ - | \$ 200,000 |
| RO-257 | 12816 | SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES | AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD | Roadway / Operations & Safety | CST | 2017 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 208,000 | \$ 52,000 | \$ - | \$ - | \$ 260,000 |
| RO-257 | 12816 | SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES | AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD | Roadway / Operations & Safety | PE | 2014 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 |
| RO-257 | 12816 | SR 138 (MCDONOUGH HIGHWAY) SIGNAL UPGRADES | AT OLD MCDONOUGH ROAD AND OLD SALEM ROAD | Roadway / Operations & Safety | ROW | 2015 | 1.0000 | Congestion Mitigation & Air Quality Improvement (CMAQ) | \$ 80,000 | \$ 20,000 | \$ - | \$ - | \$ 100,000 |
| RO-AR-138 | 731048 | I-20 EAST INTERCHANGE IMPROVEMENTS | AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY) | Roadway / Interchange Capacity | CST | LR 2020-2030 | 1.2690 | General Federal Aid 2020-2040 | \$ 10,785,485 | \$ 2,696,371 | \$ - | \$ - | \$ 13,481,856 |
| RO-AR-138 | 731048 | I-20 EAST INTERCHANGE IMPROVEMENTS | AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY) | Roadway / Interchange Capacity | PE | 2015 | 1.0000 | National Highway Performance Program (NHPP) | \$ 3,463,783 | \$ 865,946 | \$ - | \$ - | \$ 4,329,729 |
| RO-AR-138 | 731048 | I-20 EAST INTERCHANGE IMPROVEMENTS | AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY) | Roadway / Interchange Capacity | ROW | 2018 | 1.0000 | National Highway Performance Program (NHPP) | \$ 27,568,456 | \$ 6,892,114 | \$ - | \$ - | \$ 34,460,570 |
| SP-019 | 331910 | JORDAN HILL ROAD BRIDGE REPLACEMENT | AT TROUBLESOME CREEK (NORTHERN CROSSING NORTH OF BAPTIST CAMP ROAD) | Roadway / Bridge Upgrade | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 716,772 | \$ 179,193 | \$ 8,806 | \$ - | \$ 904,771 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | 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 | PE | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| SP-021 | 332890 | SR 16 WIDENING | FROM PINE HILL ROAD TO US 19 (INCLUDES BRIDGE RECONSTRUCTION AND TURN LANES AT INTERCHANGE) | Roadway / General Purpose Capacity | CST | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 8,845,314 | \$ 2,211,329 | \$ - | \$ - | \$ 11,056,643 |
| SP-021 | 332890 | SR 16 WIDENING | FROM PINE HILL ROAD TO US 19 (INCLUDES BRIDGE RECONSTRUCTION AND TURN LANES AT INTERCHANGE) | Roadway / General Purpose Capacity | UTL | 2014 | 1.0000 | National Highway Performance Program (NHPP) | \$ 17,479 | \$ 4,370 | \$ - | \$ - | \$ 21,849 |
| SP-067A | 8682 | GRIFFIN SOUTH BYPASS: PHASE 1 - WIDENING | FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY) | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 12,454,234 | \$ 3,113,559 | \$ - | \$ - | \$ 15,567,793 |
| 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 | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 40,649,022 | \$ 10,162,255 | \$ 11,112,691 | \$ - | \$ 61,923,968 |
| SP-069A | 8237 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE I | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,253,053 | \$ - | \$ 313,263 | \$ - | \$ 1,566,316 |
| SP-069A | 8237 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE I | (blank) | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 596,300 | \$ - | \$ 596,300 |
| SP-069A | 8237 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE I | (blank) | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 132,000 | \$ - | \$ 132,000 |
| SP-069B | 8238 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE II | (blank) | Roadway / Operations & Safety | CST | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 166,540 | \$ - | \$ 56,708 | \$ - | \$ 223,248 |
| SP-069B | 8238 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE II | (blank) | Roadway / Operations & Safety | ROW | 2014 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 44,100 | \$ - | \$ 44,100 |
| SP-069B | 8238 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE II | (blank) | Roadway / Operations & Safety | UTL | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 44,000 | \$ - | \$ 44,000 |
| SP-168 | 10333 | DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 2,343,600 | \$ - | \$ 585,900 | \$ - | \$ 2,929,500 |
| SP-168 | 10333 | DOWNTOWN GRIFFIN PEDESTRIAN AND BICYCLE FACILITIES | (blank) | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2015 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 100,000 | \$ - | \$ 100,000 |
| WA-002 | 416 | SR 20 (CONYERS ROAD / LOGANVILLE HIGHWAY) WIDENING | FROM PLEASANT HILL ROAD IN ROCKDALE COUNTY TO NORTH SHARON CHURCH ROAD IN WALTON COUNTY | Roadway / General Purpose Capacity | ALL | LR 2031-2040 | 1.6015 | General Federal Aid 2020-2040 | \$ 89,536,207 | \$ 22,384,052 | \$ - | \$ - | \$ 111,920,258 |
| WA-003 | 411 | MONROE EAST 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 | 2017 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 10,535,737 | \$ 2,633,934 | \$ - | \$ - | \$ 13,169,671 |

Appendix A-4

PLAN 2040 RTP Year of Expenditure (YOE) Costs for Fiscally Constrained Projects

(Includes only FY 2014 or later phases; phases authorized prior to FY 2014 are not shown; see Appendices A-1 or A-2 for additional project programming details)

| ARC ID | GDOT PI | Description | Limits | Project Type | Phase | Fiscal Year | YOE Multiplier | Fund Source | Federal | State | Local | Bond | Total |
|--------|---------|--|--|--|-------|-------------|----------------|---------------------------------------|---------------|--------------|------------|------|---------------|
| WA-003 | 411 | MONROE EAST 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 | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 40,000 | \$ 10,000 | \$ - | \$ - | \$ 50,000 |
| WA-003 | 411 | MONROE EAST 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 | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,478,215 | \$ 869,554 | \$ - | \$ - | \$ 4,347,769 |
| WA-003 | 411 | MONROE EAST 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 | UTL | 2017 | 1.0000 | Local Jurisdiction/Municipality Funds | \$ - | \$ - | \$ 541,216 | \$ - | \$ 541,216 |
| WA-016 | 142296 | SR 81 BRIDGE REPLACEMENT | AT APALACHEE RIVER | Roadway / Bridge Upgrade | CST | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 2,075,234 | \$ 518,809 | \$ - | \$ - | \$ 2,594,043 |
| WA-016 | 142296 | SR 81 BRIDGE REPLACEMENT | AT APALACHEE RIVER | Roadway / Bridge Upgrade | PE | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| WA-016 | 142296 | SR 81 BRIDGE REPLACEMENT | AT APALACHEE RIVER | Roadway / Bridge Upgrade | UTL | 2014 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 34,272 | \$ 8,568 | \$ - | \$ - | \$ 42,840 |
| WA-021 | 142000 | SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING | FROM NORTH SHARON CHURCH ROAD TO SR 81 [INCLUDES ONE-WAY PAIR IN LOGANVILLE] | Roadway / General Purpose Capacity | CST | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 16,730,676 | \$ 4,182,669 | \$ - | \$ - | \$ 20,913,345 |
| WA-021 | 142000 | SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING | FROM NORTH SHARON CHURCH ROAD TO SR 81 [INCLUDES ONE-WAY PAIR IN LOGANVILLE] | Roadway / General Purpose Capacity | PE | 2015 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,000 | \$ 2,000 | \$ - | \$ - | \$ 10,000 |
| WA-021 | 142000 | SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING | FROM NORTH SHARON CHURCH ROAD TO SR 81 [INCLUDES ONE-WAY PAIR IN LOGANVILLE] | Roadway / General Purpose Capacity | ROW | 2016 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 8,678,601 | \$ 2,169,650 | \$ - | \$ - | \$ 10,848,251 |
| WA-021 | 142000 | SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) WIDENING | FROM NORTH SHARON CHURCH ROAD TO SR 81 [INCLUDES ONE-WAY PAIR IN LOGANVILLE] | Roadway / General Purpose Capacity | UTL | 2019 | 1.0000 | STP - Statewide Flexible (GDOT) | \$ 3,241,502 | \$ 810,375 | \$ - | \$ - | \$ 4,051,877 |
| WA-030 | 11641 | NORTH BROAD STREET PEDESTRIAN AND BICYCLE IMPROVEMENTS | FROM MARABLE STREET TO US 78 BRIDGE | Last Mile Connectivity / Joint Bike-Ped Facilities | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,440,000 | \$ - | \$ 360,000 | \$ - | \$ 1,800,000 |
| WA-030 | 11641 | NORTH BROAD STREET PEDESTRIAN AND BICYCLE IMPROVEMENTS | FROM MARABLE STREET TO US 78 BRIDGE | Last Mile Connectivity / Joint Bike-Ped Facilities | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 40,000 | \$ - | \$ 10,000 | \$ - | \$ 50,000 |
| WA-031 | 132981 | SR 11 BRIDGE REPLACEMENT | AT APALACHEE RIVER | Roadway / Bridge Upgrade | CST | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 1,800,000 | \$ 450,000 | \$ - | \$ - | \$ 2,250,000 |
| WA-031 | 132981 | SR 11 BRIDGE REPLACEMENT | AT APALACHEE RIVER | Roadway / Bridge Upgrade | ROW | 2015 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 170,000 | \$ 42,500 | \$ - | \$ - | \$ 212,500 |
| WA-031 | 132981 | SR 11 BRIDGE REPLACEMENT | AT APALACHEE RIVER | Roadway / Bridge Upgrade | UTL | 2017 | 1.0000 | STP - Urban (>200K) (ARC) | \$ 36,000 | \$ 9,000 | \$ - | \$ - | \$ 45,000 |



APPENDIX A-5

Transit Program of Projects

March 2014 Update

Appendix A-5

Transit Program of Projects

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Key Acronyms Used in this Document

| | |
|-------------------|--|
| ARC | Atlanta Regional Commission |
| DHS | Department of Human Services |
| DOT | Department of Transportation |
| FTA | Federal Transit Administration |
| GDOT | Georgia Department of Transportation |
| GRTA | Georgia Regional Transportation Authority |
| GSU | Georgia State University |
| HST | Human Services Transportation |
| JARC | Job Access and Reverse Commute |
| MAP-21 | Moving Ahead for Progress in the 21 st Century |
| MARTA | Metropolitan Atlanta Rapid Transit Authority |
| MPO | Metropolitan Planning Organization |
| NF | New Freedom |
| RTP | Regional Transportation Plan |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| TDM | Transportation Demand Management |
| TEA-21 | Transportation Equity Act of the Twenty First Century |
| TIP | Transportation Improvement Plan |
| TOS | Transit Operators Subcommittee |
| USDOT | United States Department of Transportation |
| UZA | Urbanized Area |

Section 1 - Introduction and Purpose

Introduction

Transit serves many public purposes including affordable mobility and congestion management. The opportunity for affordable mobility for all persons is the fundamental reason for offering transit service. Transit systems traditionally provide low cost mobility for people who do not, or cannot, operate a motor vehicle because of personal preference, low income, disability or age.

The Federal Transit Administration (FTA) is one of eleven operating administrations within the United States Department of Transportation (USDOT). As authorized by the Moving Ahead for Progress in the 21st Century (MAP-21), the FTA provides oversight of combined formula and discretionary funding programs totaling more than \$10 billion. These formula and discretionary funding programs provide support for a variety of locally planned, constructed, and operated public transportation systems throughout the United States. These systems include buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferryboats, inclined railways, and other non-automobile modes that move people.

Each year Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. An annual notice published in the Federal Register contains a comprehensive list of apportionments and allocations based on these funds for the various Federal Transit Administration programs. The Federal Register can be found at:

<http://www.gpo.gov/fdsys/pkg/FR-2012-07-18/pdf/2012-17447.pdf>

Purpose

The purpose of this document is to give a more detail project description of transit lump sums included in the Atlanta region's FY 2014-2019 Transportation Improvement Program (TIP). The Transportation Improvement Program (TIP) allocates federal funds for use in construction of the highest-priority transportation projects in the near term of the Regional Transportation Plan (RTP). The TIP must be consistent with the long-range objectives of the RTP and must be financially balanced. Under MAP-21 requirements, the TIP must cover a minimum of four fiscal years. The Atlanta region's TIP covers six fiscal years. The Atlanta Regional Commission (ARC) prepares the TIP in consultation with the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Metropolitan Atlanta Rapid Transit Authority (MARTA), local governments, and other project sponsors.

This document also serves as a reference guide for federal agencies, regional partners, project sponsors, the public and other interested parties.

Section 2 - Transit Programs and Funding

Section 5303 - Metropolitan Planning Program

Program Overview

The Section 5303 Metropolitan Planning Program (MPP) provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. The program provides assistance to local governments for conducting transportation planning activities in urban areas with populations greater than 50,000. The goal of the Section 5303 program is to assist in the development of transportation systems that embrace all modes of transportation and efficiently maximize the mobility of people and goods throughout the urbanized area.

Eligible Recipients

State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are eligible recipients of Section 5303 funding. MPOs serve as applicants for Section 5303 program funding. Funding tasks must be identified in the locally adopted Unified Planning Work Program (UPWP) for the region. The UPWP identifies transportation tasks both highway and transit-oriented that will be addressed throughout the region. Tasks identified in the UPWP are consistent with the particular items in individual MPO transportation planning prospectuses. The Atlanta Regional Commission's (ARC) UPWP can be found on the ARC website: www.atlantaregional.com/transportation/resources

Funding

Section 5303 funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors. States can receive no less than .5 percent of the amount apportioned. These funds, in turn, are sub allocated by states to MPOs by a formula that considers each MPO's urbanized area population, their individual planning needs, and a minimum distribution. Section 5303 funds are available for four years and must be matched by state and local funds. The Federal Share is not to exceed 80 percent of the cost of the projects funded under the program.

For more information: <http://www.fta.dot.gov/map21.html>

Section 5307 - Large Urban Areas Program and 5340 Growing States and High Density

Program Overview

The Section 5307 Urbanized Area Formula Funding program (49 U.S.C. 5307) provides funding resources to urbanized areas for public transportation capital, planning, job access and reverse commute, and operating assistance in certain circumstances. An urbanized area is an incorporated area with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census. This program originated under the Surface Transportation Act of 1982 and became FTA's major transit assistance program in Fiscal Year 1984.

Eligible Recipients

Section 5307 funding is available to designated recipients that must be public bodies with the legal authority to receive and suballocate Federal funds. Governors, responsible local officials, and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 U.S.C. (Sections 5307, 5336, and 5340/MAP-21, Sections 20007, 20026). Generally, a transportation management area is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Under FTA's Section 5307 program, Congress has provided that the "designated recipient" (DR) is the entity selected by the State's chief executive officer, responsible local officials, and publicly owned operators of public transportation to "receive and apportion" the funding amounts made available by Congress and FTA. The Section 5307 program further provides that the DR, after consideration of comments and views of the public, will prepare the final program of projects for the amounts available to the DR.

For more information:

<http://www.fta.dot.gov/map21.html>

<http://www.fta.dot.gov/grants/12853.html>

Funding

Section 5307 funding is apportioned based on legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density, and number of low-income individuals. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals. Section 5307 funds are available the year apportioned plus three (total of four years) and must be matched by state or local funds. The Federal share is not to exceed 80 percent for capital assistance. The Federal share is 80 percent for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment. The Federal share may not exceed 50 percent of the net project cost for operating assistance.

For more information: http://www.fta.dot.gov/12853_13935.html

Atlanta Region Section 5307 Policies

Two policies have been adopted for the region for the Section 5307 formula fund allocation and sub allocation for the region. The *Atlanta Region Policy for the Allocation and Programming of FTA Section 5307* and the *Section 5307 Fixed Guideway Reporting Policy for Fixed Guideway Bus Facilities in the Atlanta Region Policy* are located in Exhibit A.

Atlanta Region Section 5340 Policy

In the Atlanta region, the Transit Operators Subcommittee (TOS), a subcommittee of the Transportation Coordinated Committee, unanimously voted to utilize the entire annual allocation of the 5340 funds for projects of regional significance. On an annual basis, the TOS will meet and choose regional projects through consensus. The Atlanta region distribution and sub allocation policy for Section 5340 funding can be found in Exhibit A.

Atlanta Region Funding

Shown below is the Atlanta region's Section 5307 Funding for FY 2014-2019

FY 2014-2019 Section 5307-Large Urban Areas Program Funding

| FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Total |
|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| \$62,376,797 | \$62,376,797 | \$63,213,000 | \$63,213,000 | \$63,213,000 | \$63,213,000 | \$377,605,594 |

Shown below is the Atlanta region's Section 5340 Funding for FY 2014-2019

FY 2014-2019 Section 5340-Large Urban Areas Program Funding

| FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Total |
|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| \$3,826,736 | \$3,826,736 | \$3,826,736 | \$3,826,736 | \$3,826,736 | \$3,826,736 | \$22,960,416 |

The FY 2012-2014 Program of Projects for eligible recipients for Section 5307 and 5340 funding can be found in Exhibit B.

Section 5309 - Fixed Guideway Capital Investment Grants (New and Small Starts)

Program Overview

The Section 5309 Fixed Guideway Capital Investment Grants ("New Starts") program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.

This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.



Eligible Recipients

Eligible recipients under the Fixed Guideway and Modernization program are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.

Funding

Section 5309 Fixed Guideway Capital Investment Grants is a discretionary program and requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding; and the maximum federal share that can be allotted is 80%. Going forward, if a transit operator or entity in the Atlanta region competes nationally and is awarded funding under the Section 5309, the awarded amount and project will be incorporated in the TIP via the administrative modification process, if the proposed project does not impact air quality conformity. If a conformity determination is required then the project will be incorporated in the TIP via the amendment process.

For more information: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Fixed_Guideway_Capital_Investment_Grants.pdf

Section 5311 - Formula Grants for Rural Areas

Program Overview

The Section 5311 Formula Grants for Rural Areas that program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. This program was originally established under SAFETEA-LU, and also provides funding for Indian Tribes and Appalachian Public Transportation.



Eligible Recipients

Eligible recipients under the Section 5311 program are states and Indian tribes. Eligible sub recipients include states or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a FTA direct recipient.

Funding

FTA apportions Section 5311 funds to the States by a statutory formula using the latest available U.S. census data, 83.15% of funds are apportioned based on land area and population in rural areas while 16.85% of funds being apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas.

Funding for tribes providing public transportation is also apportioned by a statutory formula. MAP-21 set aside \$25 million to be apportioned based on vehicle revenue miles and the number of low-income individuals residing on tribal lands. An additional five million was apportioned under MAP-21 for discretionary tribal programs.

The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating, the Federal share may not exceed 50 percent of the net operating cost of the project. The Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, in which recipients can use up to 10% of their overall apportionment.

Funding for Appalachian development of Public Transportation is also apportioned by a statutory formula; under MAP-21 \$20 million was set aside nationally to fund this program.

For more information: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf

Shown below is the Atlanta region's Section 5311 Funding for FY 2014-2019.

FY 2014-2019 Section 5311-Non Urbanized Formula Program Funding

| FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Total |
|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| \$760,000 | \$760,000 | \$760,000 | \$760,000 | \$760,000 | \$760,000 | \$20,520,000 |

The Section 5311 Non Urbanized Area Formula Program funding is apportioned directly to the state of Georgia, in which, the Georgia Department of Transportation (GDOT) administers and manages the program. The Program of Projects for the Section 5311 program for jurisdictions within the Atlanta UZA will be provided to the MPO by the GDOT sometime after FTA releases the FY 2014 apportionments. The Program of Projects will be added to this document in Exhibit C during one of the regularly scheduled 2014 quarterly TIP administrative modification.

Section 5337 - State of Good Repair Grants

Program Overview

This is a new formula-based State of Good Repair program and FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Eligible Recipients

Eligible recipients under the State of Good Repair Grants program includes state and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years.

Eligible Activities

Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. *Transit Asset Management Plan development and implementation are also eligible activities.*

Funding

Funding for the State of Good Repair Grants Program is comprised of two separate formula programs, High Intensity Fixed Guideway and High Intensity Motorbus. MAP-21 set aside \$2,136.3 in millions for FY 2013 and \$2,165.9 in millions for FY 2014 for the High Intensity Fixed Guideway and Motorbus programs. A breakdown of the national formula is included below.

High Intensity Fixed Guideway Formula

Comprises 97.15% of FY2013 and FY2014 apportionments, noted in the funding section above. Fifty percent of the apportionment is based on the previous SAFETEA-LU formula under FY2011 Fixed Guideway Rail Modernization Program; with key modification including buses operating on lanes not for exclusive use of public transportation vehicles are excluded. The remaining 50% is based on revenue vehicle miles and route miles (with same bus exclusion as above). MAP-21 includes a hold-harmless provision preventing formula allocations from decreasing by more than 0.25 percent year-to-year.

High Intensity Motorbus Formula

Comprises 2.85% of FY2013 and FY2014 apportionments, noted in the funding section above. Sixty percent of the formula apportionment is based on revenue vehicle miles and the remaining 40% is based Atlanta Region Funding

Shown below is the Atlanta region's Section 5337 Funding for FY 2014-2019

FY 2014-2019 Section 5337- State of Good Repair Grants

| FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Total |
|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| \$2,397,474 | \$2,397,474 | \$2,397,474 | \$2,397,474 | \$2,397,474 | \$2,397,474 | \$14,384,844 |

The Section 5337 State of Good Repair (Capital Grants) Program of Projects for the Atlanta region will be added in Exhibit E during the second quarter TIP administrative modification in 2014.

5339 - Bus and Bus Facilities

Program Overview

The Section 5339 Bus and Bus Facilities Program (49 U.S.C. Section 5339 / MAP-21 Section 20029) replaces the Section 5309 Bus and Bus Facilities program previously established under SAFETEA-LU. It provides capital assistance funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Eligible Recipients

Eligible recipients under the Bus and Bus Facilities program are designated recipients and states that operate or allocate funding to fixed-route bus operators. Eligible sub recipients include public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Eligible Activities

Eligible activities under the Bus and Bus Facilities program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Funding

Funding for the Bus and Bus Facilities program under MAP-21 includes an apportionment of \$65.5 million, each state will receive \$1.25 million and each territory (including D.C. and Puerto Rico) will receive \$500,000. The remaining formula apportionment will be based upon population, vehicle revenue miles and passenger miles. Funds are available for three years after the fiscal year in which the amount is apportioned. The federal share is 80% with a required 20% local match.

For more information: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf

Atlanta Region Funding

Shown below is the Atlanta region's Section 5339 Funding for FY 2014-2019

FY 2014-2019 Section 5339- Bus and Bus Facilities Program

| FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Total |
|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| \$5,415,512 | \$5,415,512 | \$5,415,512 | \$5,415,512 | \$5,415,512 | \$5,415,512 | \$32,493,072 |

The Section 5339 Bus and Bus Facilities Program of Projects for the Atlanta region will be added in Exhibit E during the second quarter TIP administrative modification in 2014.

Section 3 - FTA Human Services Transportation (HST) Programs

MAP-21 established that, beginning in fiscal year 2013, a Coordinated Public Transit/ Human Services Transportation Plan must be developed locally to help guide the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Federal Transit Administration (FTA) Program.

Any projects receiving funding from the Enhanced Mobility of Seniors and Individuals with Disabilities program must be derived from the coordinated plan and can be competitively selected. On March 27, 2013, the ARC adopted the 2012-2013 Coordinated Human Services Transportation Plan limited update, which provides a framework for the Atlanta region to improve mobility for persons with disabilities, older adults, persons with low incomes, and other transportation-disadvantaged groups. A copy of the Atlanta region's coordinated plan is located on the ARC website at:

www.atlantaregional.com/transportation/human-services-transportation.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

Program Overview

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program (49 U.S.C. Section 5310 / MAP-21 Section 20009) is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible Recipients

States are direct and designated recipient of Section 5310 program funds for all areas with populations less than 200,000. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service and governmental authorities approve to coordinate services.

In the state of Georgia, the Georgia Department of Human Services (DHS) is the designated recipient for Section 5310 funds. The DHS publishes an annual Georgia State Management Plan and Application Package for the Transportation of Elderly Persons and Individuals with Disabilities. This plan describes DHS's role as the Designated Recipient and establishes the policies and procedures for administering the program and the competitive selection process for selecting projects. Currently this process is incorporated into the coordinated plan by reference only. To view the state's management plan visit http://dhs.georgia.gov/sites/dhs.georgia.gov/files/imported/DHR/DHR_CommonFiles/8%20-%2005.16.2012.5310-SMP%26APPLICATIONPACKAGE-FFY2012%20SFY2013_1.pdf

Funding

The Section 5310 funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities. The Federal share for capital projects (including acquisition of public transportation services) is 80%, while the federal share for operating assistance is 50%. MAP-21 also adopted the previous New Freedom funding allocation under Section 5310 with 60% of the apportionment being allocated to designated recipients in urbanized areas with a population over 200,000 and 20% being allocated to states for small urbanized areas.

For more information: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

Atlanta Region Funding

Show below is the Atlanta region's Section 5310 Funding for FY 2014-2019

FY 2014-2019 Section 5310-Transportation for Elderly and Disabled Persons Program Funding

| 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | Total |
|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| \$783,311 | \$798,977 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$4,782,288 |

The Section 5310 Program of Projects for the Atlanta region can be found in Exhibit F.

Section 5316 - Job Access and Reverse Commute (JARC) Program (Repealed under MAP-21)

Program Overview

The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. This program was repealed under MAP-21, however MAP-21 now includes under the Section 5307 Large Urban Bus Program and Section 5311 Rural Bus Program a low-income component as a part of the formula apportionment. Under both of these programs JARC activities previously established are eligible activities. The goal of the previous JARC program was to improve access to transportation services to and from employment and employment related activities for welfare recipients and eligible low-income individuals. JARC also aimed to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.

For more information: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf

The final FY 2012 Section 5316 Program of Projects for the Atlanta region can be found in Exhibit G.

Section 5317 - New Freedom Program (Repealed under MAP-21)

Program Overview

The Section 5317 New Freedom program is a formula grant program previously established by SAFETEA-LU. Under MAP-21 this program is consolidated under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. The prior New Freedom program aimed to provide additional tools to overcome existing barriers facing Americans with disabilities who desire integration into the work force and full participation in society. The New Freedom program also sought to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

For more information: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

The final FY 2012 Section 5317 Program of Projects for the Atlanta region can be found in Exhibit H.

Section 4 - Other FTA Programs

Veterans Transportation and Community Living Initiative

Initiative Overview

The Veterans Transportation and Community Living Initiative (VTCLI) is an innovative, federally coordinated partnership that will make it easier for U.S. veterans, active service members, military families, and others to learn about and arrange for locally available transportation services that connect them with work, education, health care, and other vital services in their communities. Drawing on existing federal resources, and in consultation with advocates for veterans and people with disabilities, projects are being funded in urban, suburban, and rural communities around the nation to strengthen and promote "one-call" information centers and other tools that conveniently "connect the dots" as never before. As a result, these deserving men and women and their families may quickly and conveniently turn to trusted sources who have been specially trained to help them access local transportation options and other support services, ranging from workforce training to food pantry locations.

Eligible Recipients

This VTCLI grant opportunity makes funds available to local governmental agencies to finance capital costs of implementing, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers. These Centers simplify access to transportation for the public by connecting customers in one place to rides and transportation options provided in their locality by a variety of transportation providers and programs. This notice includes priorities established by the Coordinating Council's partnership for these discretionary funds, the criteria the interagency review panel will use to identify meritorious projects for funding, and describes how to apply.

Additionally, the Department of Veterans Affairs (VA) will make mobility management training assistance and support available to Veteran's Affairs networks in communities selected for award. The Department of Labor (DOL) will make social communication technologies and training available to selected grantees in order to actively engage veterans, military service personnel and families as well as others in the community in the development of plans to better respond to the transportation needs of veterans and military service families.

Funding

In November 2011 the Federal Transit Administration (FTA) announced the availability of discretionary Section 5309 Bus and Bus Facilities grant funds in support of the Federal Interagency Coordinating Council on Access and Mobility's (CCAM or Coordinating Council) Veterans Transportation and Community Living Initiative (VTCLI or Initiative). This grant opportunity was funded using \$30 million in unallocated Discretionary Bus and Bus Facilities Program funds, authorized by 49 U.S.C. 5309(b) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, August 10, 2005.

In February 2012 the FTA announced the availability of \$30 million in discretionary funding for a second round of VTCLI for continuing support of the Federal Interagency Coordinating Council on Access and Mobility's (Coordinating Council or CCAM) Veterans Transportation and Community Living Initiative (VTCLI).

FTA provided approximately \$25 million in unallocated discretionary FY 2012 Bus and Bus Facilities Program funds, supplemented by approximately \$5 million in unallocated FY 2011 National Research Program funds. This grant opportunity was referred to as VTCLI II and was made available to state and local governmental agencies for the capital costs of creating, expanding, or increasing access to local One-Call/One-Click Transportation Resource Centers (One-Call/One-Click Centers), as well as some research costs to demonstrate successful implementation of these capital projects.

FTA 2011 and 2012 Veterans Transportation and Community Living Initiative Project Selections

| Project Sponsor | Project Title | Project Description | Federal Award Amount |
|-----------------------------|---|---|----------------------|
| Atlanta Regional Commission | Atlanta Mobility Management One-Click | ARC will use the funds to link multiple existing call centers to a centralized database of transportation information through a multi-functional website. The platform will streamline and improve mobility planning by tracking client requests, program availability and gaps in service. This project lays the groundwork for a future upgrade to one, fully-integrated multi-disciplinary one-stop regional call center. | FY 2011 \$419,855 |
| Atlanta Regional Commission | Supplemental 5312 Funding for Round 1 VTCLI Award | ARC will use funds for the 'One Click to Get There' project to raise awareness of the one-click mobility management software, increase the number of users, and establish a trained corps of volunteers to host training sessions throughout the 18-county metro area. The software, which includes an easy to use web-based public interface, links veterans, older adults, persons with disabilities and others to more mobility options in the region. | FY 2012 \$50,000 |

Exhibit A: Atlanta Region Section 5307 and 5340 Distribution and Sub Allocation Policies

Atlanta Region Policy for the Allocation and Programming of FTA Section 5307 Urbanized Area Formula Funds

STATEMENT OF FACT

The Metropolitan Atlanta Rapid Transit Authority (MARTA), as the Designated Recipient, in partnership with the Atlanta Regional Commission (ARC), administers the Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) funds allocated to the Atlanta Urbanized Area. All Section 5307 formula funds must be sub-allocated to eligible recipients according to FTA guidelines and in accordance with the Atlanta regional planning process and the development of the Transportation Improvement Program (TIP). During the fiscal year, eligible projects consistent with the Regional Transportation Plan (RTP) and within the limits of local allocations will be considered as additions to the TIP through the regional transportation planning process.

The following policy has been developed "fairly and rationally through a process agreeable to the Designated Recipient" in accordance with FTA Circular 9030.1C Chapter IV, 8. SUBAREA ALLOCATION.

STATEMENT OF POLICY

1. One-half of one percent (0.5%) of the amount of the total annual allocation of Section 5307 funds for the Atlanta Urbanized Area (UZA) shall be reserved for regional transit planning projects. As the federally designated Metropolitan Planning Organization (MPO) for the Atlanta region, ARC will assume the responsibility for the coordination and/or implementation of these projects in accordance with FTA guidelines.
2. The remaining 99.5% of the annual allocation of Section 5307 funds shall be sub-allocated to MARTA, and other transit operators and counties within the Atlanta UZA. The sub-allocation for the Atlanta UZA is determined by applying the FTA's national apportionment formula as defined by TEA-21. This formula takes into account Population, Population Density, Revenue Vehicle Miles, Fixed Guideway Route Miles and the Ratio of Passenger Miles multiplied Passenger Miles to Operating Costs. The sub-allocation will employ the most recent U.S. Census population estimates for the Urbanized Area and the FTA approved National Transit Database (NTD) service measures which were used to determine the national apportionments. With the exception of Fulton and DeKalb counties, the portion of the funds that is allocated on the basis of population/population density will accrue to county governments. The portion of the funds allocated on the basis of population/population density for Fulton and DeKalb counties will be allocated directly to MARTA. The portion of the funds that is allocated on the basis of service measures will accrue to the entity which reports those measures to the NTD.
3. The Designated Recipient will run the distribution formula and provide the MPO with the annual Section 5307 Suballocation Schedule within 30 days of the publication of the Section 5307 Apportionments in the Federal Register. The annual allocation for each county in the UZA that is

eligible for Section 5307 Funds and all transit systems reporting data to the NTD collectively referred to hereinafter as “eligible recipients”, is included in the aforementioned schedule.

4. The MPO, in conjunction with the Designated Recipient, will notify each eligible recipient within the UZA of the amount of its allocation within 30 days of receipt by the MPO of the Section 5307 Urbanized Area Suballocation Schedule from the Designated Recipient.
5. The development of the Section 5307 Program of Projects (POP) for the Atlanta Urbanized Area will be accomplished via the procedure set out in Attachment 1 to this Policy. Said attachment may be amended at any time by the Designated Recipient and the MPO through the Transit Operators Subcommittee (TOS) of ARC and with its consent without need for MPO Board adoption.
6. The MPO will process, and the Designated Recipient will review the project requests submitted by the eligible recipients. Jointly, the MPO and the Designated Recipient will assimilate the proposed POP, and present it to the TOS of the ARC. TOS will make a recommendation regarding the proposed POP and forward it to the MPO to be included the TIP update or amendment process (as applicable based on where the MPO is in the TIP development cycle) as defined by the federally mandated regional planning process.
7. The MPO and the Designated Recipient will conduct public involvement activities for the proposed POP in conjunction with the public involvement process required for updating or amending the TIP. Specific public involvement activities and schedules will be dependent on the status of the TIP development process.
8. The proposed POP, as a part of the Draft TIP, will follow the approval process for the TIP as specified in the Metropolitan Planning Regulations [23CFR450.324(b)].
9. In the event that some portion of the regional allocation does not get programmed in the TIP in the year of allocation, those funds will be programmed during the next update or amendment of the TIP.
10. In the event that a project programmed in the TIP is not submitted as part of a grant application within the federally allowed period of eligibility (e.g. the year of the allocation plus three additional years), the funds associated with that project will be reprogrammed via the Section 5307 distribution policy set forth in this document in the next fiscal year.
11. In the event that the FTA’s national apportionment formula changes, the MPO and the Designated Recipient, through the TOS, will undertake a re-evaluation of this policy to determine if appropriate changes to the current policy need to be made.

Attachment 1:
Procedure for the Programming of the Atlanta Urbanized Area
Section 5307 Suballocations

Each eligible recipient of Section 5307 funds will be required to respond in writing to the MPO (with copy to the Designated Recipient) regarding its intention to either use the funds for an eligible Section 5307 project or return the funds to the Atlanta Urbanized Area. Such notification must be received by the MPO and Designated Recipient within 45 days of being notified of the amount of its allocation. Failure to respond will be considered tantamount to directing the Designated Recipient and MPO to return the funds to the UZA. Within 45 days of submitting this initial notification to the MPO, the eligible recipient shall submit to the MPO and Designated Recipient a description of the specific project(s) proposed for Section 5307 funding.

It is understood that there are county governments in the Urbanized Area that do not operate transit systems and do not perform transit planning functions. It is further understood that in some of these counties, other entities may be operating transit systems eligible to receive Section 5307 funds. The MPO and the Designated Recipient encourage these county governments to develop memoranda of agreement with the eligible operator(s) within their jurisdictions to provide for the use of the county's Section 5307 allocation by these operator(s). These memoranda of agreement should be provided to the MPO and the Designated Recipient. Should a county not have a memorandum of agreement in place with a transit operator within its jurisdiction and fail to respond within 45 days after it receives notification of its allocation, the funds allocated to the county will default to the eligible transit system(s) in operation within the county.

If there is more than one eligible transit system in operation in a county that does not intend to use the funds allocated to it, the funds will be distributed to the multiple operators via the operating statistics portion of the national apportionment formula based on the amount of service provided within the Urbanized Area of the county in question. When a county that does not have an eligible transit system in operation either notifies the MPO and the Designated Recipient that it does not intend to use its allocation or fails to respond within 45 days of receiving notification of its allocation, that county's allocation is redistributed to the remainder of the Urbanized Area via the FTA apportionment formula with that jurisdiction removed from the formula.

Exhibit B: Section 5307 Large Urbanized Area Formula Program of Projects (Atlanta Region)

Fiscal 2012-2014 Section 5307 and 5340 Program of Projects

Exhibit B - Section 5307 Large Urbanized Area Formula Program of Projects (Atlanta Region)

| ARC Number | PROJECT DESCRIPTION | PROJECT CATEGORY | Funded | 2012 LOCAL | 2012 STATE | 2012 FEDERAL | 2012 TOTAL | 2013 LOCAL | 2013 STATE | 2013 FEDERAL | 2013 TOTAL |
|---------------|-------------------------------------|------------------|--------|--------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|
| AR-ARC-5307 | ANNUAL SUB ALLOCATION | | | 88,914.00 | 0.00 | 355,655.00 | 444,569.00 | 75,313.00 | 0.00 | 301,251.00 | 376,564.00 |
| AR-ARC-5307BF | BALANCE FORWARD | | | | | 1,021,636.00 | 1,021,636.00 | 0.00 | 0.00 | 145,024.00 | 145,024.00 |
| AR-025 | REGIONAL BREEZE CARD IMPLEMENTATION | Capital | Funded | | | | | 1,750,000.00 | | 7,000,000.00 | 8,750,000.00 |
| AR-RTC-5340 | ANNUAL SUB ALLOCATION | | | 201,886.00 | 0.00 | 807,545.00 | 1,009,431.00 | 239171 | 0 | 956,684.00 | 1,195,855.00 |
| AR-RTC-5340BF | BALANCE FORWARD | | | | | 1,675,570.00 | 1,675,570.00 | | | 459,738.00 | 459,738.00 |
| AR-BA-5307 | ANNUAL SUB ALLOCATION | | | 9,823.00 | 0.00 | 39,294.00 | 49,117.00 | 9,587.00 | 0.00 | 38,349.00 | 47,937.00 |
| AR-BA-5307BF | BALANCE FORWARD | | | | | 39,293.00 | 39,293.00 | | | 18,457.00 | 18,457.00 |
| AR-BT-5307 | ANNUAL SUB ALLOCATION | | | 8,656.00 | 0.00 | 34,625.00 | 43,281.00 | 6,387.00 | 0.00 | 25,547.00 | 31,934.00 |
| | BALANCE FORWARD | | | 0.00 | 0.00 | 69,878.00 | 69,878.00 | 0.00 | 0.00 | 12,296.00 | 12,296.00 |
| AR-CH-5307 | ANNUAL SUB ALLOCATION | | | 132,660.00 | 0.00 | 530,638.00 | 663,298.00 | 170,011.00 | 0.00 | 680,043.00 | 850,054.00 |
| AR-CH-5307BF | BALANCE FORWARD | | | | | 2,215,452.00 | 2,215,452.00 | 0.00 | 0.00 | 327,298.00 | 327,298.00 |
| AR-CH-5307B | CAPITAL COST OF CONTRACTING | Operation | Funded | 25,000.00 | 25,000.00 | 200,000.00 | 250,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307I | METROPOLITAN PLANNING | Capital | Funded | 7,000.00 | 7,000.00 | 56,000.00 | 70,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307T | TRANSIT ENHANCEMENTS | Capital | Funded | 800.00 | 800.00 | 6,400.00 | 8,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307MM | MOBILITY MANAGEMENT | Capital | Funded | 15,000.00 | 15,000.00 | 120,000.00 | 150,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307ET | EDUCATION AND TRAINING | Capital | Funded | 500.00 | 500.00 | 4,000.00 | 5,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307PM | PREVENTIVE MAINTENANCE | Maintenance | Funded | 12,500.00 | 12,500.00 | 100,000.00 | 125,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307EQ | MISCELLANEOUS SUPPORT EQUIPMENT | Capital | Funded | 2,000.00 | 2,000.00 | 16,000.00 | 20,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307BP | BUS PURCHASE | Capital | Funded | 10,800.00 | 10,800.00 | 86,400.00 | 108,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CH-5307FL | FUEL ELECTRICAL PROPULSION | Capital | Funded | 9,904.50 | | 19,467.00 | 49,522.50 | | | | |
| AR-CL-5307 | ANNUAL SUB ALLOCATION | | | 525,040.00 | 0.00 | 2,100,161.00 | 2,625,202.00 | 313,348.00 | 0.00 | 1,253,393.00 | 1,566,742.00 |
| AR-CL-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 6,666,886.00 | 6,666,886.00 | 0.00 | 0.00 | 603,246.00 | 603,246.00 |
| AR-CO-5307 | ANNUAL SUB ALLOCATION | | | 1,709,816.00 | 0.00 | 6,839,265.00 | 8,549,082.00 | 1,304,381.00 | 0.00 | 5,217,524.00 | 6,521,905.00 |
| AR-CO-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 3,435,812.00 | 3,435,812.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CO-5307B | TRANSIT BUS FACILITIES | Capital | Funded | 67,000.00 | 67,000.00 | 536,000.00 | 670,000.00 | 0.00 | 120,000.00 | 0.00 | 0.00 |
| AR-CO-5307D | TRANSIT ENHANCEMENTS | Capital | Funded | 126,796.00 | 126,797.00 | 1,014,378.00 | 1,267,972.00 | 0.00 | 1,551,143.00 | 0.00 | 0.00 |
| AR-CO-5307E | TRANSIT PLANNING PROGRAM | Capital | Funded | 201,667.00 | 201,667.00 | 1,613,333.00 | 2,016,666.00 | 0.00 | 240,000.00 | 15,000.00 | 15,000.00 |
| AR-CO-5307F | COMPUTER AND COMPUTER RELATED | Capital | Funded | 30,150.00 | 30,150.00 | 241,200.00 | 301,500.00 | 0.00 | 80,000.00 | 0.00 | 0.00 |
| AR-CO-5307R | EDUCATION/TRAINING | Operation | Funded | 500.00 | 500.00 | 4,000.00 | 5,000.00 | 0.00 | 12,000.00 | 0.00 | 0.00 |
| AR-CO-5307H | PREVENTIVE MAINTENANCE | Maintenance | Funded | 225,000.00 | 225,000.00 | 1,800,000.00 | 2,250,000.00 | 0.00 | 1,600,000.00 | 210,000.00 | 210,000.00 |
| AR-CO-5307K | FARE COLLECTION EQUIPMENT | Capital | Funded | 20,000.00 | 20,000.00 | 160,000.00 | 200,000.00 | 0.00 | 160,000.00 | 0.00 | 0.00 |
| AR-CO-5307L | ITS/ATMS AND RELATED EQUIPMENT | Capital | Funded | 22,500.00 | 22,500.00 | 180,000.00 | 225,000.00 | 0.00 | 80,000.00 | 0.00 | 0.00 |
| AR-CO-5307M | PARATRANSIT OPERATIONS | Operation | Funded | 101,106.00 | 101,106.00 | 808,849.00 | 1,011,061.00 | 0.00 | 501,600.00 | 68,399.00 | 68,399.00 |
| AR-CO-5307MM | MOBILITY MANAGEMENT | Capital | Funded | 13,500.00 | 13,500.00 | 108,000.00 | 135,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-CO-5307FL | FUEL | Capital | Funded | 194,341.00 | 194,341.00 | 1,554,725.00 | 1,943,406.00 | 0.00 | | | |
| AR-CO-5307SV | SUPPORT VEHICLES | Capital | Funded | 8,500.00 | 8,500.00 | 68,000.00 | 85,000.00 | | | | |

Exhibit B - Section 5307 Large Urbanized Area Formula Program of Projects (Atlanta Region)

| ARC Number | PROJECT DESCRIPTION | PROJECT CATEGORY | Funded | 2012 LOCAL | 2012 STATE | 2012 FEDERAL | 2012 TOTAL | 2013 LOCAL | 2013 STATE | 2013 FEDERAL | 2013 TOTAL |
|----------------|--|------------------|--------|--------------|------------|---------------|---------------|--------------|------------|--------------|--------------|
| AR-CR-5307 | ANNUAL SUB ALLOCATION | | | | | | | 18,352.00 | 0.00 | 73,406.00 | 91,758.00 |
| AR-CR-5307BF | BALANCE FORWARD | | | | | | | | | 35,330.00 | 35,330.00 |
| AR-CW-5307 | ANNUAL SUB ALLOCATION | | | 28,553.00 | 0.00 | 114,211.00 | 142,764.00 | 72,556.00 | 0.00 | 290,226.00 | 362,782.00 |
| AR-CW-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 451,817.00 | 451,817.00 | 0.00 | 0.00 | 139,683.00 | 139,683.00 |
| AR-DA-5307 | ANNUAL SUB ALLOCATION | | | | | | | 3,347.00 | 0.00 | 13,386.00 | 16,733.00 |
| AR-DA-5307BF | BALANCE FORWARD | | | | | | | | | 6,443.00 | 6,443.00 |
| AR-DO-5307 | ANNUAL SUB ALLOCATION | | | 266,755.00 | 0.00 | 1,067,020.00 | 1,333,775.00 | 296,708.00 | 0.00 | 1,186,831.00 | 1,483,538.00 |
| AR-DO-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 3,677,709.00 | 3,677,709.00 | 0.00 | 0.00 | 571,297.00 | 571,297.00 |
| AR-DO-5307U | PARK AND RIDE EXPANSION & UPGRADES | Capital | Funded | 61,367.00 | 61,366.00 | 490,931.00 | 613,664.00 | 100,157.00 | 100,156.00 | 801,250.00 | 1,001,563.00 |
| AR-DO-5307A | ALTERNATIVE FUEL OR LOW EMISSION VANS | Capital | Funded | 32,000.00 | 32,000.00 | 256,000.00 | 320,000.00 | 37,500.00 | 37,500.00 | 300,000.00 | 375,000.00 |
| AR-DO-5307FL | FUEL | Capital | Funded | 23,373.00 | 23,373.00 | 218,987.00 | 273,734.00 | | | | |
| AR-DO-5307pm | PREVENTIVE MAINTENANCE | Capital | Funded | | | | | 4,144.00 | 4,143.00 | 33,148.00 | 41,435.00 |
| AR-FA-5307 | ANNUAL SUB ALLOCATION | | | 88,217.00 | 0.00 | 352,869.00 | 441,086.00 | 77,322.00 | 0.00 | 309,289.00 | 386,611.00 |
| AR-FA-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 177,253.00 | 177,253.00 | 0.00 | 0.00 | 148,858.00 | 148,858.00 |
| AR-FO-5307 | ANNUAL SUB ALLOCATION | | | 72,271.00 | 0.00 | 289,084.00 | 361,355.00 | 138,128.00 | 0.00 | 552,874.00 | 691,092.00 |
| AR-FO-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 266,093.00 | 266,093.00 |
| AR-GRTA-5307 | ANNUAL SUBALLOCATION | | | 1,480,536.00 | 0.00 | 5,922,146.00 | 7,402,682.00 | 1,203,526.00 | 0.00 | 4,814,102.00 | 6,017,628.00 |
| AR-GRTA-5307BF | BALANCE FORWARD | | | | | 16,728,951.00 | 16,728,951.00 | 0.00 | 0.00 | 2,317,542.00 | 2,317,542.00 |
| AR-5307A-GRTA | TECHNOLOGICAL ENHANCEMENTS XPRESS (DISPATCH, AUTOMATED VOICE ANNOUNCEMENT, CCTV) | | | | | | | | | 6,051,217.00 | 6,051,217.00 |
| AR-GRTA-5307MM | MOBILITY MANAGEMENT | Capital | Funded | 0.00 | 3,000.00 | 12,000.00 | 15,000.00 | 0.00 | 55,000.00 | 220,000.00 | 275,000.00 |
| AR-GRTA-5307SR | SHORT RANGE PLANNING | Capital | Funded | 0.00 | 89,402.00 | 357,607.00 | 447,009.00 | 0.00 | 60,000.00 | 240,000.00 | 300,000.00 |
| AR-GRTA-5307D | PREVENTIVE MAINTENANCE XPRESS | Maintenance | Funded | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 712,000.00 | 2,848,000.00 | 3,560,000.00 |
| AR-GRTA-5307CC | CAPITAL COST OF CONTRACTING GCT XPRESS | Capital | Funded | 0.00 | 66,000.00 | 264,000.00 | 330,000.00 | 0.00 | 308,000.00 | 1,232,000.00 | 1,540,000.00 |
| AR-GRTA-5307PA | PROJECT ADMINISTRATION | Capital | Funded | 0.00 | 26,000.00 | 104,000.00 | 130,000.00 | 0.00 | 8,000.00 | 32,000.00 | 40,000.00 |
| AR-GRTA-5307ED | ENGINEERING AND DESIGN ADA IMPROVEMENTS | Capital | Funded | 0.00 | 10,000.00 | 40,000.00 | 50,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-GRTA-5307OA | XPRESS COMPREHENSIVE OPERATIONS ASSESSMENT PLAN | Capital | Funded | 0.00 | 70,000.00 | 280,000.00 | 350,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-GRTA-5307FP | FUEL PROPULSION | Capital | Funded | 0.00 | 338,122.00 | 1,352,488.00 | 1,690,610.00 | 0.00 | 353,803.00 | 1,415,210.00 | 1,769,013.00 |
| AR-GRTA-5307EP | EMERGENCY PREPAREDNESS TRAINING | Capital | Funded | 0.00 | 17,000.00 | 68,000.00 | 85,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-GRTA-5307AM | XPRESS TRANSIT ASSET MANAGEMENT PLAN | Capital | Funded | 0.00 | 100,000.00 | 400,000.00 | 500,000.00 | 0.00 | 300,000.00 | 1,200,000.00 | 1,500,000.00 |

Exhibit B - Section 5307 Large Urbanized Area Formula Program of Projects (Atlanta Region)

| ARC Number | PROJECT DESCRIPTION | PROJECT CATEGORY | Funded | 2012 LOCAL | 2012 STATE | 2012 FEDERAL | 2012 TOTAL | 2013 LOCAL | 2013 STATE | 2013 FEDERAL | 2013 TOTAL |
|----------------|---|------------------|--------|---------------|------------|---------------|---------------|---------------|------------|---------------|---------------|
| AR-GRTA-5307VP | CAPITAL COST OF CONTRACTING VANPOOL | Capital | Funded | | | | | | | | |
| AR-GW-5307 | ANNUAL SUB ALLOCATION | | | 1,668,732.00 | 0.00 | 6,674,928.00 | 8,343,660.00 | 1,339,204.00 | 0.00 | 5,356,817.00 | 6,696,021.00 |
| AR-GW-5307BF | BALANCE FORWARD | | | | | 19,711,218.00 | 19,711,218.00 | 0.00 | 0.00 | 2,578,369.00 | 2,578,369.00 |
| AR-GW-5307A | TRANSIT ENHANCEMENTS | Capital | Funded | 12,000.00 | 12,000.00 | 96,000.00 | 120,000.00 | 12,638.00 | 12,638.00 | 101,100.00 | 126,375.00 |
| AR-GW-5307C | PARATRANSIT OPERATIONS | Operation | Funded | 120,000.00 | 120,000.00 | 960,000.00 | 1,200,000.00 | 126,375.00 | 126,375.00 | 1,011,000.00 | 1,263,750.00 |
| AR-GW-5307G | CAPITAL COST OF CONTRACTING | Capital | Funded | 997,162.00 | 997,162.00 | 7,977,296.00 | 9,971,620.00 | 661,000.00 | 661,000.00 | 5,288,000.00 | 6,610,000.00 |
| AR-GW-5307H | SHORT RANGE PLANNING TECHNICAL ASSISTANCE & MARKETING PLANNING | Capital | Funded | 0.00 | 0.00 | 0.00 | 0.00 | 37,890.00 | 37,890.00 | 303,118.00 | 378,898.00 |
| AR-GW-5307L | FACILITY LEASE GWINNETT TRANSIT CENTER | Capital | Funded | 34,000.00 | 34,000.00 | 272,000.00 | 340,000.00 | 51,000.00 | 51,000.00 | 408,000.00 | 510,000.00 |
| AR-GW-5307D | CAPITAL MAINTENANCE FUEL PURCHASE COSTS | Capital | Funded | 36,838.00 | 36,838.00 | 294,704.00 | 368,380.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| AR-GW-5307K | PARK AND RIDE LOT | Capital | Funded | 0.00 | 0.00 | 0.00 | 0.00 | 375,000.00 | 375,000.00 | 3,000,000.00 | 3,750,000.00 |
| AR-HA-5307 | ANNUAL SUB ALLOCATION | | | 5,691.00 | 0.00 | 22,763.00 | 28,454.00 | 11,409.00 | 0.00 | 45,638.00 | 57,047.00 |
| AR-HA-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 150,329.00 | 150,329.00 | 0.00 | 0.00 | 21,965.00 | 21,965.00 |
| AR-HE-5307 | ANNUAL SUB ALLOCATION | | | 98,630.00 | 0.00 | 394,521.00 | 493,151.00 | 156,058.00 | 0.00 | 624,231.00 | 780,289.00 |
| AR-HE-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 874,016.00 | 874,016.00 | 0.00 | 0.00 | 300,437.00 | 300,437.00 |
| AR-HE-5307H | PLANNING FOR HST COORDINATION AND INCREASED RIDERSHIP | | Funded | 107,172.00 | 0.00 | 535,861.00 | 643,033.00 | | | | |
| AR-HE-5307P | PREVENTIVE MAINTENANCE | Capital | Funded | 14,000.00 | | 70,000.00 | 84,000.00 | | | | |
| AR-HE-5307D | OPERATING ASSISTANCE | Capital | Funded | 14,000.00 | | 70,000.00 | 84,000.00 | | | | |
| AR-HE-5307E | FORCE ACCOUNT NEW CONSTRUCTION/ PROJECT & CONSTRUCTION MANAGEMENT | Capital | Funded | 5,000.00 | | 25,000.00 | 30,000.00 | | | | |
| AR-HE-5307 | BUS SHELTER PURCHASE | Capital | Funded | 15,000.00 | 0.00 | 75,000.00 | 90,000.00 | | | | |
| AR-JA-5307 | ANNUAL SUB ALLOCATION | | | | | | | 5,175.00 | 0.00 | 20,701.00 | 25,876.00 |
| AR-JA-5307BF | BALANCE FORWARD | | | | | | | | | 9,963.00 | 9,963.00 |
| AR-M-5307 | ANNUAL SUB ALLOCATION | | | 10,876,802.00 | 0.00 | 43,507,208.00 | 54,384,010.00 | 10,291,066.00 | 0.00 | 41,164,263.00 | 51,455,329.00 |
| AR-M-5307BF | BALANCE FORWARD | | | 1,200,000.00 | 0.00 | 12,857,845.00 | 12,857,845.00 | 0.00 | 0.00 | 19,815,778.00 | 19,815,778.00 |
| AR-M-5307B | SECURITY EQUIPMENT | Capital | Funded | 111,000.00 | 0.00 | 446,000.00 | 557,000.00 | 118,000.00 | 0.00 | 472,000.00 | 590,000.00 |
| AR-M-5307E | ENVIRONMENTAL REHABILITATION/RENOVATION | Capital | Funded | 75,000.00 | 0.00 | 300,000.00 | 75,000.00 | 0.00 | 300,000.00 | 0.00 | 0.00 |
| AR-M-5307G | REGIONAL TRANSIT PLANNING | Operation | Funded | 160,000.00 | 0.00 | 640,000.00 | 160,000.00 | 0.00 | 640,000.00 | 0.00 | 0.00 |
| AR-M-5307L | PREVENTIVE MAINTENANCE (BUS AND RAIL) | Maintenance | Funded | 9,006,000.00 | 0.00 | 36,024,000.00 | 45,030,000.00 | 10,302,000.00 | 0.00 | 41,208,000.00 | 51,510,000.00 |
| AR-M-5307N | TRANSIT ENHANCEMENTS | Capital | Funded | 111,000.00 | 0.00 | 446,000.00 | 557,000.00 | 118,000.00 | 400,000.00 | 472,000.00 | 590,000.00 |
| AR-M-5307O | ADA PARATRANSIT OPERATING ASSISTANCE | Operation | Funded | 500,000.00 | 0.00 | 2,000,000.00 | 2,500,000.00 | 500,000.00 | 0.00 | 2,000,000.00 | 2,500,000.00 |
| AR-M-5307FP | FUEL PROPULSION | Capital | Funded | 1,200,000.00 | 0.00 | 4,800,000.00 | 6,000,000.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Exhibit B - Section 5307 Large Urbanized Area Formula Program of Projects (Atlanta Region)

| ARC Number | PROJECT DESCRIPTION | PROJECT CATEGORY | Funded | 2012 LOCAL | 2012 STATE | 2012 FEDERAL | 2012 TOTAL | 2013 LOCAL | 2013 STATE | 2013 FEDERAL | 2013 TOTAL |
|--------------|-------------------------------|------------------|--------|------------|------------|--------------|------------|--------------|------------|--------------|--------------|
| M-AR-035 | SGR HAMILTON ASSET MANAGEMENT | Capital | Funded | | | | | 1,710,800.00 | | 6,843,200.00 | 8,554,000.00 |
| | | | | | | | | | | | |
| AR-NE-5307 | ANNUAL SUB ALLOCATION | | | 42,373.00 | 0.00 | 169,491.00 | 211,864.00 | 61,393.00 | 0.00 | 245,571.00 | 306,964.00 |
| AR-NE-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 494,939.00 | 494,939.00 | 0.00 | 0.00 | 118,191.00 | 118,191.00 |
| | | | | | | | | | | | |
| AR-PA-5307 | ANNUAL SUBALLOCATION | | | 59,523.00 | 0.00 | 238,093.00 | 297,616.00 | 97,851.00 | 0.00 | 391,405.00 | 489,256.00 |
| AR-PA-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 50,000.00 | 50,000.00 | 0.00 | 0.00 | 188,379.00 | 188,379.00 |
| | | | | | | | | | | | |
| AR-PI-5307 | ANNUAL SUB ALLOCATION | | | | | | | 140.00 | 0.00 | 562.00 | 702.00 |
| AR-PI-5307BF | BALANCE FORWARD | | | | | | | | | 270.00 | 270.00 |
| | | | | | | | | | | | |
| AR-RO-5307 | ANNUAL SUB ALLOCATION | | | 73,470.00 | 0.00 | 293,882.00 | 367,352.00 | 68,885.00 | 0.00 | 275,540.00 | 344,425.00 |
| AR-RO-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 132,615.00 | 132,615.00 |
| | | | | | | | | | | | |
| AR-SP-5307 | ANNUAL SUB ALLOCATION | | | 48,274.00 | 0.00 | 193,096.00 | 241,370.00 | 36,793.00 | 0.00 | 147,171.00 | 183,964.00 |
| AR-SP-5307 | BALANCE FORWARD | | | 0.00 | 0.00 | 459,962.00 | 459,962.00 | 0.00 | 0.00 | 70,832.00 | 70,832.00 |
| | | | | | | | | | | | |
| AR-WA-5307 | ANNUAL SUB ALLOCATION | | | 9,194.00 | 0.00 | 36,778.00 | 45,972.00 | 23,030.00 | 0.00 | 92,120.00 | 115,151.00 |
| AR-WA-5307BF | BALANCE FORWARD | | | 0.00 | 0.00 | 18,474.00 | 18,474.00 | 0.00 | 0.00 | 44,337.00 | 44,337.00 |

Exhibit C: Section 5311 Non-Urbanized Formula Assistance Program of Projects (Atlanta Region)

The Section 5311 Program of Projects is managed and maintained by the Georgia Department of Transportation. The Section 5311 Program of Projects will be added to this document after further coordination with the Georgia Department of Transportation through an Administrative TIP Modification. This process will take place after the Federal Transit Administration releases Fiscal Year 2014 funding amounts for the state of Georgia.

Exhibit D: Section 5337 State of Good Repair Capital Grants Program (Atlanta Region)

MAP-21, the current transportation bill included funding amounts for the Section 5337 program only for Fiscal Years 2012 and 2013. A Program of Projects for the Section 5337 program will be developed in conjunction with eligible sub recipients, the Transit Operators Subcommittee, and additional stakeholders. The Program of Projects will be added to this document through an Administrative TIP Modification. This process will occur after the Federal Transit Administration releases Fiscal Year 2014 funding amounts for the Atlanta Urbanized Area.

Exhibit E: Section 5339 Bus and Bus Facilities (Atlanta Region)

MAP-21, the current transportation bill included funding amounts for the Section 5339 program only for Fiscal Years 2012 and 2013. A Program of Projects for the Section 5339 program will be developed in conjunction with eligible sub recipients, the Transit Operators Subcommittee, and additional stakeholders. The Program of Projects will be added to this document through an Administrative TIP Modification. This process will occur after the Federal Transit Administration releases Fiscal Year 2014 funding amounts for the Atlanta Urbanized Area.

Exhibit F: Section 5310 Transportation for Elderly and Persons with Disabilities Program of Projects (Atlanta Region)

The Section 5310 Program in the state of Georgia is managed and maintained by the Georgia Department of Human Services. Included below is a copy of current Section 5310 Program of Projects for the Atlanta Urbanized Area.

GA-16-0038 POP - MAP-21 Section 5310
 Georgia Department of Human Services
 FFY13/SFY14

| Projects | Federal Portion for Capital Projects | Match for Capital Projects | Federal Portion on Operations Projects | Match on Operations Projects | Administration (no match required) | Total Eligible (includes admin) |
|--|--------------------------------------|----------------------------|--|------------------------------|------------------------------------|---------------------------------|
| | 80% | 20% | 50% | 50% | 10% | |
| DHS Purchase of Service, TRIPS & Mobility Management | \$4,015,272.70 | \$1,003,818.18 | | | \$637,030.30 | \$5,656,121.18 |
| ARC Projects | \$456,250.00 | \$114,062.50 | \$1,093,750.00 | \$1,093,750.00 | | \$2,757,812.50 |
| Savannah CAT Accessible Taxi | \$8,950.00 | \$2,237.50 | \$79,050.00 | \$79,050.00 | | \$169,287.50 |
| Augusta Purchase of Service | \$50,000.00 | \$12,500.00 | | | | \$62,500.00 |
| Augusta Mobility Management | \$30,000.00 | \$7,500.00 | | | | \$37,500.00 |
| Totals | \$4,560,472.70 | \$1,140,118.18 | \$1,172,800.00 | \$1,172,800.00 | \$637,030.30 | \$8,683,221.18 |

| Apportionments per FTA: | Total | Total minus admin | DHS Admin |
|----------------------------------|------------------------|------------------------|----------------------|
| Middle UZA (50,000-199,999) (DM) | \$ 1,432,135.00 | \$ 1,288,921.50 | \$ 143,213.50 |
| Nonurbanized (<50,000) (DS) | \$ 1,642,918.00 | \$ 1,478,626.20 | \$ 164,291.80 |
| Atlanta (DL) | \$ 2,506,297.00 | \$ 2,255,667.30 | \$ 250,629.70 |
| Augusta-Richmond (DL) | \$ 344,119.00 | \$ 309,707.10 | \$ 34,411.90 |
| Columbus (DL) | \$ 256,316.00 | \$ 230,684.40 | \$ 25,631.60 |
| Savannah (DL) | \$ 188,518.00 | \$ 169,666.20 | \$ 18,851.80 |
| Total | \$ 6,370,303.00 | \$ 5,733,272.70 | \$ 637,030.30 |

| Projects | | | | | | | | Federal Share | State Share | Total Eligible |
|---------------------------------|---------------|---------------------------------------|----------------------------------|----------------------|--|------------------------|--------------------------|-----------------|-----------------|-----------------|
| Large UZA - Atlanta (DL) | | | | | | | | \$ 6,370,303.00 | \$ 2,334,172.18 | \$ 8,683,221.18 |
| Subrecipient Name | Public or PNP | Agency Type | Traditional 5310 or New Freedom? | Project Description | Name of Coordinated Plan | Page # Project Located | Date Plan Adopted | Federal Share | State Share | Total |
| Atlanta Regional Commission | Public | Intergovernmental Coordination Agency | New Freedom | Operations | A Coordinated Plan for the Atlanta Region | | 2012/2013 Limited Update | \$ 1,093,750.00 | \$ 1,093,750.00 | \$ 2,187,500.00 |
| Atlanta Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Capital | A Coordinated Plan for the Atlanta Region | 72 | 2012/2013 Limited Update | \$ 456,250.00 | \$ 114,062.50 | \$ 570,312.50 |
| Specialized Trans | PNP | PNP | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 298,393.30 | \$ 74,598.33 | \$ 372,991.63 |
| Quality Living Svcs | PNP | PNP | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 60,000.00 | \$ 15,000.00 | \$ 75,000.00 |
| Sr. Citizens Svcs | PNP | PNP | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 27,000.00 | \$ 6,750.00 | \$ 33,750.00 |
| Cherokee BOC | Public | County Government | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 75,000.00 | \$ 18,750.00 | \$ 93,750.00 |
| Clayton Co CSA | Public | County Government | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 15,000.00 | \$ 3,750.00 | \$ 18,750.00 |
| Cobb County BOC | Public | County Government | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 48,000.00 | \$ 12,000.00 | \$ 60,000.00 |
| Henry Co BOC | Public | County Government | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 175,000.00 | \$ 43,750.00 | \$ 218,750.00 |
| DHS Mobility Management | Public | State Agency | New Freedom | Mobility Management | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 6 | Sep-12 | \$ 7,274.00 | \$ 1,818.50 | \$ 9,092.50 |
| Total Allocated to Atlanta (DL) | | | | | | | | \$ 2,255,667.30 | | \$ 2,255,667.30 |
| Apportionment (without Admin) | | | | | | | | \$ 250,629.70 | \$ 5310 | \$ 1,405,273.00 |
| DHS Admin Portion | | | | | | | | \$ - | \$ 5317 | \$ 1,101,024.00 |
| Difference | | | | | | | | \$ - | | \$ - |
| Total | | | | | | | | \$ 2,506,297.00 | | \$ 2,506,297.00 |

56%
44%
100%

| Large UZA - Augusta-Richmond (DL) | | | | | | | | | | |
|--|---------------|---------------------------------------|----------------------------------|----------------------|---|------------------------|-------------------|---------------|--------------|---------------|
| Subrecipient Name | Public or PNP | Agency Type | Traditional 5310 or New Freedom? | Project Description | Name of Coordinated Plan | Page # Project Located | Date Plan Adopted | Federal Share | State Share | Total |
| Lower Savannah Council of Governments | Public | Governmental | 5310 | Purchase of Services | Lower Savannah Regional Human Services Transportation Coordination Plan | 26-30 | 10/18/2007 | \$ 50,000.00 | \$ 12,500.00 | \$ 62,500.00 |
| Lower Savannah Council of Governments | Public | Governmental | 5310 | Mobility Management | Lower Savannah Regional Human Services Transportation Coordination Plan | 26-30 | 10/18/2007 | \$ 30,000.00 | \$ 7,500.00 | \$ 37,500.00 |
| CSRA Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 229,707.10 | \$ 57,426.78 | \$ 287,133.88 |
| Total Allocated to Augusta-Richmond (DL) | | | | | | | | \$ 309,707.10 | | \$ 309,707.10 |
| Apportionment (without Admin) | | | | | | | | \$ 34,411.90 | | \$ 34,411.90 |
| DHS Admin Portion | | | | | | | | \$ - | | \$ - |
| Difference | | | | | | | | \$ - | | \$ - |
| Total | | | | | | | | \$ 344,119.00 | | \$ 344,119.00 |

| Large UZA - Columbus (DL) | | | | | | | | | | |
|----------------------------------|---------------|---------------------------------------|----------------------------------|----------------------|--|------------------------|-------------------|---------------|--------------|---------------|
| Subrecipient Name | Public or PNP | Agency Type | Traditional 5310 or New Freedom? | Project Description | Name of Coordinated Plan | Page # Project Located | Date Plan Adopted | Federal Share | State Share | Total |
| River Valley Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 230,684.40 | \$ 57,671.10 | \$ 288,355.50 |
| Total Allocated to Columbus (DL) | | | | | | | | \$ 230,684.40 | | \$ 230,684.40 |
| Apportionment (without Admin) | | | | | | | | \$ 230,684.40 | | \$ 230,684.40 |
| DHS Admin Portion | | | | | | | | \$ 25,631.60 | | \$ 25,631.60 |
| Difference | | | | | | | | \$ - | | \$ - |
| Total | | | | | | | | \$ 256,316.00 | | \$ 256,316.00 |

Large UZA - Savannah (DL)

| Subrecipient Name | Public or PNP | Agency Type | Traditional 5310 or New Freedom? | | Name of Coordinated Plan | Page # Project Located | Date Plan Adopted | Federal Share | State Share | Total |
|---|---------------|---------------------------------------|----------------------------------|----------------------|---|------------------------|-------------------|---------------|--------------|---------------|
| Savannah MPO - Chatham Area Transit Authority | Public | Governmental Authority | New Freedom | Accessible Taxic | Coordinated Public Transit - Human Services Transportation Plan for the Savannah Area | 26 | 6/22/2011 | \$ 79,050.00 | \$ 79,050.00 | \$ 158,100.00 |
| Savannah MPO - Chatham Area Transit Authority | Public | Governmental Authority | 5310 | Mobility Management | Coordinated Public Transit - Human Services Transportation Plan for the Savannah Area | 26 | 6/22/2011 | \$ 8,950.00 | \$ 2,237.50 | \$ 11,187.50 |
| Coastal Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 81,666.20 | \$ 20,416.55 | \$ 102,082.75 |
| Total Allocated to Savannah (DL) | | | | | | | | \$ 169,666.20 | | |
| Apportionment (without Admin) | | | | | | | | \$ 169,666.20 | | |
| DHS Admin Portion | | | | | | | | \$ 18,851.80 | 5310 | \$ 109,468.00 |
| Difference | | | | | | | | \$ - | 5317 | \$ 79,050.00 |
| Total | | | | | | | | \$ 188,518.00 | | |

58%
42%

Middle UZA (50,000-199,999) (DM)

| Subrecipient Name | Public or PNP | Agency Type | Traditional 5310 or New Freedom? | | Name of Coordinated Plan | Page # Project Located | Date Plan Adopted | Federal Share | State Share | Total |
|------------------------------------|---------------|---------------------------------------|----------------------------------|----------------------|--|------------------------|-------------------|-----------------|--------------|---------------|
| Three Rivers Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 227,794.37 | \$ 56,948.59 | \$ 284,742.96 |
| Northeast Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 332,716.27 | \$ 83,179.07 | \$ 415,895.34 |
| View Point | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 20,000.00 | \$ 5,000.00 | \$ 25,000.00 |
| Middle GA Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 220,000.00 | \$ 55,000.00 | \$ 275,000.00 |
| Transit Alliance Group | PNP | PNP | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 310,000.00 | \$ 77,500.00 | \$ 387,500.00 |
| GA Mountains Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 94,000.00 | \$ 23,500.00 | \$ 117,500.00 |
| DHS TRIPS | Public | State Agency | 5317 | TRIPS - ITS | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 6 | Sep-12 | \$ 44,479.43 | \$ 11,119.86 | \$ 55,599.29 |
| DHS Mobility Management | Public | State Agency | 5317 | Mobility Management | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 6 | Sep-12 | \$ 39,931.43 | \$ 9,982.86 | \$ 49,914.29 |
| Total Allocated to Middle UZA (DM) | | | | | | | | \$ 1,288,921.50 | | |
| Apportionment (without Admin) | | | | | | | | \$ 1,288,921.50 | | |
| DHS Admin Portion | | | | | | | | \$ 143,213.50 | | |
| Difference | | | | | | | | \$ - | | |
| Total | | | | | | | | \$ 1,432,135.00 | | |

Nonurbanized (<50,000) (DS)

| Subrecipient Name | Public or PNP | Agency Type | Traditional 5310 or New Freedom? | | Name of Coordinated Plan | Page # Project Located | Date Plan Adopted | Federal Share | State Share | Total |
|--|---------------|---------------------------------------|----------------------------------|----------------------|--|------------------------|-------------------|-----------------|---------------|---------------|
| Heart of GA RC | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 450,000.00 | \$ 112,500.00 | \$ 562,500.00 |
| Southwest GA RC | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 100,000.00 | \$ 25,000.00 | \$ 125,000.00 |
| Southern GA RC | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 350,000.00 | \$ 87,500.00 | \$ 437,500.00 |
| Jefferson County | Public | County Government | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 22,000.00 | \$ 5,500.00 | \$ 27,500.00 |
| GA Mountains Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 161,000.00 | \$ 40,250.00 | \$ 201,250.00 |
| Coastal Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 178,000.00 | \$ 44,500.00 | \$ 222,500.00 |
| River Valley Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 45,000.00 | \$ 11,250.00 | \$ 56,250.00 |
| CSRA Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 5,000.00 | \$ 1,250.00 | \$ 6,250.00 |
| Northeast GA Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 7,283.73 | \$ 1,820.93 | \$ 9,104.66 |
| DHS TRIPS | Public | State Agency | New Freedom | TRIPS - ITS | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 6 | Sep-12 | \$ 49,931.42 | \$ 12,482.86 | \$ 62,414.28 |
| DHS Mobility Management | Public | State Agency | New Freedom | Mobility Management | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 6 | Sep-12 | \$ 47,205.42 | \$ 11,801.36 | \$ 59,006.78 |
| McIntosh Trail CSB | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 16,000.00 | \$ 4,000.00 | \$ 20,000.00 |
| Three Rivers Regional Commission | Public | Intergovernmental Coordination Agency | 5310 | Purchase of Services | Georgia Rural and Human Services Transportation Plan 2.0 | Volume 4, page 5 | Sep-12 | \$ 47,205.63 | \$ 11,801.41 | \$ 59,007.04 |
| Total Allocated to Nonurbanized (<50,000) (DS) | | | | | | | | \$ 1,478,626.20 | | |
| Apportionment (without Admin) | | | | | | | | \$ 1,478,626.20 | | |
| DHS Admin Portion | | | | | | | | \$ 164,291.80 | | |
| Difference | | | | | | | | \$ - | | |
| Total | | | | | | | | \$ 1,642,918.00 | | |

Exhibit G: Designated Recipient Letter and Section 5316 Job Access and Reverse Commute (JARC) Program of Projects (Atlanta Region)

| Project Sponsor | Project Description | Federal FY 2012 | Local FY 2012 | Total FY 2012 |
|--|--|-----------------|---------------|---------------|
| Center for Pan Asian Community Services, Inc. | CPACS Express Transportation Program | \$258,417 | \$221,111 | \$480,528 |
| Cobb County Department of Transportation | Continuation and Enhancement of Route #30 JARC Route | \$693,071 | \$693,071 | \$1,219,796 |
| Jewish Family & Career Services | Ways to Work Atlanta | \$87,360 | \$83,200 | \$170,560 |
| Metropolitan Atlanta Rapid Transit Authority (MARTA) | FY 2011 JARC Program, Continuation, Improvement, & Enhancement of eight routes | \$693,071 | \$693,071 | \$1,810,796 |
| Pearl Transit | Ways2Work Program | \$133,912 | \$133,912 | \$267,824 |

Exhibit H: Section 5317 New Freedom Program of Projects (Atlanta Region)

| Project Sponsor | Project Description | Federal FY 2012 | Local FY 2012 | Total FY 2012 |
|--|--|-----------------|---------------|---------------|
| Cobb County | Disabled Persons Voucher Program | \$121,595 | \$121,595 | \$243,190 |
| DeKalb County | Continuation and Enhancement of TAPED Voucher & Brokered Trip Program for Older Adults & Persons with Disabilities | \$141,595 | \$85,135 | \$226,730 |
| disABILITY LINK | Continuation of Transportation Voucher Program for Persons with Disabilities. | \$218,956 | \$189,652 | \$408,608 |
| Douglas County | Disabled Voucher \$ Mobility Management Program | \$51,900 | \$41,100 | \$93,000 |
| Fayette Senior Services | Voucher Program for Older Adults & Persons with Disabilities | \$110,896 | \$78,917 | \$189,813 |
| Gwinnett County Senior Services | Continuations of Project GET IN GEER. Voucher Program and Mobility Management for Older Adults & Persons with Disabilities | \$210,225 | \$142,706 | \$352,931 |
| Jewish Federation of Greater Atlanta | Transportation for the Georgia NORC Initiative. Vouchers and other Transportation Services for Older Adults & Persons with Disabilities. | \$228,000 | \$150,630 | \$378,630 |
| Marcus Jewish Center of Atlanta, Inc. | Transportation Vouchers for Persons with Disabilities and Older Adults. | \$80,002 | \$68,532 | \$148,534 |
| MARTA | Phase II Traveling Training Program | \$42,823 | \$13,873 | \$115,315 |
| Rockdale County Recreation and Senior Services | Cost Sharing Transportation Vouchers for Persons with Disabilities and Older Adults. | \$38,000 | \$29,528 | \$67,528 |
| Senior Services North Fulton | Voucher Program for Older Adults with Disabilities | \$100,000 | \$48,900 | \$148,900 |

Exhibit I: Supplemental Information on the Status of Active Transit Projects

Atlanta Beltline and Streetcar

The purpose of the Atlanta Beltline and 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. ARC will closely work with sponsors to advance the concept in future RTP updates as funding is secured to implement Atlanta Beltline and Streetcar projects.

The first segment of the Atlanta Streetcar, opening in 2014, will connect the Centennial Olympic Park area to the Martin Luther King Jr. National Historic Site. This project provides missing circulation and direct connectivity to the existing transit lines servicing downtown, as well as future light rail corridors, including the Atlanta BeltLine.

The PLAN 2040 RTP Update includes in the financially constrained element Phase 1 of the Streetcar Expansion concept. Other phases are included in the financially unconstrained Aspirations Plan element of the RTP. Due to federal financial constraint planning requirements, Phase 1 is currently in the 2031-2040 tier of the plan. This is the same tier as other planned major regional transit expansions. The reason for this is that local funding has not been committed for the construction, operations and maintenance of the planned expansion projects.

During 2013, significant events occurred to support the implementation of the Atlanta Beltline and Streetcar expansion. These include a services agreement, initiation of Tier 2 environmental reviews and the development of a strategic implementation plan for the Atlanta Beltline and an expansion plan for the Atlanta Streetcar system. As these efforts yield increased financial resources and the federal participation is secured, ARC will work with the City and Atlanta Beltline, Inc. (ABI) to advance additional projects into the RTP and Transportation Improvement Program (TIP). ARC views the Atlanta Beltline and Streetcar as a foundation of the PLAN 2040 Update's sustainability and livability strategy.

In August 2013, ABI entered into a transportation services agreement with City of Atlanta to advance key transportation projects that support the Atlanta BeltLine's success. This action allows the City to assign projects in the Connect Atlanta Plan to ABI. The City is required to provide funding for projects outside of the Atlanta BeltLine. The first assignment is the Atlanta Streetcar extensions environmental review.

In December 2013, the Atlanta BeltLine's 2030 Strategic Implementation Plan (SIP) was completed and presents a framework to complete the short- and long-term elements of the Atlanta BeltLine program. ARC will work closely with to help advance the PLAN 2040 Update recommendations for applicable

streetcar projects in future RTP updates. The City and ABI plan extensive use of Public Private Partnerships to provide resources to support advancement of the Beltline concept.

The SIP estimates the remaining program cost at \$4.39 billion with project costs indexed to inflation in their projected years of delivery. Of this amount, \$2.3 billion supports future transit expansions.

The Atlanta Beltline's SIP reflects a construction timeframe of 2014-2018 for the Atlanta BeltLine West and Atlanta BeltLine East streetcar segments. These sections will connect with downtown/midtown via the crosstown Atlanta Streetcar segments. Work on preparing an FTA New Starts application is included in the environmental work currently underway for the Atlanta BeltLine East and West corridors and Atlanta Streetcar extensions.

Accelerating transit work so that construction can commence during 2014-2018 will be reliant on the commitment of additional local funding and securing a large-scale federal funding grant. Major initiatives are underway to explore the application of Public Private Partnerships (P3s) to meet this desired implementation timeframe. As these initiatives reach a successful conclusion, ARC will advance the planned implementation of the projects to correspond with available funding as part of future RTP updates. These planned project implementation periods in future RTPs, however, must meet federal planning requirements for financial constraint.

During the 2019-2023 timeframe, the Atlanta Beltline's SIP includes construction for the Southeast and Northeast sections will complete design. These sections will connect with downtown / midtown via the crosstown Atlanta Streetcar segment. Transit implementation will be reliant on federal funding in order to proceed. Securing the maximum potential federal grants and other local funding will be critical to transit delivery. During future RTP updates, ARC will closely coordinate with the City of Atlanta and the ABI to adjust the RTPs assumed system expansion dates to reflect funding availability as successful steps are taken to deliver these projects.

With the construction of the Atlanta BeltLine Northwest segment, the Atlanta Beltline's SIP completes the 22-mile Atlanta BeltLine transit loop in the 2024-2030 timeframe. The Northwest section of transit is the most complex to deliver as there are numerous challenges associated with the presence of active freight rail in the corridor. This section of transit has been scheduled in the SIP to provide adequate time to develop effective solutions to these unique challenges. ARC, the City and the ABI will continue to monitor the planning and funding opportunities for this corridor and make adjustments to RTP implementation timeframes, as appropriate.

Clifton Corridor

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

In 2012, the Metropolitan Atlanta Rapid Transit Authority (MARTA) and Clifton Corridor Transportation Management Association (CCTMA) partnered to complete the Clifton Corridor Transit Initiative -

Alternatives Analysis. Clifton Corridor Locally Preferred Alternative (LPA) includes 8.8 miles of new light rail service from Lindbergh Center MARTA Station to Avondale MARTA Station. The concept includes light rail double track as well as tunnels and elevated sections. MARTA's analysis of the project indicates that the Clifton Corridor Light Rail will generate more than 25,000 daily boardings by 2040. By 2040, taking the light rail to the airport from Emory will take 45 minutes, similar to driving times for the trip.

The NEPA process was initiated in the summer of 2013 and led to the development of an Environmental Impact Statement (EIS). The EIS will document environmental impacts of the LPA and selected alignment options and, where necessary, recommend mitigation or avoidance measures to address potential adverse impacts to the community and natural environment.

The LPA will be assessed for competitiveness within the Federal New Starts funding program and consequently must not only meet local goals, but also compete with other projects nationwide.

A key ranking criterion for the federal funding process is cost per rider. MARTA is reviewing the adopted LPA and identifying design options to increase riders and minimize the higher costs associated with the LPA's extensive tunnel and aerial structures.

During the summer of 2013, as part of the upcoming EIS process, MARTA updated potential project costs for a variety of design alternatives. These forecast costs range from \$744 million to \$1.2 billion.

The PLAN 2040 Update includes funding for the project in the financially constrained element for the segment from Lindbergh Station to Emory Hospital for the FY 2031-2040 period. Other elements of the project are in the financially unconstrained Aspirations Plan. Per federal planning requirements, the Regional Transportation Plan (RTP) cannot include funding for projects beyond forecast availability.

For major transit projects that are expected to rely on federal New Starts funding, a conservative forecasting approach is applied based on consultation with the Federal Transit Administration. However, the available funding for transit expansions through the New Starts program may be more than forecast. FTA makes funding selections annually, and ARC will work closely with MARTA to help advance the project as the EIS is completed and potential New Starts applications approved.

I-20 East Corridor

MARTA, in conjunction with DeKalb County, the Federal Transit Administration (FTA) and the City of Atlanta, is identifying transportation and environmental impacts associated with the development of high-capacity transit service from downtown Atlanta to the Mall at Stonecrest in southeastern DeKalb County.

Specifically, the project will result in improvements to east-west mobility and accessibility to jobs and housing by providing a high-capacity transit alternative in the I-20 East Corridor, which is currently unavailable. In addition, the project will support and provide opportunities for economic development and revitalization as DeKalb County prepares the corridor for anticipated growth for the remainder of

the 21st Century. The study has identified a specific alignment and technology that best meets the transit needs for the corridor and a detailed analysis of environmental impacts of that alignment is underway. The PLAN 2040 RTP (March 2014 Update) includes a first phase of the project, which is the extension of MARTA heavy rail 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.

For major transit projects that are expected to rely on federal New Starts funding, a conservative forecasting approach is applied based on consultation with the Federal Transit Administration. However, the available funding for transit expansions through the New Starts program may be more than forecast. FTA makes funding selections annually, and ARC will work closely with MARTA to help advance the project as the EIS is completed and potential New Starts applications approved.

Connect 400 Corridor

MARTA is currently investigating the need for high-capacity transit connections between the Perimeter Center area, near the interchange of I-285 and SR 400 in the City of Sandy Springs, and McGinnis Ferry Road in northern Fulton County. 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 GA 400 and the few east-west arterials which cross the expressway. The study will result in the identification of a specific alignment and technology or locally preferred alternative that best meets the transit needs for the corridor. Once this selection has been made, an environmental impact statement will be developed followed by engineering and design activities.

The PLAN 2040 RTP (March 2014 Update) includes funding for construction of two transit centers at Holcomb Bridge Road and North Point Mall, purchase of 17 new buses for 5 new bus routes to serve the new transit centers, and preliminary engineering, final design & property acquisition for a future MARTA rail extension from the North Springs station to Holcomb Bridge Road.

For major transit projects that are expected to rely on federal New Starts funding, a conservative forecasting approach is applied based on consultation with the Federal Transit Administration. However, the available funding for transit expansions through the New Starts program may be more than forecast. FTA makes funding selections annually, and ARC will work closely with MARTA to help advance the project as the EIS is completed and potential New or Small Starts applications approved.

Georgia Multimodal Passenger Terminal (MMPT)

The MMPT will bring together various bus and rail transit services in a centralized downtown Atlanta location. GDOT is currently working with a Master Development team, comprised of Forest City Enterprises, the Integral Group and Cousins Properties (FIC) to conceptualize a master plan for the MMPT area. At the same time, the Environmental team, led by HNTB Corporation, conducted environmental studies to understand the impacts of the project. The environmental work should be

complete in late 2014, allowing the project to move forward into active development if funding can be identified.

For major transit projects that are expected to rely on federal New Starts funding, a conservative forecasting approach is applied based on consultation with the Federal Transit Administration. However, the available funding for transit expansions through the New Starts program may be more than forecast. FTA makes funding selections annually, and ARC will work closely with the project sponsor to help advance the project as the EIS is completed and potential New Starts applications approved.

Connect Cobb Transit Alternatives Analysis

Cobb County recently completed an Alternatives Analysis to investigate transit options and their impact on mobility, livability and connectivity in the I-75 North and US 41 corridors. The corridor is one of the most congested in the region and a large percentage of the nearly 40% of Cobb residents now working within the county travel along US 41. The preferred transit concept involves bus rapid transit operating in separate lanes along much of US 41 in Cobb, with connections to Atlanta via the I-75 HOV lanes.

The first phase of the project included in the constrained element of the PLAN 2040 RTP (March 2014 Update) 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 Midtown MARTA station in Atlanta where the BRT service will terminate.

For major transit projects that are expected to rely on federal New Starts funding, a conservative forecasting approach is applied based on consultation with the Federal Transit Administration. However, the available funding for transit expansions through the New Starts program may be more than forecast. FTA makes funding selections annually, and ARC will work closely with Cobb County to help advance the project as the EIS is completed and potential New Starts applications approved.



REGIONAL TRANSPORTATION PLAN

Appendix B Supportive Financial Information



March 2014 Update

Appendix B

Supportive Financial Information

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Federal Transit Administration Financial Forecasts

Table 1 - FTA Formula Funds Forecast

| Year | Total \$YOE | Total \$2014 |
|-------------------------|------------------------|------------------------|
| 2014 | \$125,000,000 | \$125,000,000 |
| 2015 | \$127,000,000 | \$124,000,000 |
| 2016 | \$129,000,000 | \$124,000,000 |
| 2017 | \$130,000,000 | \$123,000,000 |
| 2018 | \$132,000,000 | \$122,000,000 |
| 2019 | \$134,000,000 | \$122,000,000 |
| 2020 | \$136,000,000 | \$121,000,000 |
| 2021 | \$138,000,000 | \$120,000,000 |
| 2022 | \$140,000,000 | \$119,000,000 |
| 2023 | \$142,000,000 | \$118,000,000 |
| 2024 | \$144,000,000 | \$117,000,000 |
| 2025 | \$146,000,000 | \$116,000,000 |
| 2026 | \$148,000,000 | \$115,000,000 |
| 2027 | \$150,000,000 | \$114,000,000 |
| 2028 | \$152,000,000 | \$113,000,000 |
| 2029 | \$154,000,000 | \$112,000,000 |
| 2030 | \$156,000,000 | \$111,000,000 |
| 2031 | \$159,000,000 | \$111,000,000 |
| 2032 | \$161,000,000 | \$110,000,000 |
| 2033 | \$163,000,000 | \$109,000,000 |
| 2034 | \$165,000,000 | \$108,000,000 |
| 2035 | \$168,000,000 | \$107,000,000 |
| 2036 | \$170,000,000 | \$106,000,000 |
| 2037 | \$172,000,000 | \$105,000,000 |
| 2038 | \$175,000,000 | \$105,000,000 |
| 2039 | \$177,000,000 | \$104,000,000 |
| 2040 | \$180,000,000 | \$103,000,000 |
| 2014-2040 Totals | \$4,072,000,000 | \$3,083,000,000 |

Note: ARC forecast is based on the region's current level of formula funding as reported in the TIP. Future growth rates are based on the 1.4% annual increase in FTA formula funds as indicated in MAP-21.

Federal Highway Administration Financial Forecasts

Table 2 - Federal Highway Administration Funds

| Year | ARC Share (\$YOE) | ARC Share (\$2014) |
|----------------------------|-------------------------|-------------------------|
| 2014 | \$637,000,000 | \$637,000,000 |
| 2015 | \$647,000,000 | \$635,000,000 |
| 2016 | \$658,000,000 | \$632,000,000 |
| 2017 | \$668,000,000 | \$630,000,000 |
| 2018 | \$679,000,000 | \$627,000,000 |
| 2019 | \$713,000,000 | \$646,000,000 |
| 2020 | \$724,000,000 | \$642,000,000 |
| 2021 | \$773,000,000 | \$671,000,000 |
| 2022 | \$816,000,000 | \$692,000,000 |
| 2023 | \$828,000,000 | \$687,000,000 |
| 2024 | \$839,000,000 | \$682,000,000 |
| 2025 | \$851,000,000 | \$676,000,000 |
| 2026 | \$863,000,000 | \$671,000,000 |
| 2027 | \$875,000,000 | \$666,000,000 |
| 2028 | \$888,000,000 | \$661,000,000 |
| 2029 | \$900,000,000 | \$656,000,000 |
| 2030 | \$913,000,000 | \$651,000,000 |
| 2031 | \$947,000,000 | \$661,000,000 |
| 2032 | \$960,000,000 | \$655,000,000 |
| 2033 | \$974,000,000 | \$650,000,000 |
| 2034 | \$988,000,000 | \$645,000,000 |
| 2035 | \$1,002,000,000 | \$640,000,000 |
| 2036 | \$1,016,000,000 | \$635,000,000 |
| 2037 | \$1,030,000,000 | \$631,000,000 |
| 2038 | \$1,045,000,000 | \$626,000,000 |
| 2039 | \$1,059,000,000 | \$621,000,000 |
| 2040 | \$1,074,000,000 | \$616,000,000 |
| Total (2014 - 2040) | \$23,367,000,000 | \$17,542,000,000 |

Note: ARC forecast is based on the region's expected levels of federal funding. State forecasts are distributed to the Atlanta region based on share of state daytime population (employment), growing from a current level of 58.3% to 60.1% by 2040. Future growth rates are based on the 1.4% annual increase in FHWA funds as indicated in MAP-21.

State of Georgia Funding

Table 3 - State of Georgia Funding for Atlanta Region

| Year | YOE \$ | 2014 \$ |
|------------------------|-------------------------|-------------------------|
| 2014 | \$396,000,000 | \$396,000,000 |
| 2015 | \$404,000,000 | \$396,000,000 |
| 2016 | \$413,000,000 | \$397,000,000 |
| 2017 | \$422,000,000 | \$397,000,000 |
| 2018 | \$431,000,000 | \$398,000,000 |
| 2019 | \$440,000,000 | \$399,000,000 |
| 2020 | \$450,000,000 | \$399,000,000 |
| 2021 | \$463,000,000 | \$402,000,000 |
| 2022 | \$473,000,000 | \$402,000,000 |
| 2023 | \$484,000,000 | \$402,000,000 |
| 2024 | \$494,000,000 | \$401,000,000 |
| 2025 | \$505,000,000 | \$401,000,000 |
| 2026 | \$516,000,000 | \$401,000,000 |
| 2027 | \$527,000,000 | \$401,000,000 |
| 2028 | \$538,000,000 | \$401,000,000 |
| 2029 | \$550,000,000 | \$401,000,000 |
| 2030 | \$562,000,000 | \$401,000,000 |
| 2031 | \$587,000,000 | \$410,000,000 |
| 2032 | \$600,000,000 | \$410,000,000 |
| 2033 | \$613,000,000 | \$410,000,000 |
| 2034 | \$626,000,000 | \$409,000,000 |
| 2035 | \$640,000,000 | \$409,000,000 |
| 2036 | \$654,000,000 | \$409,000,000 |
| 2037 | \$668,000,000 | \$409,000,000 |
| 2038 | \$683,000,000 | \$409,000,000 |
| 2039 | \$698,000,000 | \$409,000,000 |
| 2040 | \$713,000,000 | \$409,000,000 |
| 2014-2040 Total | \$14,550,000,000 | \$10,888,000,000 |

Note: Transportation in the State of Georgia is funded primarily by two motor fuel taxes – the Excise Tax (7.5 cents per gallon) and the Prepaid Tax, which is imposed at a rate of 4% of the average retail price per gallon of gasoline and of which 75% of the proceeds are dedicated to transportation funding. The ARC forecast is based on the region’s anticipated share of state daytime population, growing from a current level of 58.3% to 60.1% by 2040. Forecasts do not include do not include Aviation, Rail, Ports, Administration.

Local Funds
Table 4 - Local Funds

| Year | \$YOE | 2014\$ |
|----------------------|------------------------|------------------------|
| TIP 2014-2019 | \$1,876,000,000 | \$1,785,000,000 |
| LR 2020-2030 | \$3,840,000,000 | \$3,051,000,000 |
| LR 2031-2040 | \$3,997,000,000 | \$2,527,000,000 |
| Total | \$9,713,000,000 | \$7,363,000,000 |

Note: Figures are based on adopted local budgets and includes funding for all project types, with exceptions to transit, agency operations and street lighting. Based on budgetary research, figures do not include 30-40% of funding expected to go to non-RSTS facilities. Forecast growth rates are at the level of inflation, expected to be 2% between 2014-2019 and 2.2% between 2020-2040.

Table 5 - MARTA Sales Tax Revenue Forecast

| Year | \$YOE | 2014\$ |
|----------------------|-------------------------|-------------------------|
| TIP 2014-2019 | \$2,313,109,000 | \$2,196,263,283 |
| LR 2020-2030 | \$6,269,944,000 | \$4,948,907,892 |
| LR 2031-2040 | \$8,747,716,000 | \$5,502,591,038 |
| Total | \$17,330,769,000 | \$12,647,762,213 |

Note: MARTA sales tax forecasts through 2040 are prepared for MARTA through a contract with Georgia State University.

Table 6 - Local Transit Funding Forecast (non-MARTA)

| Year | \$YOE | 2014\$ |
|----------------------|----------------------|----------------------|
| TIP 2014-2019 | \$166,000,000 | \$166,000,000 |
| LR 2020-2030 | \$365,000,000 | \$320,000,000 |
| LR 2031-2040 | \$416,000,000 | \$308,000,000 |
| Total | \$948,000,000 | \$794,000,000 |

Note: Baseline estimate based on local government budget research and National Transit Database. Forecast assumes available revenue to support long-range transit expansion beyond 2019. Forecast assumes operating expenses growing at the rate of inflation, with farebox returns averaging 27% of total operating expenses.



REGIONAL TRANSPORTATION PLAN

Appendix C Technical Analysis



March 2014 Update



APPENDIX C-1

Roadway Project Needs Assessment Analysis

March 2014 Update

Appendix C-1

Roadway Project Needs Assessment Analysis

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Introduction

The Atlanta Regional Commission (ARC) has excelled in measuring the long term benefits of roadway projects. This appendix is an illustration of how newly acquired information was used to re-evaluate PLAN 2040 RTP (July 2011) roadway projects. Besides integrating different data sources into the process, ARC also re-examined its benefit-cost (B/C) evaluation methodology.

PLAN 2040 RTP (July 2011) Project Evaluation Overview

The initial RTP Performance Framework was established in 2010, and guided the decision-making for selecting roadway projects in PLAN 2040 RTP (July 2011). This framework was structured around three Key Decision Points (KDPs). Figure 1 summarizes the KDP process used for the 2011 RTP development. A more detailed explanation of this process is provided in *Volume I: PLAN 2040 Regional Transportation Plan – Chapter 3*.

The most relevant Key Decision Point to the PLAN 2040 RTP Update (March 2014), is KDP3. KDP3 is the phase where project-level evaluation (roadway and transit expansion) takes place. The technical details and results from the KDP3 evaluation process are summarized in *Volume I: PLAN 2040 Regional Transportation Plan – Appendix C1*. Table 1 highlights the performance categories and the actual measures and data sources that were used to evaluate roadway expansion projects. The core objective of this original approach was to estimate the future performance of each roadway expansion project.

These results were then converted into an overall benefit-cost (B/C) ratio for every project, and were calculated based on the changes in performance between a 2040 Build and a 2040 No-Build¹ travel demand model scenario. These B/C results were considered along with other factors to determine the justification and priority for each roadway expansion project.

While it is essential to estimate future impacts, the PLAN 2040 RTP Update (March 2014) shifted the focus towards assessing current needs and justification. The information culminating from current conditions assessment augments the future-based information resulting from the original 2010 methodology. This information supports the PLAN 2040 project re-evaluation.

¹ The regional travel demand model can measure different scenarios that are defined based on policy and federal regulations. The 2040 Build scenario forecasts the average weekday traffic conditions in the year 2040, assuming 2040 population and employment and the implementation of all transportation projects reasonably expected to be built by 2040. The 2040 No-Build scenario assumes the same 2040 population and employment, but without the implementation of any projects (2010 transportation network).

Figure 1 – RTP Performance Framework

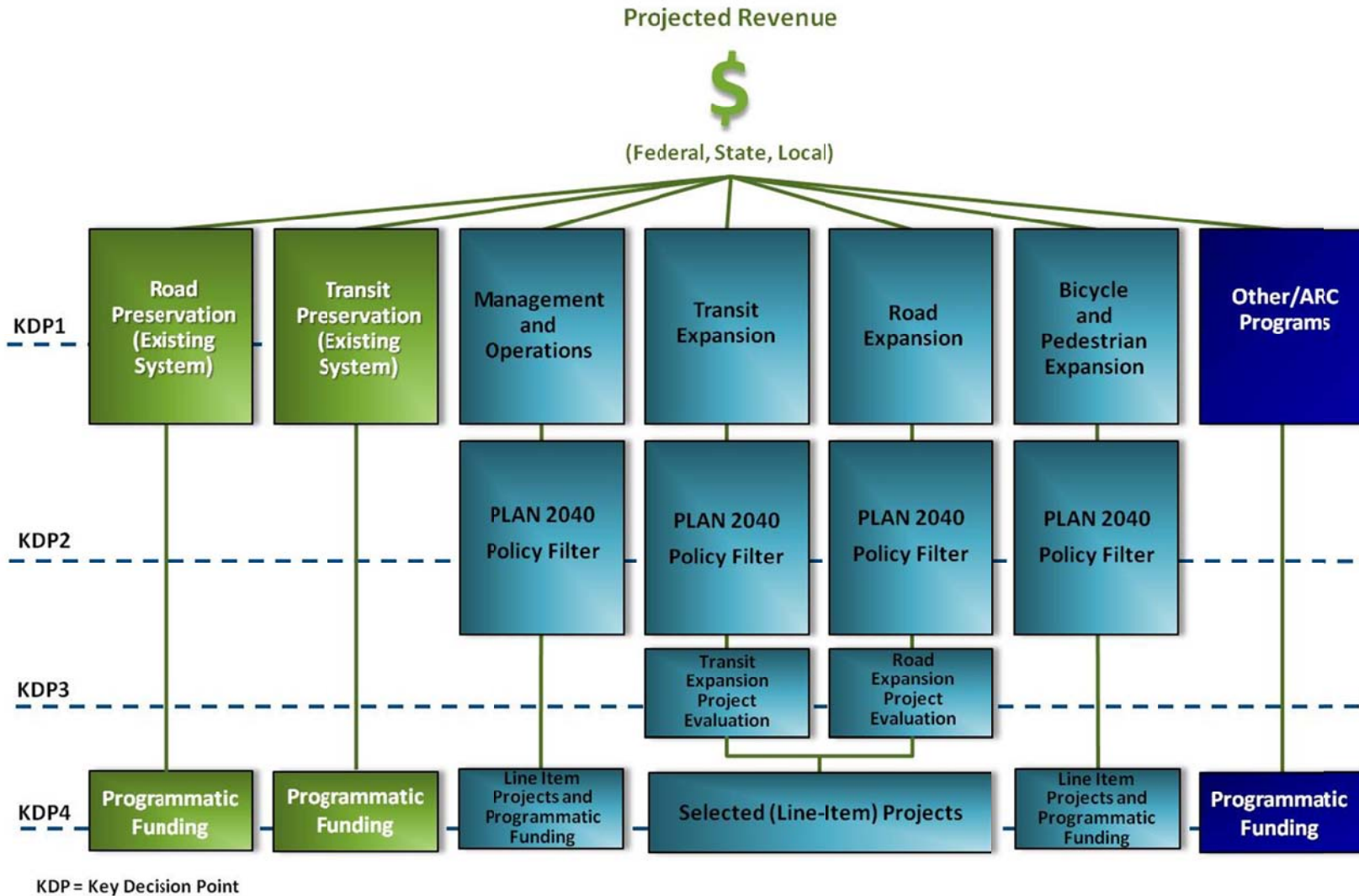


Table 1 – PLAN 2040 RTP (July 2011) Roadway Expansion Project Evaluation Summary

| Performance Measure | Project Type | Geography | Used TDM? | Variable(s) | Time of Day | Equation | Notes |
|--------------------------------|---------------|-----------|-----------|--|-------------|---|--|
| Mobility | Widening | Network | Yes | Vehicle Hours of Delay (VHD) | PM | $VHD_{Build} - VHD_{No\ Build}$ | Difference between VHD in the 2040 Build and No Build scenarios |
| | New Alignment | Buffer | | | | | |
| | Intersection | Buffer | | | | | |
| | Managed Lane | Parallel | | | | | |
| Connections | Widening | Network | Yes | Volume bound to or from an activity center | PM | $(To\ Activity\ Center\ Trips\ Volume) + (From\ Activity\ Center\ Trips\ Volume)$ | Assessed from the 2040 Build network |
| | New Alignment | | | | | | |
| | Intersection | | | | | | |
| | Managed Lane | | | | | | |
| Safety | Widening | Network | Yes | Crash Ratio | PM | Project Crash Rate/ Regional Average Crash Rate for similar Functional Classification | Crash rate per 100 million modeled 2010 VMT for a project compared to the regional crash rate for roadways of the same functional classification. Only looked at injury and fatal crashes. |
| | New Alignment | Network | | | | | |
| | Intersection | Buffer | | | | | |
| | Managed Lane | Network | | | | | |
| Economic Growth | Widening | Network | Yes/No | Medium and Heavy Truck Volume / Project's location | Daily | Build Project Daily Truck Volume / Project Link Count | Two measures were used. 1st an evaluation of the medium and heavy truck volume. 2nd if a project intersected an economic development area. Each score equally contributed to the measure. |
| | New Alignment | Network | Yes/No | | | | |
| | Intersection | Buffer | Yes/No | | | | |
| | Managed Lane | Network | Yes/No | | | | |
| Environment / Community Impact | Widening | Buffer | No | GIS Impact Analysis | - | $100 - (100 * GIS\ Score / Highest\ Impact\ Score)$ | 100 ft. buffer was used. Score was scaled to 100, with the project scoring 100 having the least impact on environmentally/culturally sensitive land. |
| | New Alignment | | | | | | |
| | Intersection | | | | | | |
| | Managed Lane | | | | | | |

PLAN 2040 RTP (March 2014 Update) Project Evaluation Overview

MAP-21

Moving Ahead for Progress in the 21st Century (MAP-21) is the current federal transportation bill and it “creates a streamlined and performance-based surface transportation program” for the nation to follow. MAP-21 requires the planning process to be performance-based, including the establishment of performance measures and targets that are consistent with each of the following National Performance Goals:

1. **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
2. **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair;
3. **Congestion Reduction** – To achieve a significant reduction in congestion on the NHS (National Highway System);
4. **System Reliability** – To improve the efficiency of the surface transportation system;
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
6. **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment;
7. **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

The Safety, Congestion Reduction, Freight Movement, and System Reliability are most applicable to the PLAN 2040 RTP Update (March 2014) project evaluation process. While ARC has addressed each of these areas in previous RTP updates, they were addressed by future condition analyses. Since MAP-21 now requires the establishment of targets, it becomes vital that the RTP evaluates its current conditions, so that the established performance targets are appropriate. Otherwise, the performance targets that are established could be unrealistic or unachievable.

Statewide Strategic Transportation Plan (SSTP)

The SSTP, required by Georgia law, was approved by the Governor and Georgia Department of Transportation Board in 2010. It states a business case for increased transportation investment, based on a projected increase of the state’s gross domestic product over the next 30 years. One of the investment categories of the SSTP is “People Mobility in Metro Atlanta.” Also, the SSTP instructs that “getting the most out of existing infrastructure” shall be a key investment strategy for the State of Georgia. This suggests an importance on assessing current conditions as accurately and comprehensively as possible in order to clearly understand whether the existing transportation infrastructure is being maximized.

Decision-Making Framework for PLAN 2040 Transportation Update

In accordance with MAP-21 and the SSTP, the ARC Board adopted the Decision-Making Framework for PLAN 2040 Transportation Update in 2014². This was a culmination of extensive collaboration and outreach with planning partner agencies and local governments at the policy and technical levels prior to conducting much of the technical analysis documented in this appendix. This will be the new benchmark for which the RTP Update roadway performance will be measured. The framework does not specify whether the analysis should be couched in current conditions or future, and it is abundantly clear that the planning process should account for both.

The only way to quantify *future* transportation performance is through travel demand modeling and traffic simulation. Yet, with the emergence of technology, computer capacity, and innovative thinking, the capability of analyzing *existing* travel conditions is expanding. This innovation has resulted in large-scale travel-related datasets that reflect actual, observed conditions, which have proven to be more accurate and more realistic than forecasted information. Nonetheless, there are still other questions that cannot be answered at this time using observed data, thus the travel demand model was also used during this Update.

ARC assessed all proposed roadway projects based on the availability of real-world, observed data. In order to support the re-prioritization of the plan, a consensus was reached that the following performance areas should be the focus:

- 1. Congestion/Mobility;**
- 2. Safety; and**
- 3. Accessibility to employment.**

It was also anticipated that these measures could help demonstrate achievement of some of the national goals, as well as the Statewide Strategic Transportation Plan (SSTP). Table 2 lists the measures and data sources that support the Decision-Making Framework. Appendix C-2 contains the results of the Roadway Project Needs Assessment.

² ARC Board Resolution adopted on April 24, 2013
(<http://www.atlantaregional.com/File%20Library/About%20Us/committee%20agendas/board-exec/Draft-Issue-Summary-Resolution-Decision-Making-Framework.pdf>)

Table 2 - PLAN 2040 RTP (March 2013 Update) Roadway Project Needs Assessment Performance Measures

| Performance Area | Dedicated Performance Measure/Metric | Data Source |
|--------------------------|---|---|
| Congestion/Mobility | Weighted Maximum Travel Time Index (ratio of congested travel time over free-flow travel time) | 2010 HERE ³ Geographical and Traffic Data |
| Safety | Injury and Fatality Crash Rate (injury and fatality crashes per 100 million vehicle miles traveled) | 2009 GEARS (Georgia Electronic Accident Reporting System) Data and the ARC 2010 Regional Travel Demand Model Output |
| Employment Accessibility | Accessibility Ratio (percent of all vehicle trips that originate or are destined to one or more UGPM major activity centers) | ARC 2010 Regional Travel Demand Model Output |
| Travel Demand | Average 2010 Weekday Traffic Volume | ARC 2010 Regional Travel Demand Model Output |

Benefit-Cost Analysis Pilot Methodology

During this Update, ARC investigated a different approach for calculating the B/C for roadway projects. This appendix provides a summary of that process with along with some sample results that can help shed light on future project-level benefits calculations.

³ HERE is formerly known as NAVTEQ and Nokia Location & Commerce. HERE is a Nokia business.

Regional Needs Assessment Methodology

The process for computing the three performance measures was almost entirely carried out in a geospatial information system (GIS) environment. One of the limitations of working with observed data is that it does not account for every roadway at every location. For example, there are certain roads where there is no historical travel time or speed available due to the limitations of the data collection process or the data quality. Therefore, when attempting to portray relative need from a spatial perspective, there can often be gaps where no data exists.

One way to address this is to rely on a GIS feature known as spatial analyst overlay. This technology is primarily used to develop topological contour renderings. This procedure is a spatial interpolation of existing data values by “smoothing” out the results. In other words, the existing data sources can help account for areas where the data does not exist. It “fills in the gaps” by using the existing surrounding data points as influential factors. This way, a regional map will render a performance value at a location where there was no original data.

This spatial analyst overlay approach was applied to 2010 INRIX Historical Traffic Speed data, 2009-2011 historical crash data, and 2010 daily traffic volumes. Appendix C-2 includes the final results from this approach, but after receiving extensive feedback from stakeholders and technical advisors, it was determined that a more precise spatial analysis should be explored. The main concern was that the overlays were too broad and were distorting the spatial comparisons of the three aforementioned performance categories, to the extent that they may be unreliable and yield inaccurate conclusions for establishing priorities for roadway investments.

After further analysis and review, as well as acquiring different data sources, ARC staff was able to refine the performance-based analysis results into two distinct spatial arrangements that did not involve any of the spatial interpolation described above:

1. The entire regional roadway network thematically representing each of the three performance area measures; and
2. Each appropriate roadway project thematically represented by the three performance area measures.

In the former arrangement, the underlying performance data had to be apportioned across the various segments of the regional roadway network. Depending on the data source, a unique scheme had to be developed to “translate” the data from its native format into one that was consistent with the base centerline representation. Similarly, translation from the original source format to roadway project geometry was also necessary. Showing relative indication of need by location, proved to be a powerful visual for reaching consensus on identifying roadway projects that are likely to have the most significant benefits to the region.

Developing a Single Digital Roadway Network for Performance Data Integration

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 2010 HERE travel speed data is packaged as a proprietary roadway centerline. The 2009-2011 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 2010 HERE/ARC Travel Demand Model Network as the single point of integration for performance data to support the PLAN 2040 RTP (March 2014) update – Needs Assessment.⁴ 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. This step took approximately 185 hours to complete. Figure 2 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. Populating the dataset with RTP project ID attributes consisted of approximately 240 hours.

The final “fused” centerline network included attributes representing: LRTP roadway project termini information, HERE 2010 historical travel time index, integrated 2009 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 3 reveals the final version of the fused network.

⁴ The primary advantage for using a network that includes travel demand model output is so that the link-level vehicle miles traveled (VMT) could be readily available for calculating crash rates (crashes per 100 million VMT). There is no other known source of data that contains VMT by roadway segment for the entire Metro-Atlanta region. The primary advantages for incorporating the NAVTEQ streets centerline data is for spatial “real world” accuracy as well as to seamlessly integrate the NAVTEQ (a.k.a. H.E.R.E.) 2010 historical travel speed data.

Figure 2 – Illustration of the Various Inconsistent Performance Layers

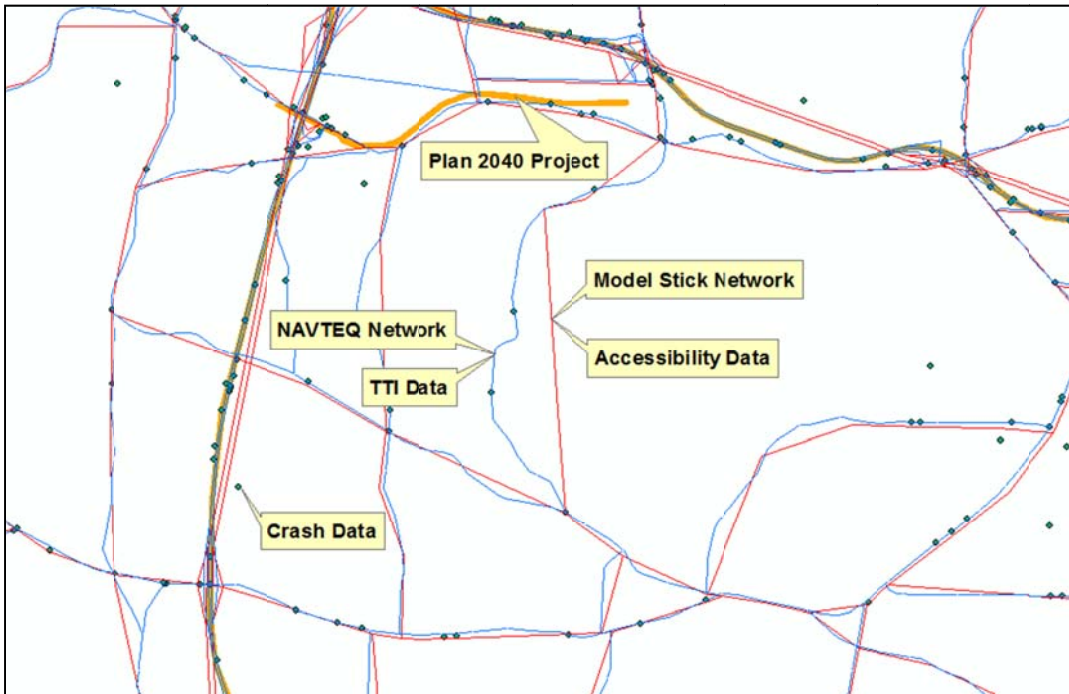
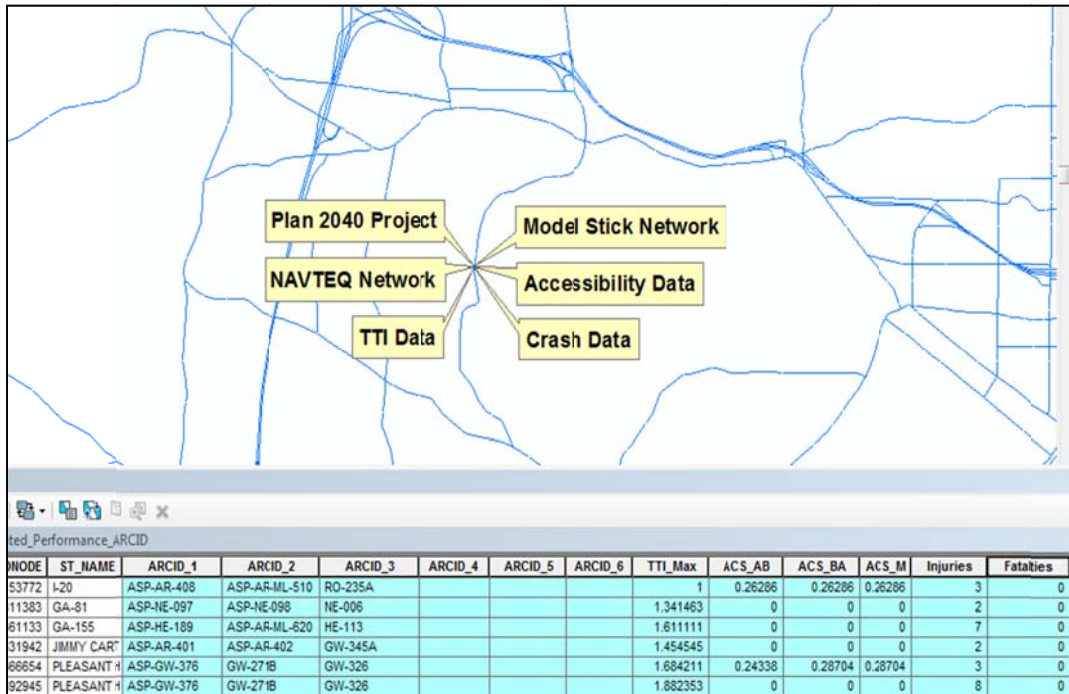


Figure 3 – Illustration of the Final Fused Network



Travel Time Index Analysis

Once the “fused” centerline roadway network was completed, it then became possible to incorporate the 2010 HERE speed profile data. ARC purchased the HERE 2010 speed profile data as an add-on to the PTV Group VISUM license expansion in early 2013. The HERE speed profiles data was post-processed by PTV Group so that it integrated seamlessly into the VISUM traffic modeling and GIS-based data management application.⁵ In order to integrate the speed profiles, the HERE data had to be exported from VISUM to Microsoft SQL Server Management Studio. This process involved very intense computer resources and took several hours to export.

The following are some of the key HERE data attributes:

- The 2010 annual average hourly travel speeds are grouped by five day-of-week categories: (1) Mondays, (2) Tuesdays through Thursdays, (3) Fridays, (4) Saturdays, and (5) Sundays⁶
- TMC (traffic message channel) code identifiers⁷;
- Observed “free flow” speed (believed to represent speed limits). Figure 4 shows a sample speed profile, based on an aggregated data, of a particular roadway segment traveling a particular direction.

⁵ The speed profiles data comprised of multiple files that consisted of VISUM native file formats.

⁶ This is different from the INRIX 2010 Historical Average Flow speed data. That dataset contained 15-minute speed profiles for the entire day and could be disaggregated for each day of the week (Tuesday-Thursday data was not grouped into one category).

⁷ The Traffic Message Channel (TMC) is a specific application of the FM Radio Data System (RDS) used for broadcasting real-time traffic and weather information

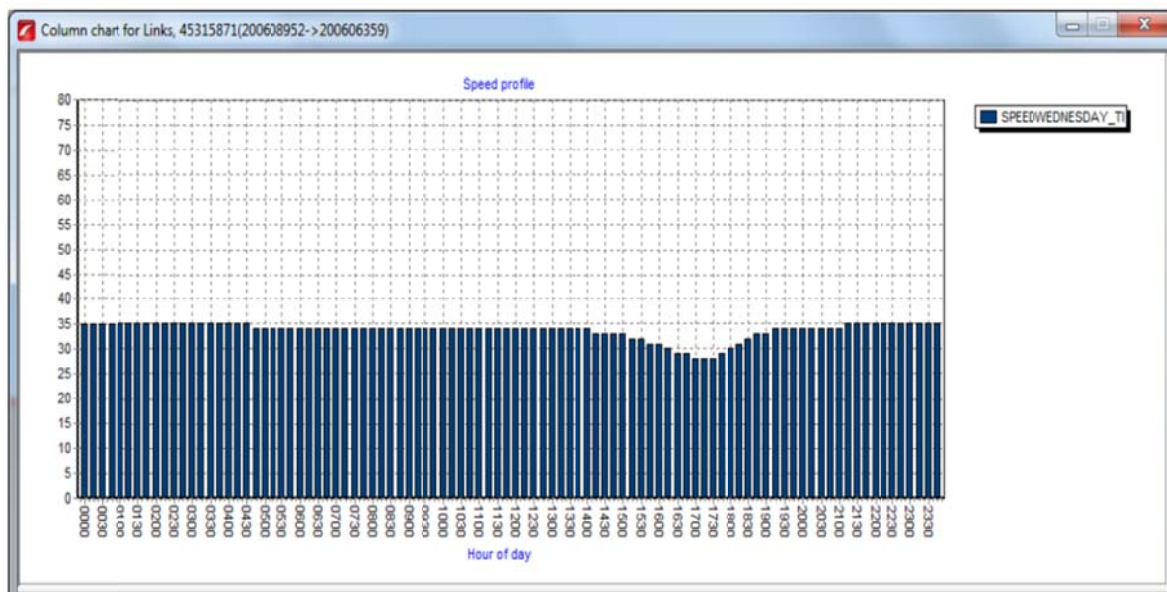
Regionwide Analysis

Integrating the exported HERE data with the “fused” centerline roadway network resulted in a new dataset that included the 2010 average speeds, by roadway segment. Correspondingly, the new dataset permitted derivative calculations of the average speed data. For the PLAN 2040 RTP Update (March 2014), a maximum weekday speed and a maximum weekday peak-period speed were reported for each roadway segment. These values were subsequently used to calculate a maximum weekday travel time index (TTI) value (“reference speed” value of the roadway segment divided by average observed weekday speed⁸). The weekday values are an average of three day-of-week categories: Monday, Tuesday through Thursday, and Friday. Figure 5 demonstrates the final TTI results for the regional roadway network.

RTP Project-Level 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 2010 delay occurring within the project footprint.⁹ Figure 6 illustrates the weighted average results for each measurable RTP roadway project.

Figure 4 – Sample HERE Hourly Speed Profile from VISUM



⁸ Appendix C-2 refers to this measure as the “Congestion Index.”

⁹ Several LRTP roadway projects did not have a 2010 TTI value because they are proposed new facilities (e.g., a new bypass, new connector, or new interchange). No HERE data would have existed for those specific locations in 2010. Therefore, those projects were not subjected to the Current Conditions Needs Assessment Analysis.

Figure 5 – Maximum Average TTI Value by Roadway Segment

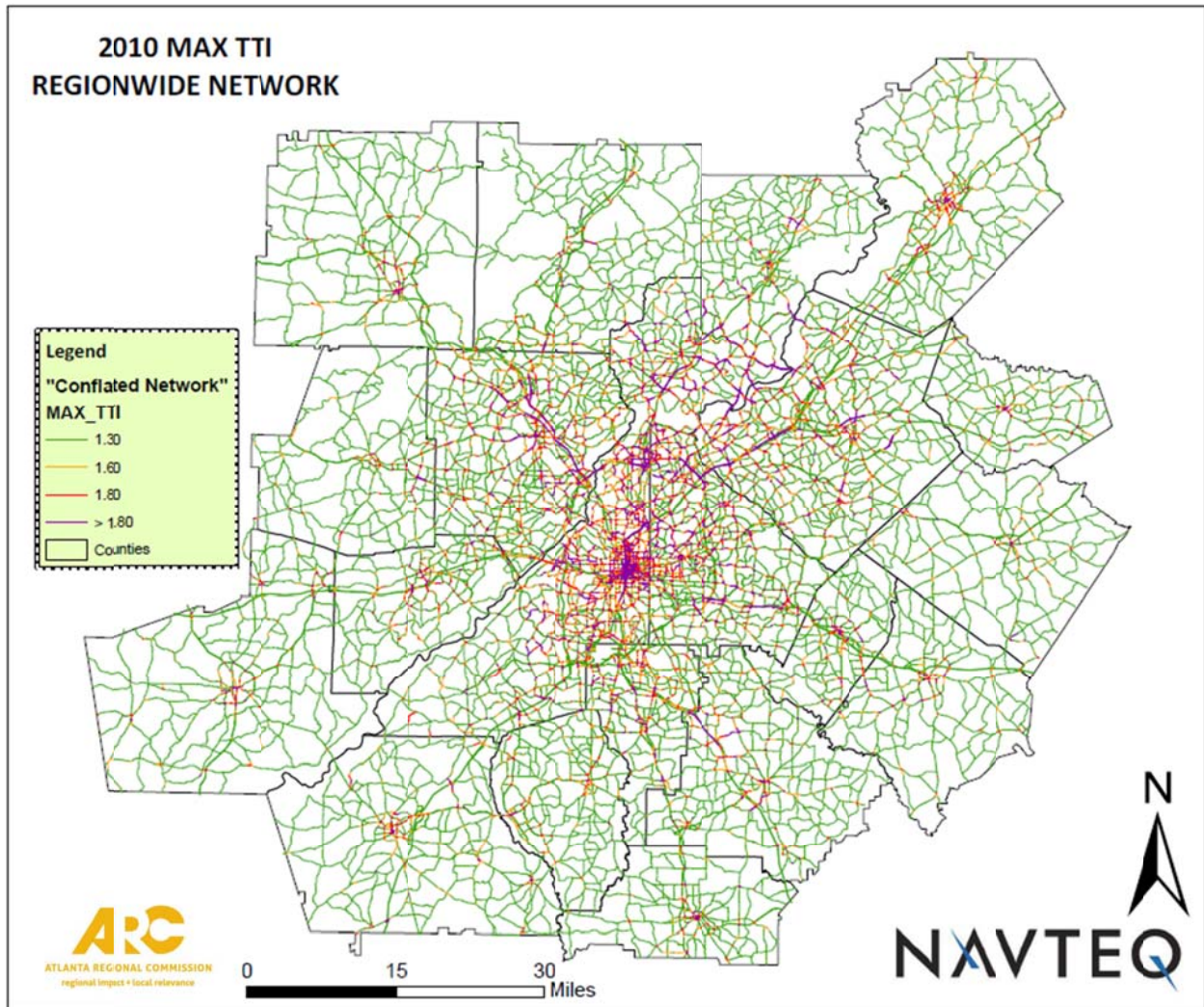
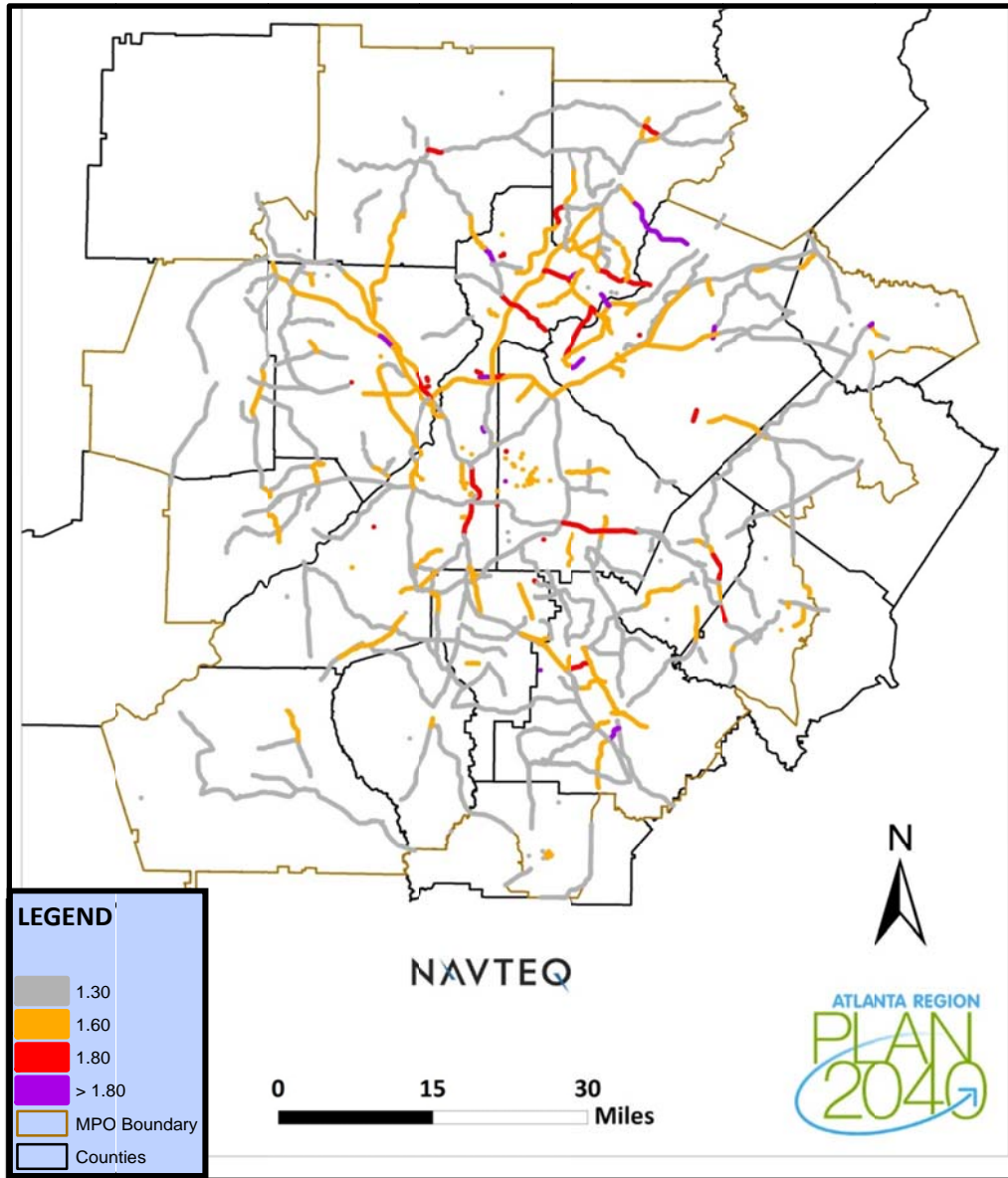


Figure 6 – Weighted Travel Time Index by RTP Roadway Project



Crash Rate Analysis

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 years 2009 through 2011. The datasets were packaged in a Microsoft Access database, and recognized by ArcGIS as file geodatabases, as they all had fields for latitude and longitude, which were the reported crash locations. These eighteen geodatabases were combined into one single Metro-wide database, representing all three years of crash data.

Regionwide Analysis

The next step was to determine the distance threshold of the crash locations from the “fused” centerline network. This is necessary because the crash locations are not perfectly matched to the network, but are close enough to associate, unlike the travel demand model “stick network.” This was particularly problematic when dealing with bicycle or pedestrian crashes. A buffer distance of 100 feet captured all three years of pedestrian crashes. The crash locations within 100 feet of their nearest network link were then assigned, while recording the total number of crashes per “fused” centerline network link.

Despite the deliberate approach that was taken, there were many links with incredibly high numbers of crashes. This was not discernible initially, because there are over 300,000 crashes in the eighteen counties over the three year period. These links with incredibly high number of crashes were determined to be in every jurisdiction that reported crashes, and usually at that jurisdiction’s city hall, county courthouse, department of public safety, department of public works, etc. The reasons for these miscoded crash locations are numerous, but the most commonly identified is due to a malfunction of law enforcement global positioning system (GPS) throughout multiple jurisdictions that reported crashes between 2009 and 2011. The inaccuracies were generally attributed to the GPS software pinging a “home¹⁰” position while the electronic crash report and location identification was being generated by the law enforcement officer.

Further quality assurance and checking revealed that when looking at each county, by-year, more discrepancies were noticed. Particularly, there were more miscoded crash locations in 2010, and even more in 2011 than for 2009. Also, one large county in the MPO had much fewer crash reports in 2011 than 2009. It was determined to be unfeasible to rectify these issues soon enough to complete the crash analysis. Because of the issues with the years 2010 and 2011, it was decided to use the crash locations for 2009 for the purposes of the PLAN 2040 Roadway Projects Needs Assessment only. Also, pursuant to the MAP-21 National Performance Safety Goal, the final analysis was filtered to only reflect injury and

¹⁰ Third-party vendor of the GPS software procured by law enforcement agencies are designed to ping a home or default location when there is a weak satellite signal or when other conditions may be met. These default locations varied among agencies, but typically represented a city hall, headquarters, or precinct address.

fatality crash rates. Non-injury crashes are still maintained in the database and can be queried upon request.

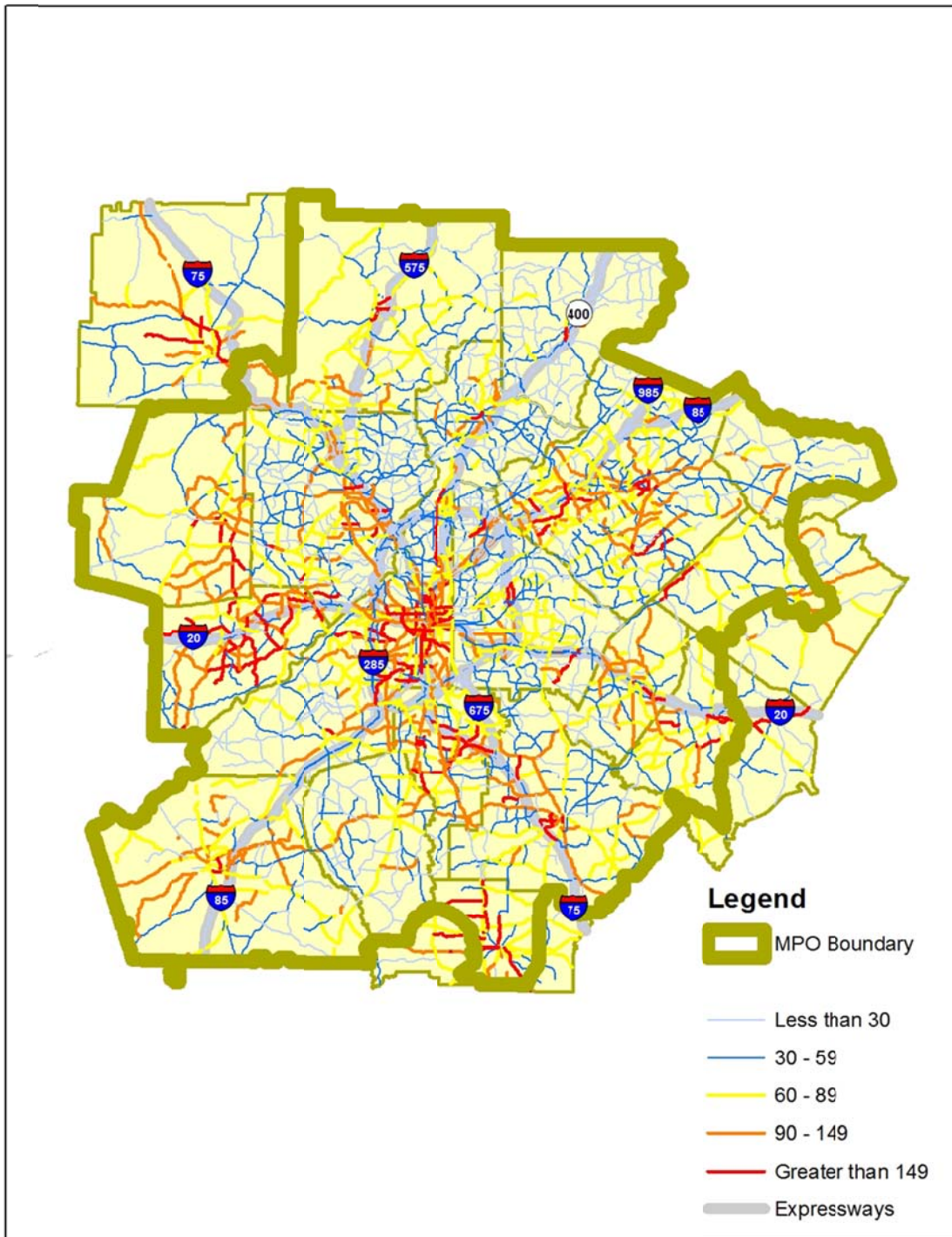
RTP Project-Level Analysis

The final step was to calculate the crash rate for the Regional Transportation Plan (RTP) projects to be evaluated. This was done by totaling the number of injury and fatality crashes within the length of the project, and dividing by the VMT on their respective “fused” centerline roadway network links. The Federal Highway Administration recommends that crash rates should be reported per 100 million VMT, so the original rate was multiplied by 100 million. The average crash rate in the Metro Atlanta Region is approximately 60 per 100 million VMT, with individual corridors ranging from as low as single digits, to higher than 200 crashes per 100 million VMT.

As mentioned previously, VMT is an output from the ARC Regional Travel Demand Model.¹¹ A crash rate, in general, is more meaningful than reporting just total crash numbers. The purpose of applying a rate is to also reflect the travel demand that coincides with the crash locations. For instance, an observation of 20 crashes at a particular location is not as meaningful knowing that those same 20 crashes occurred when demand was 1,000 VMT. In comparison, a different location with the same number of crashes may not be as much of a priority if that location experienced 10,000 VMT. More crashes per VMT occurred at the first location than the second one.

¹¹ Documentation of the ARC Regional Travel Demand Model can be found at <http://www.atlantaregional.com/transportation/travel-demand-model>.

Figure 7 – Regional Crash Rates per 100 Million Vehicle Miles Traveled

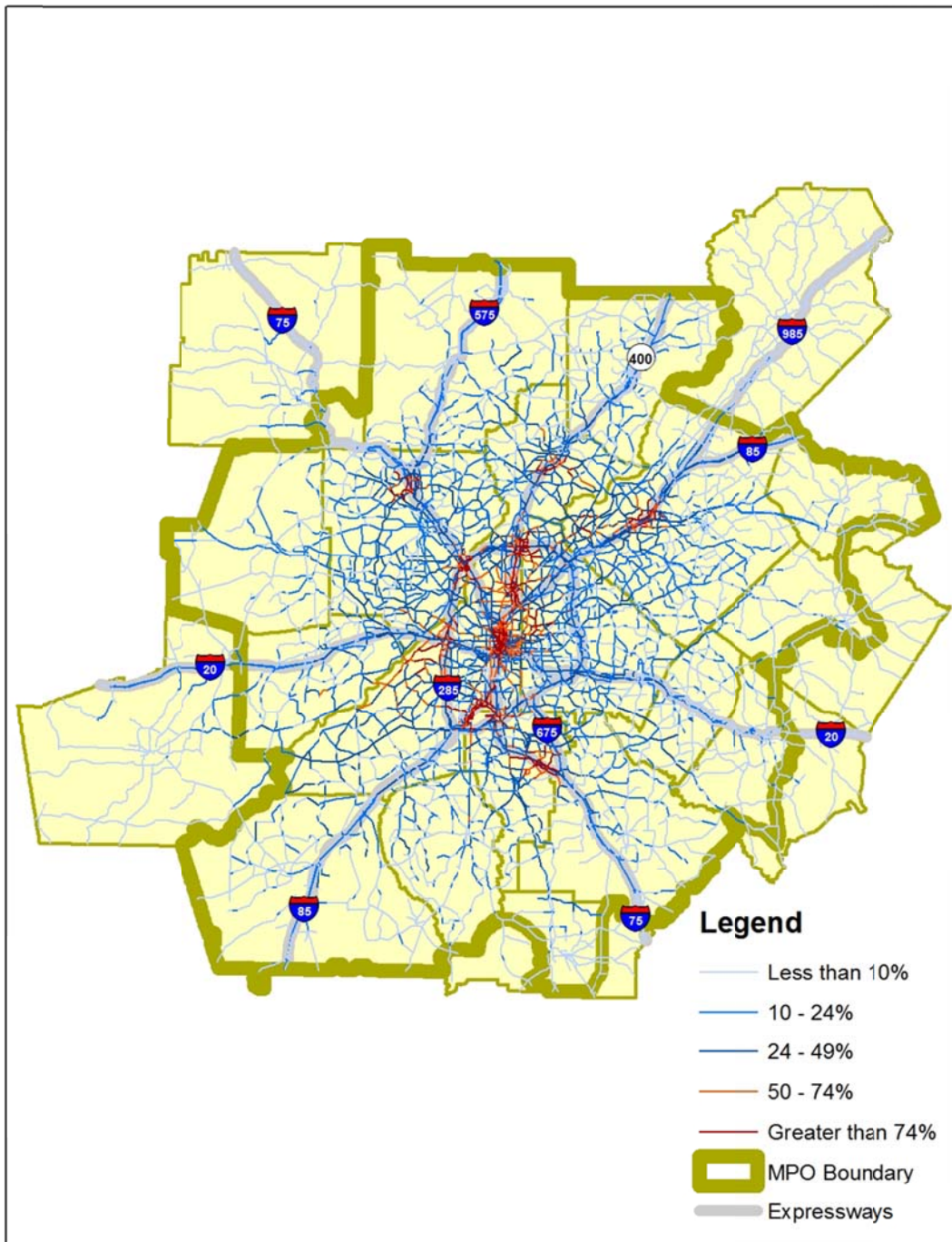


Accessibility to and from Major Activity Centers Analysis

Accessibility for the PLAN 2040 Update was calculated by comparing the number of trips on the 2010 travel demand model network links that travel to or from the thirteen regional activity centers during the PM peak period (the time period starting at 3:00 PM, and continuing until 7:00 PM). For each of these links, the resulting number of trips were divided by the total number of trips for the entire PM peak period that began or ended anywhere in the region.

The resulting figure represented the percent of trips, in the PM peak, that each network link carried to or from any of the thirteen activity centers. For example, if a link carried 1,000 trips to or from any of the thirteen activity centers during the PM peak, and carried a total of 3,000 trips during the PM peak, it is calculated that this link carried 33% of activity center trips in this same PM peak time period. The regional travel demand model was used for this method because it is the only region-wide source the ARC has of trip origins and destinations. For example, traffic counts which are collected on these roadway links only inform us of traffic volume, but not origin or destination of the trips. Figure 8, below, shows the regional activity centers and the percent of trips carried to or from them on the links of the travel demand model.

Figure 8 – Percent Trips To/From Activity Centers (PM Peak)



Improving Technical Methodology to Measure Roadway Mobility Benefits

Methodology Overview

During the original roadway project evaluation process, hundreds of roadway projects were evaluated according to the PLAN 2040 Roadway Expansion Project Evaluation Methodology. This methodology is summarized in Table 1 of *Volume 1: PLAN 2040 Regional Transportation Plan (RTP) – Appendix C-1*. Although this process was very sound, there were some counterintuitive results, such as several projects showing a negative benefit-cost score. While it is quite possible for a roadway project to have a negative benefit over time, the results were nonetheless curious, and a new methodology was explored.

The original technical methodology for estimating the mobility benefits for PLAN 2040 RTP (July 2011) was driven entirely by ARC Regional Travel Demand Model output, which was prepared using the Citilabs – Cube 6.0 Professional Transportation Modeling Suite. The regional model that supported the original effort is a trip-based platform that provided four distinct, time-of-day, static highway assignments for an average weekday in Metro-Atlanta:

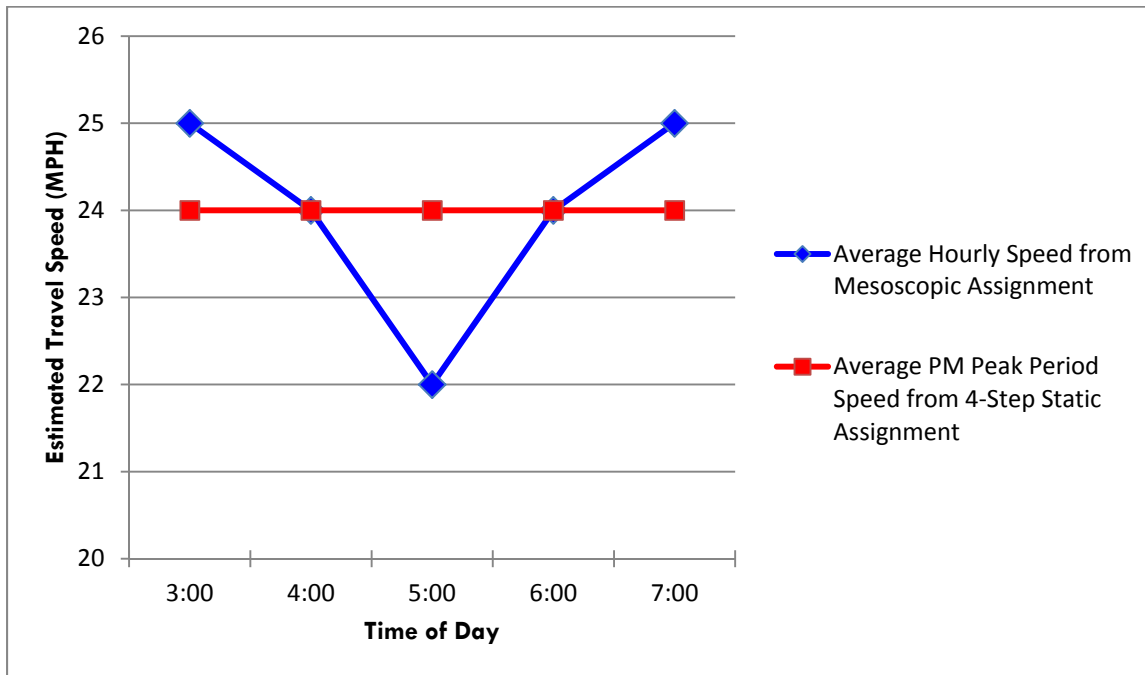
1. A.M. peak-period (6:00 a.m. – 10:00 a.m.);
2. Mid-day peak period (10:00 a.m. – 3:00 p.m.);
3. P.M. peak-period (3:00 p.m. – 7:00 p.m.); and
4. Night-time (7:00 p.m. – 6:00 a.m.).

Regional travel demand model output (e.g., link-level performance measures such as volume, congested speeds, travel time, etc...) reflects average weekday travel conditions, that are grouped by the four time-of-day categories listed above. Also, the output does not account for intersection geometry, traffic operation considerations (e.g., signal phasing, signal timing, coordinated signals, or turn lane configuration), or traffic incidents. Therefore, the current regional model provides a general “snapshot” of travel demand relative to existing or future capacity constraints. This is very useful information for forecasting future travel patterns, but not entirely sufficient for measuring project-level benefits.

Consequently, there is no representation of variations in traffic within smaller timeframes such as every 15, 30, or 60 minutes. In the real world, traffic conditions vary every second, and to not capture them when measuring roadway project benefits would be less realistic. Additionally, static traffic assignment algorithms do not reflect changes in traffic patterns that result from shifts in latent demand very accurately. This is primarily because the model assignment spans across multiple hours, and can therefore, “squeeze” in the latent demand without accounting for trip diversion (spatial or temporal).

Mesoscopic traffic simulation models can be more accommodating in this regard, by accounting for the contemporaneous shifts in travel demand due to dynamic changes in congestion throughout the analyzed time-period. Figure 9 helps illustrate the difference. Where the four-step static assignment derives one speed average for a particular time-period, the mesoscopic assignment derives multiple speed averages distributed within that same time-period. Furthermore, the mesoscopic results are not “snapshots,” instead they are cumulatively dependent upon the preceding dynamic changes in trip volume and diversions. This was the foundation for exploring the pilot methodology altogether.

Figure 9 – Sample Roadway Segment Speed Profile Comparison

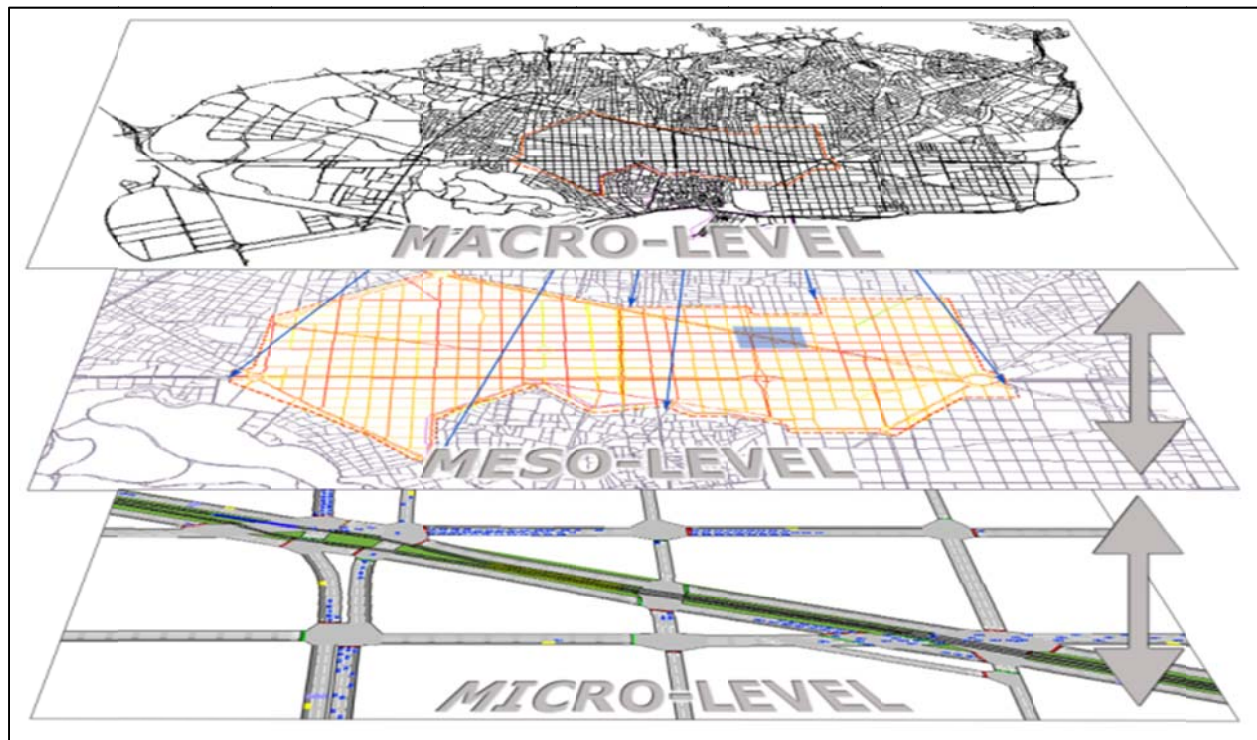


While both platforms (macroscopic static assignment and mesoscopic dynamic assignment) are specific in what they can produce, it is possible to combine both platforms into a more comprehensive analysis. There is experience in Metro-Atlanta with combining both methods for analyzing future impacts of various transportation improvements, thus establishing a new state-of-the-practice approach.¹²

A combined approach, known anecdotally as the “Three-Tiered Modeling Approach” leverages the advantages of each model tier, whereby the macroscopic outputs are used as mesoscopic inputs. Further, the mesoscopic results can be used as inputs into a microscopic analysis. This way, the regional travel pattern assumptions for any given scenario are maintained throughout the process, yet more accurate and refined analysis can take place at the lower tiers of analysis. Figure 10 represents this theory in concept. It was determined that a microscopic analysis would be impractical for broad planning-level analyses. The full three-tiered process might be more appropriate as part of a corridor planning and scoping study.

¹² See the Georgia Department of Transportation – 2008 Radial Freeways Study. Also, see the 2011 ARC Strategic Regional Thoroughfare Plan (SRTP) for prior use of a combined model platform approach.

Figure 10 – Three-Tiered Modeling Concept



With a commitment during this RTP update to at least explore the second tier (meso-level) ARC added a dynamic traffic assignment/DTA modeling component to the process. With the assistance of consultant expertise, ARC selected a mesoscopic modeling platform known as VISUM 13.0 for additional performance detail and accuracy. 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. This method could now incorporate traffic operational improvements, whereas the original methodology could not. Microsimulation was considered, but the time and resources required to ultimately evaluate hundreds of projects would be disproportionate to the value added to the process.

Another advantage to using VISUM, or perhaps any mesoscopic or microscopic simulation model, is the ability to calibrate any traffic assignments based on real-world, observed traffic data. This was the case for this pilot exercise. Each project was partly selected because there was existing hourly and directional volume count, or hourly intersection turning movement count data previously collected at or near their locations. Having the ability to calibrate a traffic assignment using real-world data helps assure that the mesoscopic modeling results are more realistic and relevant. Simply relying on the regional travel demand model volume may be insufficient when using it for this level of detail and specificity.

Without having any prior experience with the proposed methodology, it was difficult to initially estimate the amount of time and effort required to evaluate each project. ARC chose to deploy a very basic procedure since this was ARC's first hands-on-experience with the application and the methodology. The objective of the analysis is quite similar to the original PLAN 2040 RTP (July 2011) project evaluation

objective: compare build and no-build conditions to derive a benefit-cost ratio (B/C) based on reduction in vehicular delay for each roadway project being considered.

Only a relatively few projects were identified for an initial round of evaluation, with the intent of expanding to a larger number of projects in future RTP updates. Keep in mind, that the PLAN 2040 RTP and Aspirations plan, contains approximately 500 distinct roadway projects that would be appropriate for this type of analysis. The projects included for this pilot analysis were selected because they each scored a negative or zero B/C value originally. Not every negative B/C project was chosen (approx. 30), and were strategically selected based on project type and area type.

The intent was to help gauge whether or not the overall approach introduced any bias in those regards. Table 3 lists the seven (7) “Negative B/C” projects evaluated. The table also lists one of the widening projects that scored a very high positive B/C ratio (FT-001E), as well as a traffic operational improvement to be tested using a pseudo-microsimulation application.¹³ The FT-001E project was selected so that a comparison can be made for positive B/C projects, and to determine if there was any sensitivity between the two approaches for projects that were considered to score very well.

¹³ The application used for this exercise is developed by the PTV Group and is branded as Vistro. Vistro is a traffic analysis tool designed to study traffic impact and signal optimization. It is also capable of providing simulation results in video.

Table 3 – Plan 2040 “Negative B/C” Projects Selected for VISUM Analysis

| | Original PLAN 2040 Project ID | Brief Description | Location | Original PLAN 2040 B/C Ratio |
|---|-------------------------------|---|----------------|------------------------------|
| 1 | CW-AR-003 | New Interchange – Poplar Road at I-85 South | Coweta County | -1.94 |
| 2 | DK-065C | Widening – Panola Road: from Thompson Mill Road to Fairington Road | DeKalb County | -0.46 |
| 3 | DK-065E | Widening – Panola Road: from Snapfinger Woods Drive to SR 12 (Covington Hwy.) | DeKalb County | -0.06 |
| 4 | DO-252A | Widening – Chapel Hill Road | Douglas County | -0.80 |
| 5 | FA-236A/FA-236B | New Location Alignment – East Fayetteville Bypass | Fayette County | -0.90/0 |
| 6 | WA-003 | New Location Alignment – Monroe East Connector | Walton County | -1.47 |
| 7 | FT-001E | Widening – SR9 (Atlanta Road/Pilgrim Mill Road), Segment 5 | Forsyth County | 17.14 ¹⁴ |
| 8 | DO-290 | Traffic Operations Improvements – Bill Arp Road | Douglas County | N/A ¹⁵ |

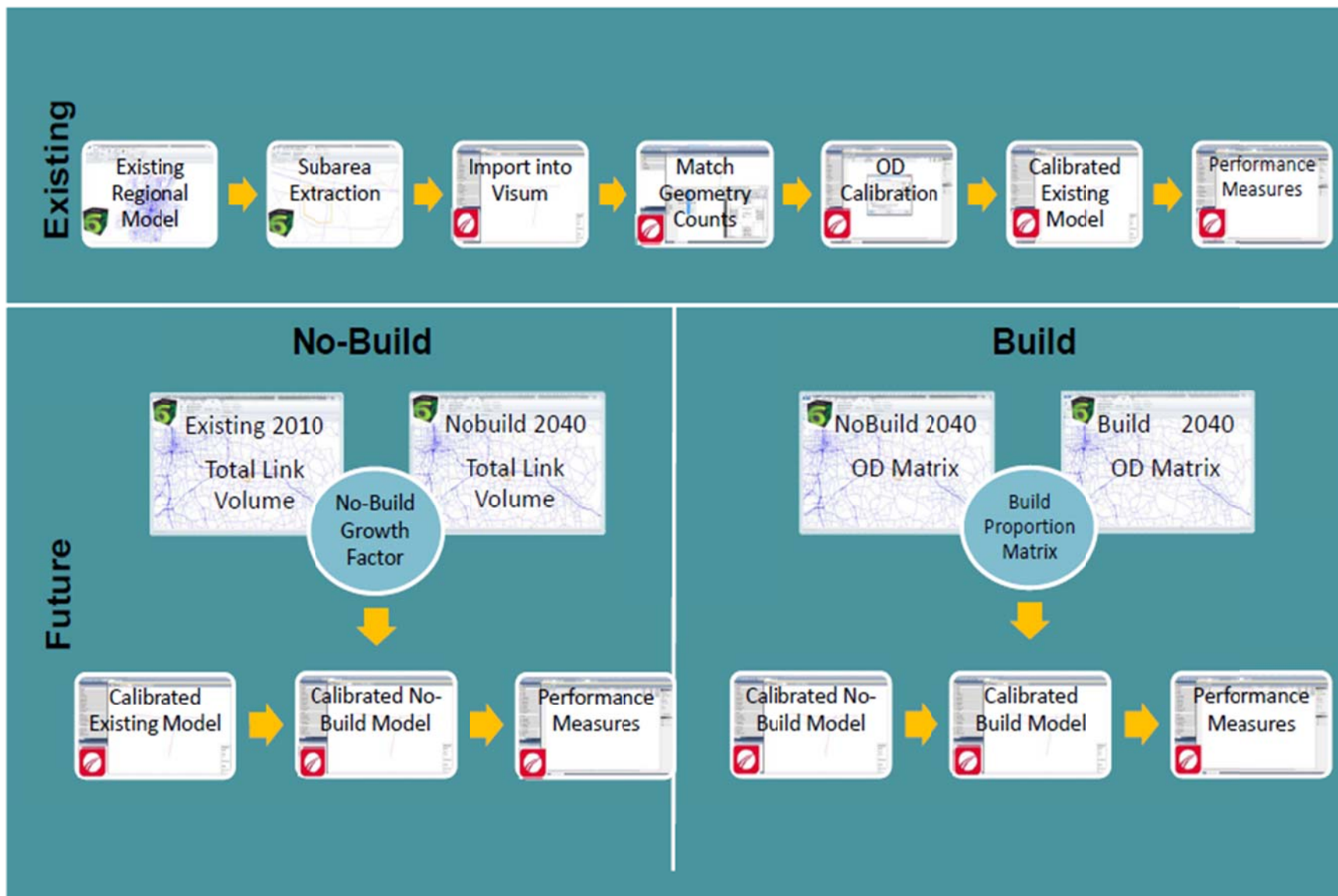
Procedure Summary

There were numerous detailed steps and trial-and-error involved with estimating B/C ratios for the projects listed above. As stated earlier, this process involved both executions the regional travel demand model in Cube as well as a subarea network assignment in VISUM. The following provides some of the key steps of the overall process and some brief guidance included as narrative. Figure 11 is a graphic representation of the process that shows the careful considerations made for calibration and refinement of the forecasted traffic for the build and no-build scenarios.

¹⁴ This project was selected to also compare the methodology to projects that scored very well during the original PLAN 2040 RTP (July 2011) methodology.

¹⁵ This is traffic operational improvement that was incapable of being modeled or evaluated as part of the original PLAN 2040 RTP (July 2011) methodology. Only capacity adding projects were capable of being evaluated in 2011.

Figure 11 – Benefit/Cost Scenario Flow Chart



1. Run the Regional Travel Demand Model for 2010, 2040 No-Build, and 2040 Build scenarios to get A.M. and P.M. time-of-day outputs:

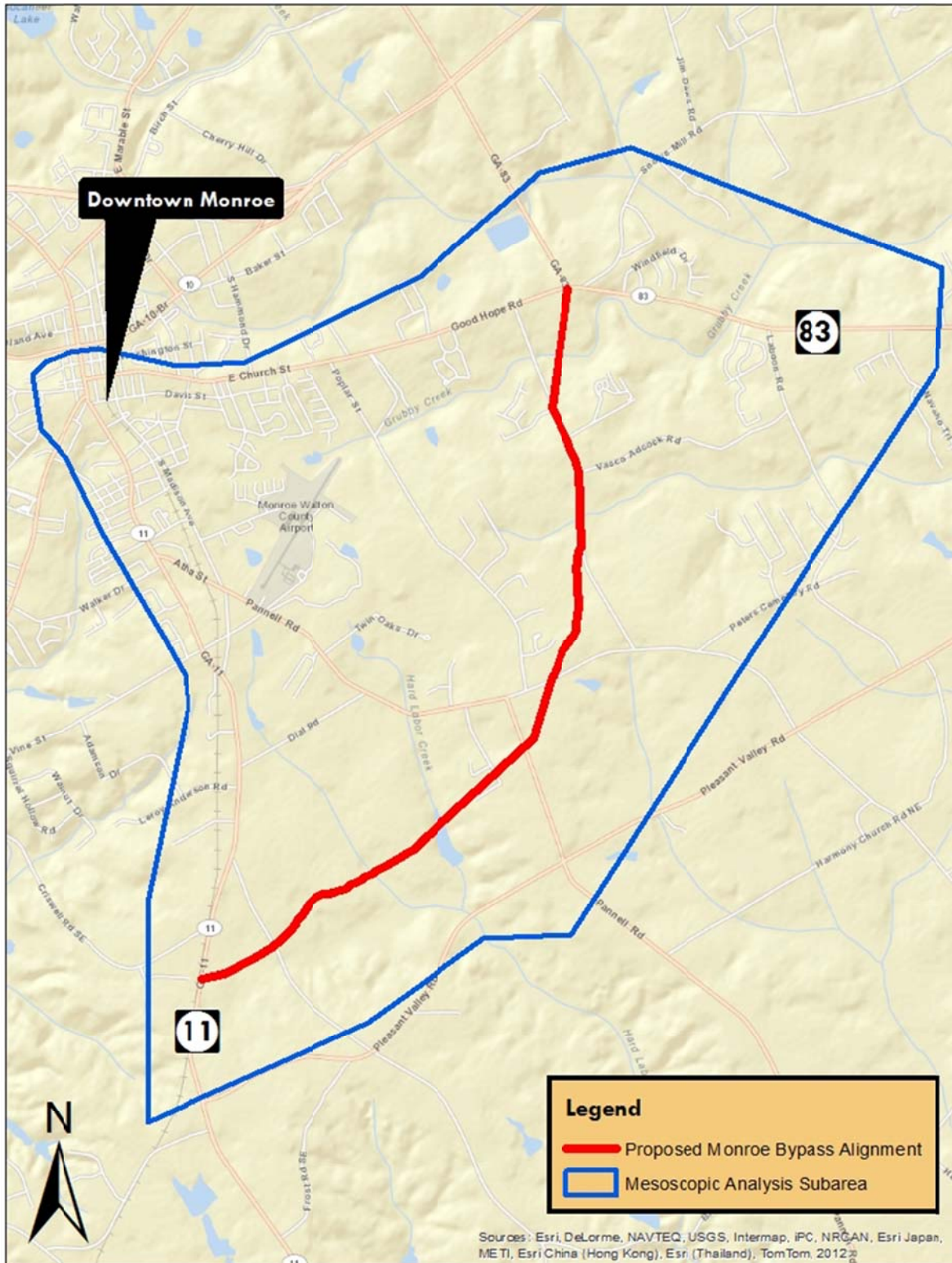
- a. The existing roadway network and socio-economic data must be prepared for all three scenarios. All of the roadway projects being considered for analysis must be accounted for in the future-year build scenario. The no-build scenario output is derived from the existing roadway network and the most current socio-economic forecast information available for the desired horizon year.
- b. Depending on the nature and location of the roadway project being analyzed, the networks for each scenario may need slight modifications, prior to executing the full model run, in order to help make the VISUM results more reliable. For example, centroid connectors and connecting links that are external to the subarea should be modified to ensure a proper subarea traffic assignment.
- c. A Cube (TP+) script¹⁶ was incorporated into the model stream to capture path files from the 2040 No-Build and Build scenarios. Path files store the individual paths of all the vehicular trips occurring within the subarea. They are used to adjust the origin-destination for the 2040 Build traffic assignment in VISUM.

2. Import the 2010 A.M. and P.M. subarea networks into VISUM and run subarea traffic assignments:

- a. Subarea networks were defined from the a.m. and p.m. loaded networks, by digitizing a polygon that captures the “area of influence” of the project being evaluated. This process involved the use of best engineering and planning judgment, depending on the type, purpose, and location of the project. Figure 12 illustrates an example subarea geography that was defined for the Monroe Bypass (WA-003) analysis. There are no discrete rules for defining any particular subarea. The main objective of the Monroe Bypass is to help relieve the bottlenecks posed by the Downtown Monroe street grid during peak periods as well as create a viable north-south route connecting GA 11 and GA 83. However, the subarea could have been smaller or larger, depending on the purpose of the project or the analyst’s best engineering judgment.

¹⁶ Provided by ARCADIS. Path files contain the routes of every trip that occurred within the subarea network for each scenario. The original ARC model stream discards these path files because once the traffic assignment is complete, and volumes are tabulated by link, and there’s generally no need to save these very large files.

Figure 12 – Monroe Bypass (WA-003) Mesoscopic Subarea



-
- b. The travel demand model network links that coincide with the subarea polygon were extracted as a GIS shapefile. This must be done for all three scenario networks (2010, 2040 No-Build, and 2040 Build). VISUM provides a feature to import a roadway network contained as a GIS shapefile.

 - c. Once imported, then the shapefile is automatically converted into VISUM format. For example, Figure 13 shows the subarea network identified for FA-236A and FA-236B, while Figure 14 shows the same network imported into VISUM. Most of the Cube nodes are irrelevant, however the nodes that represent intersections are important in VISUM. Note, in Figure 14, that the links extending beyond the subarea are attached with zone icons. These zones are automatically created once the network is imported and contain the trip generation data described below.

Figure 13 – Cube Subarea Network of FA-236A & FA-236B (2010 and 2040 No-Build Scenarios)

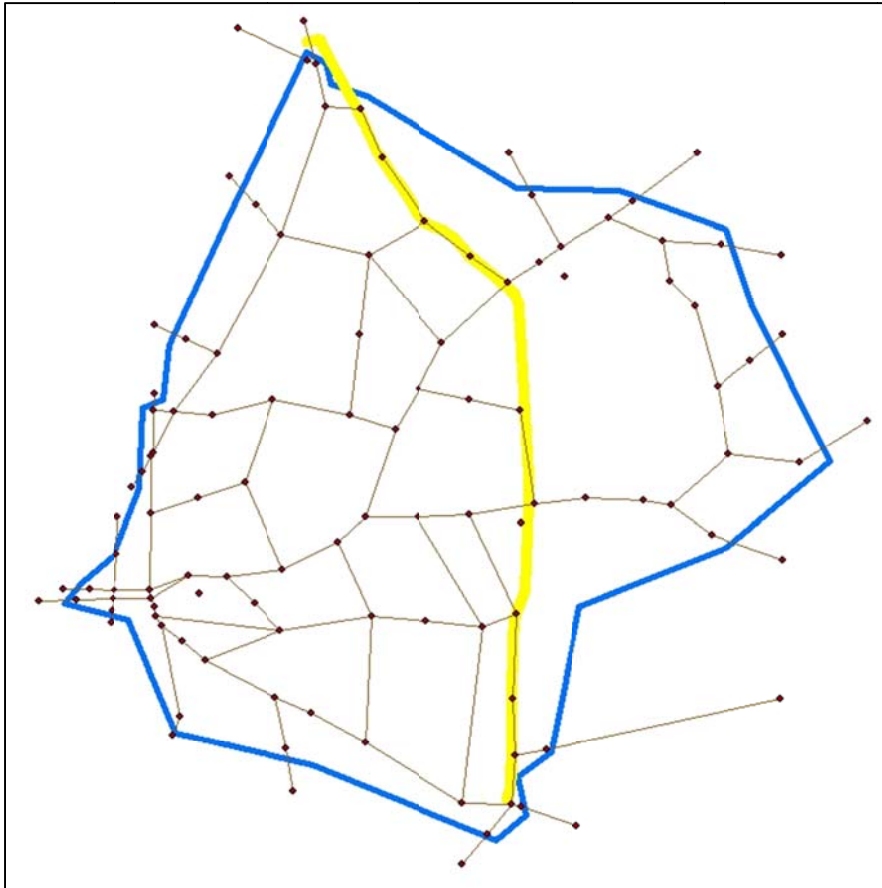
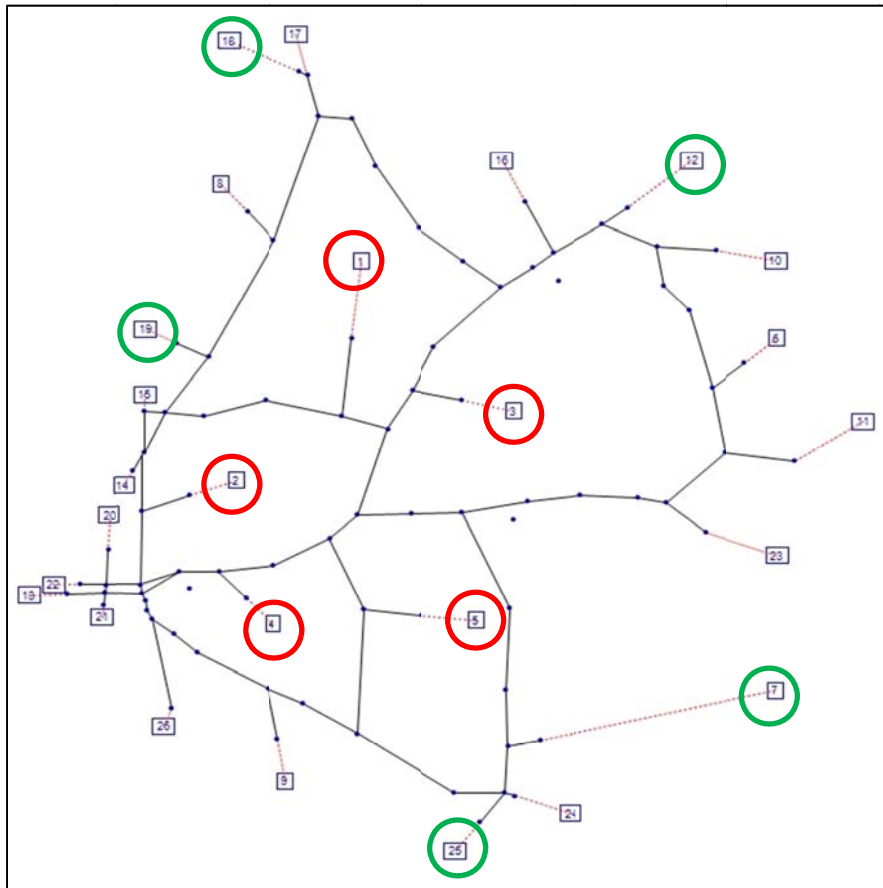


Figure 14 – VISUM Subarea Network of FA-236A & FA-236B (2010 and 2040 No-Build Scenarios)

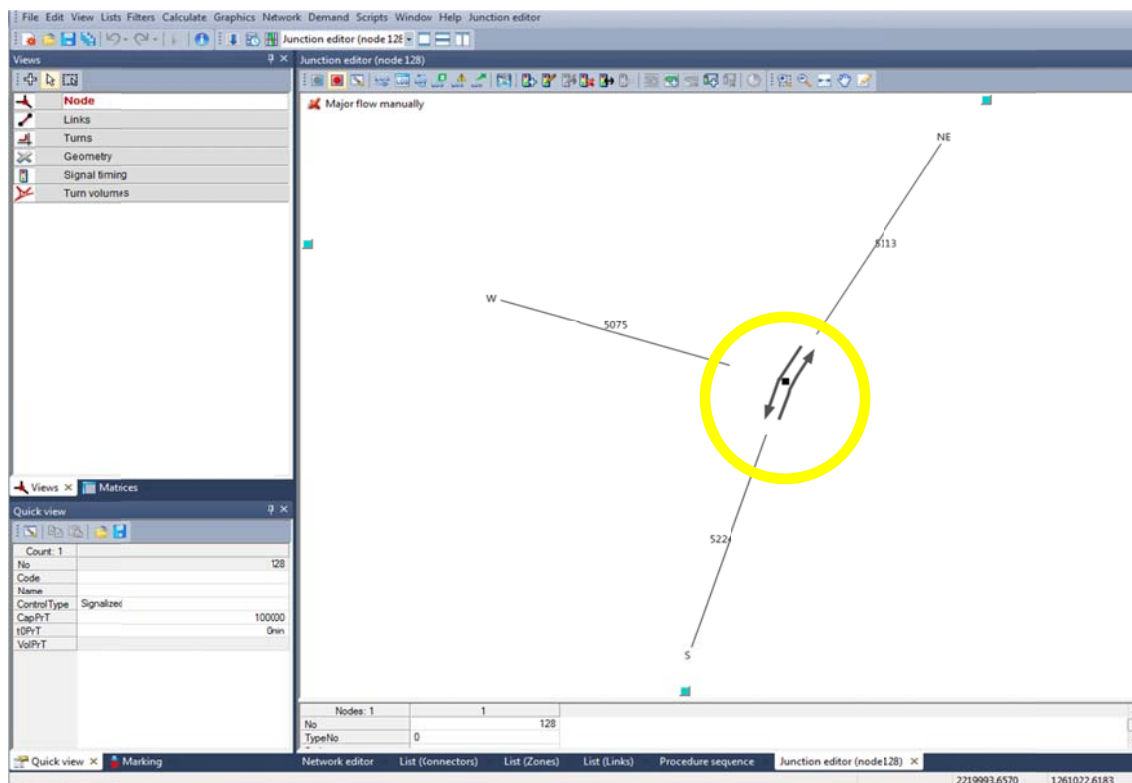


- d. The production and attraction data (trip generation) was created for each subarea in VISUM, and is formatted a zonal arrangement. VISUM automatically defines the zone, where each zone centroid corresponds with either a Cube centroid or the endpoint of any roadway segment that extends beyond the subarea.
- e. VISUM automatically assigns the zonal information based on the information provided by the traditional centroid connectors contained in the regional travel demand model network. “Internal” zones to the subarea are marked with red circles in Figure 14, and some of the “external” zones are denoted with green circles. Interzonal production and attraction information for the “internal zones” (red) is derived from the “outbound” and “inbound” volumes contained in the Cube centroid connector volume attributes. Interzonal production and attraction information for the “external zones” (green), are derived from the “outbound” and “inbound” values contained in the total volume attributes of the connecting links. These are not centroid connectors, but split-links representing portions of the roadway network). The centroid data is essentially translated into zone data for both the a.m. and p.m. scenarios.
- f. The productions and attractions are then used to calculate a balanced origin-destination (OD/trip distribution) matrix for the subarea. This is a product of the link-level volumes extracted from the Cube loaded network, as well as the production and attraction data.

Since both the a.m. and p.m. periods represent several hours, a reduction factor had to be applied to both of the demand matrices to convert the four-hour demand data into peak-hour demand data.¹⁷

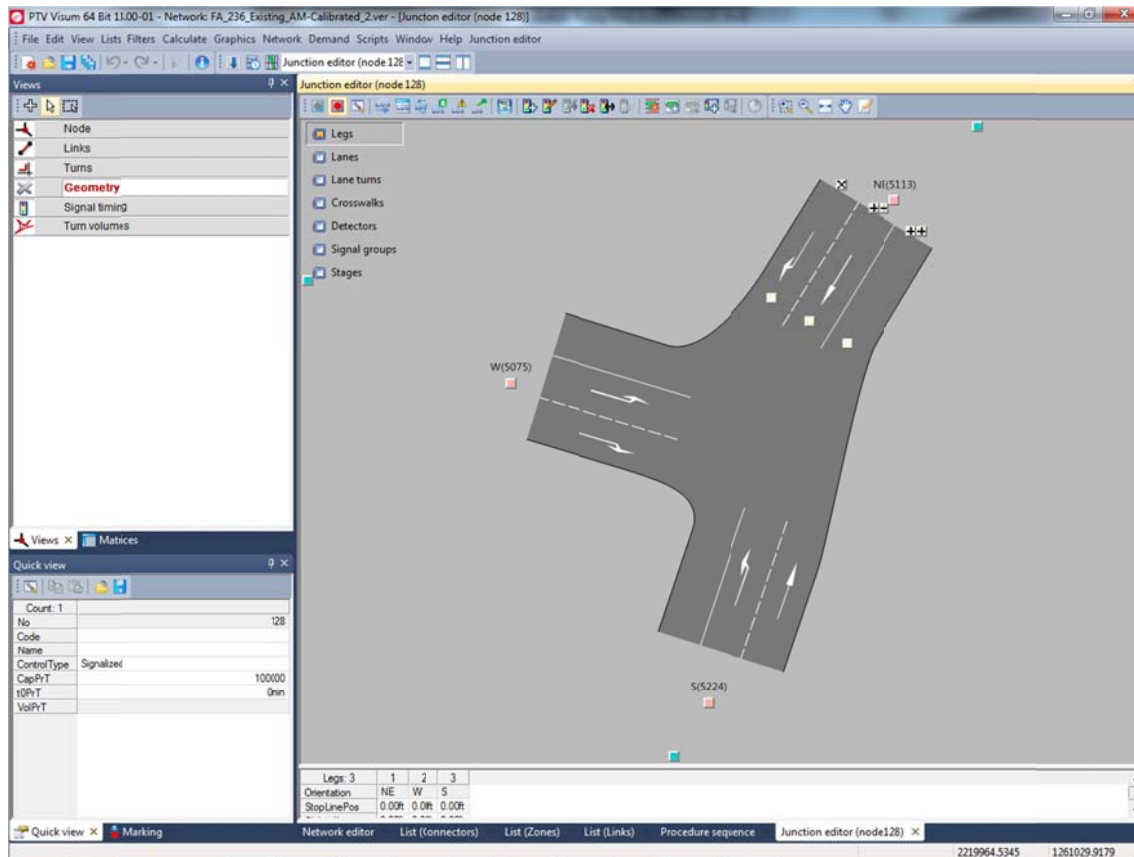
- g. Prior to running an initial traffic assignment based on the trip generation and distribution information, the subarea had to be modified in VISUM to reflect roadway attributes and intersection geometry as close to existing conditions as possible. This includes verifying that the lane capacity attributes carried over from the Cube model are accurate as well as incorporating turn-lane and signal information. Figure 15 shows one portion of the FA-236 network in the VISUM Node Editor mode. The yellow circle highlights the intersection being addressed during this step of the procedure. Figure 16 shows the intersection geometry editor, depicting the actual lane configuration of the same intersection. This process was quite tedious, and one of the most time consuming steps taken because some of the subareas contained over 20 intersections that warranted specific coding based on real-world information.

Figure 15 – VISUM Node Editor Illustration



¹⁷ The VISUM traffic assignment duration is a user-specified parameter. In this case, ARC evaluated projects with this methodology based on a one-hour assignment.

Figure 16 – VISUM Intersection Geometry Editor



- h. Once the initial trip distribution is set, and the geometry is coded into the subarea network, an initial traffic assignment was performed in VISUM. The initial results are driven entirely by the travel demand model data (trip generation and distribution), but reflect peak-hour conditions rather than peak-period.
- i. The next step was to calibrate the traffic assignment in order to match any existing hourly traffic volume or intersection turning movement count data. This is a very powerful feature that VISUM provides.¹⁸
- j. After calibration, then a traffic assignment is run on the subarea network. The traffic assignment was later refined to account for signal cycle and split optimization, and those assigned volumes would be used to reflect 2010 a.m. and p.m. conditions.

¹⁸ PTV Group calls this feature “TFlowFuzzy.” Projects 1-7 in Table 3 were evaluated based on calibrated OD data that was derived from traffic data obtained from the GDOT Office of Planning or from ARCADIS as part of prior data collection efforts. There was no actual data collection conducted as part of this exercise.

3. Import 2040 No-Build a.m. and p.m. subarea networks into VISUM and run subarea traffic assignments:

- a. Prior to importing the subarea networks into VISUM, another TP+ script provided by ARCADIS, was executed to calculate growth factors to account for increased demand between the 2010 and the 2040 scenarios.
- b. These factors were then applied to the 2010 (existing) OD matrices for a.m. and p.m. in VISUM to synthesize a future trip distribution matrix that is based on a no-build (existing) network.
- c. VISUM is now set to run a future no-build assignment that would also include the network geometry and attributes (no-build), as well as assume a signal cycle and split optimization treatment.

4. Import 2040 Build a.m. and p.m. subarea networks into VISUM and run subarea traffic assignments:

- a. Prior to importing and coding the 2040 Build subarea networks into VISUM, the latent demand factors from the 2040 Build (a.m. and p.m.) subarea were calculated from the regional model, using a TP+ script developed by ARCADIS. The purpose of capturing these latent demand factors from the build scenario is to keep the trip distribution within the subarea consistent. This consistency is necessary in order to have an “apples to apples” comparison between the no-build and build traffic assignments executed in VISUM.
- b. The build network in VISUM was coded by updating the link capacities, adding new links, or intersection geometry and signal control (all where applicable).
- c. Once the build network was developed in VISUM, then a third subarea traffic assignment was performed for both a.m. and p.m. to quantify network performance for the build scenario.

5. Execute the Automation Tool provided by ARCADIS to compare the 2010, 2040 No-Build, and 2040 Build scenarios (a.m. and p.m.):

- a. This tool was developed using Microsoft Excel and Visual Basic. It is programmed to search for all of the VISUM (.ver) files for each of the three scenarios and automatically calculate the B/C ratio based on the VISUM output performance measures:
 - i. Demand (vehicles);
 - ii. VMT (vehicle miles traveled);
 - iii. VHT (vehicle hours traveled);
 - iv. Delay (hours of delay);
 - v. Speed (miles per hour);
 - vi. Delay per Vehicle (seconds)
- b. Package the automated report data into a visualization

Results

Table 4 below summarizes the resulting B/C values based on the macroscopic-mesoscopic analysis described above. Please note, that since this was a pilot exercise, none of the results were used in determining project eligibility or justification for the PLAN 2040 RTP (March 2014) update.

Table 4 – Macroscopic-Mesoscopic Analysis Benefit/Cost Results

| | Original PLAN 2040 Project ID | Brief Description | Location | Original PLAN 2040 B/C Ratio | New B/C Ratio |
|---|-------------------------------|---|----------------|------------------------------|-------------------|
| 1 | CW-AR-003 | New Interchange – Poplar Road at I-85 South | Coweta County | -1.94 | 3.75 |
| 2 | DK-065C | Widening – Panola Road: from Thompson Mill Road to Fairing ton Road | DeKalb County | -0.46 | 1.87 |
| 3 | DK-065E | Widening – Panola Road: from Snapfinger Woods Drive to SR 12 (Covington Hwy.) | DeKalb County | -0.06 | 1.79 |
| 4 | DO-252A | Widening – Chapel Hill Road | Douglas County | -0.80 | 21.84 |
| 5 | FA-236A/FA-236B | New Location Alignment – East Fayetteville Bypass | Fayette County | -0.90/0 | 22.00 |
| 6 | WA-003 | New Location Alignment – Monroe East Connector | Walton County | -1.47 | 2.71 |
| 7 | FT-001E | Widening – SR9 (Atlanta Road/Pilgrim Mill Road), Segment 5 | Forsyth County | 17.14 | 12.22 |
| 8 | DO-290 | Traffic Operations Improvements – Bill Arp Road | Douglas County | N/A | N/A ¹⁹ |

As expected, the results were all positive (greater than zero) compared to the original B/C results, and further highlight the suspected limitations of using the regional travel demand model for measuring delay reduction benefits. On the other hand, the FT-001E results are lower than the original PLAN 2040 RTP analysis. It was also expected that the range of expected benefits through this new methodology might vary by project type or by location, and that proved to be the case. The section below provides some feedback and insight into these latest results and their characteristics.

¹⁹ The congestion reducing benefits of this project were based on a comparative analysis between 2040 a.m. build and no-build conditions, using the VISTRO analysis/microsimulation tool. Further work will be done over the next 12-18 months to refine the project evaluation methodology for roadway operational improvements.

Lessons Learned

Selecting the right tool(s) for a particular purpose can be paramount. However, there is no question that the main lesson learned is that the analysis methodology or technique is just as important, if not more important, than the software application or tool being used. There are several aspects to the pilot methodology that could explain the nature of the results listed in Table 4. Below are some key areas for additional concentration, along with a brief explanation or potential recommendation.

Determining the Right Geographic Scale of Potential Impacts

It became very clear that the criteria for determining the spatial scale of impact can be unwieldy. This is a fundamental predicament with assessing project-by-project benefits. There are various nuances and trade-offs associated with making a selection, and the possibilities seem almost unlimited. Below are several that were contemplated during the original PLAN 2040 (July 2011) process as well as for this pilot method:

- Within the project limits itself (e.g., from point a to point b);
- Within a specified buffer (e.g., 1/4 mile surrounding the project location);
- Within a subarea;
- For an entire jurisdiction (county or municipal boundaries);
- At the sub-regional level (multiple contiguous counties that are similarly situated); or
- Regionwide

Depending on the scale of analysis chosen, the magnitude of reduction delay may vary. Consequently, determining a scale can quickly evolve from being a technical decision to being a political one. No matter the choice, it is inevitable that a counterargument can be made for selecting a different approach. Only recognizing the potential benefits for just one of these scales can be misleading, or not provide enough information. On the other hand, identifying every possible scale of benefit might be too cumbersome and result in too much information or confusion. Also, different project types may have different subarea criteria (e.g., interchanges, managed lanes, or new alignments).

Another potential conflict implicated by the geographic scale is the influence of other nearby projects. Even if the scale only focuses on the limits of a particular project, there is no question that its performance is codependent on others. Furthermore, there is not tool or method that can extricate the benefits of one project from another, other than to measure them independently. However, an independent analysis overlooks the reality of all the projects being coexistent at some point in the future (even if one is implemented sooner than the other within the timeframe of the RTP).

That leads to another intricacy of a project-by-project analysis, and that is at what future scenario is most appropriate? Not every project will be implemented all at once. However, by the year 2040 (PLAN 2040 horizon year), it is reasonable to assume that all projects will be on the ground, some longer than others. The RTP provides estimated dates for when the project will be constructed, and they are generally driven by when the funding will be available. For this pilot methodology, the 2040 year was chosen for the comparative analysis.

There is no right answer when it comes to selecting the area of influence of congestion relief, but the more explicit and strategic the policy direction, the more likely it is that the most appropriate scale(s) will be applied during the evaluation.

Quantifying or Qualifying the “Supply” Side

This issue poses less of a quandary than the geographic scale matter. ARC learned that the amount of detail incorporated into the functionality and characteristics of the roadway facility can influence the analysis results to a certain extent. Coding intersection-level detail, as described in the summary process above, is entirely a manual and painstaking process. Additionally, even if it were feasible to do this for each intersection implicated for an RTP analysis of this magnitude, there is always opportunity for human error. That is why the following questions should be answered prior to engaging in future analyses:

1. Where can the roadway attribute information be found, and in what format (aerial imagery; traffic diagrams; GIS, etc...)?
2. What are the traffic signal cycle phases? Are they coordinated or synchronized? Do these signal plans vary by time-of-day?
3. How current or reliable is the information?
4. Can the simulation tool/application accommodate this level of detail?

Depending on the answers to these questions, very thoughtful consideration should occur regarding schedule, staff capacity, and length of time required in light of the potential value added for ascertaining this level of detail. These are all questions that were addressed prior to executing this pilot methodology, and some general assumptions and guidelines had to be made in order to carry out this analysis in a timely fashion. For instance, there was no customized information integrated into the analysis regarding the existing signal operations for each of the projects analyzed in VISUM. Instead, a default condition was selected in order to avoid the time and expense for acquiring this information. Nonetheless, it is possible to collect and maintain this type of data in the future, with the help of the multiple signal operators in the region.



APPENDIX C-2

Supplemental Technical Analysis and Plan Performance Data

March 2014 Update

APPENDIX C-2

Supplemental Technical Analysis and Plan Performance Data

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Introduction

This appendix serves as an overview of plan-level performance measures used to assess the performance of the PLAN 2040 Update. 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 travel demand model by comparing the financially constrained PLAN 2040 Update scenario with one or more additional scenarios. Below is a list of all the scenarios studied:

- **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 capacity improvements are made to the region's transportation infrastructure after the year 2015 through the year 2040. Population and employment are set at forecasted 2040 levels. This scenario helps to bookend a worst-case scenario.
- **PLAN 2040 Update Constrained Scenario/PLAN 2040 Update Build Scenario** – This scenario is the financially constrained portion of the PLAN 2040 Update. 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 PLAN 2040 Update Constrained 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.

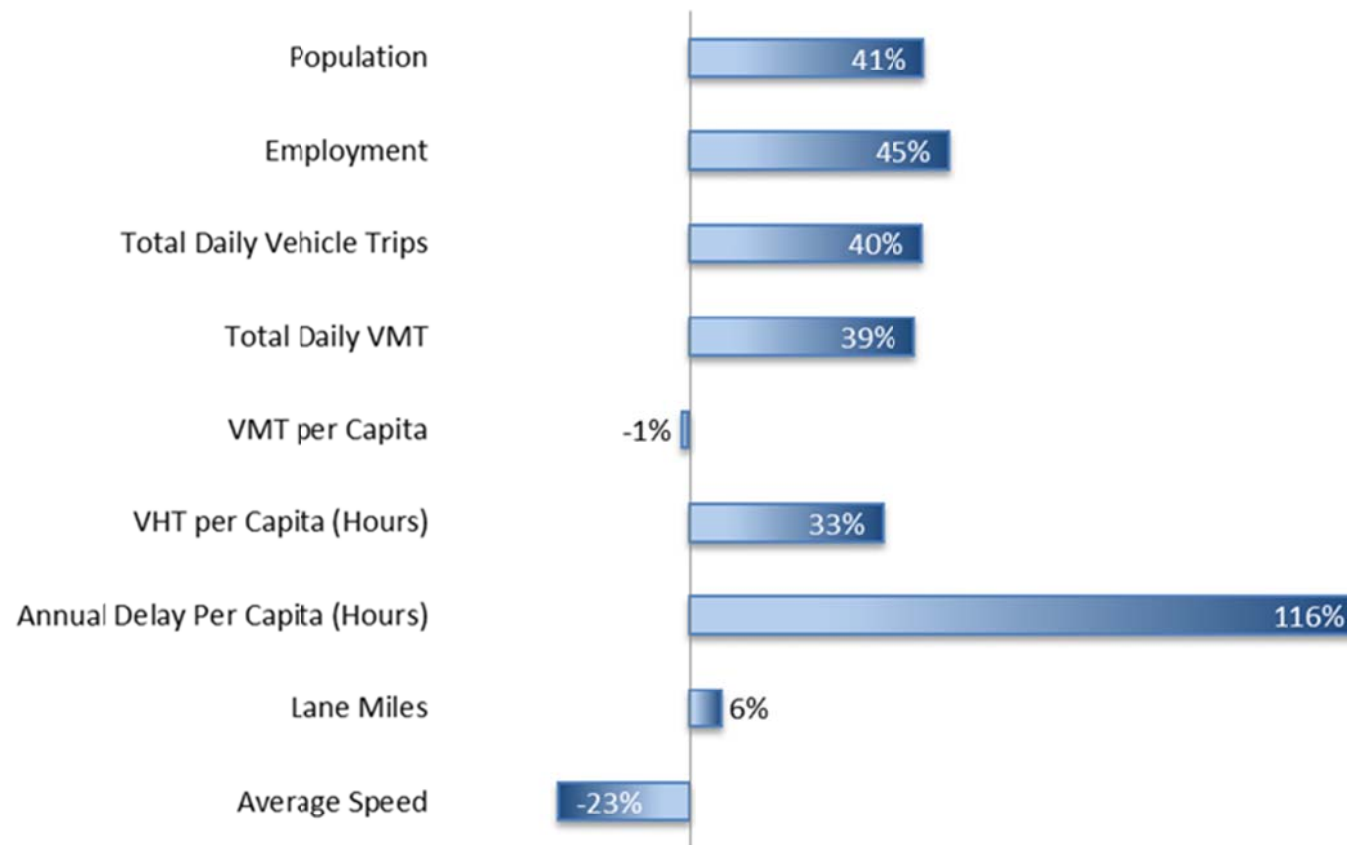
Table 1, below, contains plan-level performance measure scores evaluated for each scenario in the areas of mobility, connections/access, economic growth and safety. Values that are based on an index set 2015 levels at 1.0. A lower ratio indicates a decline in that variable, while a higher ratio indicates an increase.

In addition, the PLAN 2040 Update Constrained scenario was evaluated for its impact on air quality/greenhouse gas emissions, supply and demand considerations, social equity and other variables. Information on performance related to these areas, and others, are included in the adjoined annotated performance portfolio PowerPoint presentation.

Table 1 – Plan Level Performance Measures

| Performance Emphasis Area | Measure Description | 2015 Base | | 2040 No-Build | | 2040 Constrained | |
|------------------------------------|--|---|----|---|----|---|----|
| Mobility | Average commute travel time by auto / transit (in minutes) | Walk to Transit | 58 | Walk to Transit | 60 | Walk to Transit | 60 |
| | | Drive to Transit | 59 | Drive to Transit | 79 | Drive to Transit | 77 |
| | | Automobile | 39 | Automobile | 61 | Automobile | 53 |
| Connections / Accessibility | Worker access to employment centers within 45 minutes by car (index) | 1.0 | | 0.57 | | 0.77 | |
| | Worker access to employment centers within 45 minutes by transit (index) | 1.0 | | 0.87 | | 1.10 | |
| | Average number of jobs within 45 minutes of home for typical person | 472,677 | | 308,360 | | 400,015 | |
| Economic Growth | Total congestion cost per person | \$1,862 | | \$5,023 | | \$3,900 | |
| | Number of reliable trips in PM peak period | 89,065 | | 132,518 | | 215,406 | |
| | Peak period highway VMT | 17,377,388 | | 22,146,969 | | 22,044,383 | |
| | Peak period highway speed (mph): | General Lanes : 41 Managed Lanes: 48 | | General Lanes : 29 Managed Lanes: 41 | | General Lanes : 32 Managed Lanes: 44 | |
| | Peak Period truck delay (hours) | 101,722 | | 419,156 | | 323,544 | |
| Safety | Percent of all regional crashes with an identified PLAN 2040 Update project | - | | - | | 24 % | |
| | Percent of PLAN 2040 Update projects that intersect above average crash rate facilities | - | | - | | 100 % | |

Change in Land Use and Travel Forecast 2015 - 2040



PLAN 2040

PLAN 2040 Performance Portfolio



ATLANTA REGIONAL COMMISSION

Base Data

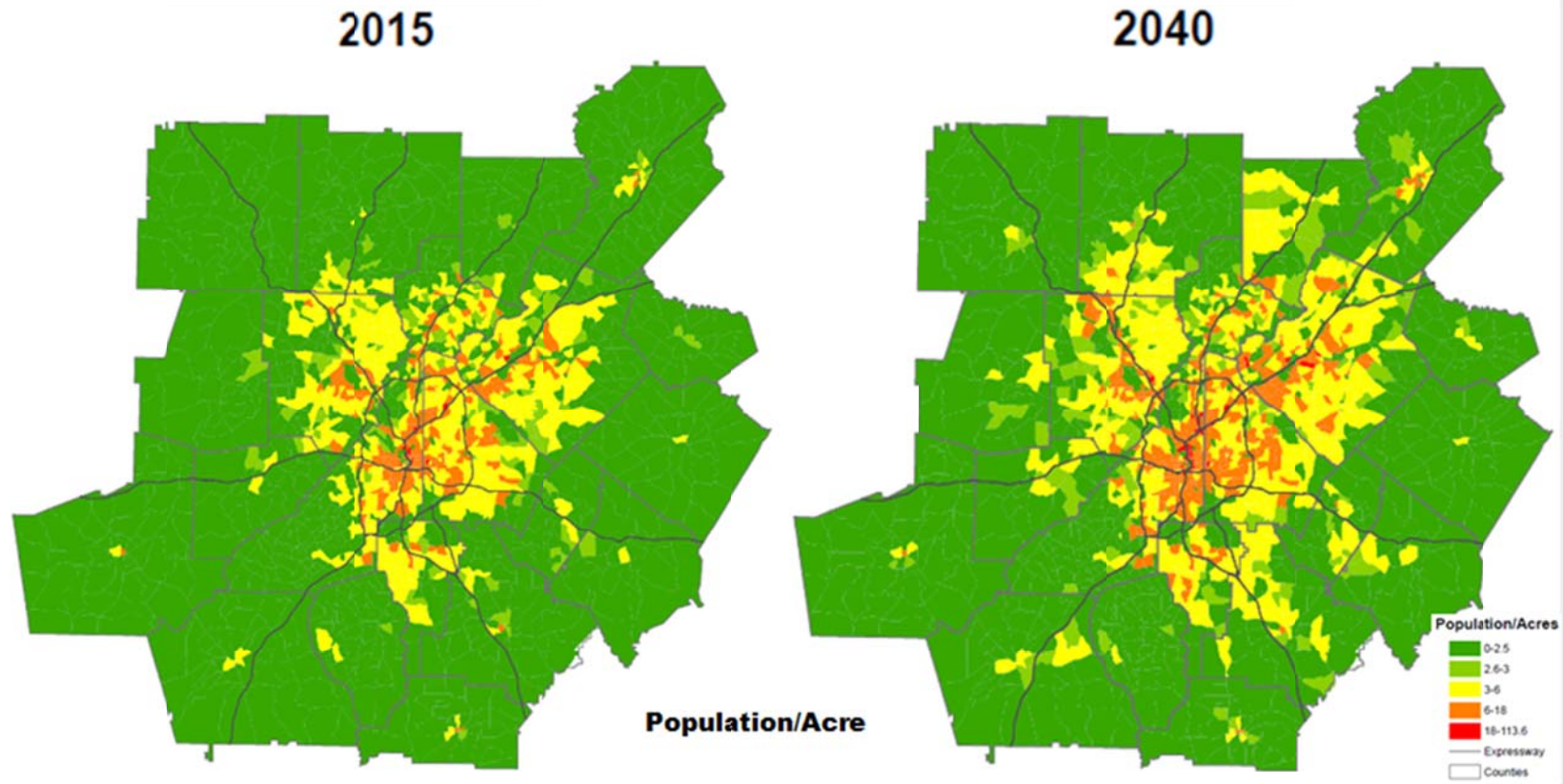
Change in Population by Census Tract – This slide illustrates the expected change in population in the 20-county region between the years 2015 and 2040. Population is projected to increase from around 5.5 million to 7.8 million people. The mean population density in the region is projected to rise from approximately 860 to 1200 people/square mile.

Change in Major Employment Center Population – While most of the region’s housing remains low density, areas around major activity centers and transit nodes are expected to see further increases in density. Targeting multimodal investments in these areas will be key to ensuring future mobility.

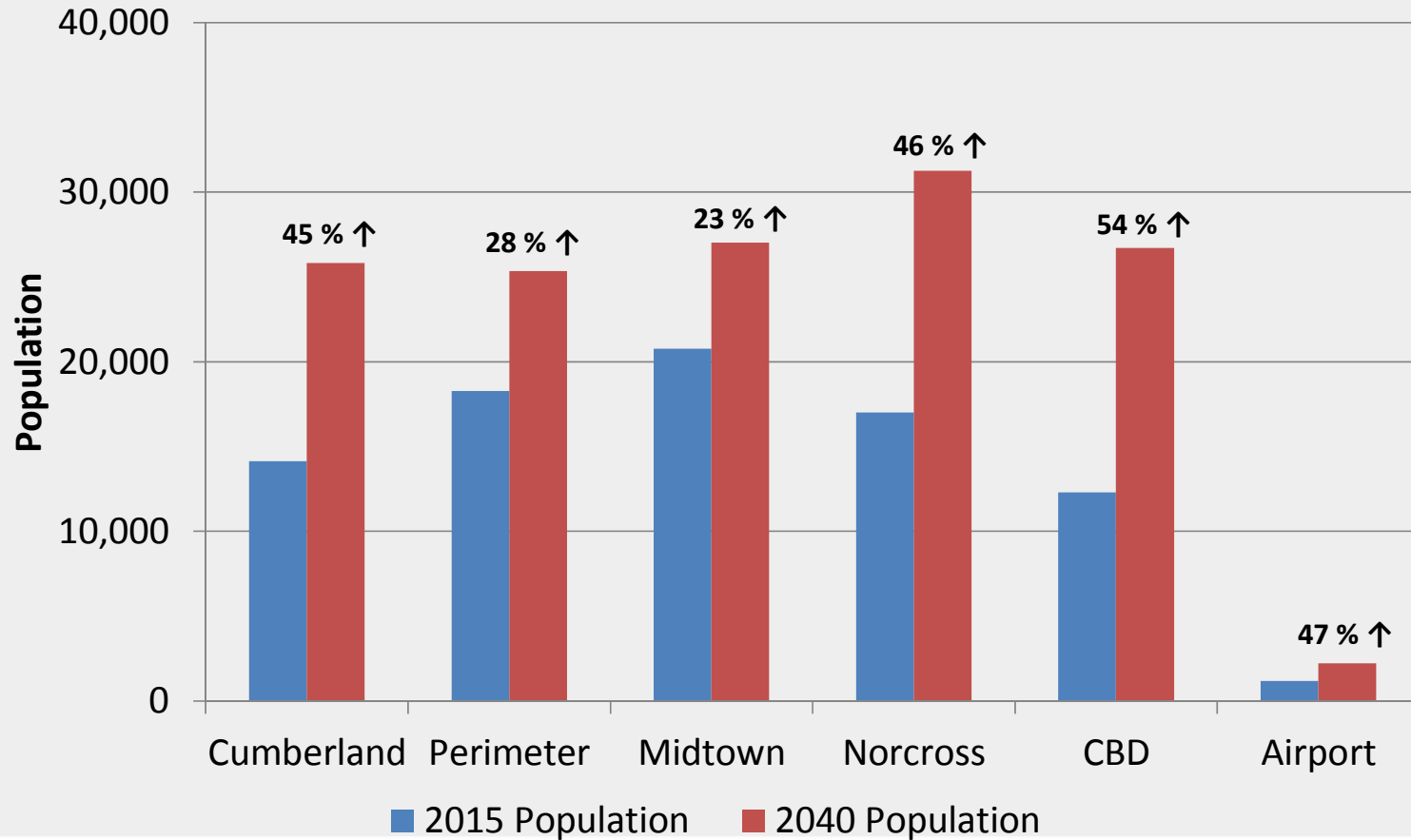
Change in Employment by Census Tract – The region is expected to see an increase in the total number of jobs between 2015 and 2040. Employment is projected to rise from approximately 2.9 million jobs to around 4.2 million jobs by 2040. An increased density of jobs is also expected in southern Gwinnett, northern Fulton, and central Henry counties.

Change in Major Employment 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 as much as a 30 percent increase in the number of jobs.

Base Data – Change in Population by TAZ



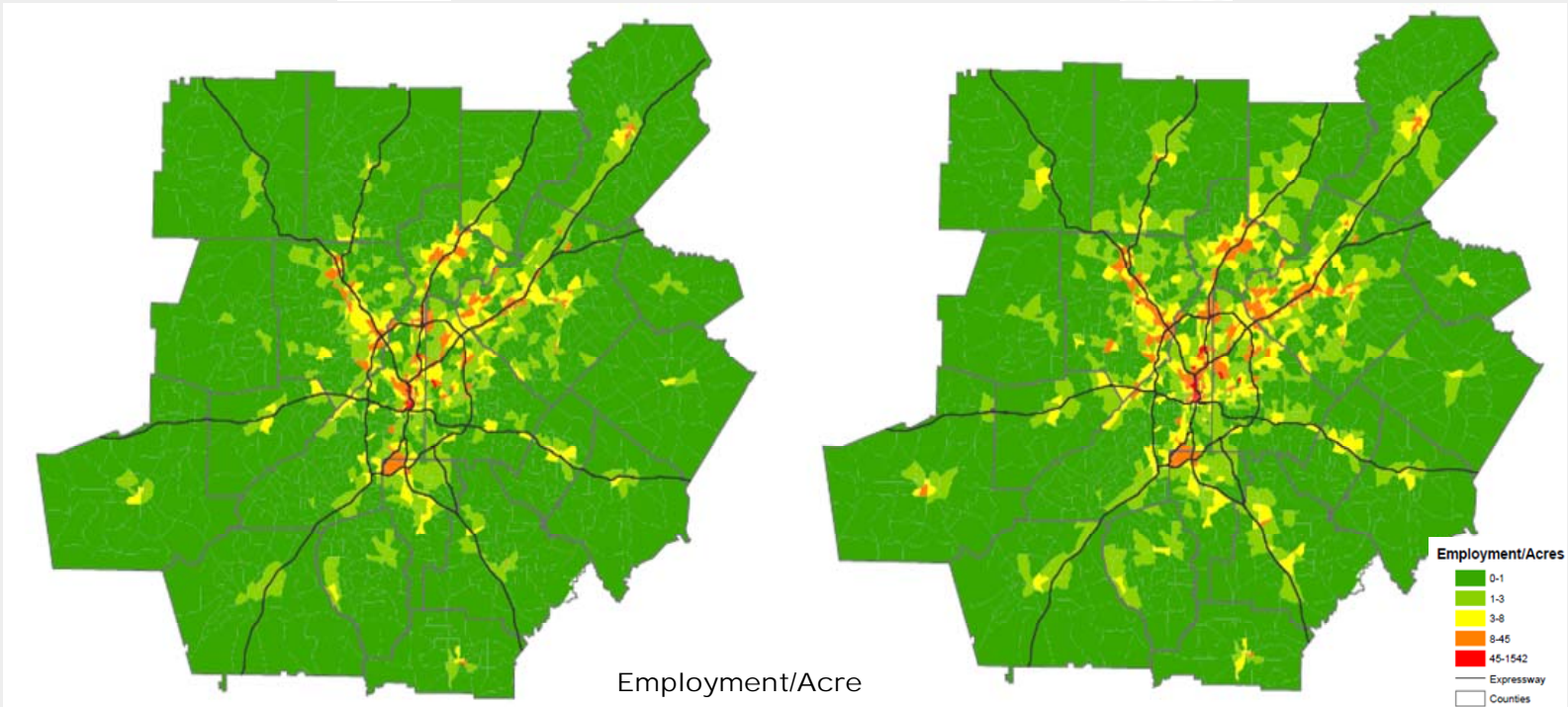
Connections/Access – Change in Major Employment Center Population



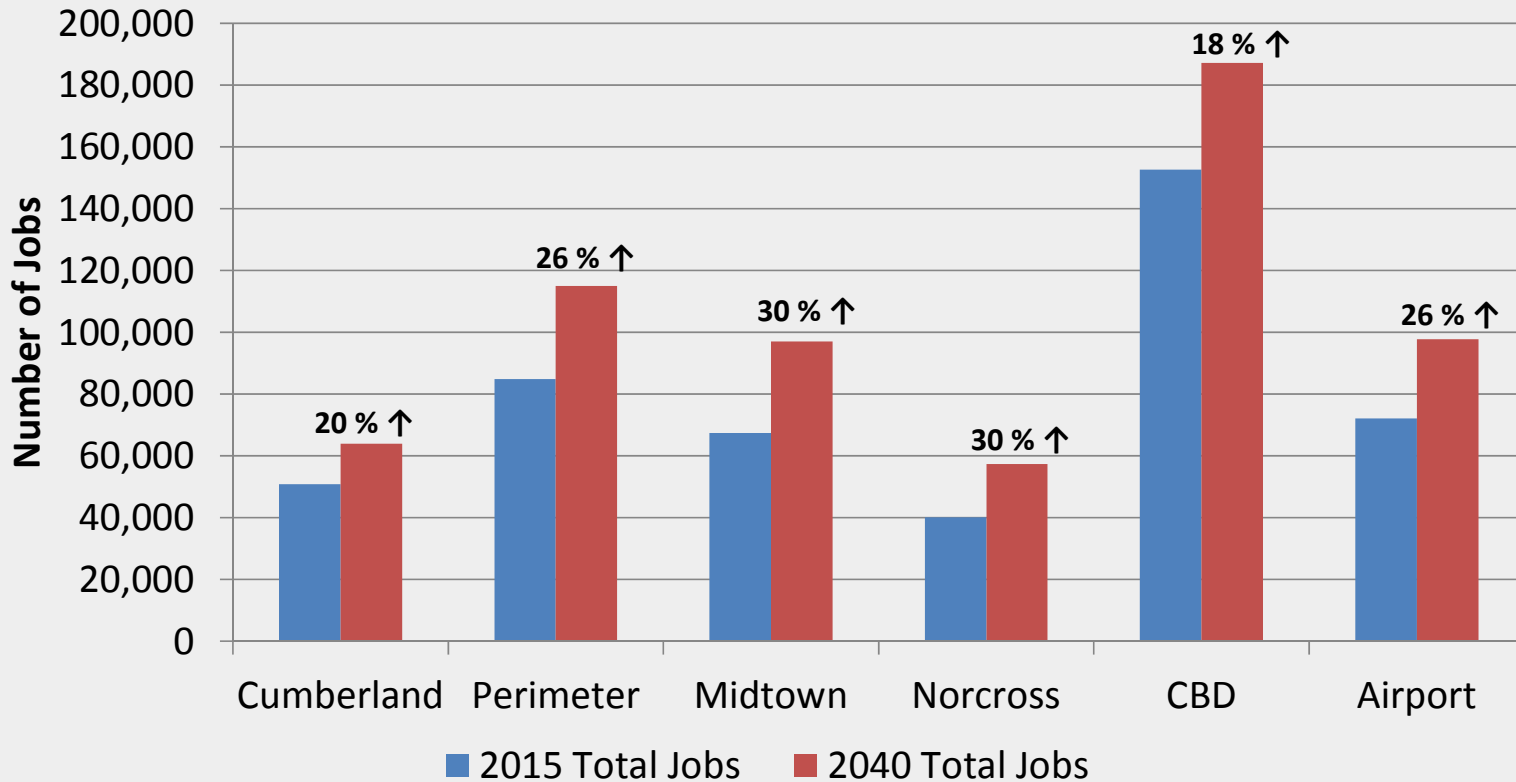
Base Data – Change in Employment by TAZ

2015

2040



Connections/Access – Change in Major Employment Center Jobs



Mobility

Daily Regional Travel Demand – This slide illustrates the change in expected travel patterns between 2015 and 2040 due to changes in population and employment. Travel demand is projected to maintain current patterns but increase in volume. 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 will see demand increase dramatically.

Congested Speed Differences – This graphic compares the PM peak period travel demand model expected speeds on regional roadways. The left-hand side of the graphic compares the PLAN 2040 No Build scenario to 2015 Base conditions. The right-hand side of the graphic compares PLAN 2040 Constrained scenario to 2015 Base conditions. Due to the large increase in population and employment expected, it is impossible to maintain current travel speeds during the PM peak period in the region. As a result, a general degradation of speed on regional roadways is inevitable. The PLAN 2040 Constrained scenario is able to counter some of that degradation in the region's core and along interstate routes through investments in transit infrastructure and managed lanes.

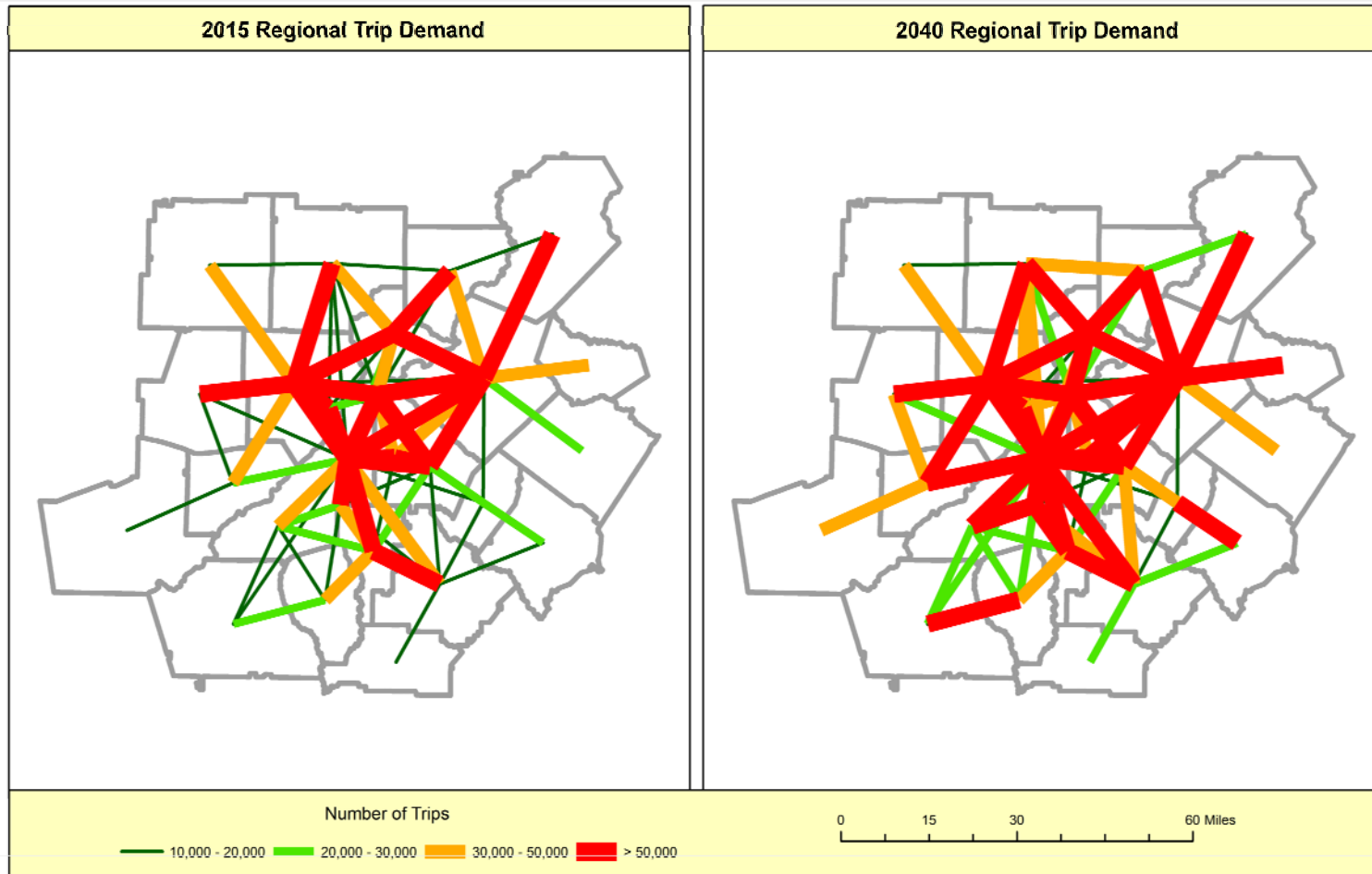
Congestion Cost – This measure assesses the region's average daily congestion cost per capita. Total regional daily congestion cost is calculated based on hours of delay in traffic, and the wasted fuel associated with that delay.

Total Work Transit Trips – This slide illustrates the change in total daily transit commuting trips in the region across all the scenarios. Since there are no improvements to the transit network between the 2015 Base and 2040 No Build scenarios, the increase in transit trips is purely a result of the increase in population and a shift in riders from personal automobile to transit due to increasing congestion. The PLAN 2040 Constrained network sees further increases in transit ridership due to increases in transit infrastructure on top of the forecasted change in population.

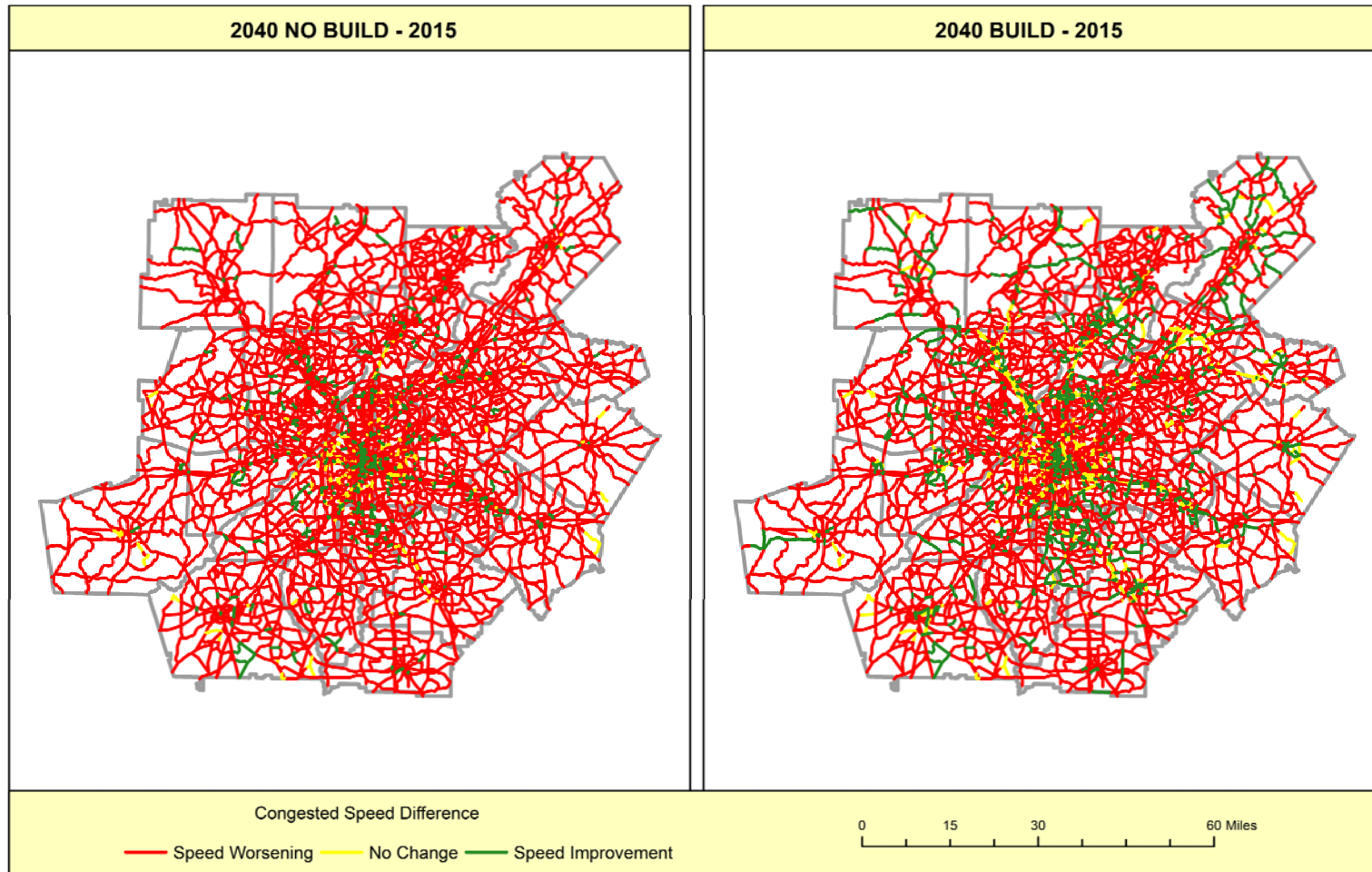
Reliability Network – As mobility is decreased due to the increase in population in the region in the future, it becomes increasingly important to provide the region with better options and more consistent travel times. The PLAN 2040 Update seeks to meet that goal through the implementation of a reliable regional transportation network. The reliable transportation network is composed of trips made on premium transit (rail or express bus) or on a high occupancy toll (HOT) managed lane facility. The reliable network in the 2015 Base scenario consists of trips made on MARTA heavy rail and on the I-85 HOT lanes. The PLAN 2040 Constrained scenario would see that increase due to the available funding to implement more premium transit and HOT lanes.

Transit Expansion Project Performance – Each of the five transit expansion projects in the PLAN 2040 Update were run exclusively on both a 2015 and a 2040 network. Project performance was based on the boardings of the transit expansion project as well as the increase of both regional boardings and trips with each transit expansion project.

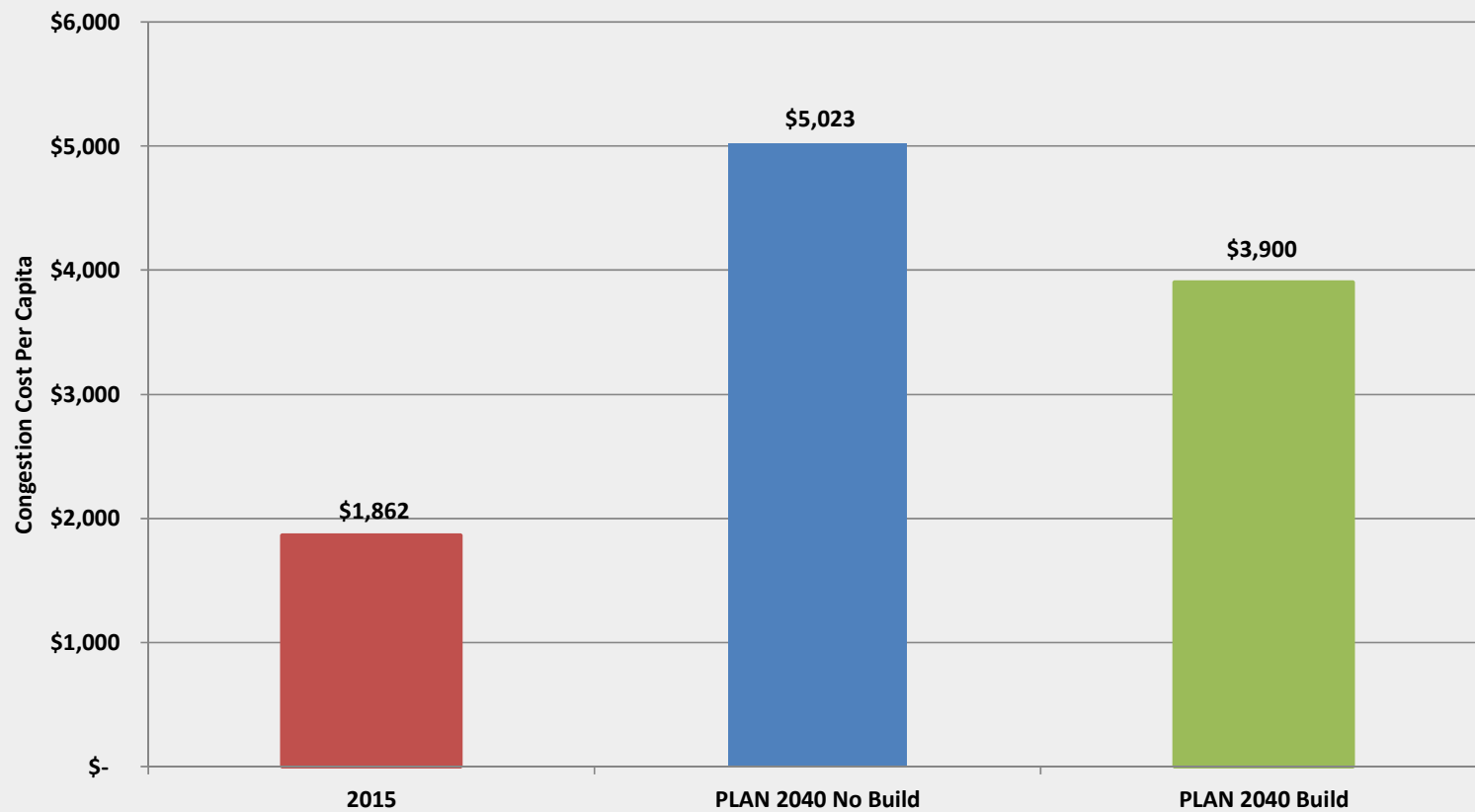
Mobility – Daily Regional Travel Demand



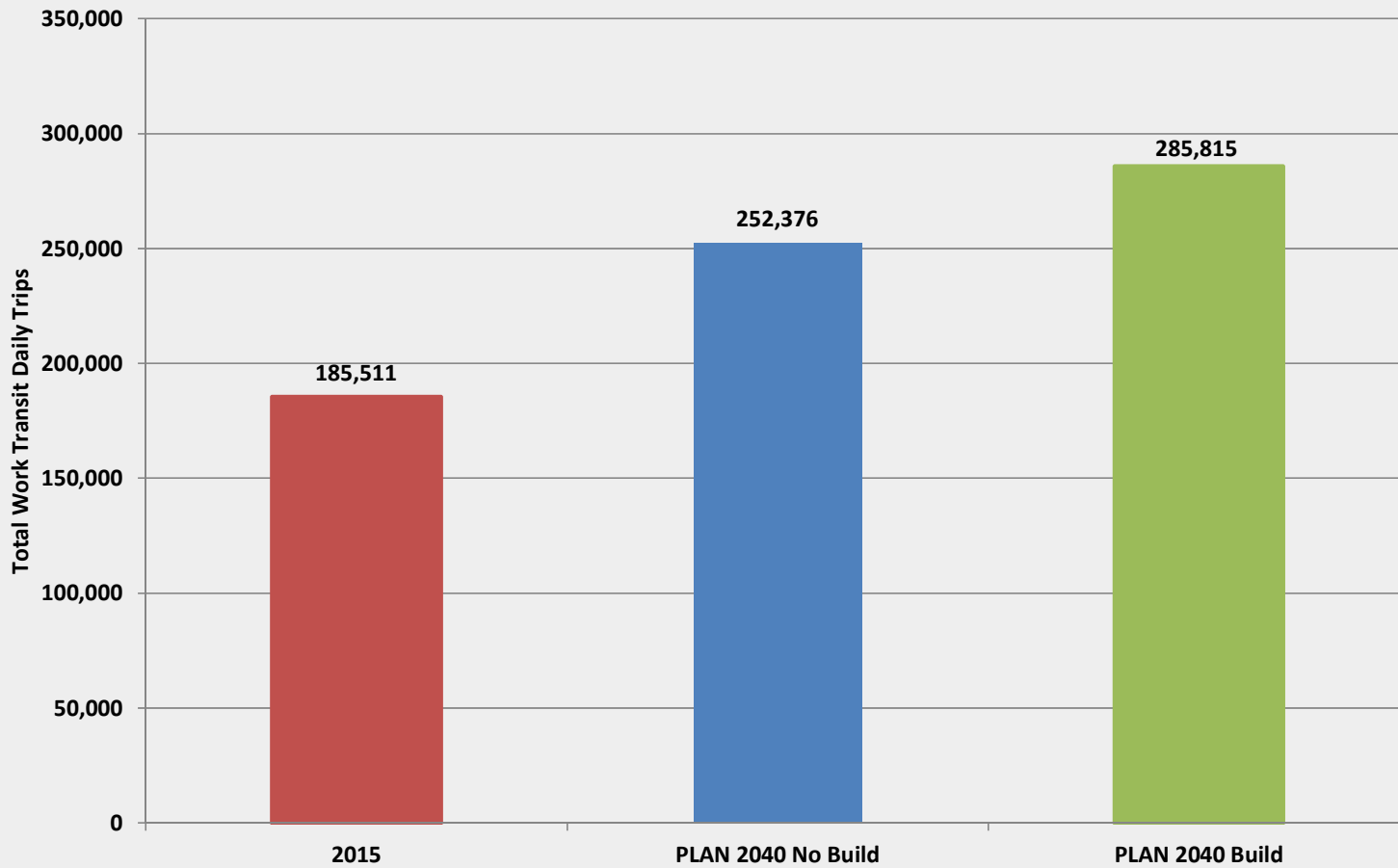
Mobility – Congested Speed Differences



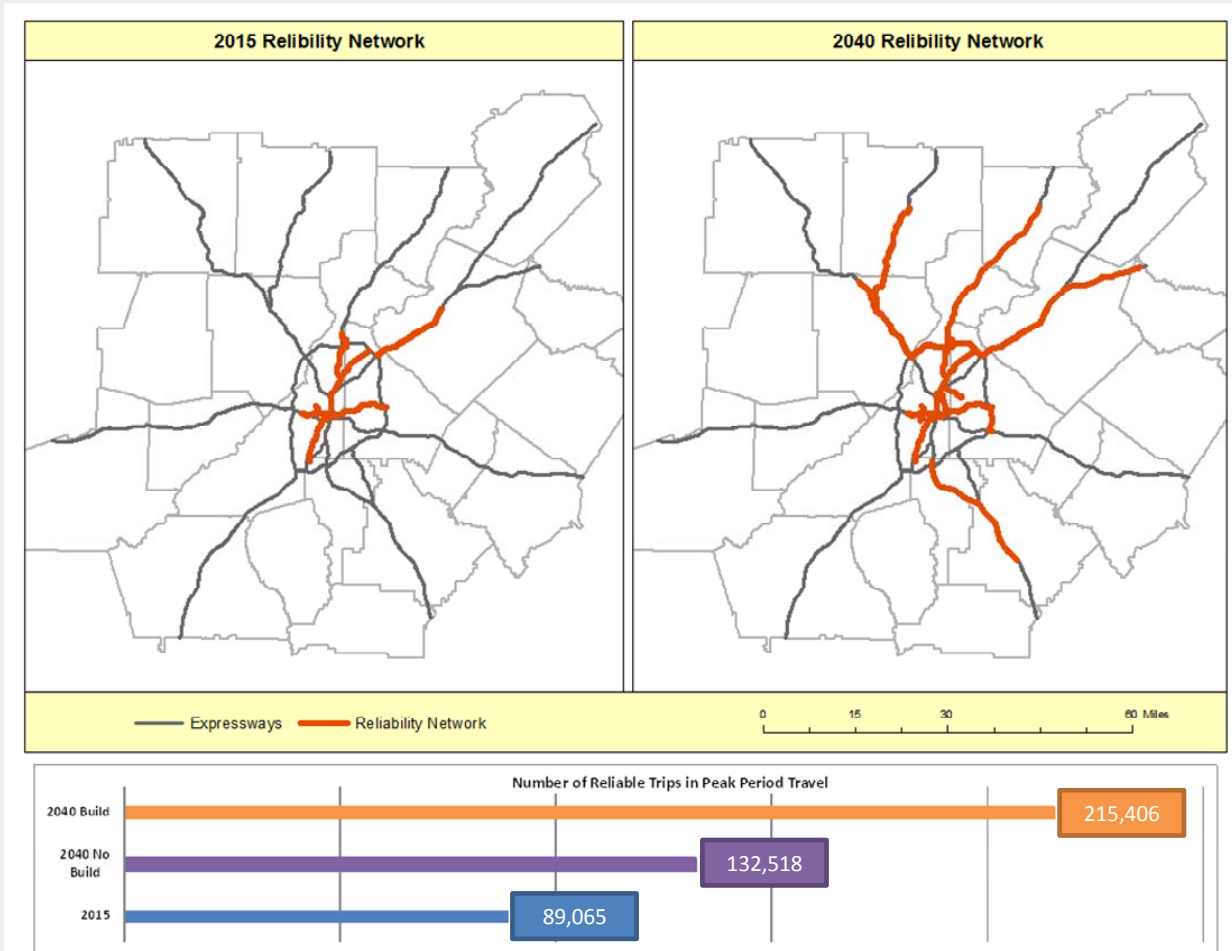
Mobility – Congestion Cost Per Capita



Mobility – Total Work Transit Trips



Mobility – Reliability Network



Transit Expansion Project Performance

| PLAN 2040 UPDATE - PHASE 1 TRANSIT EXPANSION PROJECTS MODEL SUMMARY | | | | | | | | | | | | |
|---|----------|----------|-----------|----------|----------|----------|----------|-----------|----------|----------|---------|----------|
| TRANSIT PROJECT | HEADWAYS | | 2015 | | | | | 2040 | | | | |
| | PEAK | OFF PEAK | BOARDINGS | | | TRIPS | | BOARDINGS | | | TRIPS | |
| | | | PROJECT | REGIONAL | REGIONAL | REGIONAL | PROJECT | REGIONAL | REGIONAL | | | |
| Base Network | - | - | - | 467,900 | - | 322,500 | - | - | 680,700 | - | 465,600 | - |
| Clifton Corridor Light Rail Transit | 7.5 | 20 | 7,400 | 475,100 | + 7,200 | 325,300 | + 2,800 | 11,700 | 695,000 | + 14,300 | 471,000 | + 5,400 |
| I-20 East Transit Initiative | 10 | 15 | 14,900 | 476,600 | + 8,700 | 328,600 | + 6,100 | 22,900 | 696,200 | + 15,500 | 475,900 | + 10,300 |
| Atlanta Streetcar Network | 10 | 15 | 15,100 | 471,600 | + 3,700 | 325,000 | + 2,500 | 22,100 | 687,200 | + 6,500 | 469,900 | + 4,300 |
| GA 400 Transit Initiative | - | - | 6,100 | 473,300 | + 5,400 | 325,900 | + 3,400 | 7,900 | 687,600 | + 6,900 | 470,000 | + 4,400 |
| Connect Cobb / Northwest Atlanta Transit Corridor Bus Rapid Transit | 8 | 15 | 22,500 | 488,800 | + 20,900 | 334,500 | + 12,000 | 31,400 | 709,000 | + 28,300 | 482,900 | + 17,300 |

Connections / Accessibility

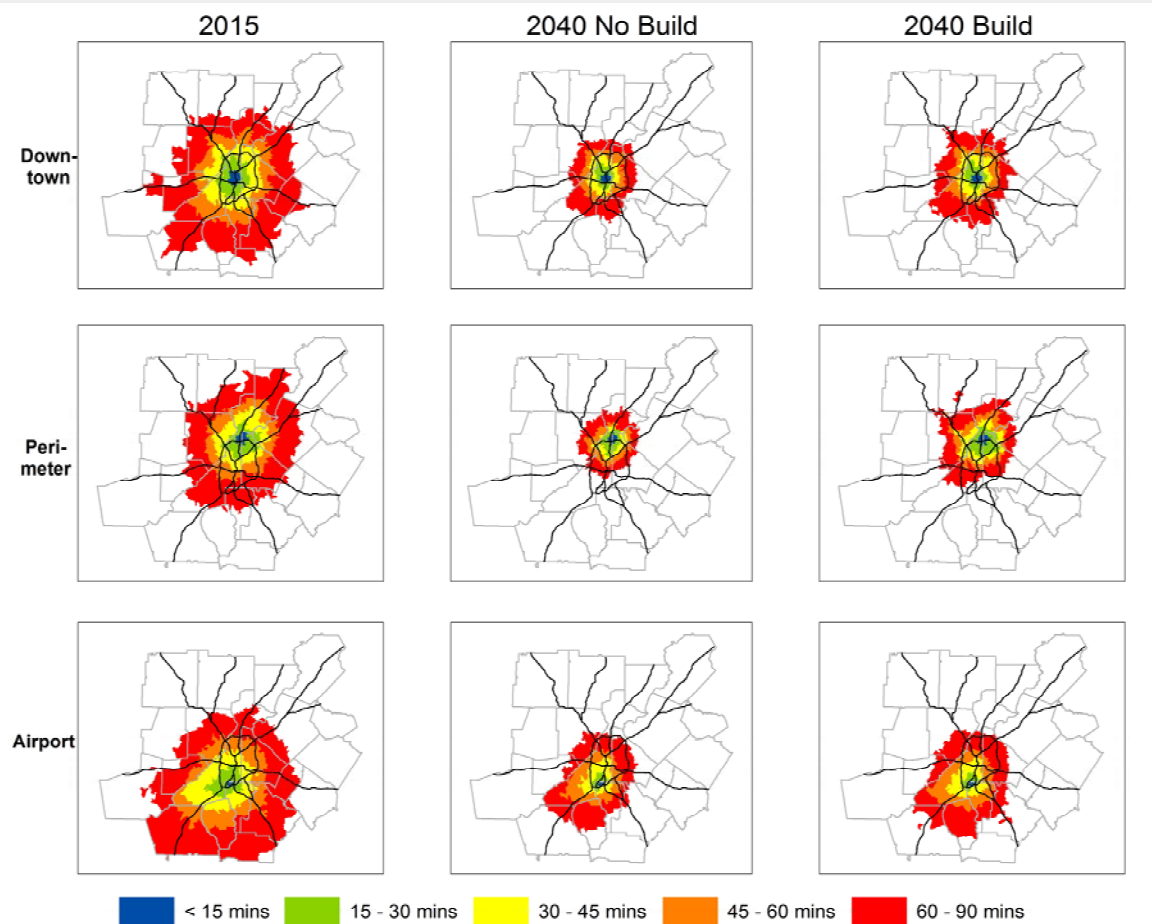
PM Peak Automobile Travel Sheds – This graphic illustrates the travel time one can expect departing from select locations in the region. The Travel shed in the 2040 Constrained/Build scenario is reduced from current conditions due to an increase in congestion in the region.

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 PLAN 2040 Constrained/Build network approximately maintains existing levels of accessibility. Some loss of accessibility is a result of an increase in congestion.

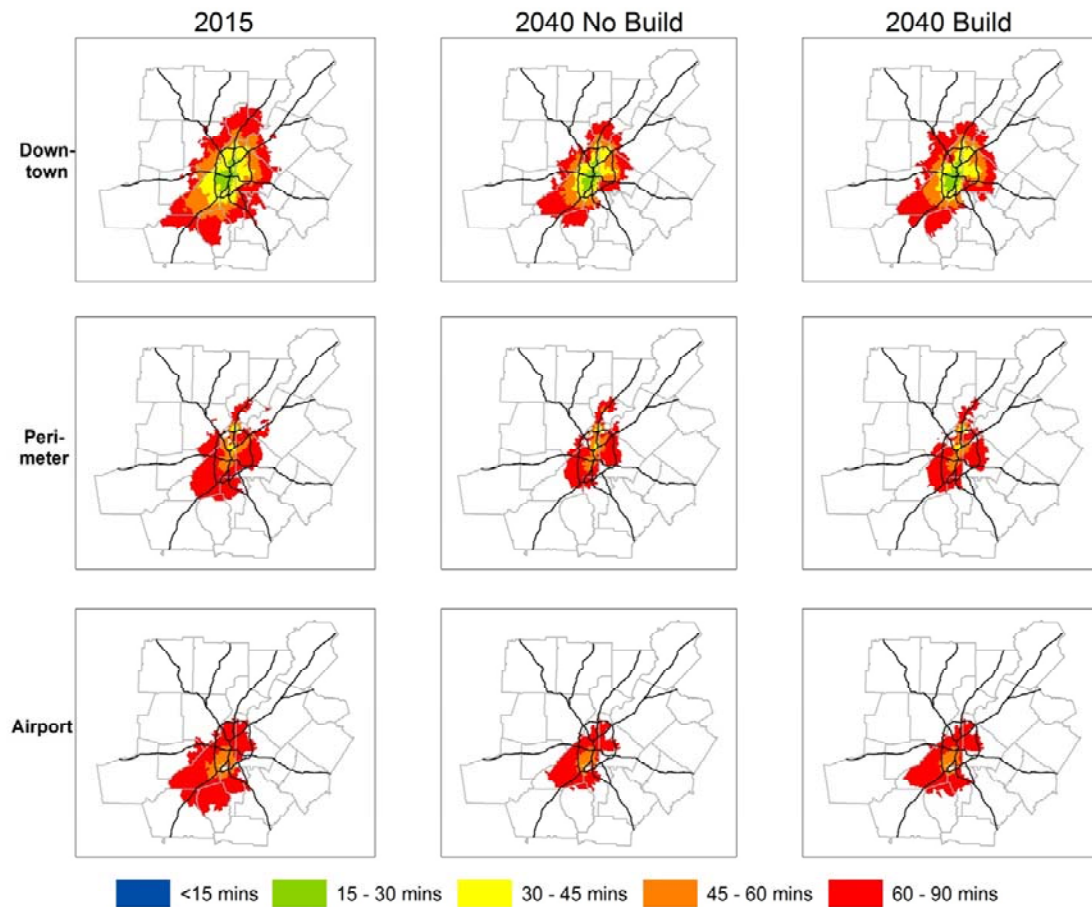
Potential Walking Demand – This graphic outlines the change in the ARC developed Potential Walking Demand Measure. This index measures the likelihood of walking trips occurring in an area of the region by looking at the number of households, the intersection grid and the number of service and retail 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, intown neighborhoods and regional town centers. Due to the predicted continuation of past growth patterns between 2015 and 2040 the overall index changes very little. Improvements are seen, however, due to the increased activity center and neighborhood densities in certain locations of the region. These maps were not recreated since the initial PLAN 2040 set. The data presented is not very sensitive to the changes made to modeling or social data since the 2011 adoption of the initial PLAN 2040 update. ARC plans on revisiting this map in the Needs Assessment for the next plan update.

Multimodal Accessibility Measure – The Multimodal Accessibility Measure assesses possible accessibility to employment by three travel modes: a 30-minute drive, a 15-minute walk and a 45-minute transit trip. Areas categorized as high or medium-high in the index offer all three options to reach employment opportunities. Areas in the low or very low categories generally only provide residents with the option to drive to their jobs. Between the 2015 Base and the 2040 No-Build scenario, the high scoring Multimodal Accessibility Measure areas decrease in area due to an increase in congestion. The PLAN 2040 Constrained scenario helps to maintain/expand modal accessibility in the region through the implementation of additional transit service and infrastructure. Like the Potential Walking Demand maps, these were not recreated for this update of PLAN 2040. No major changes occurred in planned roadway or transit projects that would impact this measure. ARC plans on revisiting this map in the Needs Assessment for the next plan update.

Connections/Access – Peak Period Auto Travel Sheds



Connections/Access – Peak Period Transit Travel Sheds



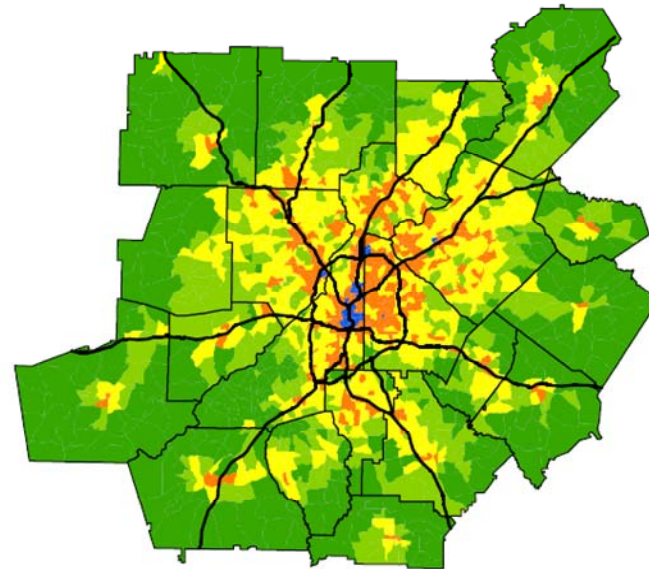
Connections/Access – Potential Walking Demand

2010 Potential Walking Demand



Very Low Low Medium Medium - High High

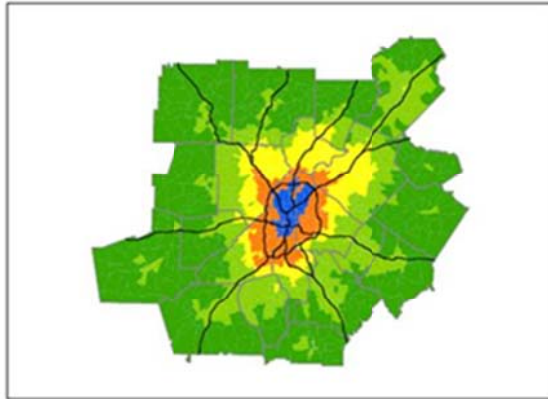
2040 Potential Walking Demand



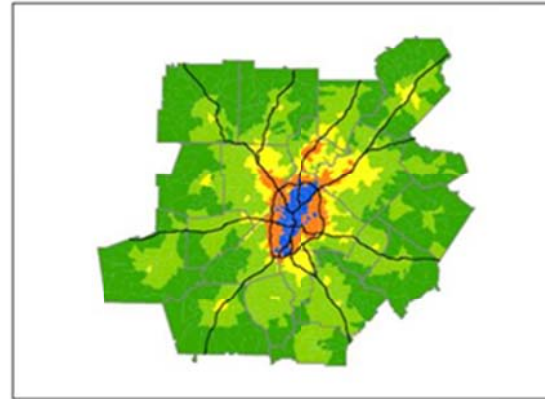
Very Low Low Medium Medium - High High

Connections/Access – Multimodal Accessibility Measure

2010



PLAN 2040



2040 No Build



Very Low Low Medium Medium-High High

Community & Environment

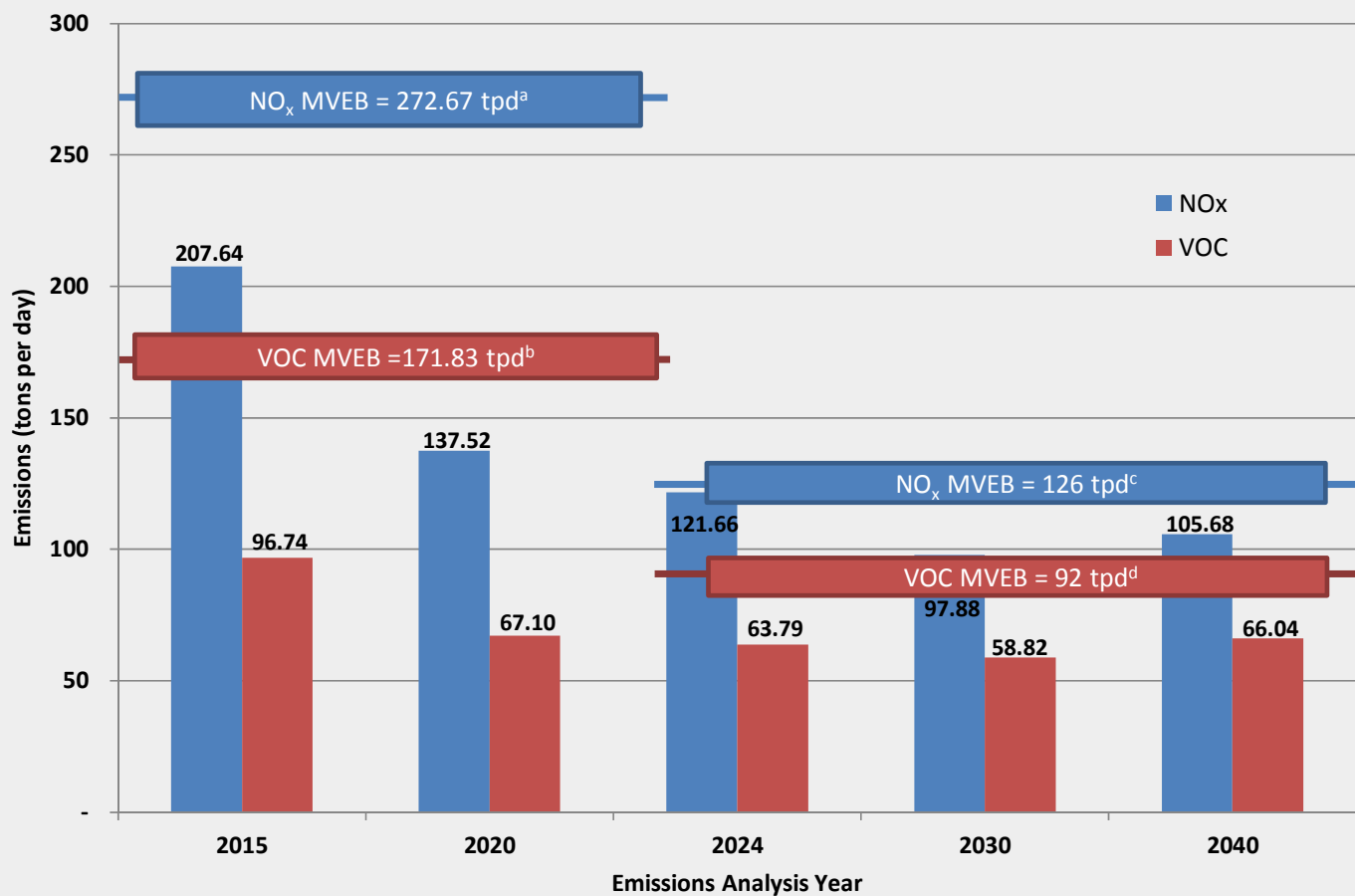
Ozone Precursors – The 20-county Atlanta area is in nonattainment for the 2008 eight-hour ozone standard. ARC performs emissions analysis to ensure compliance with the Clean Air Act's Transportation Conformity Rule. More information on transportation conformity is available in the Volume II: Conformity Determination Report. Currently, the PLAN 2040 Constrained scenario is below the emissions budgets established in the 2009 Reasonable Further Progress State Implementation Plan and the 2012 Ozone Maintenance Plan State Implementation Plan.

Direct PM_{2.5}/PM_{2.5} Precursor NO_x – In addition, the region (plus parts of two adjacent counties) are in nonattainment for the 1997 annual PM_{2.5} standard. The region is well below the established 2002 baseline emissions for PM_{2.5} and its precursor NO_x.

CO₂ Emissions – ARC looked at expected on-road CO₂ emissions resulting from the PLAN 2040 Constrained scenario. The graphic illustrates the upward trend in total regional emissions expected in the 20-county area. This increase is driven by the rapidly growing population. More population results in more vehicle miles driven and more congestion, which leads to wasted emissions idling. Per capita emissions are projected to decrease through 2030, then tail upwards. The per capita decrease is being driven primarily by projected improvements in fuel technology, helping us all use less fuel per mile and therefore produce less CO₂. The increase seen in the last modeled year is primarily a result of the lack of technology improvements being forecasted into the horizon year for 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 C-3 explains ETA areas in more detail. In evaluating the PLAN 2040 Constrained scenario's transportation investments in the region, it was found that investments in ETA communities exceed those in non-ETA areas by more than 34 percent.

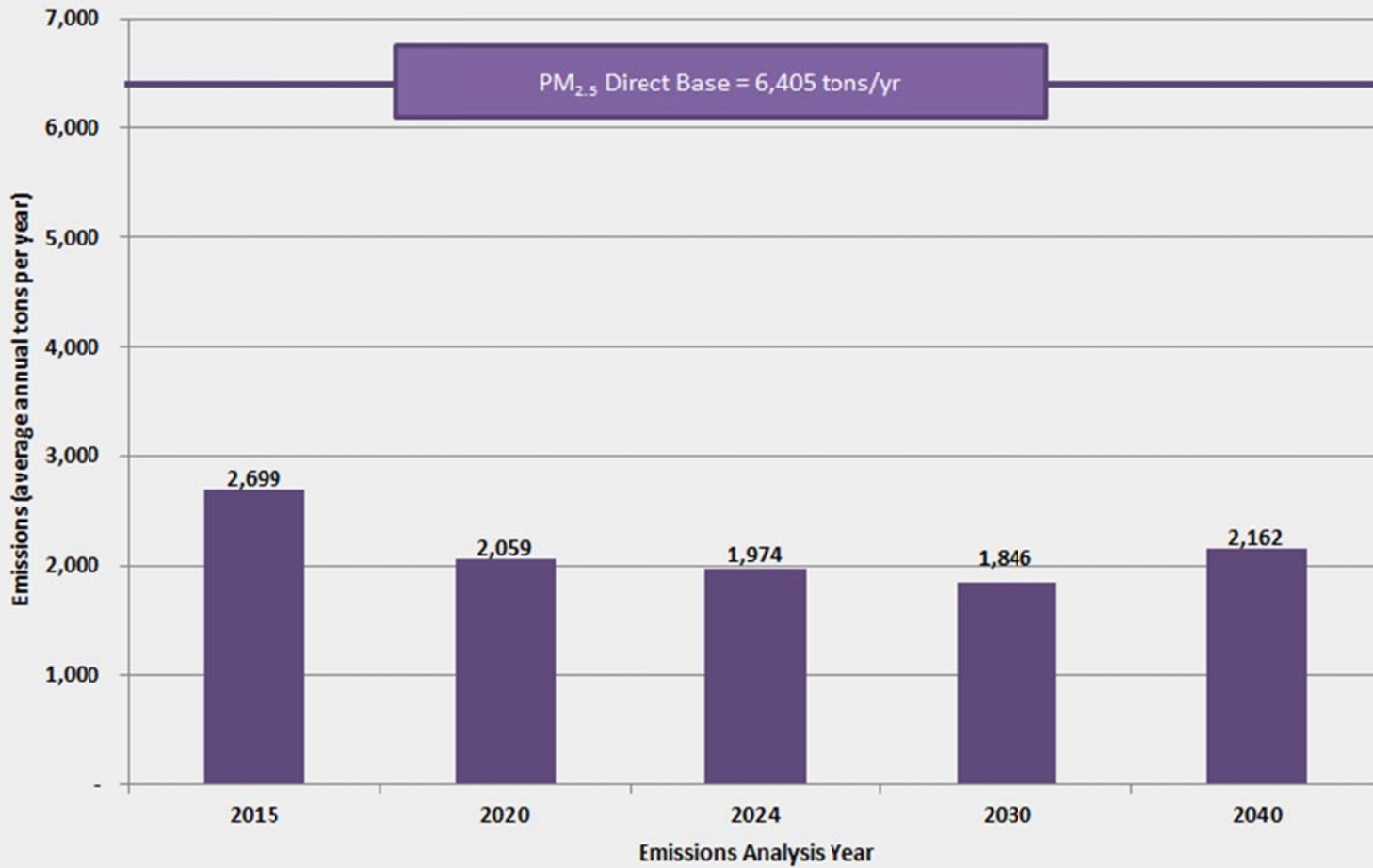
Community & Environment – Ozone Precursors



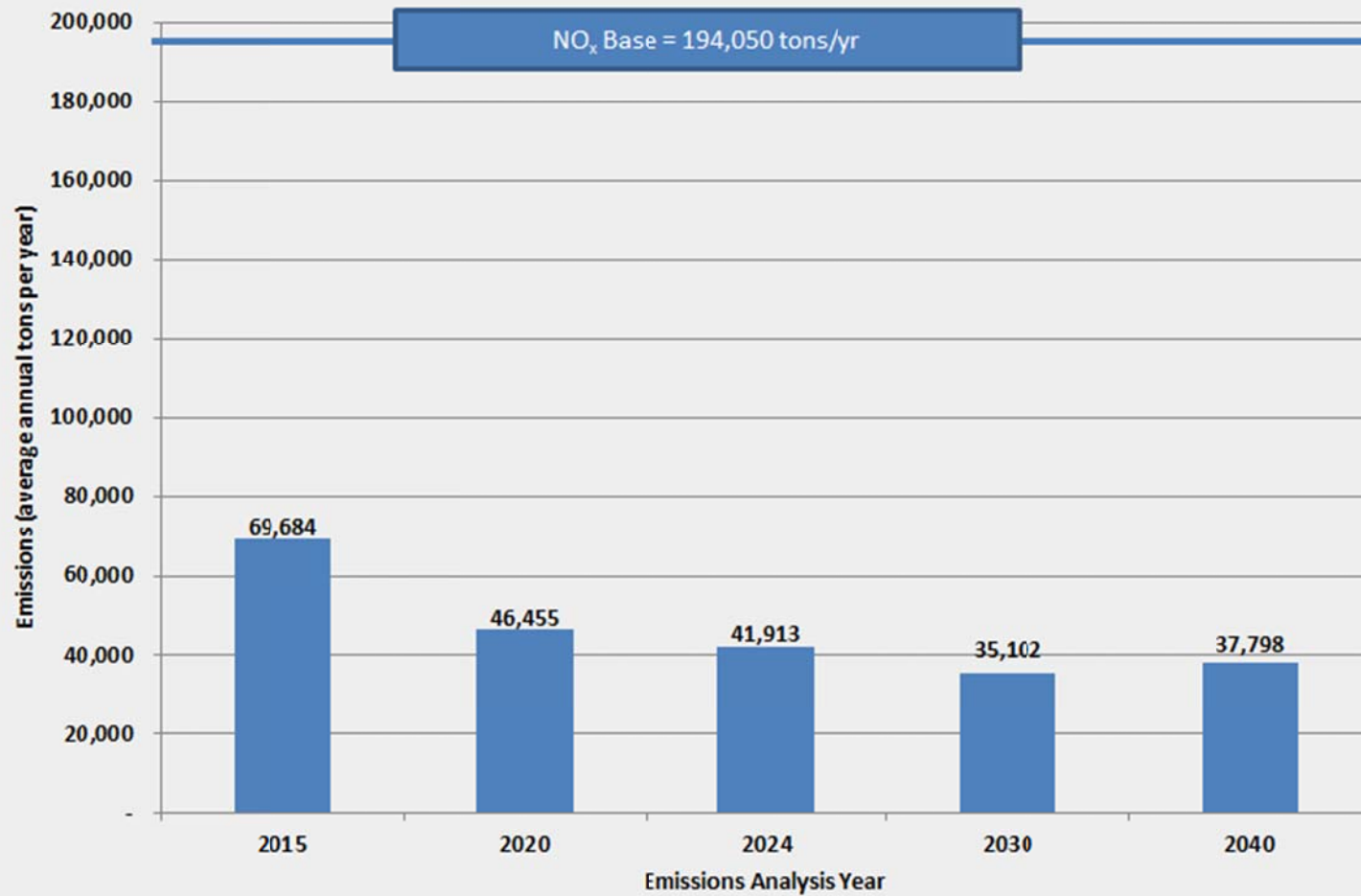
a – 2009 Reasonable Further Progress (RFP) SIP NO_x Budget
 c – 2012 Ozone Maintenance Plan SIP NO_x Budget

b – 2009 Reasonable Further Progress SIP VOC Budget
 d – 2012 Ozone Maintenance Plan SIP VOC Budget

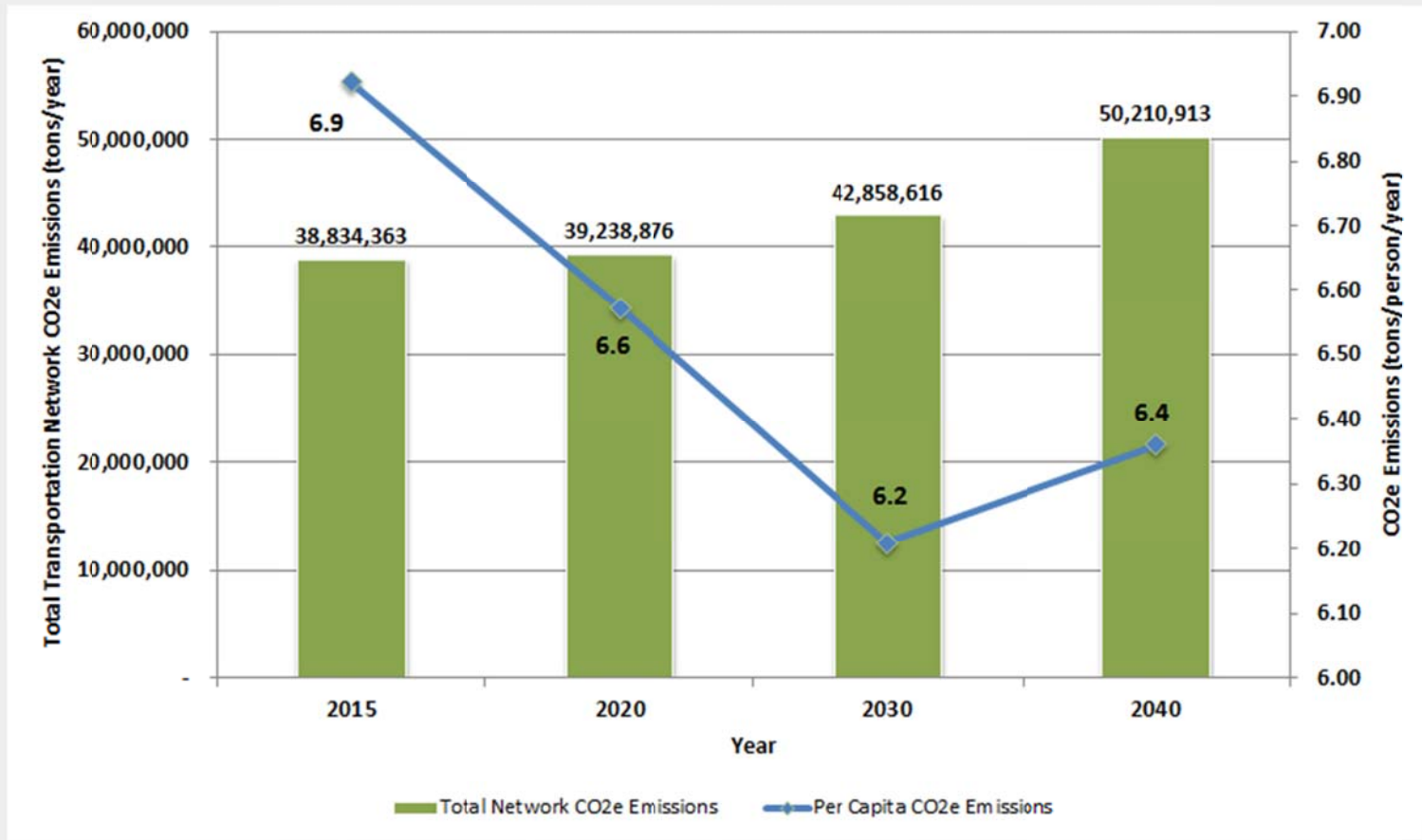
Community & Environment – PM_{2.5} Direct



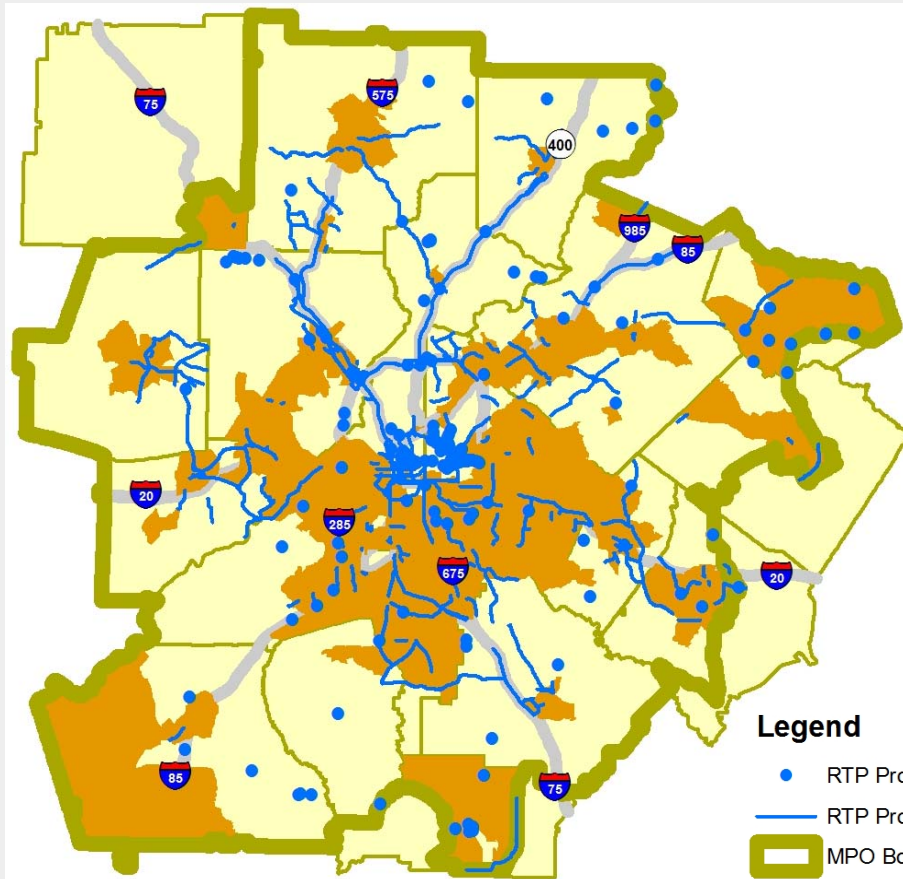
Community & Environment – PM_{2.5} Precursor NO_x



Community & Environment – CO₂ Emissions



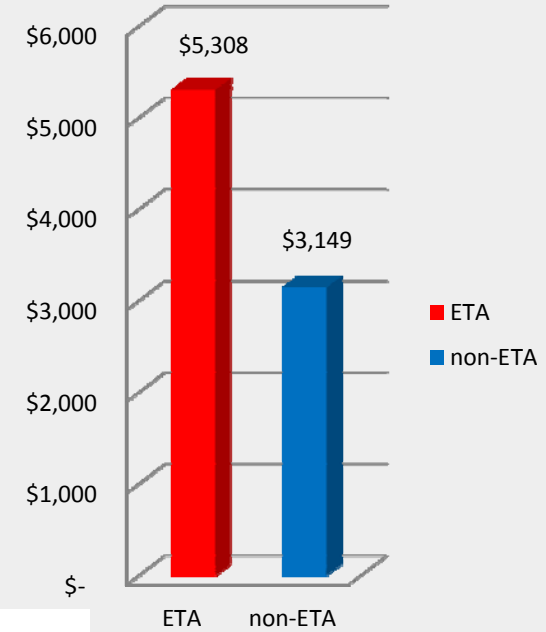
Community & Environment – Investments in Equitable Target Areas (ETA)



Legend

- RTP Projects Serving ETA
- RTP Projects Serving ETA
- ▭ MPO Boundary
- Expressways
- ▭ Equitable Target Areas

PLAN 2040 Update Total Per Capita Investments



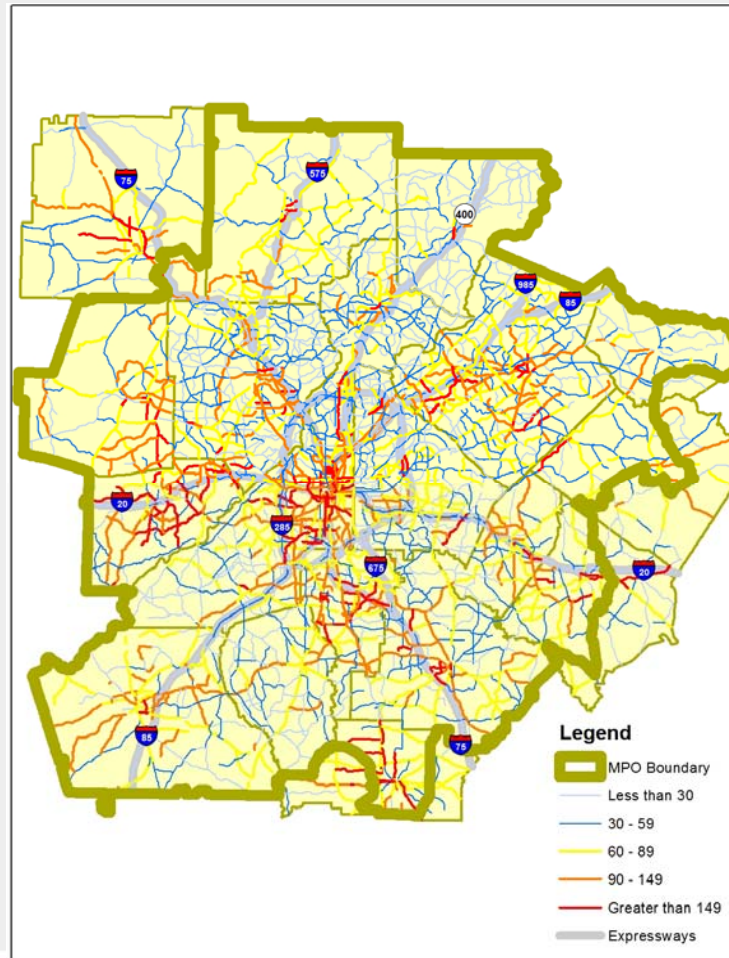
Safety

Crash Rate – This map displays the crash rate by location in the 18-county area. The crash rates are measured in the number of injury or fatality crashes per 100 million vehicle miles traveled.

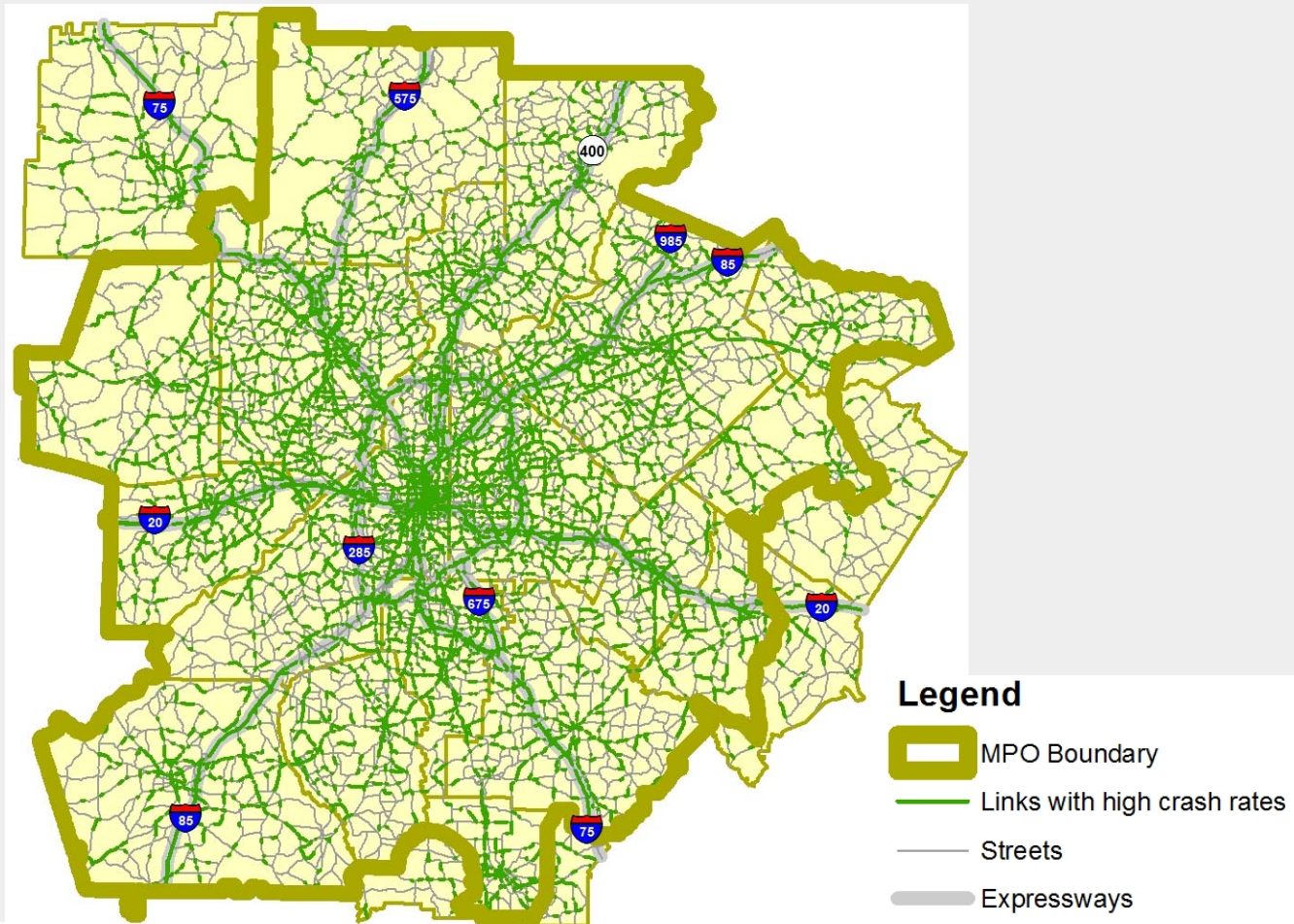
Above Average Crash Locations – This map displays the links on the transportation network that have above average crash rates by their modeled area and roadway facility type. RTP projects are on or very near approximately 23% of the region's above-average crash locations, by area and facility type. These locations also correspond to approximately 22% of all fatalities on the roadway system in the 18-county area.

Above Average Crash Locations & RTP Projects – This map overlays the PLAN 2040 Update RTP projects over the links with above average crash rates. Every project in the RTP has a high crash link within some portion of its limits.

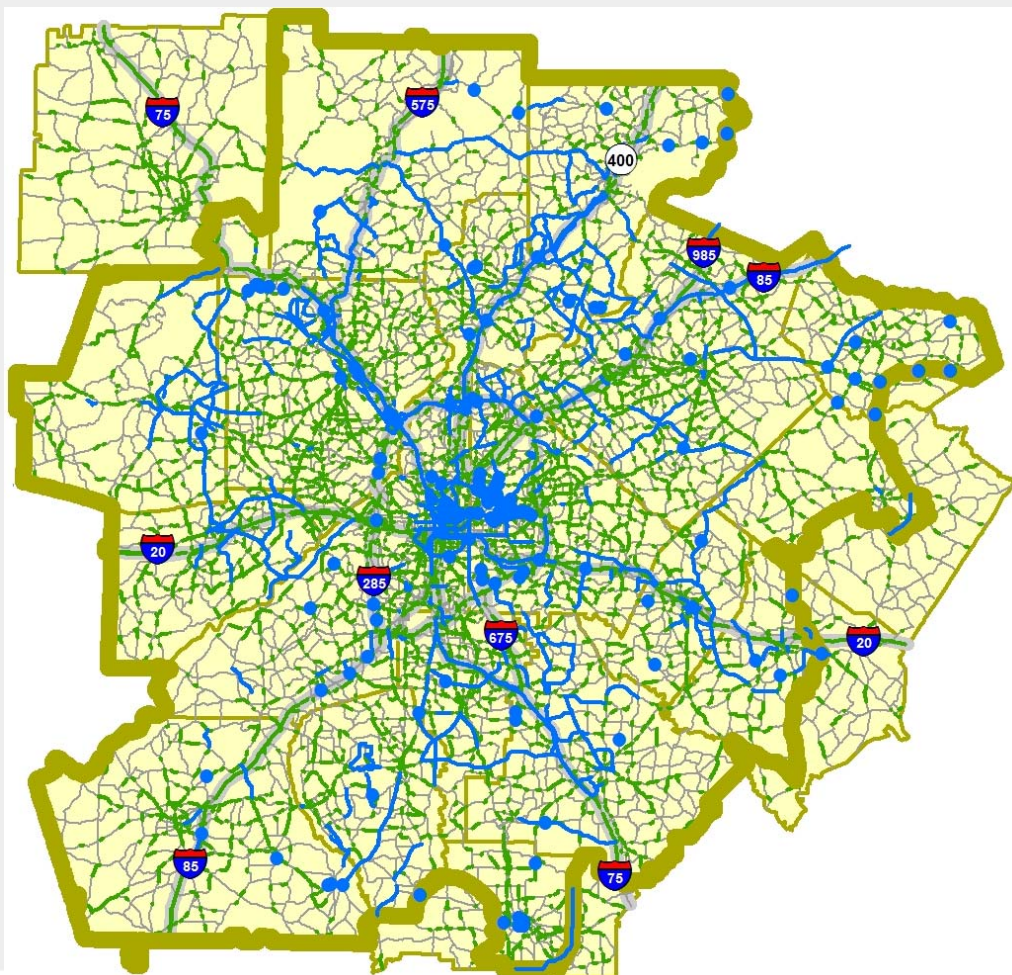
Community & Environment – Crash Rate



Community & Environment – Above Average Crash Locations



Community & Environment – Above Average Crash Locations & RTP Projects



Legend

- RTP Projects
- RTP Projects
- ▭ MPO Boundary
- Links with high crash rates
- Streets
- Expressways

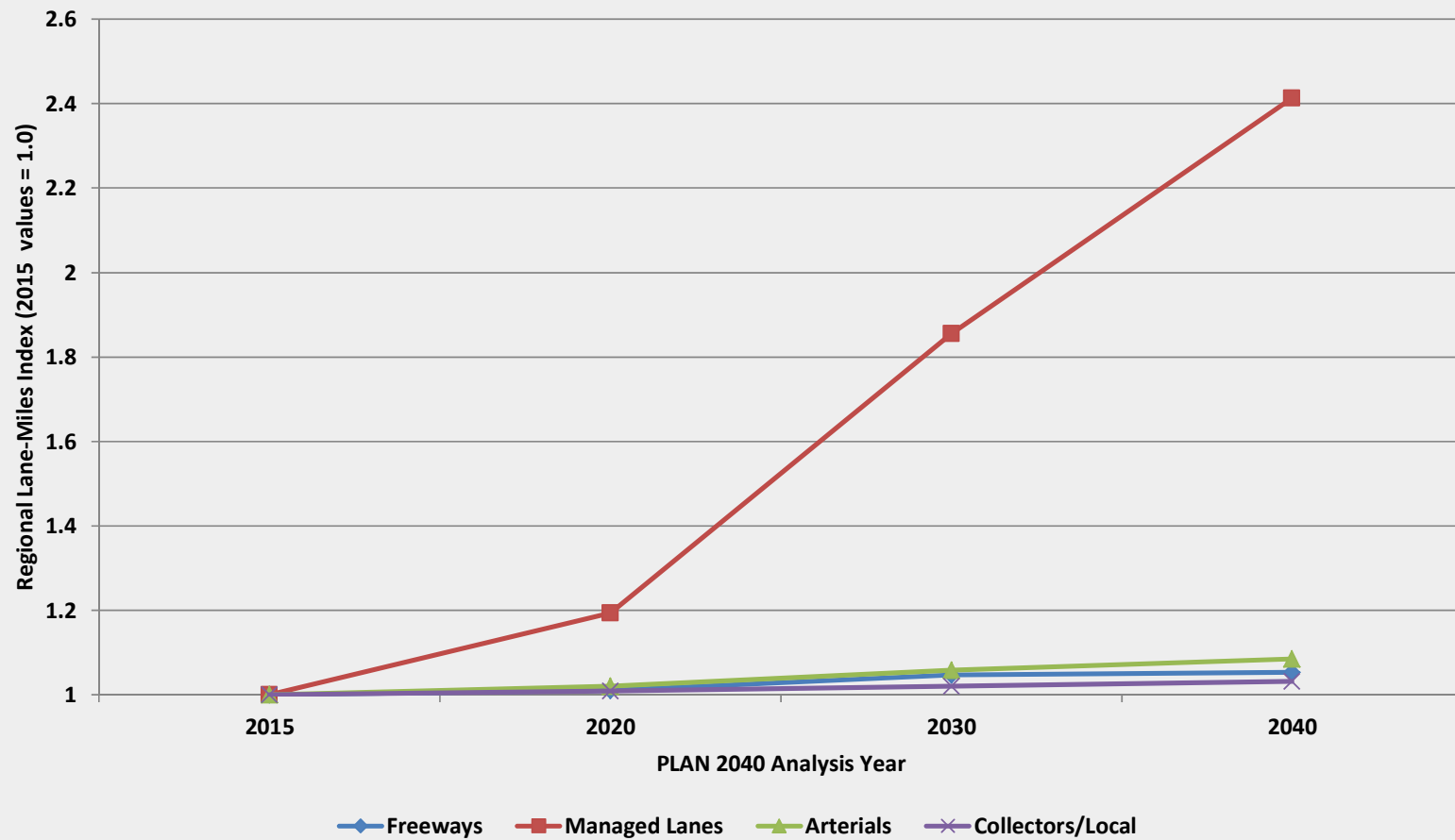
Plan Level Summary Assessment

Change in Regional Roadway Supply –This graphic represents the increase in roadway supply through increased lane miles. Facilities are broken out by category for comparison. Managed Lanes sees a huge increase in lane-miles, despite a low increase in the absolute number of miles, as the region continues to build out the Managed Lanes System Plan to improve regional trip reliability.

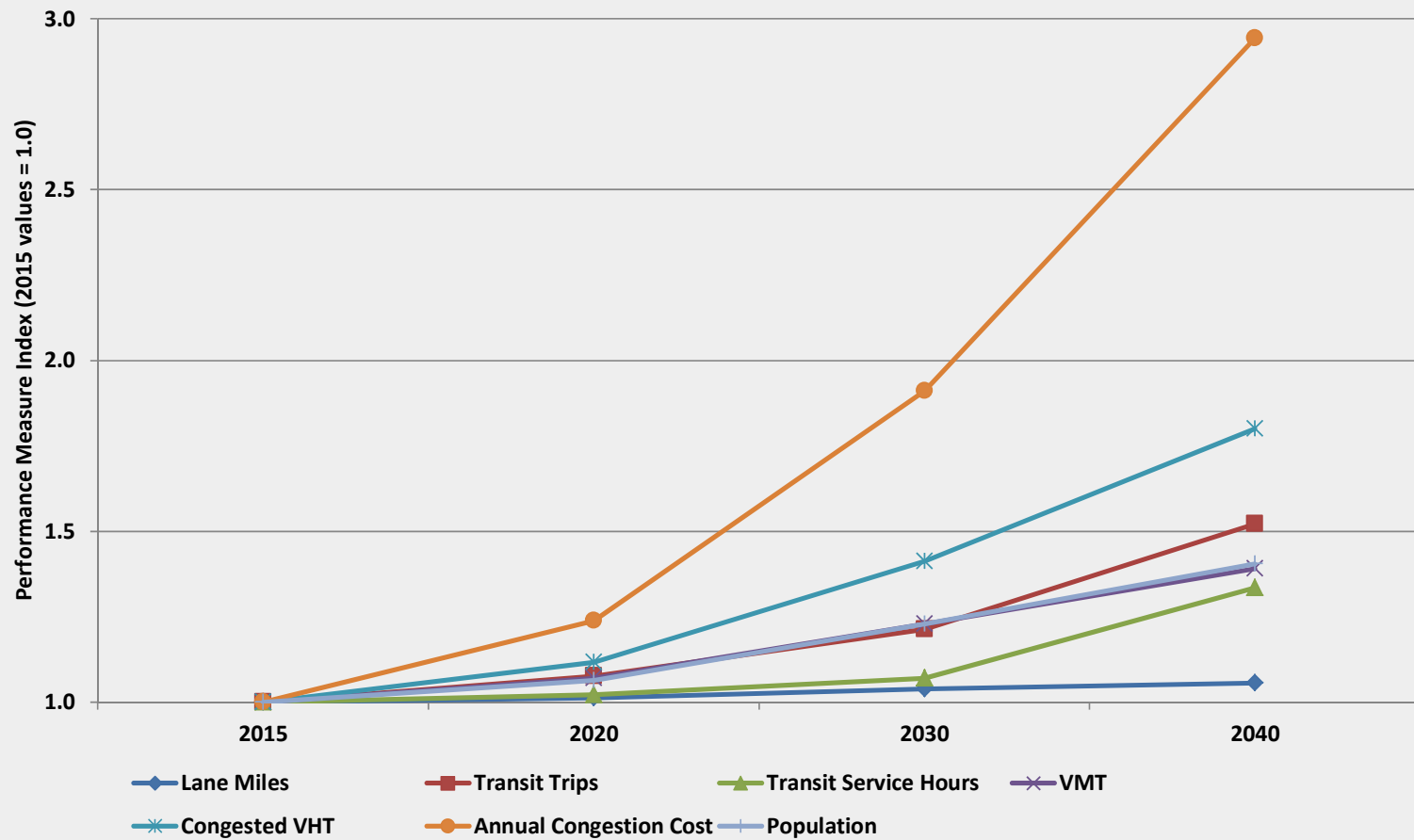
Forecasted Change in Regional Performance – This graphic summarizes some key system level performance measures in the PLAN 2040 Update.

Scenario Comparison – This final slide illustrates a tool for comparing multiple scenarios visually at once. Each scenario is depicted on a diamond with a key plan level performance measure at each corner. Mobility (automobile travel time), the number of transit trips, the number of reliable trips (PM peak period HOT or premium transit trips), and the regional congestion cost are evaluated for each scenario and charted on the diamond so they can be visually compared against each other. Due to increasing population and congestion, 2015 mobility cannot be maintained in the year 2040. The PLAN 2040 Constrained network seeks to counter this loss in mobility by enhancing regional access to transit and reliable trips.

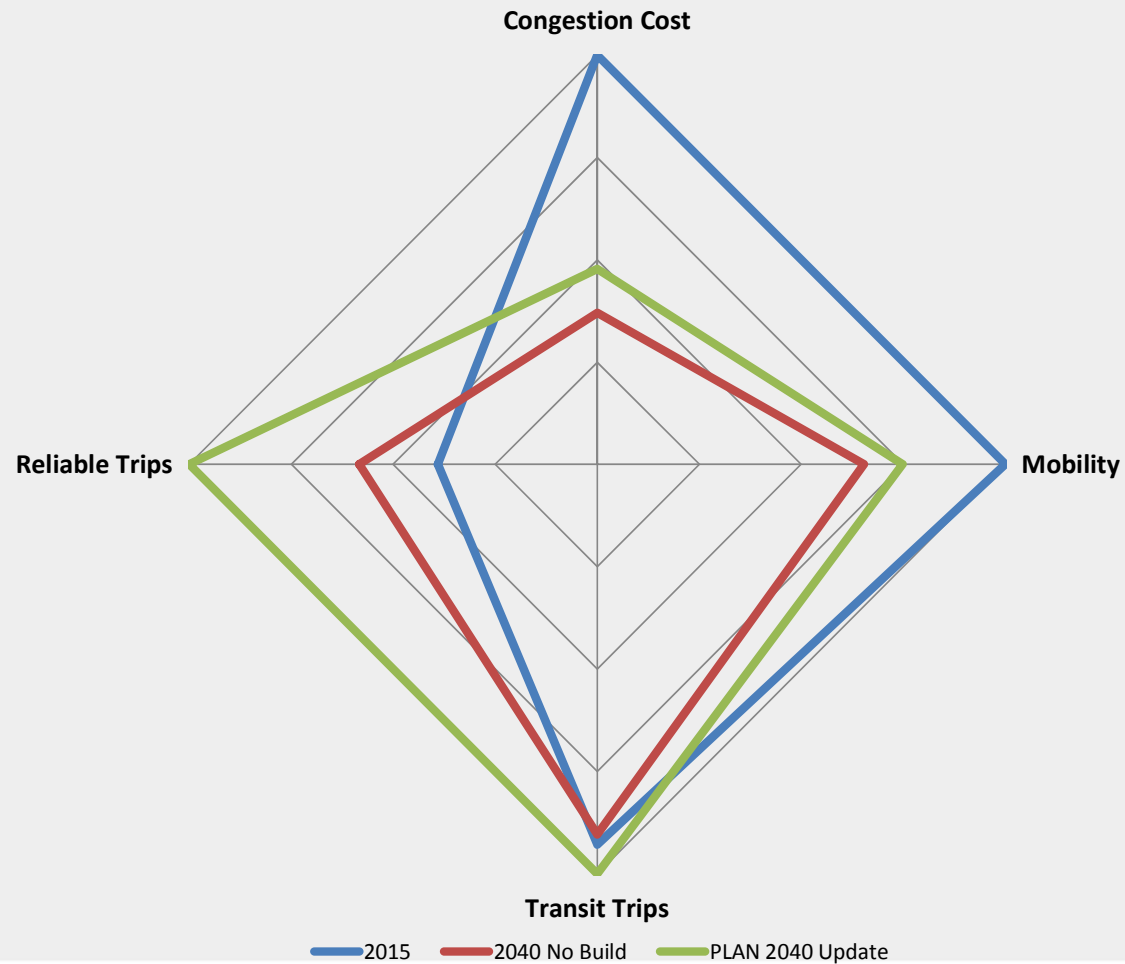
Assessment – Change in Regional Roadway Supply (Lane-Miles)



Assessment – Forecasted Change in Regional Performance



Assessment – Scenario Comparison



Preliminary Analysis of Congestion, Crashes, and Activity Center Access for Current PLAN 2040 Roadway Projects (New Alignments, New Interchanges, Bridges, Bike/Ped and Locally Funded Projects Not Included) - Sorted on ARC ID

| ARCID | GDOT PI | PROJECT DESCRIPTION | EXTENT | PROJECT TYPE | LOCATION | SPONSOR | STATUS | Exist_Lanes | Prop_Lanes | Congestion Index (for Most Congested Peak Hour in 2010) LOS "D" or higher in Green | Injury/Fatality Crash Rate (Per 100 Million Vehicle Miles Traveled in 2009) Above Reg Avg in Green | Activity Center Access (Percent of PM Peak Period SOV Traffic on the Facility That Is Originating or Destined for Regional Centers in 2010) 40% + in Green | Average Volumes (per day) 10,000 + in Green | Freight Network? (Y/N) Y in Green | Thoroughfare Network(RTN)? (Y/N) Y in Green |
|-----------|---------|---|---|------------------------------------|----------------------|-----------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| AR-957 | 0000784 | I-285 INTERCHANGE RECONSTRUCTION AND HOV SYSTEM | AT SR 400 | Roadway / Managed Lanes | Regional - Northeast | GDOT | Programmed | N/A | N/A | 1.66 | 58 | 45 | 50,000 | N | N |
| AR-ML-100 | N/A | I-75/85 MANAGED LANES | FROM BROOKWOOD INTERCHANGE TO AIRPORT SPLIT NEAR LANGFORD PARKWAY | Roadway / Managed Lanes | Regional - Central | GDOT | Programmed | 2 | 4 | 1.72 | 60 | 31 | 73,600 | N | N |
| AR-ML-200 | 1758 | I-285 NORTH MANAGED LANES AND CD IMPROVEMENTS | FROM I-75 NORTH TO I-85 NORTH | Roadway / Managed Lanes | Regional - Perimeter | GDOT | Long Range | 0 | 4 | 1.58 | 15 | 43 | 103,000 | N | N |
| AR-ML-300 | 1757 | SR 400 MANAGED LANES | FROM I-285 NORTH TO MCFARLAND ROAD | Roadway / Managed Lanes | Regional - North | GDOT | Long Range | 0 | 2/4 | 1.39 | 22 | 45 | 72,600 | N | N |
| AR-ML-400 | N/A | I-85 NORTH MANAGED LANES | FROM BROOKWOOD INTERCHANGE TO I-285 NORTH | Roadway / Managed Lanes | Regional - Central | GDOT | Programmed | 2 | 2 | 1.28 | 34 | 27 | 49,100 | N | N |
| AR-ML-410 | 110600 | I-85 NORTH MANAGED LANES | FROM OLD PEACHTREE ROAD TO SR 211 | Roadway / Managed Lanes | Regional - Northeast | GDOT | Long Range | 0 | 2 | 1.12 | 14 | 21 | 41,400 | N | N |
| AR-ML-500 | N/A | I-20 EAST MANAGED LANES | FROM I-75/85 TO I-285 EAST | Roadway / Managed Lanes | Regional - Central | GDOT | Programmed | 2 | 2 | 1.13 | 43 | 20 | 38,800 | N | N |
| AR-ML-600 | N/A | I-75 SOUTH MANAGED LANES | FROM SR 166 (LANGFORD PARKWAY) TO C.W. GRANT PARKWAY | Roadway / Managed Lanes | Regional - Central | GDOT | Programmed | 2 | 2 | 1.01 | 24 | 24 | 42,000 | N | N |
| AR-ML-610 | 1759 | I-75 SOUTH MANAGED LANES | FROM C.W. GRANT PARKWAY TO SR 138 | Roadway / Managed Lanes | Regional - Southeast | GDOT | Long Range | 0 | 2 | 1.11 | 24 | 41 | 64,500 | N | N |
| AR-ML-630 | 9157 | I-75 SOUTH MANAGED LANES (INCLUDES ITS AND FLYOVER RAMPS AT I-675) | FROM SR 138 TO EAGLES LANDING PARKWAY | Roadway / Managed Lanes | Regional - Southeast | GDOT | Programmed | 0 | 2 | 1.57 | 6 | 28 | 61,000 | N | N |
| AR-ML-640 | 9156 | I-75 SOUTH MANAGED LANES (INCLUDES ITS AND MANAGED LANE INTERCHANGE AT MT. CARMEL ROAD) | FROM EAGLES LANDING PARKWAY TO SR 155 | Roadway / Managed Lanes | Regional - Southeast | GDOT | Programmed | 0 | 2 | 1.24 | 15 | 19 | 51,900 | N | N |
| AR-ML-900 | N/A | I-75 NORTH MANAGED LANES | FROM BROOKWOOD INTERCHANGE TO I-285 NORTH | Roadway / Managed Lanes | Regional - Central | GDOT | Programmed | 2 | 2 | 1.12 | 42 | 22 | 45,300 | N | N |
| AR-ML-930 | 8256 | NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES | AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575 | Roadway / Managed Lanes | Regional - Northwest | GDOT | Programmed | 0 | 1/2 | 1.49 | 22 | 31 | 67,400 | N | N |
| AT-001 | -750780 | US 78/278 (D.L. HOLLOWELL PARKWAY) | FROM HARWELL ROAD TO SR 280 (H.E. HOLMES DRIVE) | Roadway / General Purpose Capacity | City of Atlanta | GDOT | Long Range | 2 | 4 | 1.38 | 188 | 56 | 10,100 | Y | Y |
| AT-076B | 721750 | US 41 (NORTHSIDE DRIVE) | FROM US 78 / 278 (NORTH AVENUE) TO MARIETTA STREET | Roadway / Operations & Safety | City of Atlanta | GDOT | Programmed | N/A | N/A | 1.36 | 79 | 48 | 15,600 | Y | Y |
| AT-241 | 10323 | SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT | AT US 23 (MORELAND AVENUE) | Roadway / Operations & Safety | City of Atlanta | City of Atlanta | Programmed | N/A | N/A | 1.67 | 38 | 34 | 11,200 | Y | Y |
| AT-244 | 379 | I-285 WEST AT I-20 WEST INTERCHANGE RECONSTRUCTION | | Roadway / Interchange Capacity | Regional | GDOT | Programmed | N/A | N/A | 1.18 | 29 | 47 | 52,500 | N | N |
| AT-246 | N/A | SR 237 (PIEDMONT ROAD) WIDENING | FROM LENOX ROAD TO SR 141 (PEACHTREE ROAD) | Roadway / General Purpose Capacity | City of Atlanta | TBD | Long Range | 4 | 6 | 1.85 | 78 | 71 | 19,000 | N | Y |
| AT-247 | N/A | I-75/85 INTERCHANGE MODIFICATIONS | AT SPRING STREET / IVAN ALLEN PLAZA | Roadway / Interchange Upgrade | Regional - Central | TBD | Long Range | N/A | N/A | 2.12 | 134 | 41 | 51,200 | N | N |
| AT-248 | N/A | I-85 NORTH INTERCHANGE MODIFICATION | AT LINDBERGH DRIVE | Roadway / Interchange Upgrade | Regional - Central | TBD | Long Range | N/A | N/A | 1.37 | 175 | 27 | 29,400 | N | N |
| AT-250 | N/A | US 41 (NORTHSIDE DRIVE) WIDENING | FROM IVAN ALLEN BOULEVARD / JOSEPH E. BOONE BOULEVARD TO I-75 NORTH | Roadway / General Purpose Capacity | City of Atlanta | TBD | Long Range | 4 | 6 | 1.43 | 117 | 43 | 16,700 | Y | Y |
| AT-265 | 9410 | SR 3/US 41: PHASE II | FROM MOUNT PARAN ROAD TO NORTHGATE DRIVE | Roadway / General Purpose Capacity | City of Atlanta | GDOT | Long Range | 4 | 6 | 1.30 | 76 | 80 | 9,700 | N | Y |

Preliminary Analysis of Congestion, Crashes, and Activity Center Access for Current PLAN 2040 Roadway Projects (New Alignments, New Interchanges, Bridges, Bike/Ped and Locally Funded Projects Not Included) - Sorted on ARC ID

| ARCID | GDOT PI | PROJECT DESCRIPTION | EXTENT | PROJECT TYPE | LOCATION | SPONSOR | STATUS | Exist_Lanes | Prop_Lanes | Congestion Index (for Most Congested Peak Hour in 2010) LOS "D" or higher in Green | Injury/Fatality Crash Rate (Per 100 Million Vehicle Miles Traveled in 2009) Above Reg Avg in Green | Activity Center Access (Percent of PM Peak Period SOV Traffic on the Facility That Is Originating or Destined for Regional Centers in 2010) 40% + in Green | Average Volumes (per day) 10,000 + in Green | Freight Network? (Y/N) Y in Green | Thoroughfare Network(RTN)? (Y/N) Y in Green |
|-----------|---------|---|--|------------------------------------|----------------------|-----------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| AT-280 | 12596 | US 23 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS | AT ARKWRIGHT PLACE | Roadway / Operations & Safety | City of Atlanta | City of Atlanta | Programmed | N/A | N/A | 1.74 | 0 | 20 | 9,600 | N | Y |
| AT-AR-214 | -713690 | I-285 WEST COLLECTOR/DISTRIBUTOR LANES | FROM I-20 WEST TO SR 70 (BOLTON ROAD) | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Programmed | 0 | 4 | 1.31 | 7 | 48 | 78,100 | N | N |
| BA-001 | 9405 | ED HOGAN ROAD INTERSECTION IMPROVEMENT | AT SR 8 AND BANKHEAD HIGHWAY | Roadway / Operations & Safety | Barrow County | Barrow County | Programmed | N/A | N/A | 1.14 | 969 | 6 | 2,600 | N | N |
| BA-010 | -122870 | SR 316 INTERCHANGE | AT SR 211 (BETHLEHEM ROAD) | Roadway / Interchange Capacity | Regional - Northeast | GDOT | Long Range | N/A | N/A | 1.50 | 26 | 8 | 11,500 | Y | Y |
| BA-026 | 8429 | SR 316 INTERCHANGE | AT SR 81 | Roadway / Interchange Capacity | Regional - Northeast | GDOT | Programmed | 0 | N/A | 1.46 | 104 | 10 | 14,900 | Y | Y |
| BA-027 | 8430 | SR 316 INTERCHANGE | AT SR 11 | Roadway / Interchange Capacity | Regional - Northeast | GDOT | Programmed | 0 | N/A | 1.43 | 70 | 9 | 14,900 | Y | Y |
| BA-028 | 8431 | SR 316 INTERCHANGE | AT SR 53 | Roadway / Interchange Capacity | Regional - Northeast | GDOT | Programmed | 0 | N/A | 1.55 | 22 | 8 | 13,000 | Y | Y |
| BT-193 | 12599 | GLADE ROAD SAFETY IMPROVEMENTS | FROM WILDFLOWER TRAIL TO CAMP DRIVE | Roadway / Operations & Safety | Bartow County | Bartow County | Programmed | N/A | N/A | 1.05 | 0 | 12 | 1,600 | N | N |
| CH-010A2 | -630977 | BELLS FERRY ROAD: SEGMENT 1 | FROM SOUTHFORK WAY TO VICTORIA ROAD | Roadway / General Purpose Capacity | Cherokee County | Cherokee County | Programmed | 2 | 4 | 1.26 | 99 | 9 | 7,500 | N | N |
| CH-020A2 | 7836 | METRO ARTERIAL CONNECTOR - SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING | FROM SR 108 (FINCHER ROAD) TO I-575 | Roadway / General Purpose Capacity | Regional - Northwest | GDOT | Programmed | 2 | 4 | 1.13 | 68 | 3 | 8,700 | Y | Y |
| CH-020A3 | 9164 | METRO ARTERIAL CONNECTOR - SR 20 (CUMMING HIGHWAY) | FROM I-575 TO SCOTT ROAD | Roadway / General Purpose Capacity | Regional - North | GDOT | Programmed | 2 | 4 | 1.66 | 78 | 9 | 7,700 | Y | Y |
| CH-020B | 3681 | METRO ARTERIAL CONNECTOR - SR 20 (CUMMING HIGHWAY) WIDENING | FROM SCOTT ROAD TO SR 369 (HIGHTOWER ROAD) | Roadway / General Purpose Capacity | Regional - North | GDOT | Programmed | 2 | 4 | 1.15 | 29 | 6 | 8,800 | Y | Y |
| CH-140D2 | 6040 | SR 140 (HICKORY FLAT ROAD): SEGMENT 4 | FROM I-575 TO EAST CHEROKEE DRIVE | Roadway / General Purpose Capacity | Cherokee County | GDOT | Programmed | 2 | 4 | 1.12 | 32 | 9 | 8,600 | N | Y |
| CH-140E3 | -621240 | SR 140 (HICKORY FLAT ROAD): SEGMENT 5 | FROM EAST CHEROKEE DRIVE TO MOUNTAIN ROAD | Roadway / General Purpose Capacity | Cherokee County | GDOT | Programmed | 2 | 4 | 1.20 | 25 | 9 | 7,500 | N | Y |
| CL-012 | -720815 | US 23 (MORELAND AVENUE) | FROM LAKE HARBIN ROAD TO ANVIL BLOCK ROAD | Roadway / General Purpose Capacity | Clayton County | GDOT | Long Range | 2 | 4 | 1.32 | 83 | 49 | 6,600 | Y | Y |
| CL-014 | 721550 | SR 85 | FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY | Roadway / General Purpose Capacity | Clayton County | GDOT | Long Range | 4 | 6 | 1.25 | 100 | 29 | 24,900 | N | Y |
| CL-015 | -721290 | SR 85 | FROM SR 279 (OLD NATIONAL HIGHWAY) IN FAYETTE COUNTY TO ROBERTS DRIVE IN CITY OF RIVERDALE | Roadway / General Purpose Capacity | Clayton County | GDOT | Programmed | 4 | 6 | 1.29 | 127 | 20 | 21,000 | N | Y |
| CL-017 | -751775 | BATTLE CREEK ROAD | FROM VALLEY HILL ROAD TO SOUTHLAKE PARKWAY | Roadway / General Purpose Capacity | Clayton County | Clayton County | Programmed | 2 | 4 | 1.00 | 94 | 49 | 5,700 | N | Y |
| CL-019 | -751770 | MOUNT ZION BOULEVARD | FROM SOUTHLAKE PARKWAY TO LAKE HARBIN ROAD | Roadway / General Purpose Capacity | Clayton County | Clayton County | Programmed | 2 | 4 | 1.30 | 70 | 65 | 10,400 | N | Y |
| CL-020A | -751810 | FLINT RIVER ROAD UPGRADE | FROM GLENWOODS DRIVE TO KENDRICK ROAD | Roadway / Operations & Safety | Clayton County | GRTA | Programmed | 2 | 2 | 1.56 | 178 | 9 | 6,200 | N | N |
| CL-041 | -721440 | SR 54 (FAYETTEVILLE ROAD / JONESBORO ROAD) | FROM MCDONOUGH ROAD IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY | Roadway / General Purpose Capacity | Clayton County | GDOT | Long Range | 2 | 4 | 1.21 | 82 | 21 | 11,100 | Y | Y |

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|-----------|---------|--|--|------------------------------------|----------------------|------------------------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| CL-064 | -322050 | US 23 | FROM SR 138 (NORTH HENRY BOULEVARD / STOCKBRIDGE ROAD) TO I-675 IN CLAYTON COUNTY | Roadway / General Purpose Capacity | Clayton County | GDOT | Programmed | 2 | 4 | 1.27 | 134 | 17 | 5,600 | N | Y |
| CL-101 | -742870 | METRO ARTERIAL CONNECTOR - SR 920 (MCDONOUGH ROAD) | FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY | Roadway / General Purpose Capacity | Regional - South | GDOT | Programmed | 2 | 4 | 1.12 | 65 | 3 | 6,500 | N | Y |
| CL-230A | -771210 | ANVIL BLOCK ROAD | FROM GRANT ROAD TO BOULDERCREST ROAD | Roadway / General Purpose Capacity | Clayton County | GRTA | Programmed | 2 | 4 | 1.77 | 204 | 15 | 5,500 | N | N |
| CL-230B | 4638 | ANVIL BLOCK ROAD | FROM BOULDERCREST ROAD TO ALLEN DRIVE | Roadway / Operations & Safety | Clayton County | GRTA | Programmed | 2 | 2 | 1.05 | 80 | 13 | 3,200 | N | N |
| CL-238 | 6860 | GODBY ROAD | FROM SOUTHAMPTON ROAD TO SR 314 (WEST FAYETTEVILLE ROAD) | Roadway / General Purpose Capacity | Clayton County | Clayton County | Programmed | 2 | 4 | 1.45 | 0 | 29 | 2,800 | N | Y |
| CL-260 | 1817 | C.W. GRANT PARKWAY GRADE SEPARATION | AT NORFOLK SOUTHERN RAIL LINE - INCLUDES REALIGNMENT OF CONLEY ROAD AND US 19/41 IN VICINITY | Roadway / Interchange Capacity | Clayton County | GDOT | Programmed | N/A | N/A | 1.28 | 24 | 57 | 9,100 | Y | Y |
| CL-AR-179 | -713210 | I-285 EASTBOUND TO I-75 SOUTHBOUND RAMP IMPROVEMENTS | | Roadway / Interchange Upgrade | Regional | GDOT | Programmed | N/A | N/A | 1.18 | 0 | 47 | 28,000 | N | Y |
| CL-AR-247 | -722030 | US 19/41 (TARA BOULEVARD) | FROM FLINT RIVER ROAD TO TARA ROAD | Roadway / General Purpose Capacity | Clayton County | GDOT | Programmed | 4 | 6 | 1.26 | 78 | 32 | 22,700 | Y | Y |
| CO-041 | 10510 | US 41 (COBB PARKWAY) | FROM WINDY RIDGE PARKWAY TO SR 120 LOOP (NORTH MARIETTA PARKWAY) | Roadway / General Purpose Capacity | Cobb County | TBD | Programmed | 4 | 6 | 1.52 | 198 | 35 | 14,400 | N | Y |
| CO-206D | N/A | STILESBORO ROAD | FROM ROSEHEDGE WAY TO KENNESAW DUE WEST ROAD | Roadway / General Purpose Capacity | Cobb County | Cobb County | Long Range | 2 | 4 | 1.22 | 51 | 16 | 7,200 | N | N |
| CO-301 | 6862 | SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD) | FROM SR 3/US 41 (NORTH COBB PARKWAY) TO GLADE ROAD | Roadway / General Purpose Capacity | Cobb County | GDOT | Programmed | 2 | 4 | 1.24 | 58 | 4 | 9,000 | Y | Y |
| CO-329 | 6866 | METRO ARTERIAL CONNECTOR - SR 92 (DALLAS ACWORTH HIGHWAY) | FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY) | Roadway / General Purpose Capacity | Regional - Northwest | GDOT | Programmed | 2 | 4 | 1.21 | 29 | 2 | 7,700 | Y | Y |
| CO-338A | 7872 | SR 176 (LOST MOUNTAIN ROAD) | FROM SR 120 (DALLAS HIGHWAY) TO SR 360 (MACLAND ROAD) | Roadway / General Purpose Capacity | Cobb County | GDOT | Long Range | 2 | 4 | 1.21 | 86 | 18 | 10,100 | Y | Y |
| CO-367 | 6049 | SR 360 (MACLAND ROAD) | FROM SR 120 (MARIETTA HIGHWAY) IN PAULDING COUNTY TO SR 176 (NEW MACLAND ROAD / LOST MOUNTAIN ROAD) IN COBB COUNTY | Roadway / General Purpose Capacity | Cobb County | GDOT | Programmed | 2 | 4 | 1.26 | 45 | 14 | 10,500 | Y | Y |
| CO-426 | N/A | SR 120 (ROSWELL ROAD) WIDENING | FROM JOHNSON FERRY ROAD TO BRIDGEGATE DRIVE | Roadway / General Purpose Capacity | Cobb County | TBD | Long Range | 4 | 6 | 1.28 | 56 | 17 | 24,800 | Y | Y |
| CO-436 | N/A | I-285 WEST COLLECTOR/DISTRIBUTOR LANES | FROM I-75 NORTH TO PACES FERRY ROAD | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Long Range | 0 | 2 | 1.24 | 43 | 44 | 72,200 | N | N |
| CO-440 | 0012604 | RAILROAD CROSSING SAFETY IMPROVEMENTS AT FIVE LOCATIONS IN THE CITY OF ACWORTH | | Roadway / Operations & Safety | Cobb County | City of Acworth, Cobb County | Programmed | N/A | N/A | 1.21 | 30 | 3 | 3,100 | N | N |
| CO-442 | 0012606 | SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS | AT SR 120 (SOUTH MARIETTA PARKWAY) | Roadway / Operations & Safety | Cobb County | City of Marietta | Programmed | N/A | N/A | 1.32 | 129 | 17 | 22,000 | Y | Y |
| CO-443 | 0012607 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | AT SR 120 (NORTH MARIETTA PARKWAY) | Roadway / Operations & Safety | Cobb County | City of Marietta | Programmed | N/A | N/A | 1.57 | 80 | 22 | 19,000 | Y | Y |

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|-----------|---------|--|--|------------------------------------|----------------------|------------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| CO-444 | 0012608 | US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS | AT SR 120 (ROSWELL STREET) | Roadway / Operations & Safety | Cobb County | City of Marietta | Programmed | N/A | N/A | 1.56 | 63 | 13 | 12,700 | N | Y |
| CO-AR-070 | -752300 | I-285 WEST | AT ATLANTA ROAD | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Programmed | 2/4 | N/A | 1.21 | 83 | 42 | 29,900 | N | N |
| CO-AR-238 | 713600 | I-75 NORTH | FROM I-285 NORTH TO DELK ROAD | Roadway / Interchange Capacity | Regional - Northwest | GDOT | Long Range | 2/4 | N/A | 1.66 | 34 | 41 | 117,800 | N | N |
| CO-AR-304 | 6048 | I-285 WEST | AT SR 280 (SOUTH COBB DRIVE) | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Programmed | 2/4 | N/A | 1.37 | 100 | 38 | 31,200 | Y | Y |
| CW-007 | 7694 | NEWNAN BYPASS EXTENSION | FROM TURKEY CREEK ROAD TO SR 16 BETWEEN US 29 AND I-85 SOUTH | Roadway / General Purpose Capacity | Coweta County | Coweta County | Programmed | 2 | 4 | 1.25 | 0 | 7 | 1,300 | N | N |
| CW-011 | 332180 | SR 16 | AT SR 54 | Roadway / Operations & Safety | Coweta County | GDOT | Programmed | N/A | N/A | 1.73 | 24 | 1 | 3,400 | Y | Y |
| CW-033C | 6293 | SR 16 INTERSECTION IMPROVEMENT | AT PINE ROAD | Roadway / Operations & Safety | Coweta County | Coweta County | Programmed | N/A | N/A | 1.13 | 141 | 7 | 4,200 | Y | Y |
| CW-034 | 6877 | SR 16 | FROM I-85 SOUTH TO US 29 SOUTH | Roadway / General Purpose Capacity | Coweta County | Coweta County | Programmed | 2 | 4 | 1.20 | 197 | 7 | 1,300 | N | N |
| CW-063 | N/A | SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING | FROM SR 34 TO US 29 | Roadway / General Purpose Capacity | Coweta County | TBD | Long Range | 2 | 4 | 1.50 | 74 | 18 | 6,200 | Y | Y |
| CW-075 | 0012610 | SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT | AT PLYANT STREET AND DEAD OAK CREEK BRIDGE ON PLYANT STREET | Roadway / Operations & Safety | Coweta County | City of Senoia | Programmed | N/A | N/A | 1.37 | 29 | 2 | 3,000 | Y | Y |
| DK-030A | -721350 | US 278 (COVINGTON HIGHWAY) | FROM EVANS MILL ROAD TO SR 124 (TURNER HILL ROAD) | Roadway / General Purpose Capacity | DeKalb County | GDOT | Programmed | 2 | 4 | 1.32 | 184 | 7 | 3,200 | N | Y |
| DK-030B | 5955 | OLD COVINGTON HIGHWAY | FROM SR 124 (TURNER HILL ROAD) IN DEKALB COUNTY TO LAKE CAPRI ROAD IN ROCKDALE COUNTY | Roadway / General Purpose Capacity | DeKalb County | GDOT | Programmed | 2 | 4 | 1.21 | 24 | 9 | 4,000 | N | Y |
| DK-065A | 6880 | PANOLA ROAD: SEGMENT 1 | FROM SR 155 (SNAPPFINGER ROAD) TO SR 212 (BROWNS MILL ROAD) | Roadway / Operations & Safety | DeKalb County | DeKalb County | Long Range | 2 | 2 | 1.00 | 0 | 11 | 4,300 | N | Y |
| DK-065B | 6879 | PANOLA ROAD: SEGMENT 2 | FROM SR 212 (BROWNS MILL ROAD) TO THOMPSON MILL ROAD | Roadway / General Purpose Capacity | DeKalb County | DeKalb County | Programmed | 2 | 4 | 1.17 | 93 | 11 | 8,700 | N | Y |
| DK-065C | 5905 | PANOLA ROAD: SEGMENT 3 | FROM THOMPSON MILL ROAD TO FAIRINGTON ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | DeKalb County | DeKalb County | Programmed | 4 | 6 | 1.41 | 80 | 11 | 12,600 | N | Y |
| DK-065E | 6890 | PANOLA ROAD: SEGMENT 5 | FROM SNAPPFINGER WOODS DRIVE TO SR 12 (COVINGTON HIGHWAY) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | DeKalb County | DeKalb County | Programmed | 4 | 6 | 1.50 | 55 | 16 | 16,700 | N | Y |
| DK-162 | 6882 | BOULDERCREST ROAD | FROM LINECREST ROAD TO I-285 | Roadway / General Purpose Capacity | DeKalb County | DeKalb County | Long Range | 2 | 4 | 1.24 | 93 | 22 | 4,400 | N | N |
| DK-274 | -753290 | SR 236 (LAVISTA ROAD) | AT SR 42 (BRIARCLIFF ROAD) | Roadway / Operations & Safety | DeKalb County | GDOT | Programmed | N/A | N/A | 1.74 | 0 | 63 | 9,000 | N | Y |
| DK-330 | 6891 | TURNER HILL ROAD | FROM MALL PARKWAY TO 1500 FEET WEST OF MCDANIEL MILL ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | DeKalb County | DeKalb County | Programmed | 2 | 4 | 1.21 | 115 | 10 | 2,000 | N | Y |
| DK-340 | 6896 | WESLEY CHAPEL ROAD | FROM BORING ROAD TO SR 155 (FLAT SHOALS PARKWAY) | Roadway / General Purpose Capacity | DeKalb County | DeKalb County | Long Range | 2 | 4 | 1.53 | 40 | 12 | 8,500 | Y | Y |

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|-----------|---------|---|---|------------------------------------|----------------------|----------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| DK-341A | 6897 | FLAKES MILL ROAD | FROM RIVER ROAD TO SR 155 (FLAT SHOALS PARKWAY) | Roadway / General Purpose Capacity | DeKalb County | DeKalb County | Long Range | 2 | 4 | 1.33 | 120 | 14 | 7,300 | N | N |
| DK-344A | 2669 | UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY | | Roadway / Operations & Safety | DeKalb County | GDOT | Programmed | N/A | N/A | 1.54 | 71 | 26 | 7,300 | Y | Y |
| DK-344C | 6999 | UPGRADES TO APPROXIMATELY 31 SIGNALS IN DEKALB COUNTY | | Roadway / Operations & Safety | DeKalb County | GDOT | Programmed | N/A | N/A | 1.50 | 27 | 56 | 12,700 | Y | Y |
| DK-375 | 7015 | PANTHERSVILLE ROAD INTERSECTION MODIFICATIONS | AT CLIFTON SPRINGS ROAD | Roadway / Operations & Safety | DeKalb County | GDOT | Programmed | N/A | N/A | 1.42 | 88 | 9 | 4,800 | N | N |
| DK-400 | N/A | I-285 NORTH | AT ASHFORD DUNWOODY ROAD | Roadway / Interchange Upgrade | Regional - Perimeter | GDOT | Long Range | N/A | N/A | 1.46 | 14 | 64 | 77,500 | N | Y |
| DK-401 | N/A | I-285 NORTH COLLECTOR/DISTRIBUTOR LANES | FROM ASHFORD DUNWOODY ROAD TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Long Range | 0 | 2 | 1.34 | 19 | 44 | 117,400 | N | N |
| DK-402 | N/A | I-285 NORTH COLLECTOR/DISTRIBUTOR LANES | FROM US 23 (BUFORD HIGHWAY) TO I-85 NORTH | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Long Range | 0 | 2 | 2.03 | 39 | 38 | 84,300 | N | N |
| 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 | DeKalb County | GDOT | Programmed | N/A | N/A | 1.31 | 49 | 46 | 23,700 | Y | Y |
| DK-AR-206 | -713290 | I-285 SOUTH | AT SR 155 (FLAT SHOALS PARKWAY) | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Programmed | N/A | N/A | 1.12 | 21 | 37 | 65,300 | Y | Y |
| DK-AR-207 | -713300 | I-285 SOUTH | AT BOULDERCREST ROAD | Roadway / Interchange Upgrade | Regional - Perimeter | GDOT | Programmed | N/A | N/A | 1.07 | 8 | 35 | 70,600 | N | N |
| DK-AR-241 | 378 | I-285 EAST | AT I-20 EAST | Roadway / Interchange Capacity | Regional | GDOT | Programmed | N/A | N/A | 1.43 | 30 | 33 | 52,300 | N | N |
| DK-AR-242 | 2868 | I-20 EAST | AT PANOLA ROAD | Roadway / Interchange Capacity | Regional - East | GDOT | Programmed | N/A | N/A | 1.48 | 19 | 29 | 55,800 | N | Y |
| DO-016 | -721320 | US 78 (BANKHEAD HIGHWAY) | FROM SOUTH SWEETWATER ROAD TO SR 6 (THORNTON ROAD) | Roadway / General Purpose Capacity | Douglas County | GDOT | Long Range | 2 | 4 | 1.44 | 84 | 8 | 12,700 | Y | Y |
| DO-019 | -721770 | SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) | FROM SR 92 IN DOUGLAS COUNTY TO SR 70 (FULTON INDUSTRIAL BOULEVARD) IN FULTON COUNTY | Roadway / General Purpose Capacity | Douglas County | GDOT | Programmed | 2 | 4 | 1.19 | 42 | 48 | 9,400 | Y | Y |
| DO-029A | 721590 | US 78 (BANKHEAD HIGHWAY) | FROM REALIGNED SR 92 TO SOUTH SWEETWATER ROAD | Roadway / General Purpose Capacity | Douglas County | GDOT | Long Range | 2 | 4 | 1.19 | 141 | 4 | 7,000 | Y | Y |
| DO-220A | 4428 | LEE ROAD: SEGMENT 2 | FROM SR 92 (FAIRBURN ROAD) TO MONIER AVENUE | Roadway / General Purpose Capacity | Douglas County | GRTA | Programmed | 2 | 4 | 1.23 | 111 | 15 | 3,200 | N | N |
| DO-252A | N/A | CHAPEL HILL ROAD | FROM CENTRAL CHURCH ROAD TO STEWARTS MILL ROAD | Roadway / General Purpose Capacity | Douglas County | Douglas County | Long Range | 2 | 4 | 1.27 | 174 | 8 | 4,000 | N | N |
| DO-252B | N/A | CHAPEL HILL ROAD | FROM DORSETT SHOALS ROAD TO CENTRAL CHURCH ROAD | Roadway / General Purpose Capacity | Douglas County | Douglas County | Long Range | 2 | 4 | 1.49 | 291 | 14 | 4,700 | N | N |
| 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 / General Purpose Capacity | Douglas County | Douglas County | Programmed | N/A | N/A | 1.41 | 155 | 9 | 12,100 | N | Y |
| DO-295 | 12620 | SR 6 (THORNTON ROAD) CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | FROM I-20 IN DOUGLAS COUNTY TO GARRETT ROAD IN COBB COUNTY | Roadway / General Purpose Capacity | Douglas County | Douglas County | Programmed | N/A | N/A | 1.26 | 142 | 37 | 19,600 | Y | Y |
| DO-296 | 12621 | MAXHAM ROAD CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | FROM SR 6 (THORNTON ROAD) TO TREE TERRACE PARKWAY | Roadway / General Purpose Capacity | Douglas County | Douglas County | Programmed | N/A | N/A | 1.84 | 152 | 9 | 15,600 | N | Y |
| DO-297 | 12622 | ITS SYSTEM EXPANSION - CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | AT SR 92 (FAIRBURN ROAD), US 78 (BANKHEAD STREET / BROAD STREET) AND CHAPEL HILL ROAD | Roadway / General Purpose Capacity | Douglas County | Douglas County | Programmed | N/A | N/A | 1.21 | 138 | 20 | 10,600 | Y | Y |

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|---------|---------|---|---|------------------------------------|-----------------------|-----------------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| FA-085 | -321960 | SR 85 | FROM SR 92 TO GRADY AVENUE | Roadway / General Purpose Capacity | Fayette County | GDOT | Programmed | 2 | 4 | 1.46 | 96 | 15 | 8,400 | Y | Y |
| FA-351 | 12623 | ROADWAY RESURFACING ON SR 85 CONNECTOR, BROOKS WOOLSEY ROAD AND EBENEZER ROAD | | | | | | | | 1.02 | 24 | 8 | 1,600 | N | N |
| FN-067A | -721780 | SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) | FROM ACADEMY STREET TO WINDWARD PARKWAY | Roadway / General Purpose Capacity | Fulton County (North) | GDOT | Programmed | 2 | 4 | 1.40 | 174 | 24 | 5,300 | Y | Y |
| FN-067B | -721790 | SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS | FROM UPPER HEMBREE ROAD TO ACADEMY STREET | Roadway / Operations & Safety | Fulton County (North) | GDOT | Programmed | 4 | 4 | 1.45 | 156 | 22 | 15,200 | Y | Y |
| FN-126A | -721300 | SR 140 (ARNOLD MILL ROAD) | FROM RUCKER ROAD TO RANCHETTE ROAD | Roadway / General Purpose Capacity | Fulton County (North) | GDOT | Long Range | 2 | 4 | 2.13 | 56 | 17 | 12,900 | N | Y |
| FN-126B | N/A | SR 140 (HOUZE ROAD) OPERATIONAL IMPROVEMENTS | FROM MANSELL ROAD TO RUCKER ROAD | Roadway / Operations & Safety | Fulton County (North) | GDOT | Long Range | 2 | 2 | 1.24 | 55 | 23 | 9,800 | N | Y |
| FN-126C | N/A | RUCKER ROAD OPERATIONAL IMPROVEMENTS | FROM HARDCRABBLE ROAD TO WILLS ROAD | Roadway / Operations & Safety | Fulton County (North) | GDOT | Long Range | 2 | 2 | 1.30 | 68 | 26 | 8,000 | N | N |
| FN-221 | -751420 | JOHNSON FERRY ROAD CAPACITY AND OPERATIONAL IMPROVEMENTS | FROM FERRY DRIVE TO MOUNT VERNON HIGHWAY | Roadway / General Purpose Capacity | Fulton County (North) | City of Sandy Springs | Programmed | 2/4 | 2 | 1.77 | 58 | 35 | 8,200 | N | Y |
| FN-222 | 7838 | SR 9 (CUMMING HIGHWAY) | FROM WINDWARD PARKWAY TO MCFARLAND ROAD | Roadway / General Purpose Capacity | Fulton County (North) | GDOT | Long Range | 2 | 4 | 1.41 | 89 | 7 | 4,400 | Y | Y |
| FN-225 | 7839 | STATE BRIDGE ROAD / PLEASANT HILL ROAD | FROM SR 141 (MEDLOCK BRIDGE ROAD) TO CHATTAHOOCHEE RIVER | Roadway / General Purpose Capacity | Fulton County (North) | TBD | Long Range | 4 | 6 | 1.70 | 0 | 24 | 32,500 | N | Y |
| FN-232A | -721305 | SR 140 (ARNOLD MILL ROAD) | FROM MOUNTAIN ROAD IN CHEROKEE COUNTY TO RANCHETTE ROAD IN FULTON COUNTY | Roadway / General Purpose Capacity | Fulton County (North) | GDOT | Programmed | 2 | 4 | 1.58 | 55 | 14 | 9,500 | N | Y |
| FN-233A | 4634 | McGINNIS FERRY ROAD: SEGMENT 1 | FROM UNION HILL ROAD TO SARGENT ROAD | Roadway / General Purpose Capacity | Fulton County (North) | GDOT | Long Range | 2 | 4 | 1.57 | 60 | 9 | 5,400 | N | Y |
| FN-238 | 7311 | BELL ROAD | AT BOLES ROAD | Roadway / Operations & Safety | Fulton County (North) | City of Johns Creek | Programmed | N/A | N/A | 1.28 | 22 | 18 | 4,400 | N | N |
| FN-263 | N/A | SR 120 (KIMBALL BRIDGE ROAD) WIDENING | FROM OLD MILTON PARKWAY TO JONES BRIDGE ROAD | Roadway / General Purpose Capacity | Fulton County (North) | TBD | Long Range | 2 | 4 | 1.93 | 63 | 31 | 13,900 | Y | Y |
| FN-264 | -721000 | SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING | FROM PARSONS ROAD (SOUTHERN INTERSECTION) TO PEACHTREE INDUSTRIAL BOULEVARD | Roadway / General Purpose Capacity | Fulton County (North) | TBD | Programmed | 2 | 4 | 2.45 | 157 | 18 | 14,400 | Y | Y |
| FN-267 | 9981 | HAMMOND DRIVE WIDENING | FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE | Roadway / General Purpose Capacity | Fulton County (North) | City of Sandy Springs | Long Range | 2 | 4 | 2.11 | 196 | 85 | 2,300 | N | N |
| FN-269 | N/A | SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING | FROM MARIETTA HIGHWAY TO RIVERSIDE DRIVE | Roadway / General Purpose Capacity | Fulton County (North) | TBD | Long Range | 2 | 4 | 1.50 | 76 | 16 | 20,000 | Y | Y |
| FN-270 | N/A | JONES BRIDGE ROAD WIDENING | FROM TAYLOR ROAD TO DOUGLAS ROAD | Roadway / General Purpose Capacity | Fulton County (North) | TBD | Long Range | 2 | 4 | 1.43 | 101 | 7 | 7,100 | N | N |
| FN-273 | 751650 | OLD ALABAMA ROAD WIDENING | FROM NESBIT FERRY ROAD TO JONES BRIDGE ROAD AND OPERATIONAL IMPROVEMENTS BETWEEN JONES BRIDGE ROAD AND BUICE ROAD | Roadway / General Purpose Capacity | Fulton County (North) | City of Johns Creek | Long Range | 2 | 4 | 1.47 | 83 | 20 | 14,200 | N | Y |
| FN-277 | 752660 | OLD ALABAMA ROAD WIDENING | FROM BUICE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD) | Roadway / General Purpose Capacity | Fulton County (North) | City of Johns Creek | Programmed | 2 | 4 | 1.92 | 0 | 39 | 16,100 | N | Y |

Preliminary Analysis of Congestion, Crashes, and Activity Center Access for Current PLAN 2040 Roadway Projects (New Alignments, New Interchanges, Bridges, Bike/Ped and Locally Funded Projects Not Included) - Sorted on ARC ID

| ARCID | GDOT PI | PROJECT DESCRIPTION | EXTENT | PROJECT TYPE | LOCATION | SPONSOR | STATUS | Exist_Lanes | Prop_Lanes | Congestion Index (for Most Congested Peak Hour in 2010) LOS "D" or higher in Green | Injury/Fatality Crash Rate (Per 100 Million Vehicle Miles Traveled in 2009) Above Reg Avg in Green | Activity Center Access (Percent of PM Peak Period SOV Traffic on the Facility That Is Originating or Destined for Regional Centers in 2010) 40% + in Green | Average Volumes (per day) 10,000 + in Green | Freight Network? (Y/N) Y in Green | Thoroughfare Network(RTN)? (Y/N) Y in Green |
|------------|---------|--|--|------------------------------------|-----------------------|-----------------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| FN-278 | 10768 | WINDWARD PARKWAY WESTBOUND AUXILIARY LANE | FROM SR 400 TO DEERFIELD PARKWAY | Roadway / General Purpose Capacity | Fulton County (North) | GDOT | Programmed | 0 | 1 | 1.50 | 28 | 19 | 23,300 | N | N |
| FN-282 | 12629 | SR 9 (ROSWELL ROAD) - ITS SYSTEM EXPANSION / CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | FROM ATLANTA CITY LIMITS TO ABERNATHY ROAD | Roadway / Operations & Safety | Fulton County (North) | City of Sandy Springs | Programmed | N/A | N/A | 1.56 | 112 | 38 | 17,300 | Y | Y |
| FN-287 | 12788 | SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY | FROM PARSON ROAD (WEST) TO MEDLOCK BRIDGE ROAD | Roadway / Operations & Safety | Fulton County (North) | City of Johns Creek | Long Range | N/A | N/A | 1.41 | 29 | 19 | 13,500 | Y | Y |
| FN-AR-100A | -721850 | SR 400 | FROM VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD TO NORTH OF SPALDING DRIVE - ADDITION OF 4-LANE COLLECTOR/DISTRIBUTOR SYSTEM | Roadway / General Purpose Capacity | Fulton County (North) | GDOT | Long Range | 0 | 4 | 1.52 | 28 | 52 | 85,700 | N | N |
| FN-AR-185 | -713230 | I-285 NORTH AUXILIARY LANE IN WESTBOUND DIRECTION | FROM US 19 (ROSWELL ROAD) TO RIVERSIDE DRIVE (INCLUDES SIGNALIZATION AND ROUNDABOUTS AT RIVERSIDE DRIVE INTERCHANGE) | Roadway / General Purpose Capacity | Regional - Perimeter | GDOT | Long Range | 4 | 5 | 1.36 | 10 | 45 | 100,700 | N | N |
| FN-AR-203 | 247 | I-285 NORTH | AT SR 9 (ROSWELL ROAD) | Roadway / Interchange Capacity | Regional - Perimeter | GDOT | Long Range | N/A | N/A | 1.64 | 10 | 39 | 79,700 | Y | Y |
| FS-003 | -720960 | SR 70 (FULTON INDUSTRIAL BOULEVARD) | FROM SR 6 (CAMP CREEK PARKWAY) TO I-20 WEST | Roadway / General Purpose Capacity | Fulton County (South) | GDOT | Long Range | 4 | 6 | 1.14 | 63 | 77 | 16,700 | Y | Y |
| FS-017A | -712360 | I-285 SOUTH | AT WASHINGTON ROAD | Roadway / Interchange Upgrade | Regional - Perimeter | GDOT | Long Range | N/A | N/A | 1.03 | 32 | 22 | 37,200 | N | N |
| FS-200A | -751146 | WASHINGTON ROAD: SEGMENT 1 | FROM I-285 TO DESERT DRIVE | Roadway / General Purpose Capacity | Fulton County (South) | City of East Point | Long Range | 2 | 4 | 1.28 | 37 | 7 | 3,100 | N | N |
| FS-200B | N/A | WASHINGTON ROAD: SEGMENT 2 | FROM SR 6 (CAMP CREEK PARKWAY) TO DELOWE DRIVE | Roadway / General Purpose Capacity | Fulton County (South) | City of East Point | Long Range | 2 | 4 | 1.30 | 200 | 14 | 3,800 | N | N |
| FS-200C | N/A | WASHINGTON ROAD: SEGMENT 3 | FROM DELOWE DRIVE TO US 29 (LEGION WAY) | Roadway / General Purpose Capacity | Fulton County (South) | City of East Point | Long Range | 2 | 4 | 1.52 | 215 | 26 | 2,400 | N | N |
| FS-208 | 7533 | BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS | AT STONEWALL TELL ROAD | Roadway / Operations & Safety | Fulton County (South) | Fulton County | Programmed | N/A | N/A | 1.37 | 58 | 32 | 3,100 | N | N |
| FS-217 | 731830 | CAMPBELLTON ROAD INTERSECTION IMPROVEMENT | AT NEW HOPE ROAD / BOAT ROACK ROAD | Roadway / Operations & Safety | Fulton County (South) | Fulton County | Programmed | N/A | N/A | 1.63 | 41 | 54 | 2,900 | Y | Y |
| FS-225 | N/A | SR 70 (FULTON INDUSTRIAL BOULEVARD) WIDENING | FROM SR 166 (CAMPBELLTON ROAD) TO SR 6 (CAMP CREEK PARKWAY) | Roadway / General Purpose Capacity | Fulton County (South) | TBD | Long Range | 4 | 6 | 1.14 | 12 | 60 | 9,100 | Y | Y |
| FS-233 | 12635 | CLEVELAND AVENUE, SYLVAN ROAD, VIRGINIA AVENUE AND NORMAN BERRY DRIVE RESURFACING | | Roadway / Operations & Safety | Fulton County (South) | City of East Point | Programmed | N/A | N/A | 1.34 | 63 | 40 | 4,300 | N | N |
| FS-AR-182 | 7841 | I-85 SOUTH | AT SR 74 (SENOIA ROAD) | Roadway / Interchange Upgrade | Regional - Southwest | GDOT | Programmed | N/A | N/A | 1.10 | 1 | 25 | 44,500 | Y | Y |
| FS-AR-183 | 7842 | I-85 SOUTH | AT SR 138 (JONESBORO ROAD) | Roadway / Interchange Upgrade | Regional - Southwest | GDOT | Programmed | N/A | N/A | 1.07 | 1 | 26 | 50,800 | Y | Y |
| FT-001B | 7844 | SR 9 (ATLANTA HIGHWAY): SEGMENT 2 | FROM MCFARLAND ROAD TO SR 371 (POST ROAD) | Roadway / General Purpose Capacity | Forsyth County | GDOT | Programmed | 2 | 4 | 1.72 | 116 | 10 | 6,600 | Y | Y |

Preliminary Analysis of Congestion, Crashes, and Activity Center Access for Current PLAN 2040 Roadway Projects (New Alignments, New Interchanges, Bridges, Bike/Ped and Locally Funded Projects Not Included) - Sorted on ARC ID

| ARCID | GDOT PI | PROJECT DESCRIPTION | EXTENT | PROJECT TYPE | LOCATION | SPONSOR | STATUS | Exist_Lanes | Prop_Lanes | Congestion Index (for Most Congested Peak Hour in 2010) LOS "D" or higher in Green | Injury/Fatality Crash Rate (Per 100 Million Vehicle Miles Traveled in 2009) Above Reg Avg in Green | Activity Center Access (Percent of PM Peak Period SOV Traffic on the Facility That Is Originating or Destined for Regional Centers in 2010) 40% + in Green | Average Volumes (per day) 10,000 + in Green | Freight Network? (Y/N) Y in Green | Thoroughfare Network(RTN)? (Y/N) Y in Green |
|---------|---------|--|---|------------------------------------|----------------------|-----------------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| FT-001C | 8357 | SR 9 (ATLANTA HIGHWAY): SEGMENT 3 | FROM SR 371 (POST ROAD) TO SR 141 (PEACHTREE PARKWAY) | Roadway / General Purpose Capacity | Forsyth County | GDOT | Programmed | 2 | 4 | 1.21 | 100 | 2 | 5,200 | Y | Y |
| FT-001D | -121690 | SR 9 (ATLANTA HIGHWAY): SEGMENT 4 | FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY) | Roadway / General Purpose Capacity | Forsyth County | GDOT | Programmed | 2 | 4 | 1.28 | 110 | 4 | 3,600 | Y | Y |
| FT-001E | -141890 | SR 9 (ATLANTA ROAD / PILGRIM MILL ROAD): SEGMENT 5 | FROM SR 20 (BUFORD HIGHWAY) TO SR 306 (KEITH BRIDGE ROAD) | Roadway / General Purpose Capacity | Forsyth County | GDOT | Long Range | 2 | 4 | 1.15 | 88 | 1 | 3,300 | Y | Y |
| FT-008B | 9316 | BETHELVIEW ROAD | FROM CASTLEBERRY ROAD TO SR 20 (CANTON HIGHWAY) | Roadway / General Purpose Capacity | Forsyth County | GDOT | Programmed | 2 | 4 | 1.25 | 12 | 14 | 6,700 | N | N |
| FT-061A | 2862 | METRO ARTERIAL CONNECTOR - SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) | FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY | Roadway / General Purpose Capacity | Regional - North | GDOT | Programmed | 2 | 4 | 1.10 | 42 | 4 | 9,100 | Y | Y |
| FT-061D | 2392 | METRO ARTERIAL CONNECTOR - SR 20 (BUFORD HIGHWAY) | FROM SAMPLES ROAD / TRAMMEL ROAD TO JAMES BURGESS ROAD | Roadway / General Purpose Capacity | Regional - North | GDOT | Programmed | 2 | 4 | 2.11 | 56 | 3 | 11,700 | Y | Y |
| FT-086 | 292 | SR 369 | FROM CHEROKEE COUNTY LINE TO HIGHTOWER CIRCLE (WESTERN INTERSECTION) | Roadway / Operations & Safety | Forsyth County | GDOT | Programmed | 2 | 2 | 1.07 | 26 | 4 | 3,300 | Y | Y |
| FT-306B | -122015 | SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 | FROM SR 400 TO SR 369 (BROWNS BRIDGE ROAD) | Roadway / General Purpose Capacity | Forsyth County | GDOT | Long Range | 2 | 4 | 1.42 | 211 | 9 | 5,200 | N | N |
| FT-313 | 3682 | METRO ARTERIAL CONNECTOR - SR 20 | FROM SR 371 (POST ROAD) TO VETERANS MEMORIAL BOULEVARD | Roadway / General Purpose Capacity | Regional - North | GDOT | Long Range | 2 | 4 | 1.27 | 52 | 2 | 9,000 | Y | Y |
| GW-020D | 7850 | METRO ARTERIAL CONNECTOR - SR 20 (BUFORD DRIVE) | FROM I-85 NORTH TO ROCK SPRINGS ROAD | Roadway / General Purpose Capacity | Regional - Northeast | GDOT | Long Range | 4 | 6 | 1.56 | 118 | 4 | 25,400 | Y | Y |
| GW-078C | 6439 | US 78 (MAIN STREET IN CITY OF SNELLVILLE) CONTINUOUS FLOW INTERSECTION | AT SR 124 (SCENIC HIGHWAY) | Roadway / Interchange Capacity | Gwinnett County | GDOT | Programmed | N/A | N/A | 1.47 | 146 | 16 | 20,700 | Y | Y |
| GW-099A | -132360 | US 23 (BUFORD HIGHWAY): SEGMENT 1 | FROM OLD PEACHTREE ROAD TO SUGARLOAF PARKWAY | Roadway / General Purpose Capacity | Gwinnett County | GDOT | Long Range | 2 | 4 | 1.35 | 25 | 20 | 8,700 | N | Y |
| GW-099C | -132950 | US 23 (BUFORD HIGHWAY): SEGMENT 3 | FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY | Roadway / General Purpose Capacity | Gwinnett County | GDOT | Programmed | 2 | 4 | 1.17 | 11 | 2 | 7,100 | Y | Y |
| GW-269 | 6921 | SR 124 (SCENIC HIGHWAY) | FROM US 78 (MAIN STREET IN CITY OF SNELLVILLE) TO RONALD REAGAN PARKWAY | Roadway / General Purpose Capacity | Gwinnett County | GDOT | Long Range | 4 | 6 | 1.64 | 215 | 13 | 28,400 | Y | Y |
| GW-271B | 6922 | PLEASANT HILL ROAD | FROM MCCLURE BRIDGE ROAD TO CHATTAHOOCHEE RIVER | Roadway / General Purpose Capacity | Gwinnett County | Gwinnett County | Long Range | 4 | 6 | 1.91 | 91 | 27 | 29,600 | N | Y |
| GW-326 | 6823 | PLEASANT HILL ROAD ATMS | FROM US 23 (BUFORD HIGHWAY) TO FULTON COUNTY LINE | Roadway / Operations & Safety | Gwinnett County | Gwinnett County | Programmed | N/A | N/A | 1.50 | 53 | 28 | 28,400 | N | Y |
| GW-340 | 8905 | OLD HIGHWAY 78 / WALTON COURT REALIGNMENT | | Roadway / Operations & Safety | Gwinnett County | Evermore CID | Programmed | N/A | N/A | 1.00 | N/A | N/A | N/A | N | N |
| GW-342 | 8963 | DOWNTOWN LAWRENCEVILLE PEDESTRIAN IMPROVEMENTS AND ONE-WAY PAIR CONVERSION | | Roadway / Operations & Safety | Gwinnett County | City of Lawrenceville | Programmed | N/A | N/A | 1.28 | 358 | 3 | 16,400 | Y | Y |

Preliminary Analysis of Congestion, Crashes, and Activity Center Access for Current PLAN 2040 Roadway Projects (New Alignments, New Interchanges, Bridges, Bike/Ped and Locally Funded Projects Not Included) - Sorted on ARC ID

| ARCID | GDOT PI | PROJECT DESCRIPTION | EXTENT | PROJECT TYPE | LOCATION | SPONSOR | STATUS | Exist_Lanes | Prop_Lanes | Congestion Index (for Most Congested Peak Hour in 2010) LOS "D" or higher in Green | Injury/Fatality Crash Rate (Per 100 Million Vehicle Miles Traveled in 2009) Above Reg Avg in Green | Activity Center Access (Percent of PM Peak Period SOV Traffic on the Facility That Is Originating or Destined for Regional Centers in 2010) 40% + in Green | Average Volumes (per day) 10,000 + in Green | Freight Network? (Y/N) Y in Green | Thoroughfare Network(RTN)? (Y/N) Y in Green |
|----------|---------|--|---|------------------------------------|----------------------|------------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| GW-357 | 10330 | US 23 (BUFORD HIGHWAY) MEDIANS | FROM SR 140 (JIMMY CARTER BOULEVARD) TO SR 378 (BEAVER RUIN ROAD) | Roadway / Operations & Safety | Gwinnett County | City of Norcross | Programmed | N/A | N/A | 1.86 | 89 | 37 | 21,900 | Y | Y |
| GW-364 | N/A | SR 20 (BUFORD DRIVE) WIDENING | FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD | Roadway / General Purpose Capacity | Gwinnett County | TBD | Long Range | 4 | 6 | 2.14 | 175 | 4 | 28,300 | Y | Y |
| GW-371 | N/A | SR 140 (JIMMY CARTER BOULEVARD) WIDENING | FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD) | Roadway / General Purpose Capacity | Gwinnett County | TBD | Long Range | 4 | 6 | 1.56 | 67 | 45 | 26,000 | Y | Y |
| GW-374 | N/A | SR 141 (PEACHTREE PARKWAY / MEDLOCK BRIDGE ROAD) WIDENING | FROM PEACHTREE INDUSTRIAL BOULEVARD TO STATE BRIDGE ROAD | Roadway / General Purpose Capacity | Regional - Northeast | TBD | Long Range | 4 | 6 | 1.72 | 76 | 38 | 28,200 | N | Y |
| GW-381 | 10881 | I-85 NORTHBOUND AUXILIARY LANE | FROM JIMMY CARTER BOULEVARD TO INDIAN TRAIL - LILBURN ROAD | Roadway / General Purpose Capacity | Gwinnett County | GDOT | Programmed | 0 | 1 | N/A | N/A | N/A | N/A | N | N |
| HE-020A | -321520 | SR 20/81 (HAMPTON STREET): SEGMENT 1 | FROM EAST OF I-75 SOUTH TO PHILLIPS DRIVE | Roadway / General Purpose Capacity | Henry County | GDOT | Programmed | 2 | 4 | 1.46 | 266 | 2 | 9,600 | Y | Y |
| HE-020B | -321530 | SR 20/81 (HAMPTON STREET / KEYS FERRY ROAD) - EXTENSION AND UPGRADE OF ONE-WAY PAIR THROUGH DOWNTOWN MCDONOUGH | FROM WEST OF NORFOLK SOUTHERN RAIL LINE TO EAST OF LEMON STREET | Roadway / General Purpose Capacity | Henry County | GDOT | Programmed | 2 | 4 | 1.56 | 179 | 12 | 10,200 | Y | Y |
| HE-107 | 7855 | US 23 | FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD) | Roadway / General Purpose Capacity | Henry County | GDOT | Programmed | 2 | 4 | 1.31 | 82 | 9 | 6,900 | Y | Y |
| HE-113 | 7856 | SR 155 | FROM I-75 SOUTH TO SR 81 | Roadway / General Purpose Capacity | Henry County | GDOT | Programmed | 2 | 4 | 1.96 | 266 | 2 | 7,400 | Y | Y |
| HE-126A1 | -343265 | HAMPTON LOCUST GROVE ROAD | FROM SR 20 (MCDONOUGH ROAD) TO SR 155 | Roadway / General Purpose Capacity | Henry County | Henry County | Long Range | 2 | 4 | 1.18 | 11 | 0 | 2,100 | N | N |
| HE-194 | 0012642 | JODECO ROAD INTERSECTION IMPROVEMENTS | AT BLACKHALL ROAD | Roadway / Operations & Safety | Henry County | Henry County | Programmed | N/A | N/A | 1.85 | 95 | 36 | 2,600 | N | N |
| HE-920B | -342970 | METRO ARTERIAL CONNECTOR - SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) | FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO I-75 SOUTH IN HENRY COUNTY | Roadway / General Purpose Capacity | Regional - Southeast | GDOT | Programmed | 2 | 4 | 1.16 | 105 | 3 | 7,200 | N | Y |
| NE-003 | 6666 | EAST COVINGTON BYPASS | FROM SR 36 TO US 278 | Roadway / General Purpose Capacity | Newton County | GDOT | Long Range | 2 | 4 | 1.35 | 142 | 0 | 2,300 | N | N |
| NE-004 | -231210 | SR 162 (SALEM ROAD) | FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD | Roadway / General Purpose Capacity | Newton County | GDOT | Long Range | 2 | 4 | 1.70 | 244 | 6 | 6,300 | N | Y |
| NE-005B | -242230 | SR 142 | FROM AIRPORT ENTRANCE APPROXIMATELY 1000' NORTH OF ALCOVY ROAD TO HAZELBRAND ROAD | Roadway / General Purpose Capacity | Newton County | TBD | Long Range | 2 | 4 | 1.32 | 27 | 4 | 4,700 | N | N |
| NE-007 | -231630 | US 278 | FROM COVINGTON BYPASS TO SR 142 | Roadway / General Purpose Capacity | Newton County | GDOT | Programmed | 2 | 4 | 1.19 | 161 | 3 | 5,300 | N | Y |
| NE-033A | N/A | SR 162 (SALEM ROAD) | FROM BROWN BRIDGE ROAD TO SR 81 | Roadway / General Purpose Capacity | Newton County | GDOT | Long Range | 2 | 4 | 1.21 | 99 | 4 | 3,200 | N | Y |
| NE-069 | 9706 | ALMON ROAD | FROM ROCKDALE COUNTY LINE TO I-20 EAST | Roadway / General Purpose Capacity | Newton County | Newton County | Programmed | 2 | 4 | 1.17 | 707 | 0 | 600 | N | Y |
| NE-099A | 0012645 | CROWELL ROAD INTERSECTION IMPROVEMENT | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Roadway / Operations & Safety | Newton County | Newton County | Programmed | N/A | N/A | 1.25 | 0 | 5 | 3,800 | N | N |

Preliminary Analysis of Congestion, Crashes, and Activity Center Access for Current PLAN 2040 Roadway Projects (New Alignments, New Interchanges, Bridges, Bike/Ped and Locally Funded Projects Not Included) - Sorted on ARC ID

| ARCID | GDOT PI | PROJECT DESCRIPTION | EXTENT | PROJECT TYPE | LOCATION | SPONSOR | STATUS | Exist_Lanes | Prop_Lanes | Congestion Index (for Most Congested Peak Hour in 2010) LOS "D" or higher in Green | Injury/Fatality Crash Rate (Per 100 Million Vehicle Miles Traveled in 2009) Above Reg Avg in Green | Activity Center Access (Percent of PM Peak Period SOV Traffic on the Facility That Is Originating or Destined for Regional Centers in 2010) 40% + in Green | Average Volumes (per day) 10,000 + in Green | Freight Network? (Y/N) Y in Green | Thoroughfare Network(RTN)? (Y/N) Y in Green |
|----------|---------|---|--|------------------------------------|----------------------|-----------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| NE-099B | 0012646 | CROWELL ROAD INTERSECTION IMPROVEMENT | AT BROWN BRIDGE ROAD AND COVINGTON BYPASS AT FLAT SHOALS ROAD | Roadway / Operations & Safety | Newton County | Newton County | Programmed | N/A | N/A | 1.44 | 50 | 3 | 2,500 | N | N |
| NE-101 | 0012648 | SR 81 INTERSECTION IMPROVEMENTS | AT SR 142 | Roadway / Operations & Safety | Newton County | Newton County | Programmed | N/A | N/A | 1.27 | 54 | 3 | 3,200 | Y | Y |
| PA-015B | N/A | BILL CARRUTH PARKWAY - PHASE 2 | FROM RAILROAD BRIDGE TO NEBO ROAD | Roadway / General Purpose Capacity | Paulding County | Paulding County | Programmed | 2 | 4 | 1.22 | 90 | 4 | 5,100 | N | N |
| PA-015C | N/A | BILL CARRUTH PARKWAY - PHASE 3 | FROM NEBO ROAD TO SR 92 (HIRAM DOUGLASVILLE HIGHWAY) | Roadway / General Purpose Capacity | Paulding County | Paulding County | Programmed | 2 | 4 | 1.13 | 0 | 2 | 2,800 | Y | N |
| PA-061C1 | -621570 | SR 61 (VILLA RICA HIGHWAY): SEGMENT 3 | FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY) | Roadway / General Purpose Capacity | Paulding County | TBD | Programmed | 2 | 4 | 1.26 | 138 | 6 | 6,900 | Y | Y |
| PA-092A | 7691 | METRO ARTERIAL CONNECTOR - SR 92 (HIRAM DOUGLASVILLE HIGHWAY) | FROM BETWEEN BROWN AND MALONE STREETS IN DOUGLAS COUNTY (TERMINUS OF DO-282C) TO NEBO ROAD IN PAULDING COUNTY | Roadway / General Purpose Capacity | Regional - Northwest | GDOT | Programmed | 2 | 4 | 1.25 | 62 | 5 | 9,400 | Y | Y |
| PA-092B1 | -621720 | METRO ARTERIAL CONNECTOR - SR 92 (HIRAM ACWORTH HIGHWAY) | FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY) | Roadway / General Purpose Capacity | Regional - Northwest | GDOT | Programmed | 2 | 4 | 1.39 | 173 | 10 | 9,400 | Y | Y |
| PA-092C | 7692 | METRO ARTERIAL CONNECTOR - SR 92 (HIRAM ACWORTH HIGHWAY) | FROM SR 120 (MARIETTA HIGHWAY) TO CEDARCREST ROAD | Roadway / General Purpose Capacity | Regional - Northwest | GDOT | Programmed | 2 | 4 | 1.16 | 45 | 6 | 6,400 | Y | Y |
| PA-092E | 6857 | METRO ARTERIAL CONNECTOR - SR 92 (DALLAS ACWORTH HIGHWAY) | FROM CEDARCREST ROAD TO COBB COUNTY LINE NORTH OF OLD STILESBORO ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN | Roadway / General Purpose Capacity | Regional - Northwest | GDOT | Programmed | 2 | 4 | 1.13 | 33 | 3 | 8,400 | Y | Y |
| RO-015E | 4433 | PARKER ROAD / MILLERS CHAPEL ROAD | FROM FLAT SHOALS ROAD TO SR 138 | Roadway / General Purpose Capacity | Rockdale County | GRTA | Programmed | 2 | 4 | 1.06 | 0 | 1 | 600 | N | N |
| RO-034 | -752270 | OLD COVINGTON HIGHWAY | FROM GREEN STREET TO SR 138/20 (WALNUT GROVE ROAD) | Roadway / General Purpose Capacity | Rockdale County | GRTA | Programmed | 2 | 4 | 1.08 | 47 | 0 | 5,000 | N | N |
| RO-138B | 2040 | SR 138 (STOCKBRIDGE HIGHWAY) | FROM EBENEZER ROAD / STANTON ROAD TO PARKER ROAD | Roadway / Operations & Safety | Rockdale County | GDOT | Programmed | 2 | 2 | 1.23 | 98 | 10 | 6,600 | Y | Y |
| RO-138C | 721582 | SALEM ROAD CONNECTOR (OLD SALEM ROAD REALIGNMENT) | FROM IN VICINITY OF SR 20/138 - | Roadway / Operations & Safety | Rockdale County | Rockdale County | Programmed | | | N/A | N/A | N/A | N/A | N | N |
| RO-206 | 4434 | SR 162 (SALEM ROAD) | FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY | Roadway / General Purpose Capacity | Rockdale County | GDOT | Long Range | 2 | 4 | 1.50 | 282 | 7 | 8,500 | N | Y |
| RO-235C | -752190 | SIGMAN ROAD | FROM EAST OF LESTER ROAD TO IRWIN BRIDGE ROAD | Roadway / General Purpose Capacity | Rockdale County | Rockdale County | Programmed | 2 | 4 | 1.19 | 41 | 14 | 7,800 | N | Y |
| RO-235D | -752200 | METRO ARTERIAL CONNECTOR - SIGMAN ROAD | 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 | Regional - East | GDOT | Long Range | 2 | 4 | 1.30 | 229 | 10 | 6,800 | Y | Y |
| RO-235E1 | -752210 | SIGMAN ROAD | FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE | Roadway / General Purpose Capacity | Rockdale County | Rockdale County | Long Range | 2 | 4 | 1.64 | 12 | 3 | 8,500 | N | Y |
| RO-237 | 6932 | KLONDIKE ROAD | AT MCDANIEL MILL ROAD / HURST ROAD | Roadway / Operations & Safety | Rockdale County | Rockdale County | Programmed | N/A | N/A | 1.00 | 37 | 8 | 2,200 | N | N |

Preliminary Analysis of Congestion, Crashes, and Activity Center Access for Current PLAN 2040 Roadway Projects (New Alignments, New Interchanges, Bridges, Bike/Ped and Locally Funded Projects Not Included) - Sorted on ARC ID

| ARCID | GDOT PI | PROJECT DESCRIPTION | EXTENT | PROJECT TYPE | LOCATION | SPONSOR | STATUS | Exist_Lanes | Prop_Lanes | Congestion Index (for Most Congested Peak Hour in 2010) LOS "D" or higher in Green | Injury/Fatality Crash Rate (Per 100 Million Vehicle Miles Traveled in 2009) Above Reg Avg in Green | Activity Center Access (Percent of PM Peak Period SOV Traffic on the Facility That Is Originating or Destined for Regional Centers in 2010) 40% + in Green | Average Volumes (per day) 10,000 + in Green | Freight Network? (Y/N) Y in Green | Thoroughfare Network(RTN)? (Y/N) Y in Green |
|-----------|---------|--|---|------------------------------------|-----------------|-----------------|------------|-------------|------------|--|--|--|---|-----------------------------------|---|
| RO-242A | 7869 | METRO ARTERIAL CONNECTOR - SR 20 (LOGANVILLE HIGHWAY) | FROM SIGMAN ROAD TO PLEASANT HILL ROAD | Roadway / General Purpose Capacity | Regional - East | GDOT | Long Range | 2 | 4 | 1.04 | 56 | 5 | 5,000 | Y | Y |
| RO-242C | 6935 | SR 20 (LOGANVILLE HIGHWAY) | AT WEST HIGHTOWER TRAIL | Roadway / Operations & Safety | Rockdale County | Rockdale County | Programmed | N/A | N/A | 1.00 | 57 | 7 | 2,500 | Y | Y |
| RO-AR-138 | -731048 | SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY) | AT I-20 - BRIDGE WIDENING AND RAMP IMPROVEMENTS | Roadway / Interchange Capacity | Rockdale County | GDOT | Programmed | 4 | 6 | 1.09 | 46 | 14 | 35,100 | Y | Y |
| SP-021 | -332890 | SR 16 WIDENING | FROM PINE HILL ROAD TO US 19 (INCLUDES BRIDGE RECONSTRUCTION AND TURN LANES AT INTERCHANGE) | Roadway / General Purpose Capacity | Spalding County | GDOT | Programmed | 2 | 4 | 1.06 | 140 | 3 | 4,800 | Y | Y |
| 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 | Spalding County | GDOT | Programmed | 2 | 2 | 1.12 | 8 | 5 | 4,300 | N | N |
| SP-067B | 7871 | GRIFFIN SOUTH BYPASS - PHASE 2 | FROM SR 16 (ARTHUR K. BOLTON PARKWAY) ALONG EXISTING ALIGNMENT OF SOUTH MCDONOUGH ROAD AND COUNTY LINE ROAD TO US 19/41 | Roadway / Operations & Safety | Spalding County | GDOT | Long Range | 2 | 2 | 1.11 | 0 | 1 | 1,600 | N | N |
| SP-069A | 8237 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE I | | Roadway / Operations & Safety | Spalding County | City of Griffin | Programmed | N/A | N/A | 1.60 | 331 | 1 | 3,200 | N | N |
| SP-069B | 8238 | CITY OF GRIFFIN INTERSECTION IMPROVEMENT PROGRAM: PHASE II | | Roadway / Operations & Safety | Spalding County | City of Griffin | Programmed | N/A | N/A | 1.13 | 220 | 1 | 1,800 | N | N |
| WA-002 | 416 | METRO ARTERIAL CONNECTOR - SR 20 (CONYERS ROAD / LOGANVILLE HIGHWAY) | FROM PLEASANT HILL ROAD IN ROCKDALE COUNTY TO NORTH SHARON CHURCH ROAD IN WALTON COUNTY | Roadway / General Purpose Capacity | Regional - East | GDOT | Long Range | 2 | 4 | 1.16 | 83 | 16 | 5,800 | Y | Y |
| WA-021 | -142000 | METRO ARTERIAL CONNECTOR - SR 20 (LAWRENCEVILLE ROAD / CONYERS ROAD) | FROM NORTH SHARON CHURCH ROAD TO SR 81 [INCLUDES ONE-WAY PAIR IN LOGANVILLE] | Roadway / General Purpose Capacity | Regional - East | GDOT | Programmed | 2 | 4 | 1.28 | 240 | 11 | 5,900 | Y | Y |



APPENDIX C-3

Equitable Target Area (ETA) Technical Analysis Methodology

March 2014 Update

Appendix C-3

Equitable Target Areas Technical Analysis Methodology

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Introduction

The Equitable Target Area (ETA) Index was developed to identify environmental justice (EJ) communities in the Atlanta region. EJ communities are protected by national EJ Policies, including Title VI of the Civil Rights Act of 1964 and Presidential Executive Orders 12898 and 13166. The Atlanta Regional Commission (ARC) complies with EJ policies and has in place several programs that address EJ issues, including the Social Equity Advisory Committee and the Regional Transportation Participation Plan.

The ETA index intends to further ARC's efforts in addressing EJ communities. A literature review was conducted to draw from best practices in addressing EJ issues. The ETA index compiles EJ characteristics to measure the impacts of regional plans such as PLAN 2040 to ensure the proportionate distribution of programs and investments.

ETA Index Methodology

ETA Index Development

The following steps outline the methodology used to develop the ETA index:

- Step 1: Data for the analysis was obtained from the SF3 data tables of the 2005-2009 American Community Survey (ACS). The data was aggregated at the census tract level. The index was based on 5 parameters:
 1. Age (seniors 65 years and older).
 2. Education (25 years and older with no high school degree).
 3. Median housing values.
 4. Poverty rates (poverty thresholds calculated by the ACS based on household size and household composition).
 5. Race (distributions of minorities).
- Step 2: In Excel, after downloading the raw data from the ACS download tables, the regional average was calculated for each parameter:
 1. Age (seniors 65 years and older):

$$\text{Age RA} = [\sum(\text{Sen})/\sum(\text{Pop})]*100$$

Where,

RA = the regional average for the parameter
Sen = Total senior population for the census tract
Pop = Total population for the census tract

2. Education (25 years and older with no high school degree):

$$\text{Education RA} = [\sum(25\text{NoHsl})/\sum(25\text{Pop})]*100$$

Where,

25NoHsl = total population over 25 years old with no high school degree for the census tract

25Pop = total population over 25 years old for the census tract

3. Median housing values:

$$\text{Median Housing Value RA} = \frac{\sum(\text{MHV})}{\sum(\text{CT})}$$

Where,

MHV = the census tract's owner-occupied median housing value

CT = census tract count

4. Poverty rates:

$$\text{Poverty RA} = \left[\frac{\sum(\text{PovPop})}{\sum(\text{Pop})} \right] * 100$$

Where,

PovPop = Population under the poverty line whose poverty status is determined at the census tract level

Pop = Total population for the census tract

5. Race:

$$\text{Race RA} = \left[\frac{\sum((\text{NHispPop} - \text{W}) + (\text{Hispop}))}{\sum(\text{Pop})} \right] * 100$$

Where,

NHispPop = total population for the census tract that is not Hispanic or Latino

W = White population that is not Hispanic or Latino per census tract

Hispop = total Hispanic or Latino population per census tract

Pop = total population for the census tract

- Step 3: In Excel, the parameter categories were calculated. Each parameter includes 4 categories: one category representing below average areas for that parameter, interpreted as a low EJ concern, and the 3 above average categories represent increasing levels of potential EJ communities. The 3 above average categories were distributed evenly between the average value and the maximum value for the parameter:

$$\text{Inc} = \frac{(\text{Max} - \text{RA})}{3}$$

Where,

Inc = the increment value for the 3 above average categories of the parameter.

Max = maximum data value for the parameter

RA = regional average value computed for the parameter

- Step 4: The ranges for the 4 categories are then calculated as follows:

$$\begin{aligned} \text{Cat 1 Range} &= (\text{Min}) \text{ to } (\text{RA}) \\ \text{Cat 2 Range} &= (\text{RA}) \text{ to } (\text{RA}+\text{Inc}) \\ \text{Cat 3 Range} &= (\text{RA}+\text{Inc}) \text{ to } (\text{RA}+\text{Inc}+\text{Inc}) \\ \text{Cat 4 Range} &= (\text{RA}+\text{Inc}+\text{Inc}) \text{ to } (\text{Max}) \end{aligned}$$

Where Cat = category

Note: the categories for the median housing value parameter were determined in a reverse manner, such that the lower the median housing value, the more of an EJ concern it is. Thus for median housing value map:

$$\begin{aligned} \text{Cat 1} &= (\text{RA}) \text{ to } (\text{Max}) \\ \text{Cat 2} &= (\text{RA}) \text{ to } (\text{RA}-\text{Inc}) \\ \text{Cat 3} &= (\text{RA}-\text{Inc}) \text{ to } (\text{RA}-\text{Inc}-\text{Inc}) \\ \text{Cat 4} &= (\text{RA}-\text{Inc}-\text{Inc}) \text{ to } (\text{Min}) \end{aligned}$$

- Step 5: In GIS, the 5 parameters were mapped based on their regional averages and 4 calculated categories.
- Step 6: To calculate the ETA, each census tract's parameter entry was assigned a score based on its category using Excel's **IF THEN** analysis, such that:

$$\text{Cat 1 score} = 1, \text{ Cat 2 score} = 2, \text{ Cat 3 score} = 3, \text{ Cat 4 score} = 4$$

- Step 7: The parameter scores for each census tract are summed up:

$$\text{Total census tract score} = \text{Cat 1 score} + \text{Cat 2 score} + \text{Cat 3 score} + \text{Cat 4 score}$$

Hence, the lowest possible score is 4 and the highest possible score is 20. The resulting composite, unweighted score is called the Equitable Target Area (ETA) index:

$$\text{Total census tract score} = \text{Equitable Target Area (ETA) index}$$

- Step 7: as in the parameter method, the regional average for the ETA Index (score) is calculated.
- Step 8: Based on the methodology, areas with an ETA index higher than the regional average are determined to be an ETA Community:

$$\begin{aligned} \text{Cat 1 Range} &= (\text{Min}) \text{ to } (\text{RA}) = \text{NON-ETA} \\ \text{Cat 2 Range} &= (\text{RA}) \text{ to } (\text{RA}+\text{Inc}) = \text{ETA} \\ \text{Cat 3 Range} &= (\text{RA}+\text{Inc}) \text{ to } (\text{RA}+\text{Inc}+\text{Inc}) = \text{ETA} \\ \text{Cat 4 Range} &= (\text{RA}+\text{Inc}+\text{Inc}) \text{ to } (\text{Max}) = \text{ETA} \end{aligned}$$

- Step 9: In GIS, the ETA index is mapped according to the categories.

Other EJ Measures

The Limited English Proficiency (LEP) Population

Limited English Proficiency (LEP) populations are protected by EJ policies:

- Step 1: Data for LEP populations was obtained from the 2005-2009 ACS survey at the census tract level. The ACS defines LEP as people who speak English “less than well”.
- Step 2: the regional average of the LEP population relative to the total population in the census tract is calculated:

$$LEP\ RA = [\sum(LEPPop)/\sum(Pop)]*100$$

Where,

LEPPop = LEP Population at the census tract level

Pop = Total population for the census tract

- Step 3: similar to the ETA parameter calculations, the ranges for the 4 categories of the LEP population concentrations are calculated as follows:

Low = Cat 1 Range = (Min) to (RA)

Medium = Cat 2 Range = (RA) to (RA+Inc)

High = Cat 3 Range = (RA+Inc) to (RA+Inc+Inc)

Very High = Cat 4 Range = (RA+Inc+Inc) to (Max)

- Step 4: The distribution of the LEP population is mapped in GIS, overlaying the ETA index base map.
- Step 5: Using GIS analysis, the percentage of LEP populations located in ETA communities was calculated.

The Disabled Population

The disabled population is also protected by EJ policies:

- Step 1: 2009 County-level disability data was obtained from the ACS. 5-year estimates for disability was not available for the 2005-2009 timeframe, because the Survey's questions relating to disability substantially changed in 2008, thereby preventing consistent data compilation over the 5-year period.
- Step 2: The data obtained was categorized into 2 categories: the disabled population above and below the poverty line.
- Step 3: In Excel, a chart representing the 2 disability categories at the County level is drawn.

Impacts of PLAN 2040 on ETA Communities

The ETA index map was used as a base map to overlay elements of PLAN 2040 and measure the impacts of the PLAN on ETA Communities.

Zero-Car Households

The relationship of the ETA Index map to zero-car households was calculated as follows:

- Step 1: In Cube, the Travel Demand Model's Trip Generation Zonal Data Script for the base year 2010 and the financially constrained 2040 model year is run.
- Step 2: The total number of zero-car households per traffic analysis zone (TAZ) was obtained from the output results of the script runs. From the output file for each model year run, the field "STR1HSHLDS" represents "total zero auto households".
- Step 3: The distribution of zero-car households in 2010 and 2040 was then mapped in GIS, overlaying the ETA Index map. The distributions were categorized into 4 categories:

$$\begin{aligned} \text{Low} &= \text{Cat 1 Range} = (\text{Min}) \text{ to } (\text{RA}) \\ \text{Medium} &= \text{Cat 2 Range} = (\text{RA}) \text{ to } (\text{RA}+\text{Inc}) \\ \text{High} &= \text{Cat 3 Range} = (\text{RA}+\text{Inc}) \text{ to } (\text{RA}+\text{Inc}+\text{Inc}) \\ \text{Very High} &= \text{Cat 4 Range} = (\text{RA}+\text{Inc}+\text{Inc}) \text{ to } (\text{Max}) \end{aligned}$$

- Step 4: Using GIS analysis, the percentage of zero-car households in ETA communities is calculated for 2010 and 2040.

Accessibility

The accessibility of ETA communities was measured by applying the multimodal accessibility (MMA) measure to the ETA communities:

- Step 1: The MMA for 2010 and 2040 was calculated for each TAZ in the region by measuring the ability to access employment centers by walking within 15 minutes, driving within 30 minutes and taking transit within 45 minutes. A composite score (0-300) is calculated for each TAZ, where a higher score denotes a higher accessibility area. The MMA score categories are as follows:
 - High and Very High categories represent high accessibility to employment centers, and the ability to access these centers with all 3 modes of travel.
 - The Medium category represents moderate accessibility to employment centers.
 - The Low and Very Low categories represent low accessibility to employment centers relative to the region. Accessibility to employment centers in these areas is primarily by car.
- Step 2: the ETA communities identified by the ETA index are overlaid on top of the 2010 and 2040 MMA maps in GIS.
- Step 3: Using GIS analysis, the percentage of ETA communities located in high accessibility areas is calculated.

Unified Growth Policy Map (UGPM)

The impacts of elements of the Unified Growth Policy Map (UGPM) on ETA Communities are measured:

- Step 1: In GIS, the UGPM is overlaid with the ETA communities identified by the ETA Index.
- Step 2: The regional and local centers defined by the PLAN 2040 land use network are also overlaid.
- Step 3: Using GIS analysis, the percentage of regional and local centers located within ETA communities is calculated.

Transportation Investments

The impacts of PLAN 2040 transportation investments in ETA Communities are measured:

- Step 1: In GIS, the financially constrained list of PLAN 2040 transportation investments, both the corridor (line) and intersection/interchange (point) project shapefiles are overlaid on top of the ETA communities identified by the ETA Index.
- Step 2: Using the GIS Symbology feature, line and point projects are broken down by project type: Roadway, transit and bike and pedestrian projects.
- Step 3: Using GIS analysis, the number of projects and total investments by project type is calculated for ETA communities versus non-ETA areas.

Jobs-Housing Balance

The change in jobs-housing balance from 2010 to 2040 was calculated for ETA communities and non-ETA areas:

- Step 1: Using the ARC population and employment 2010 estimates and 2040 forecasts, total jobs and total households were obtained for each TAZ.
- Step 2: In Excel, the jobs housing balance for each TAZ was then calculated:

$$J/H = TE/HH$$

Where,

J/H = the jobs-household ratio for the TAZ

TE = total employment at the TAZ level

HH = total households at the TAZ level

- Step 3: The population and employment spreadsheets were linked to corresponding TAZ layers in GIS.
- Step 6: Using GIS analysis, the J/H ratios are calculated for ETA communities versus non-ETA areas in 2010 and 2040. The analysis results are drawn in a chart in Excel.

Livable Centers Initiative (LCI) Projects

The relationship of ETA Communities with Livable Centers Initiative (LCI) Projects is calculated as follows:

- Step 1: In GIS, the LCI shapefile, showing LCI projects programmed between 2000 and 2010, is mapped in GIS.
- Step 2: The LCI shapefile is then overlaid by the ETA Index shapefile.
- Step 3: Using GIS analysis, the percentage of LCI projects that are within or adjacent to ETA communities is calculated.

APPENDIX C-3

Equitable Target Areas (ETA) Technical Analysis Methodology

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Introduction

The Equitable Target Area (ETA) Index was developed to identify environmental justice (EJ) communities in the Atlanta region. EJ communities are protected by national EJ Policies, including Title VI of the Civil Rights Act of 1964 and Presidential Executive Orders 12898 and 13166. The Atlanta Regional Commission (ARC) complies with EJ policies and has in place several programs that address EJ issues, including the Social Equity Advisory Committee and the Regional Transportation Participation Plan.

The ETA index intends to further ARC's efforts in addressing EJ communities. A literature review was conducted to draw from best practices in addressing EJ issues. The ETA index compiles EJ characteristics to measure the impacts of regional plans such as PLAN 2040 to ensure the proportionate distribution of programs and investments.

ETA Index Methodology

ETA Index Development

The following steps outline the methodology used to develop the ETA index:

- Step 1: Data for the analysis was obtained from the SF3 data tables of the 2005-2009 American Community Survey (ACS). The data was aggregated at the census tract level. The index was based on 5 parameters:
 1. Age (seniors 65 years and older).
 2. Education (25 years and older with no high school degree).
 3. Median housing values.
 4. Poverty rates (poverty thresholds calculated by the ACS based on household size and household composition).
 5. Race (distributions of minorities).
- Step 2: In Excel, after downloading the raw data from the ACS download tables, the regional average was calculated for each parameter:
 1. Age (seniors 65 years and older):

$$\text{Age RA} = [\sum(\text{Sen})/\sum(\text{Pop})]*100$$

Where,

RA = the regional average for the parameter
Sen = Total senior population for the census tract
Pop = Total population for the census tract

2. Education (25 years and older with no high school degree):

$$\text{Education RA} = [\sum(25\text{NoHsl})/\sum(25\text{Pop})]*100$$

Where,

25NoHsl = total population over 25 years old with no high school degree for the census tract

25Pop = total population over 25 years old for the census tract

3. Median housing values:

$$\text{Median Housing Value RA} = \frac{\sum(MHV)}{\sum(CT)}$$

Where,

MHV = the census tract's owner-occupied median housing value

CT = census tract count

4. Poverty rates:

$$\text{Poverty RA} = \left[\frac{\sum(PovPop)}{\sum(Pop)} \right] * 100$$

Where,

PovPop = Population under the poverty line whose poverty status is determined at the census tract level

Pop = Total population for the census tract

5. Race:

$$\text{Race RA} = \left[\frac{\sum((NHispPop - W) + (HispPop))}{\sum(Pop)} \right] * 100$$

Where,

NHispPop = total population for the census tract that is not Hispanic or Latino

W = White population that is not Hispanic or Latino per census tract

HispPop = total Hispanic or Latino population per census tract

Pop = total population for the census tract

- Step 3: In Excel, the parameter categories were calculated. Each parameter includes 4 categories: one category representing below average areas for that parameter, interpreted as a low EJ concern, and the 3 above average categories represent increasing levels of potential EJ communities. The 3 above average categories were distributed evenly between the average value and the maximum value for the parameter:

$$Inc = (Max - RA) / 3$$

Where,

Inc = the increment value for the 3 above average categories of the parameter.

Max = maximum data value for the parameter

RA = regional average value computed for the parameter

- Step 4: The ranges for the 4 categories are then calculated as follows:

$$\begin{aligned} \text{Cat 1 Range} &= (\text{Min}) \text{ to } (\text{RA}) \\ \text{Cat 2 Range} &= (\text{RA}) \text{ to } (\text{RA}+\text{Inc}) \\ \text{Cat 3 Range} &= (\text{RA}+\text{Inc}) \text{ to } (\text{RA}+\text{Inc}+\text{Inc}) \\ \text{Cat 4 Range} &= (\text{RA}+\text{Inc}+\text{Inc}) \text{ to } (\text{Max}) \end{aligned}$$

Where Cat = category

Note: the categories for the median housing value parameter were determined in a reverse manner, such that the lower the median housing value, the more of an EJ concern it is. Thus for median housing value map:

$$\begin{aligned} \text{Cat 1} &= (\text{RA}) \text{ to } (\text{Max}) \\ \text{Cat 2} &= (\text{RA}) \text{ to } (\text{RA}-\text{Inc}) \\ \text{Cat 3} &= (\text{RA}-\text{Inc}) \text{ to } (\text{RA}-\text{Inc}-\text{Inc}) \\ \text{Cat 4} &= (\text{RA}-\text{Inc}-\text{Inc}) \text{ to } (\text{Min}) \end{aligned}$$

- Step 5: In GIS, the 5 parameters were mapped based on their regional averages and 4 calculated categories.
- Step 6: To calculate the ETA, each census tract's parameter entry was assigned a score based on its category using Excel's **IF THEN** analysis, such that:

$$\text{Cat 1 score} = 1, \text{ Cat 2 score} = 2, \text{ Cat 3 score} = 3, \text{ Cat 4 score} = 4$$

- Step 7: The parameter scores for each census tract are summed up:

$$\text{Total census tract score} = \text{Cat 1 score} + \text{Cat 2 score} + \text{Cat 3 score} + \text{Cat 4 score}$$

Hence, the lowest possible score is 4 and the highest possible score is 20. The resulting composite, unweighted score is called the Equitable Target Area (ETA) index:

$$\text{Total census tract score} = \text{Equitable Target Area (ETA) index}$$

- Step 7: as in the parameter method, the regional average for the ETA Index (score) is calculated.
- Step 8: Based on the methodology, areas with an ETA index higher than the regional average are determined to be an ETA Community:

$$\begin{aligned} \text{Cat 1 Range} &= (\text{Min}) \text{ to } (\text{RA}) = \text{NON-ETA} \\ \text{Cat 2 Range} &= (\text{RA}) \text{ to } (\text{RA}+\text{Inc}) = \text{ETA} \\ \text{Cat 3 Range} &= (\text{RA}+\text{Inc}) \text{ to } (\text{RA}+\text{Inc}+\text{Inc}) = \text{ETA} \\ \text{Cat 4 Range} &= (\text{RA}+\text{Inc}+\text{Inc}) \text{ to } (\text{Max}) = \text{ETA} \end{aligned}$$

- Step 9: In GIS, the ETA index is mapped according to the categories.

Other EJ Measures

The Limited English Proficiency (LEP) Population

Limited English Proficiency (LEP) populations are protected by EJ policies:

- Step 1: Data for LEP populations was obtained from the 2005-2009 ACS survey at the census tract level. The ACS defines LEP as people who speak English “less than well”.
- Step 2: the regional average of the LEP population relative to the total population in the census tract is calculated:

$$LEP\ RA = [\sum(LEPPop)/\sum(Pop)]*100$$

Where,

LEPPop = LEP Population at the census tract level

Pop = Total population for the census tract

- Step 3: similar to the ETA parameter calculations, the ranges for the 4 categories of the LEP population concentrations are calculated as follows:

Low = Cat 1 Range = (Min) to (RA)

Medium = Cat 2 Range = (RA) to (RA+Inc)

High = Cat 3 Range = (RA+Inc) to (RA+Inc+Inc)

Very High = Cat 4 Range = (RA+Inc+Inc) to (Max)

- Step 4: The distribution of the LEP population is mapped in GIS, overlaying the ETA index base map.
- Step 5: Using GIS analysis, the percentage of LEP populations located in ETA communities was calculated.

The Disabled Population

The disabled population is also protected by EJ policies:

- Step 1: 2009 County-level disability data was obtained from the ACS. 5-year estimates for disability was not available for the 2005-2009 timeframe, because the Survey’s questions relating to disability substantially changed in 2008, thereby preventing consistent data compilation over the 5-year period.
- Step 2: The data obtained was categorized into 2 categories: the disabled population above and below the poverty line.
- Step 3: In Excel, a chart representing the 2 disability categories at the County level is drawn.

Impacts of PLAN 2040 on ETA Communities

The ETA index map was used as a base map to overlay elements of PLAN 2040 and measure the impacts of the PLAN on ETA Communities.

Zero-Car Households

The relationship of the ETA Index map to zero-car households was calculated as follows:

- Step 1: In Cube, the Travel Demand Model's Trip Generation Zonal Data Script for the base year 2010 and the financially constrained 2040 model year is run.
- Step 2: The total number of zero-car households per traffic analysis zone (TAZ) was obtained from the output results of the script runs. From the output file for each model year run, the field "STR1HSHLDS" represents "total zero auto households".
- Step 3: The distribution of zero-car households in 2010 and 2040 was then mapped in GIS, overlaying the ETA Index map. The distributions were categorized into 4 categories:

$$\begin{aligned} \text{Low} &= \text{Cat 1 Range} = (\text{Min}) \text{ to } (\text{RA}) \\ \text{Medium} &= \text{Cat 2 Range} = (\text{RA}) \text{ to } (\text{RA}+\text{Inc}) \\ \text{High} &= \text{Cat 3 Range} = (\text{RA}+\text{Inc}) \text{ to } (\text{RA}+\text{Inc}+\text{Inc}) \\ \text{Very High} &= \text{Cat 4 Range} = (\text{RA}+\text{Inc}+\text{Inc}) \text{ to } (\text{Max}) \end{aligned}$$

- Step 4: Using GIS analysis, the percentage of zero-car households in ETA communities is calculated for 2010 and 2040.

Accessibility

The accessibility of ETA communities was measured by applying the multimodal accessibility (MMA) measure to the ETA communities:

- Step 1: The MMA for 2010 and 2040 was calculated for each TAZ in the region by measuring the ability to access employment centers by walking within 15 minutes, driving within 30 minutes and taking transit within 45 minutes. A composite score (0-300) is calculated for each TAZ, where a higher score denotes a higher accessibility area. The MMA score categories are as follows:
 - High and Very High categories represent high accessibility to employment centers, and the ability to access these centers with all 3 modes of travel.
 - The Medium category represents moderate accessibility to employment centers.
 - The Low and Very Low categories represent low accessibility to employment centers relative to the region. Accessibility to employment centers in these areas is primarily by car.
- Step 2: the ETA communities identified by the ETA index are overlaid on top of the 2010 and 2040 MMA maps in GIS.
- Step 3: Using GIS analysis, the percentage of ETA communities located in high accessibility areas is calculated.

Unified Growth Policy Map (UGPM)

The impacts of elements of the Unified Growth Policy Map (UGPM) on ETA Communities are measured:

- Step 1: In GIS, the UGPM is overlaid with the ETA communities identified by the ETA Index.
- Step 2: The regional and local centers defined by the PLAN 2040 land use network are also overlaid.
- Step 3: Using GIS analysis, the percentage of regional and local centers located within ETA communities is calculated.

Transportation Investments

The impacts of PLAN 2040 transportation investments in ETA Communities are measured:

- Step 1: In GIS, the financially constrained list of PLAN 2040 transportation investments, both the corridor (line) and intersection/interchange (point) project shapefiles are overlaid on top of the ETA communities identified by the ETA Index.
- Step 2: Using the GIS Symbology feature, line and point projects are broken down by project type: Roadway, transit and bike and pedestrian projects.
- Step 3: Using GIS analysis, the number of projects and total investments by project type is calculated for ETA communities versus non-ETA areas.

Jobs-Housing Balance

The change in jobs-housing balance from 2010 to 2040 was calculated for ETA communities and non-ETA areas:

- Step 1: Using the ARC population and employment 2010 estimates and 2040 forecasts, total jobs and total households were obtained for each TAZ.
- Step 2: In Excel, the jobs housing balance for each TAZ was then calculated:

$$J/H = TE/HH$$

Where,

J/H = the jobs-household ratio for the TAZ

TE = total employment at the TAZ level

HH = total households at the TAZ level

- Step 3: The population and employment spreadsheets were linked to corresponding TAZ layers in GIS.
- Step 6: Using GIS analysis, the J/H ratios are calculated for ETA communities versus non-ETA areas in 2010 and 2040. The analysis results are drawn in a chart in Excel.

Livable Centers Initiative (LCI) Projects

The relationship of ETA Communities with Livable Centers Initiative (LCI) Projects is calculated as follows:

- Step 1: In GIS, the LCI shapefile, showing LCI projects programmed between 2000 and 2010, is mapped in GIS.
- Step 2: The LCI shapefile is then overlaid by the ETA Index shapefile.
- Step 3: Using GIS analysis, the percentage of LCI projects that are within or adjacent to ETA communities is calculated.



APPENDIX C-4

County Transportation Fact Sheets

March 2014 Update

APPENDIX C-4

County Transportation Fact Sheets

Table of Contents

This appendix showcases county transportation fact sheets used by ARC in subarea Transportation Coordination (TCC) meetings in 2013. This data breaks down information related to commuting, travel demand, employment and population by each of the 18 counties associated with ARC’s Metropolitan Planning Organization boundary.

Subarea 1

| | |
|----------------------|---|
| Fulton County | 1 |
| DeKalb County | 2 |
| Forsyth County | 3 |

Subarea 2

| | |
|-----------------------|---|
| Bartow County | 4 |
| Cherokee County | 5 |
| Cobb County | 6 |
| Douglas County | 7 |
| Paulding County | 8 |

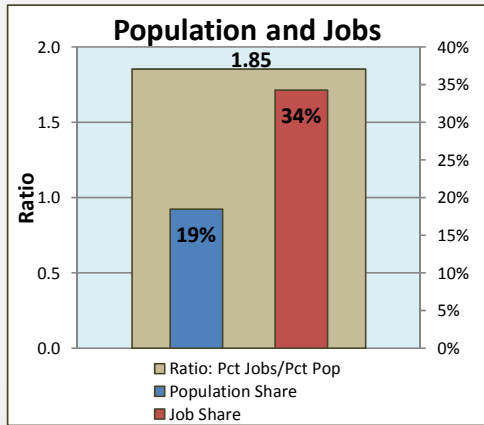
Subarea 3

| | |
|-----------------------|----|
| Barrow County | 9 |
| Gwinnett County | 10 |
| Newton County | 11 |
| Rockdale County | 12 |
| Walton County | 13 |

Subarea 4

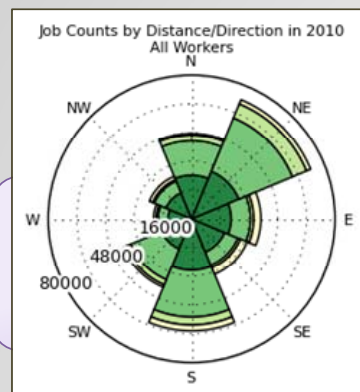
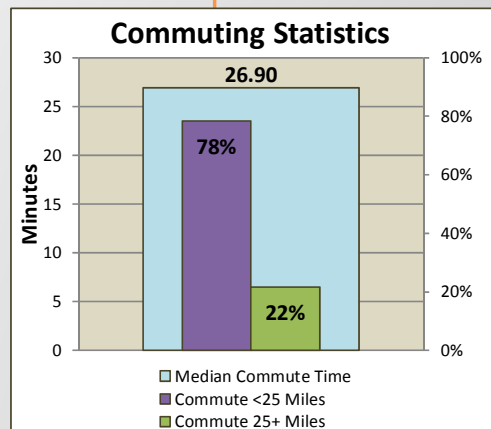
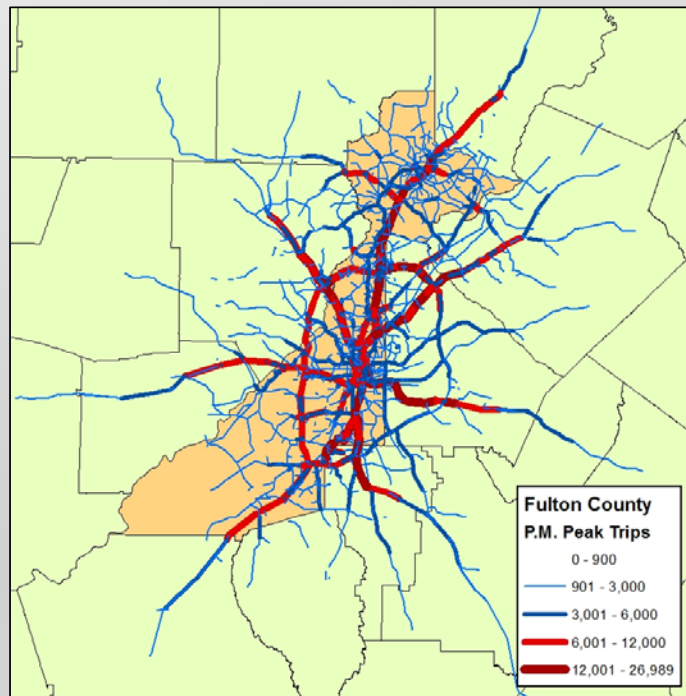
| | |
|-----------------------|----|
| Clayton County | 14 |
| Coweta County | 15 |
| Fayette County | 16 |
| Henry County | 17 |
| Spalding County | 18 |

Fulton County: Subarea 1

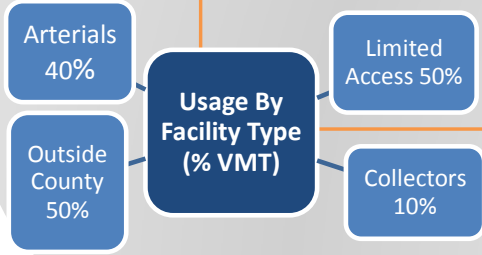


- With a total population of 920,581 persons, Fulton comprises 19% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 634,294 jobs located within Fulton County

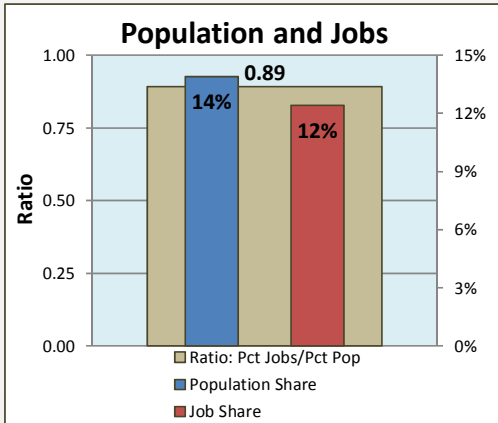
- The Median Commute Time for Fulton County residents is the lowest in the MPO: just 26.9 minutes (2011 5-Year ACS)
- Fulton residents are tied for the shortest commute distance of residents in the MPO, with 78% traveling less than 25 miles



Direction Of Travel:
Residence To Employer

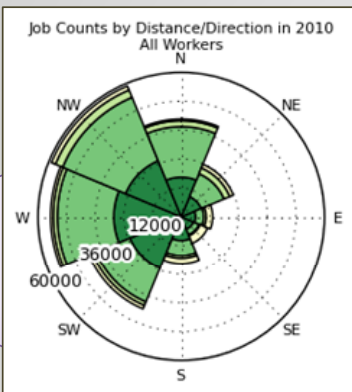
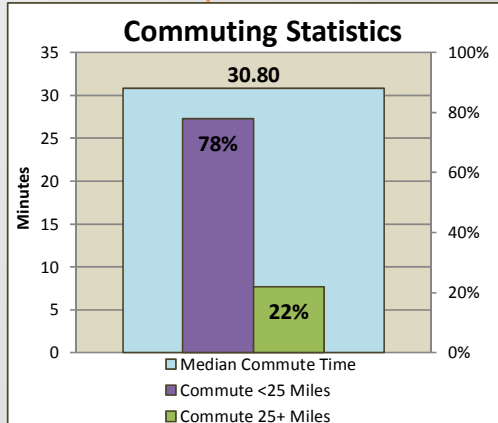
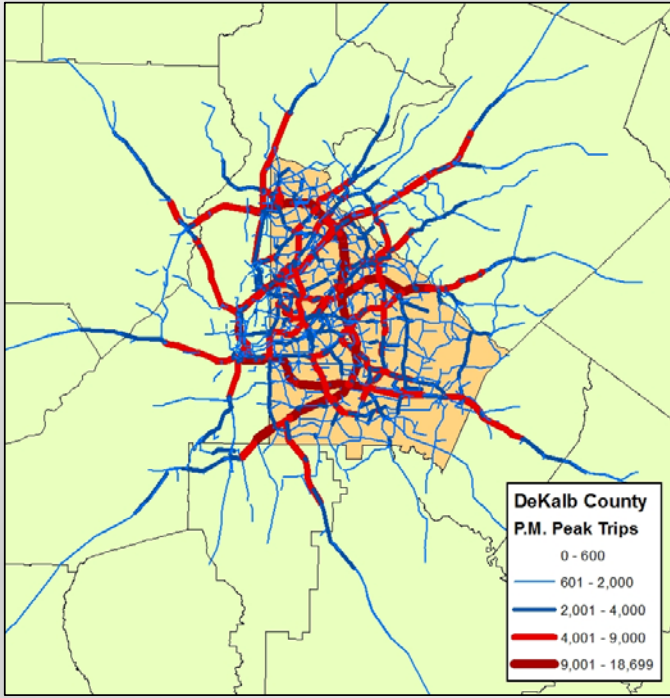


DeKalb County: Subarea 1

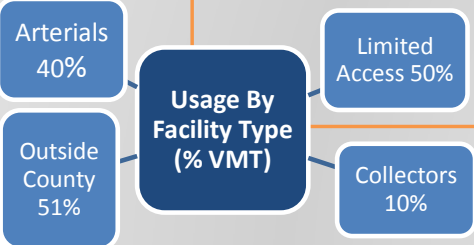


- With a total population of 691,893 persons, DeKalb comprises 14% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 230,233 jobs located within DeKalb County

- The Median Commute Time for DeKalb County residents is mid-pack in the MPO: roughly 30.8 minutes (2011 5-Year ACS)
- DeKalb residents are tied for the shortest commute distance of residents in the MPO, with 78% traveling less than 25 miles

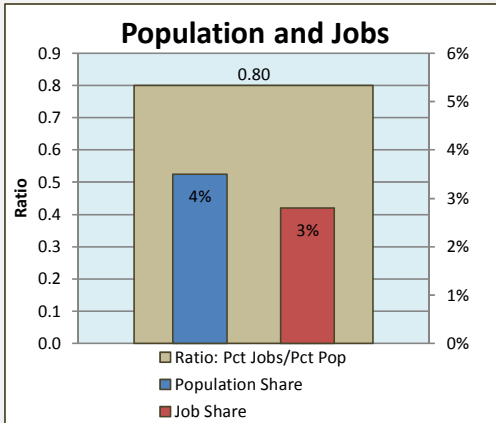


Direction Of Travel: Residence To Employer



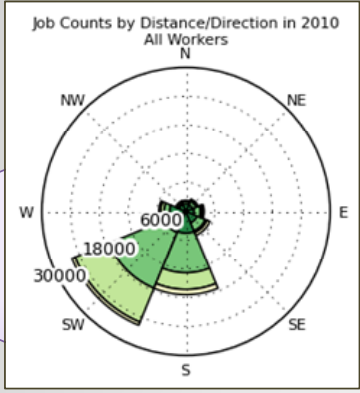
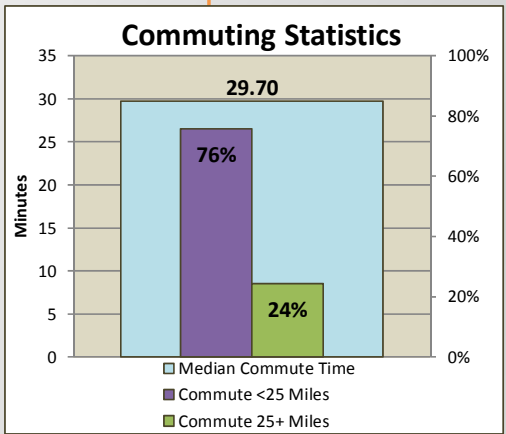
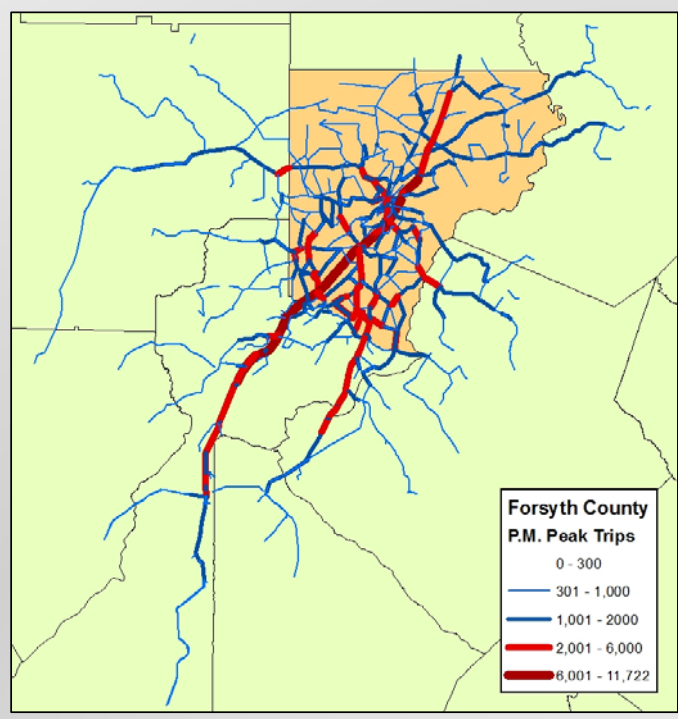
regional impact + local relevance

Forsyth County: Subarea 1

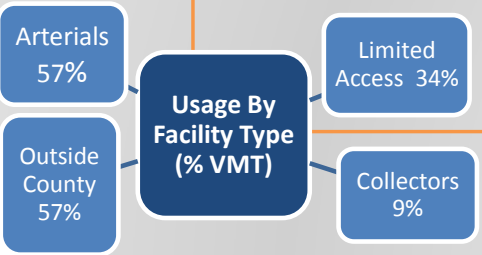


- With a total population of 175,511 persons, Forsyth comprises 4% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 51,830 jobs located within Forsyth County

- The Median Commute Time for Forsyth County residents is relatively low in the MPO: roughly 29.7 min (2011 5-Year ACS)
- Forsyth residents also enjoy the third shortest commute distance in the MPO, with 76% traveling less than 25 miles

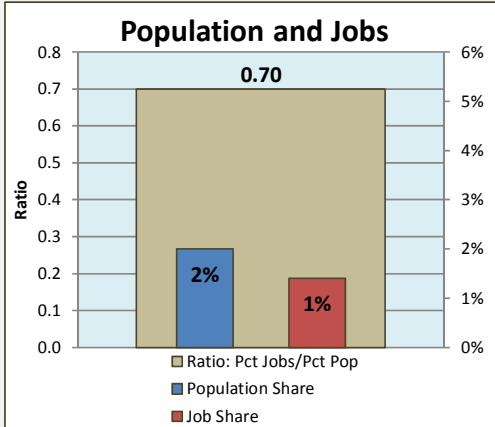


Direction Of Travel:
Residence To Employer



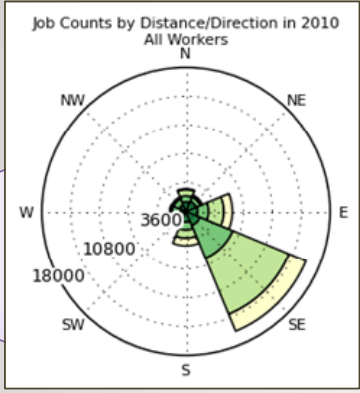
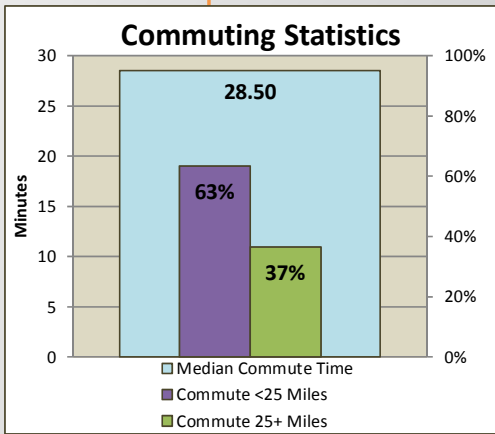
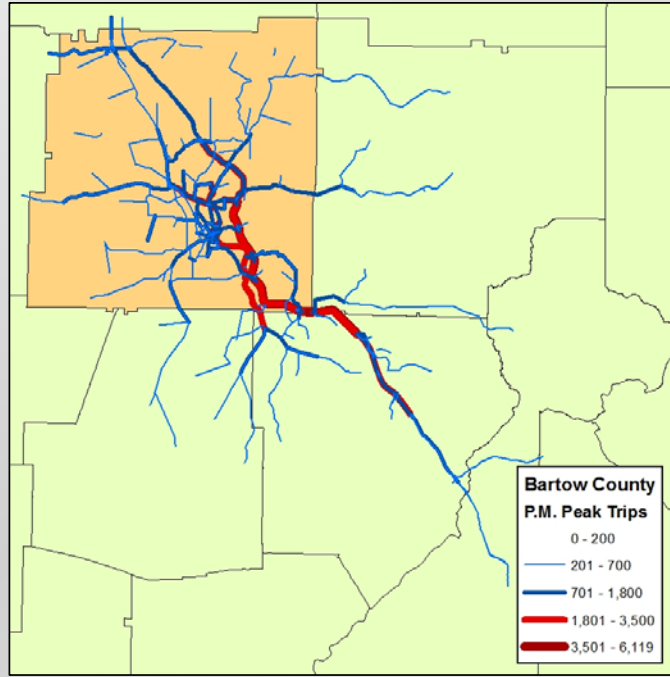
regional impact + local relevance

Bartow County: Subarea 2

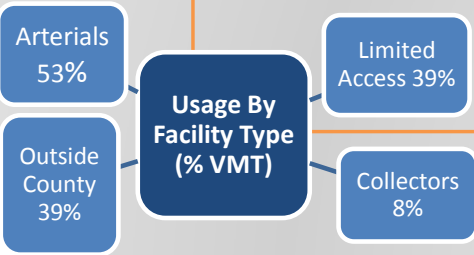


- With a total population of 100,157 persons, Bartow comprises 2% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 26,594 jobs located within Bartow County

- The Median Commute Time for Bartow County residents is the third shortest in the MPO: roughly 28.5 min (2011 5-Year ACS)
- Yet, Bartow residents also have the longest commute distance in the MPO, with 37% traveling more than 25 miles to work

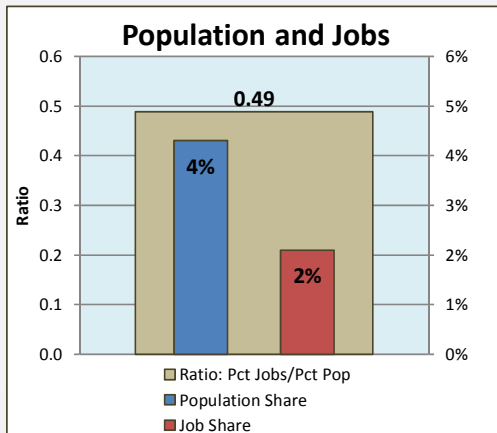


Direction Of Travel:
Residence To Employer



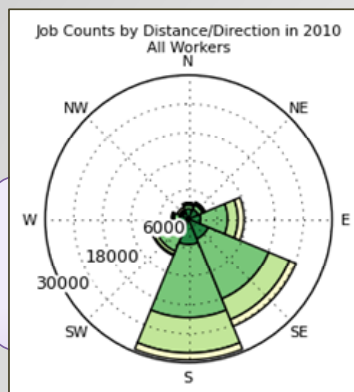
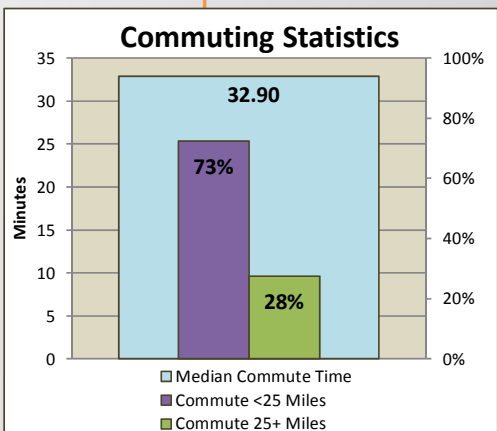
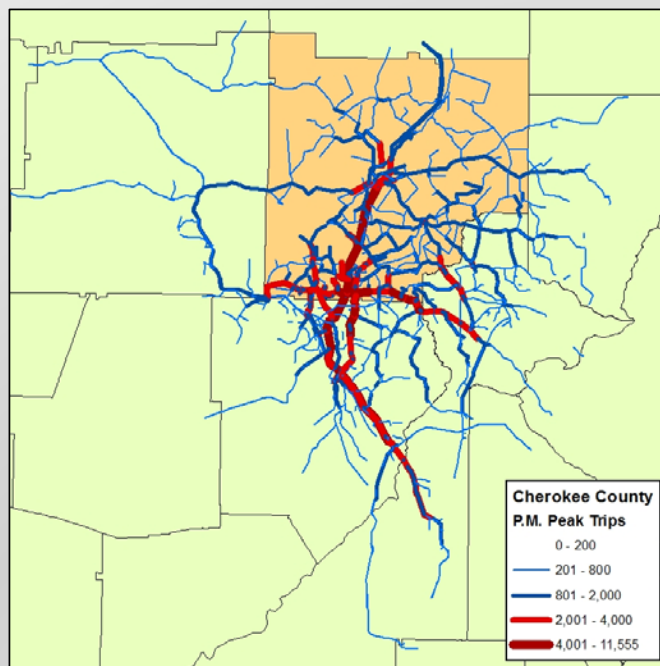
regional impact + local relevance

Cherokee County: Subarea 2

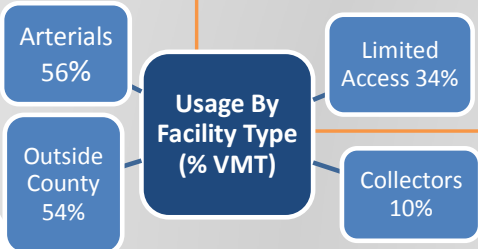


- With a total population of 214,346 persons, Cherokee comprises 4% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 38,310 jobs located within Cherokee County

- The Median Commute Time for Cherokee County residents is the third longest in the MPO: roughly 32.9 min (2011 5-Year ACS)
- Cherokee residents have an average commute distance in the MPO, with 28% traveling more than 25 miles to work

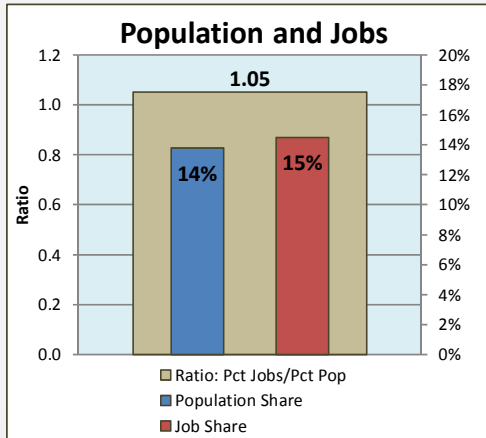


Direction Of Travel:
Residence To Employer



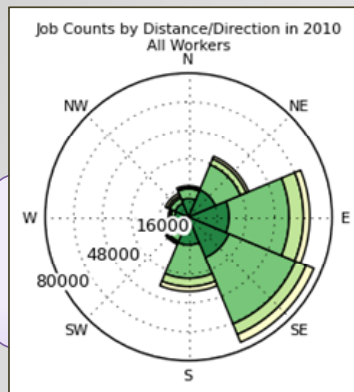
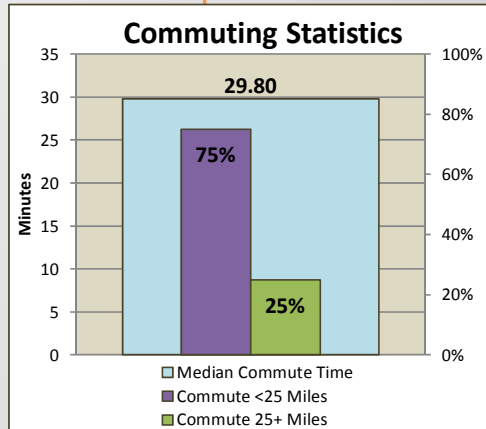
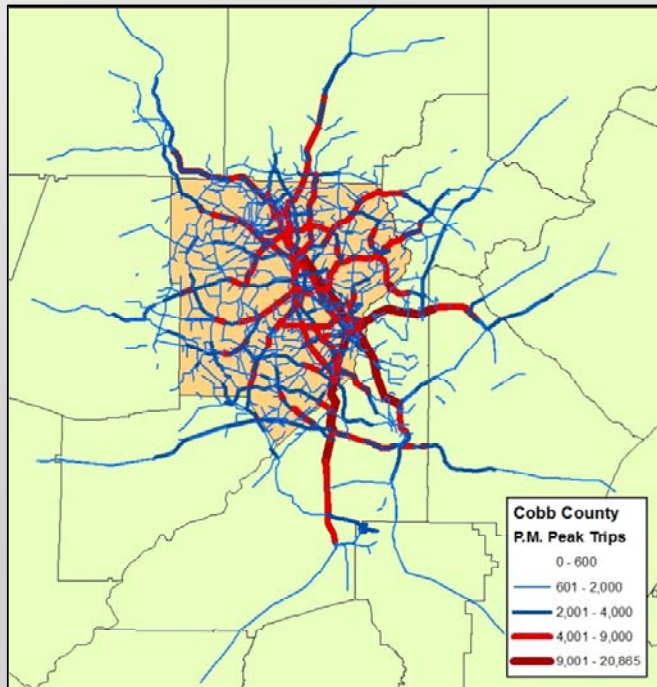
regional impact + local relevance

Cobb County: Subarea 2

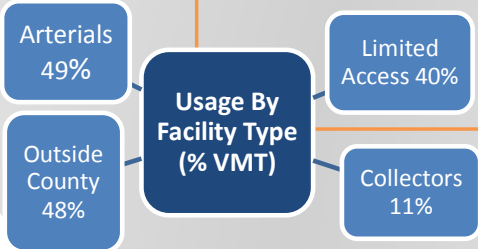


- With a total population of 688,078 persons, Cobb comprises 14% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 267,496 jobs located within Cobb County

- The Median Commute Time for Cobb County residents is the mid-pack in the MPO: roughly 29.8 min (2011 5-Year ACS)
- Cobb residents' commute distance is below the MPO average, with 75% traveling less than 25 miles to work

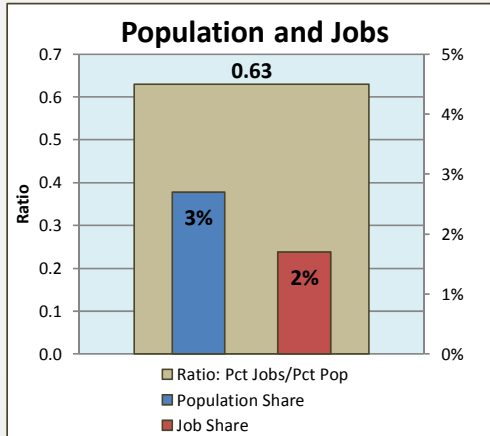


Direction Of Travel:
Residence To Employer



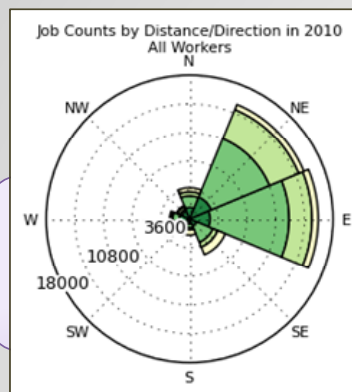
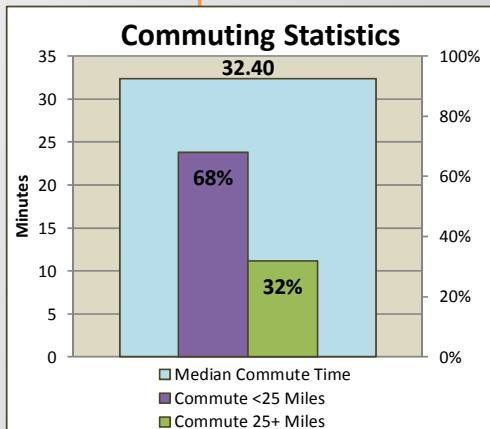
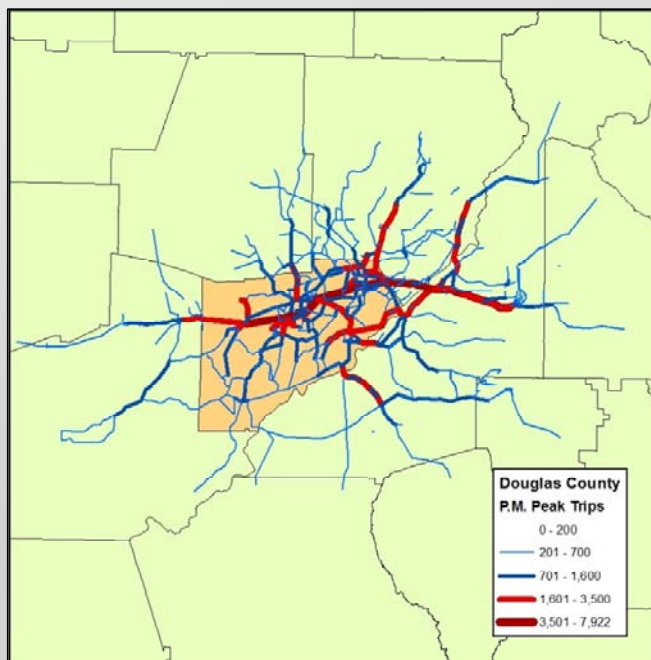
regional impact + local relevance

Douglas County: Subarea 2

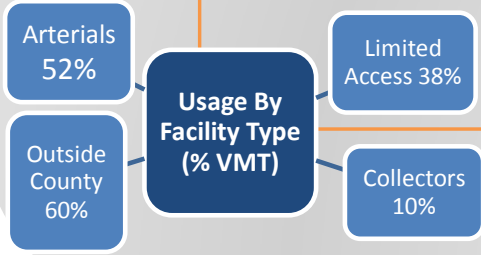


- With a total population of 132,403 persons, Douglas County comprises 3% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 31,554 jobs located within Douglas County

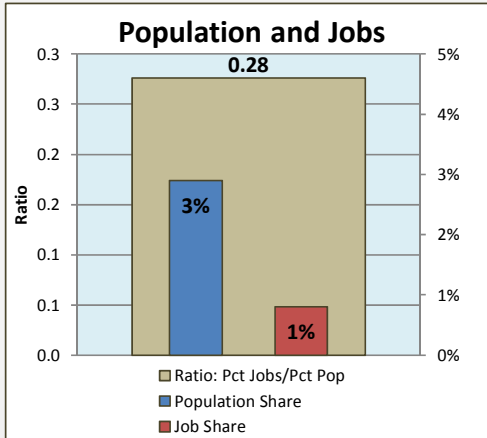
- The Median Commute Time for Douglas County residents is rated 12th in the MPO: 32.4 min (2011 5-Year ACS)
- Douglas residents also have the 2nd longest commute distance in the MPO, with 32% traveling 25+ miles to work



Direction Of Travel:
Residence To Employer

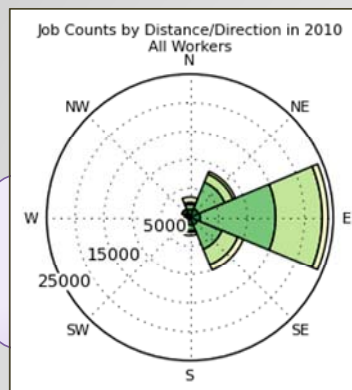
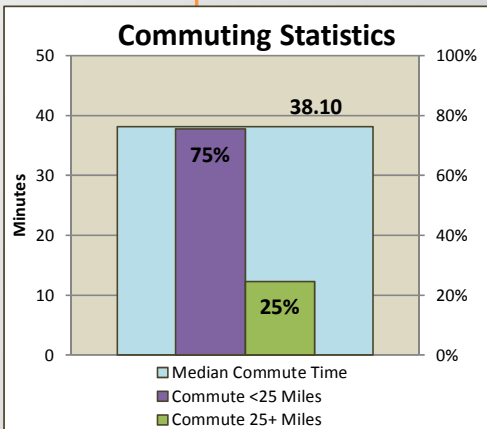
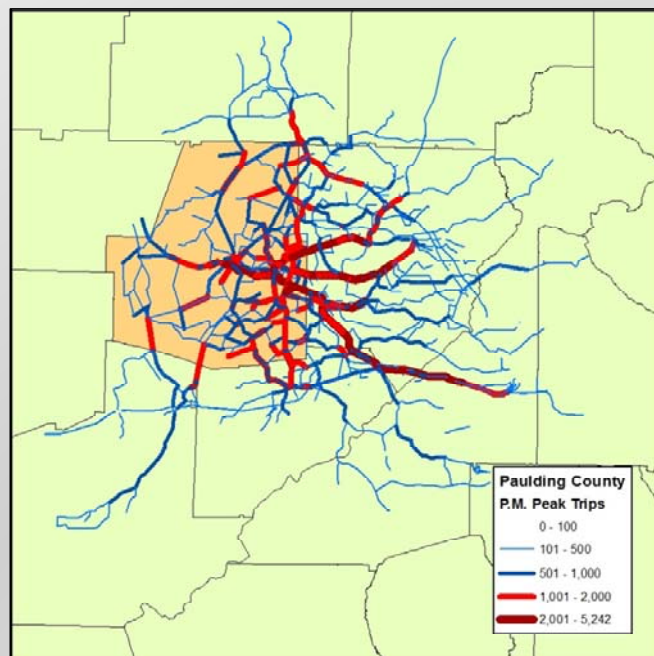


Paulding County: Subarea 2

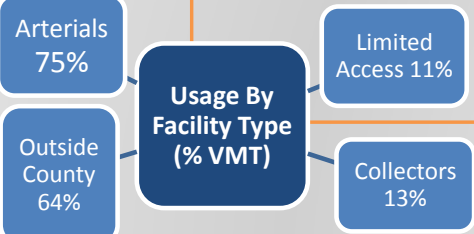


- With a total population of 142,324 persons, Paulding County comprises 3% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 14,695 jobs located within Paulding County

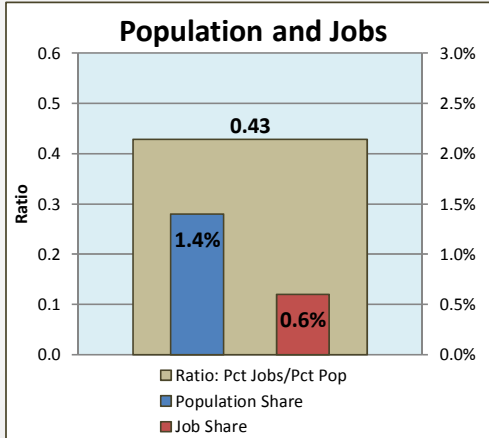
- The Median Commute Time for Paulding County residents is the longest in the MPO: 38.1 minutes (2011 5-Year ACS)
- However, Paulding residents only have the 4th shortest commute distance in the MPO, with only 25% traveling 25+ miles to work



Direction Of Travel:
Residence To Employer

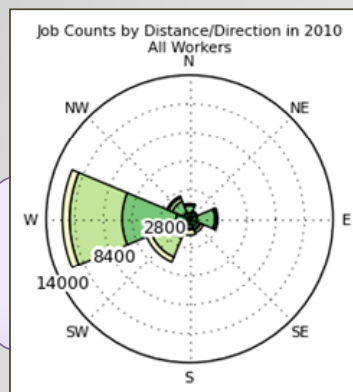
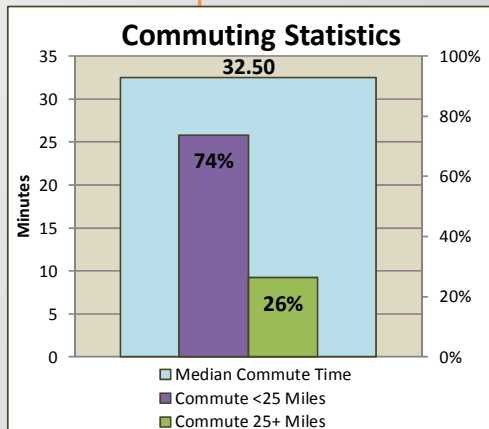
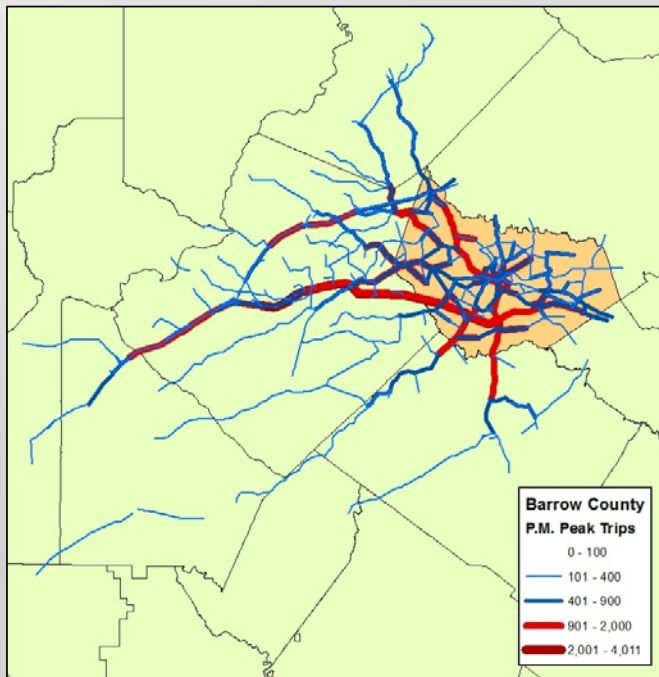


Barrow County: Subarea 3

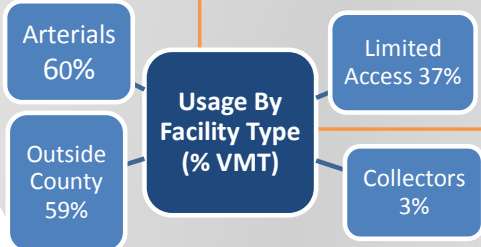


- With a total population of 69,367 persons, Barrow County comprises 1.4% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 11,896 jobs located within Barrow County

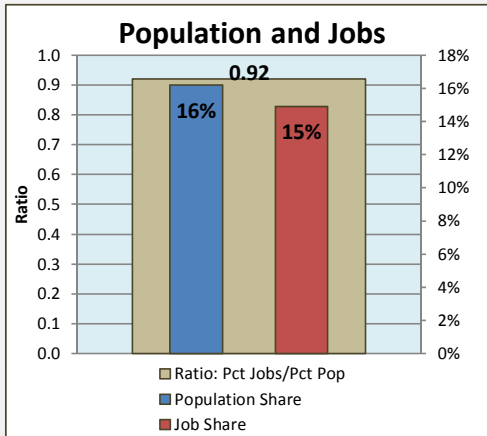
- The Median Commute Time for Barrow County residents 4th longest in the MPO: 32.5 minutes (2011 5-Year ACS)
- However, Barrow residents' commute distance is below the MPO average, with 26% traveling 25+ miles to work



Direction Of Travel:
Residence To Employer

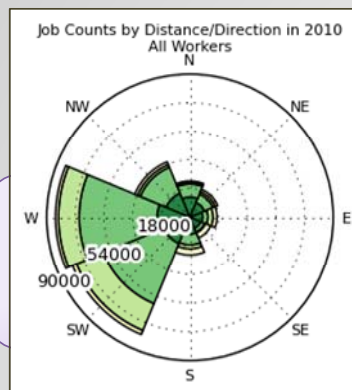
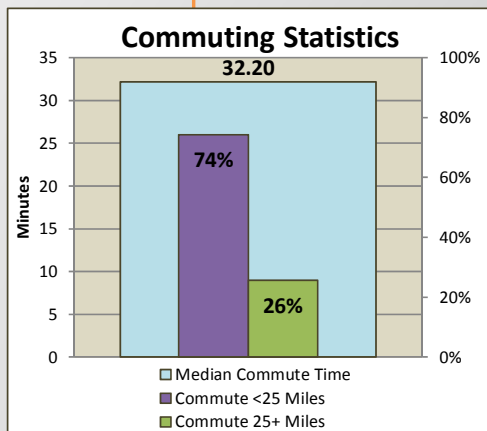
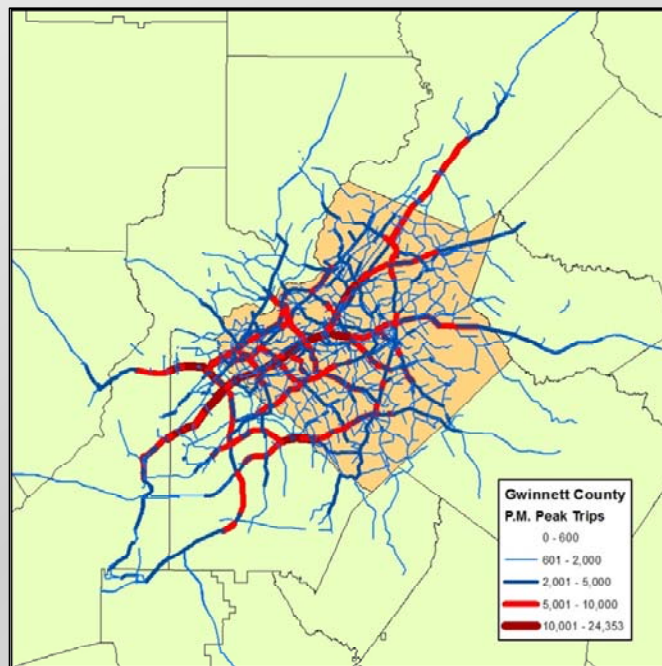


Gwinnett County: Subarea 3

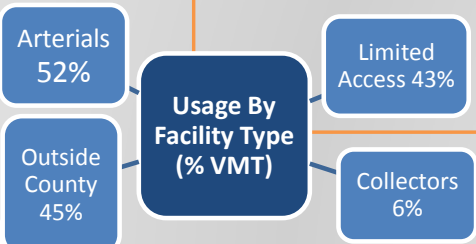


- With a total population of 805,321 persons, Gwinnett County comprises 16% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 275,317 jobs located within Gwinnett County

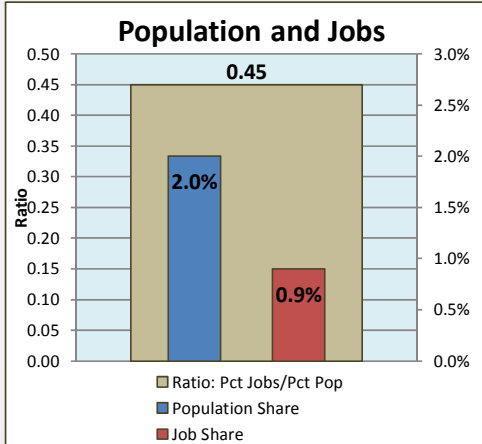
- The Median Commute Time for Gwinnett County residents is mid-pack in the MPO: 32.2 minutes (2011 5-Year ACS)
- However, Gwinnett residents have the 6th shortest commute distance in the MPO, with 26% traveling 25+ miles to work



Direction Of Travel: Residence To Employer

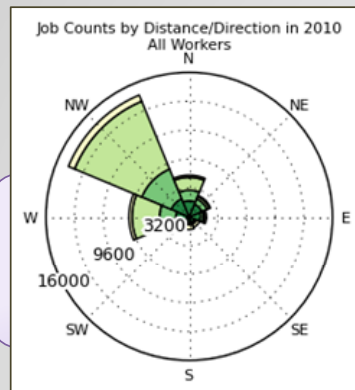
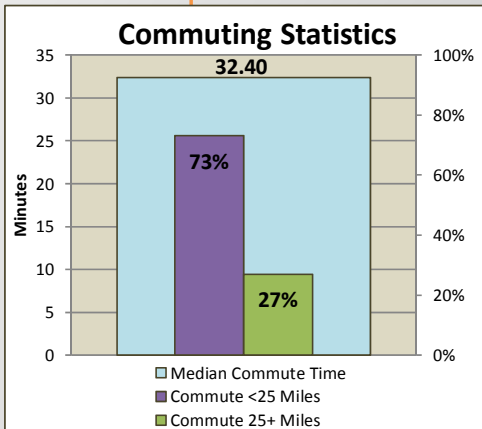
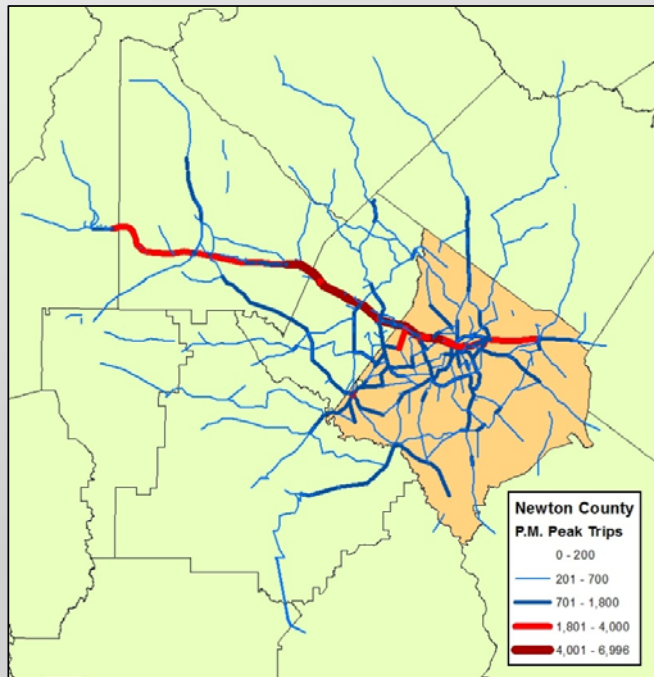


Newton County: Subarea 3

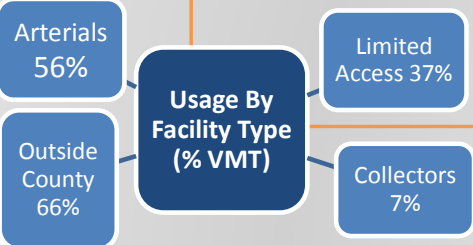


- With a total population of 99,958 persons, Newton County comprises 2% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 16,486 jobs located within Newton County

- The Median Commute Time for Newton County residents is tied for 12th in the MPO: 32.4 minutes (2011 5-Year ACS)
- Newton residents' commute distance is below the MPO average, with 27% traveling at least 25 miles to work

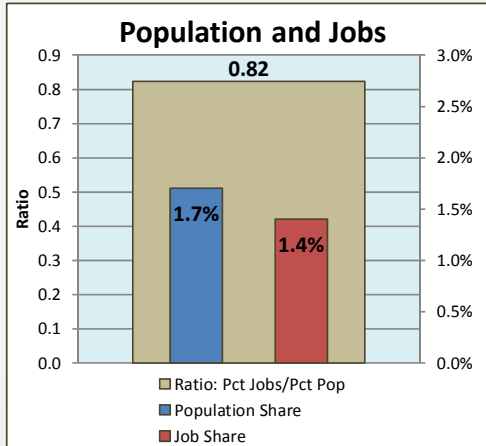


Direction Of Travel:
Residence To Employer



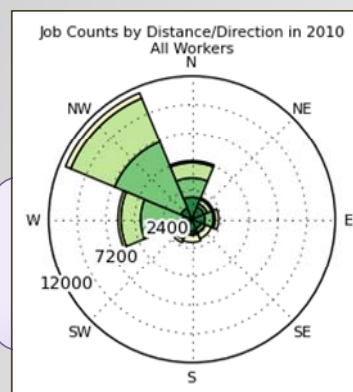
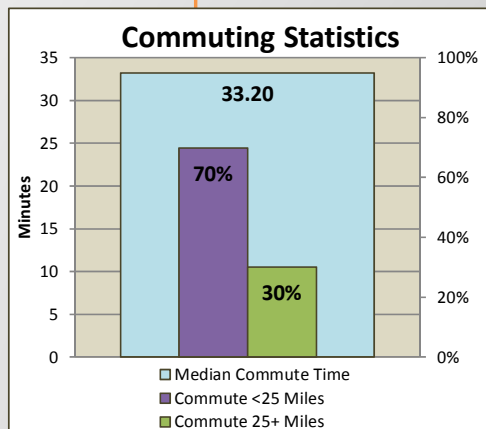
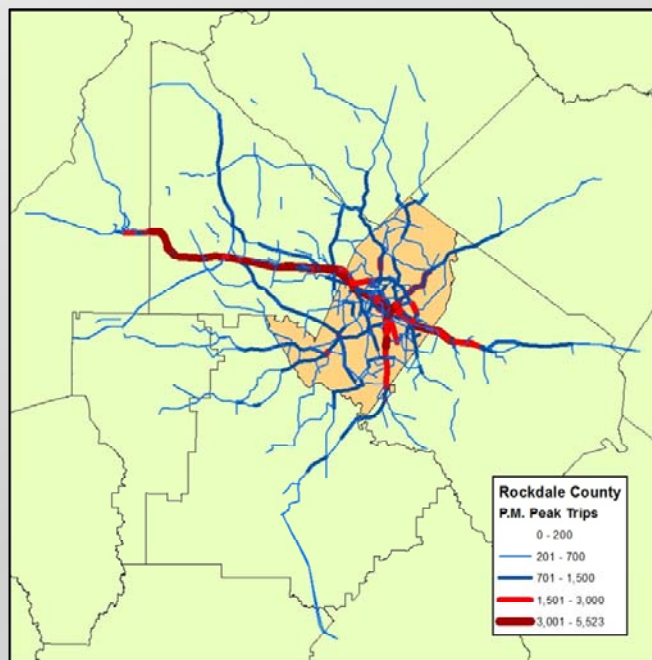
regional impact + local relevance

Rockdale County: Subarea 3

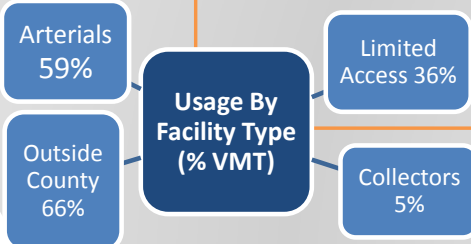


- With a total population of 85,215 persons, Rockdale comprises 1.7% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 25,246 jobs located within Rockdale County

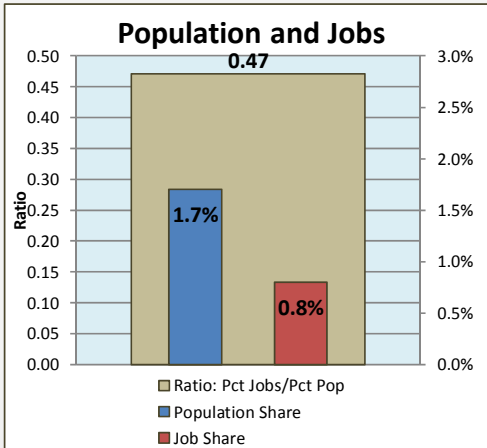
- The Median Commute Time for Rockdale County residents is 2nd worst in the MPO: 33.2 minutes (2011 5-Year ACS)
- Rockdale residents' commute distance is above the MPO average, with 30% traveling 25+ miles to work



Direction Of Travel:
Residence To Employer

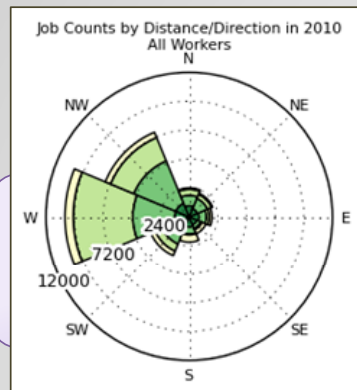
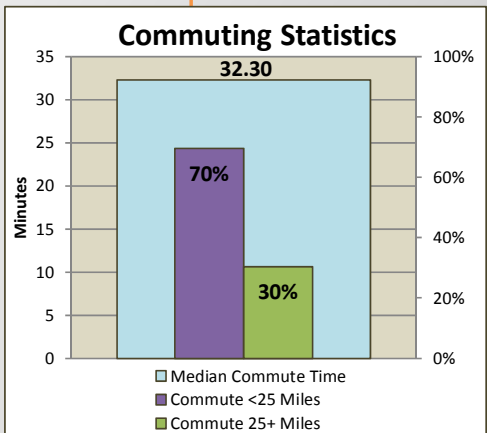
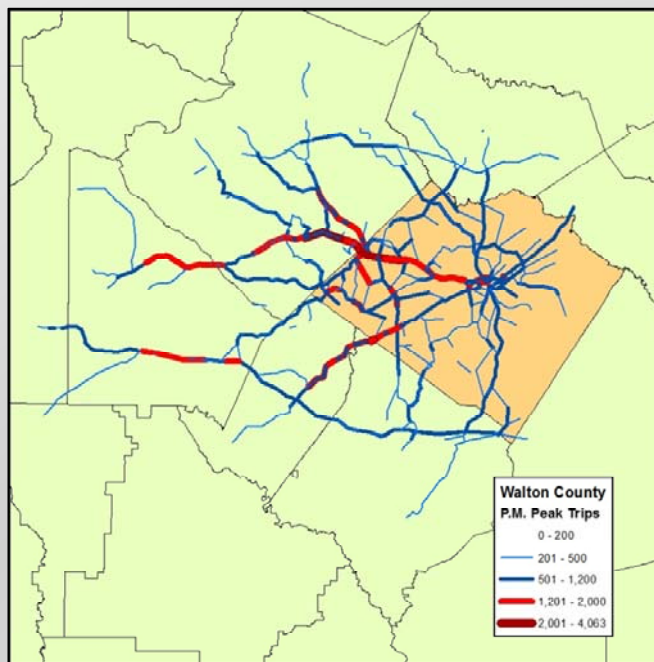


Walton County: Subarea 3

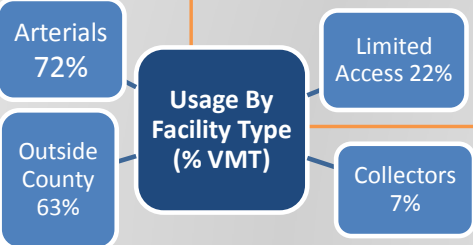


- With a total population of 83,768 persons, Walton comprises 1.7% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 14,686 jobs located within Walton County

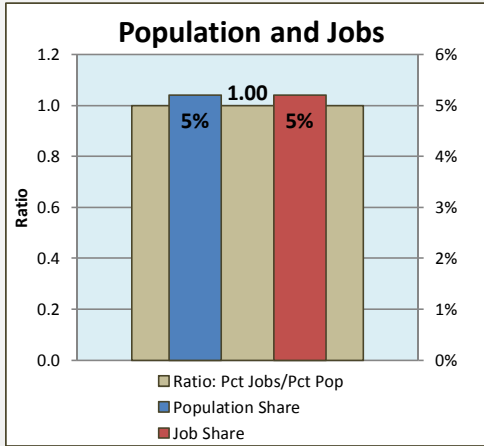
- The Median Commute Time for Walton County residents is mid-pack in the MPO: 33.2 minutes (2011 5-Year ACS)
- Walton residents' commute distance is above the MPO average, with 30% traveling 25+ miles to work



Direction Of Travel: Residence To Employer

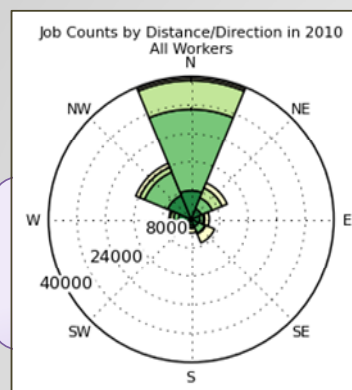
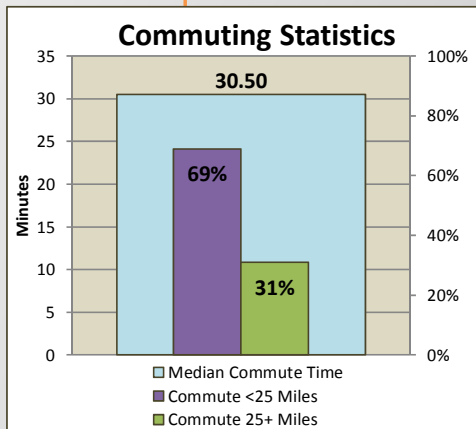
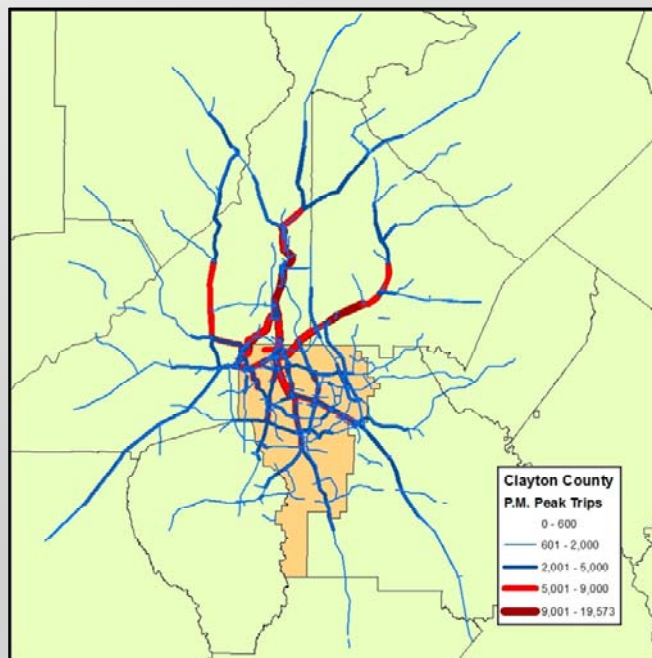


Clayton County: Subarea 4

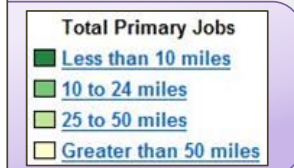
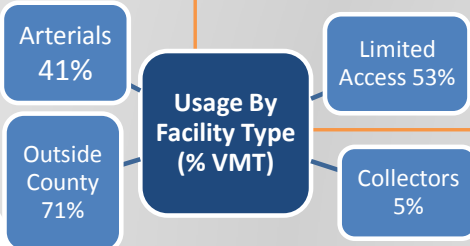


- With a total population of 259,424 persons, Clayton comprises 5% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 97,042 jobs located within Clayton County

- The Median Commute Time for Clayton County residents is mid-pack in the MPO: 30.5 minutes (2011 5-Year ACS)
- Clayton residents' commute distance is above the MPO average, with 31% traveling 25+ miles to work

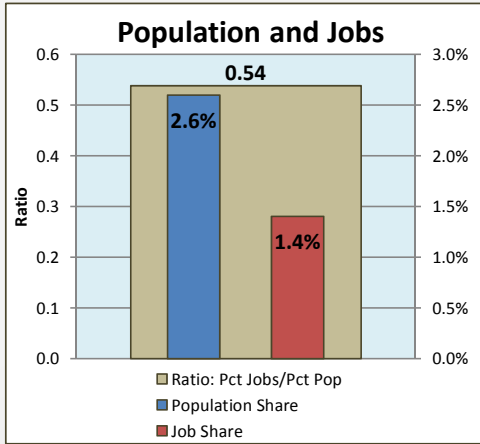


Direction Of Travel:
Residence To Employer



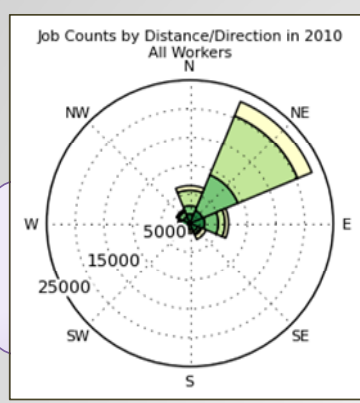
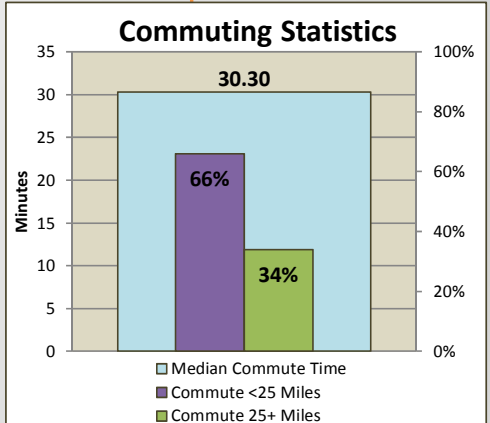
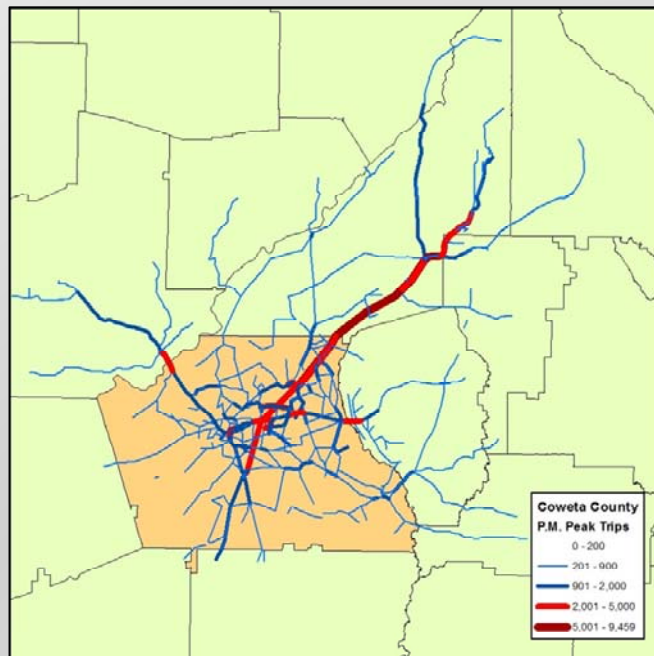
regional impact + local relevance

Coweta County: Subarea 4

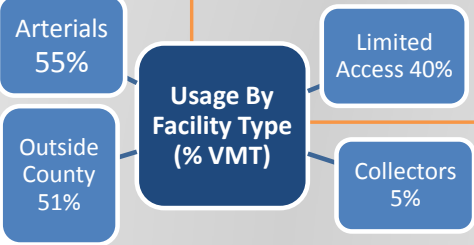


- With a total population of 127,317 persons, Coweta comprises 2.6% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 25,735 jobs located within Coweta County

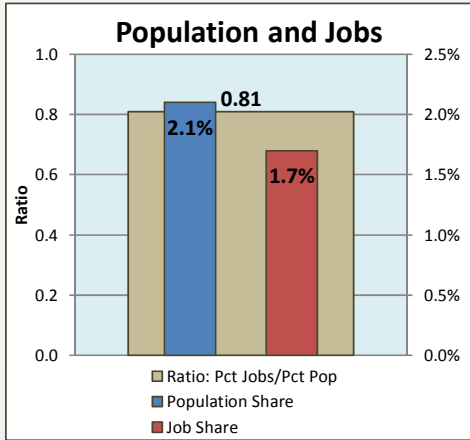
- At 30.3 minutes, the Median Commute time for Coweta County residents is below average in the MPO (2011 5-Year ACS)
- Coweta residents' commute distance is the second longest in the region, with 34% traveling 25+ miles to work



Direction Of Travel:
Residence To Employer

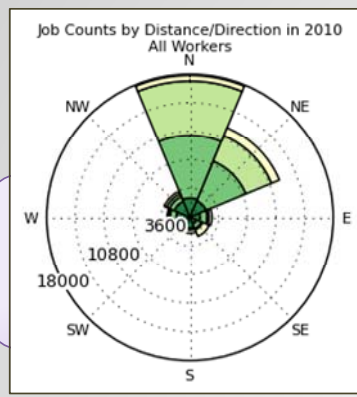
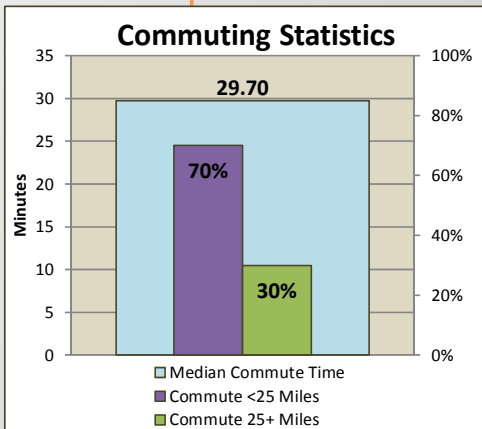
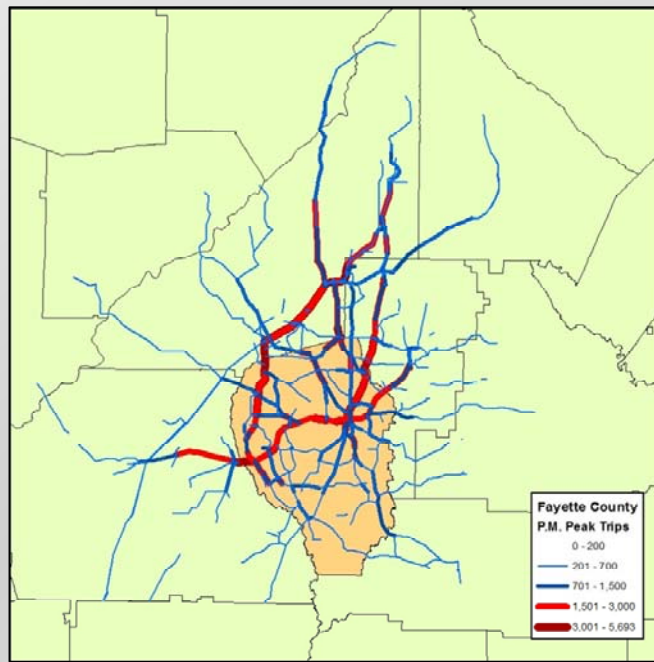


Fayette County: Subarea 4

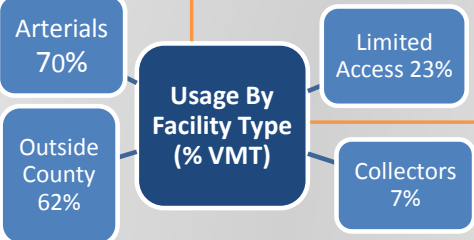


- With a total population of 106,567 persons, Fayette comprises 2.1% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 32,384 jobs located within Fayette County

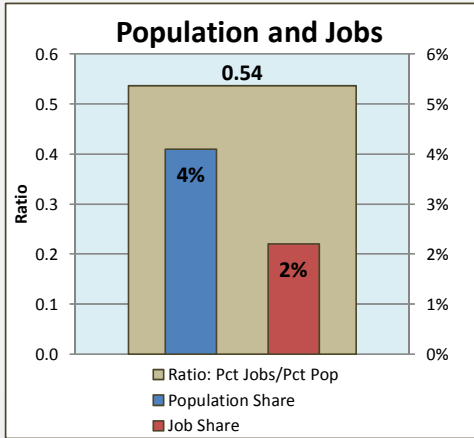
- At 30.3 minutes, the Median Commute time for Fayette County residents is tied for 4th shortest in the MPO (2011 5-Year ACS)
- Fayette residents' commute distance, however, is above the MPO average, with 30% traveling at least 25 miles to work



Direction Of Travel: Residence To Employer

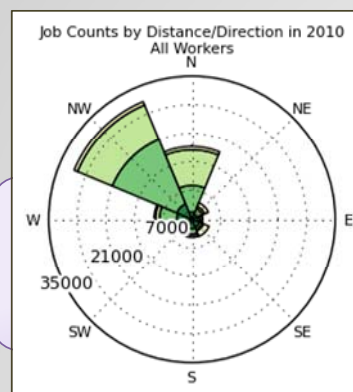
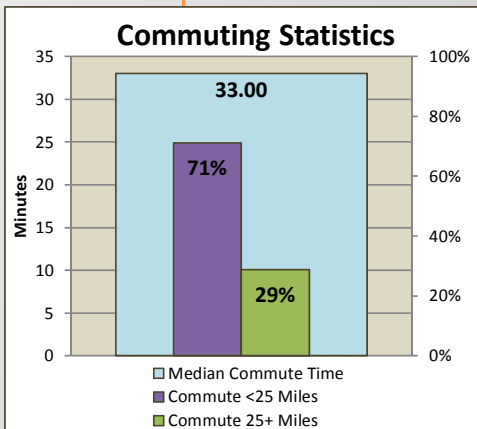
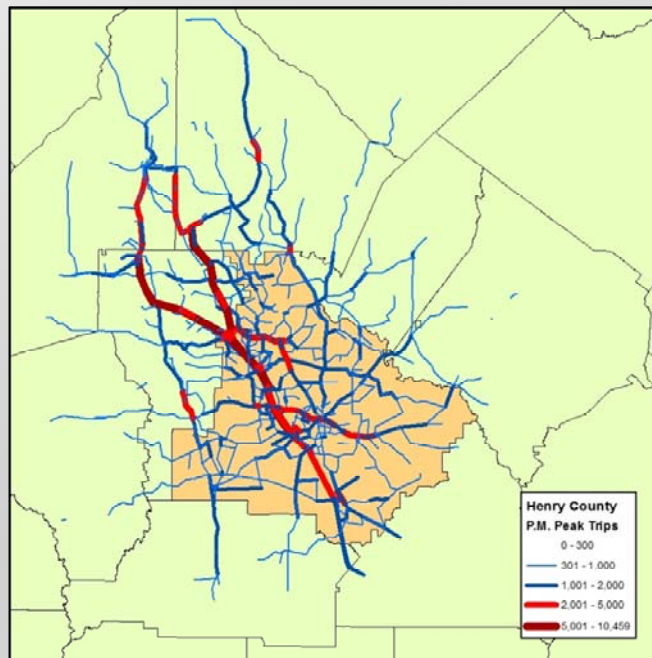


Henry County: Subarea 4

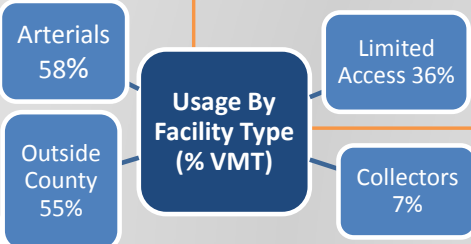


- With a total population of 203,922 persons, Henry comprises 4% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 40,561 jobs located within Henry County

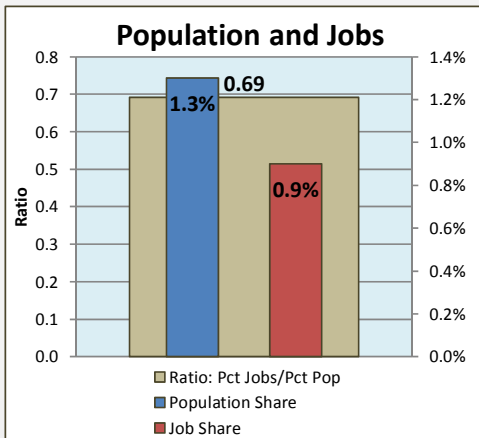
- At 33 minutes, the Median Commute time for Henry County residents is the 2nd longest in the MPO (2011 5-Year ACS)
- Henry residents' commute distance, however, is just above the MPO average, with 29% traveling 25+ miles to work



Direction Of Travel:
Residence To Employer

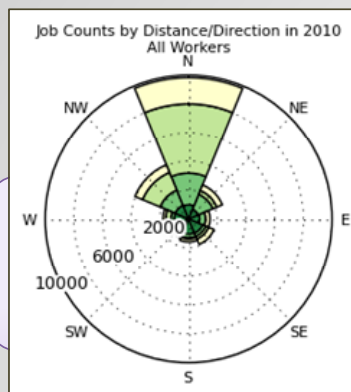
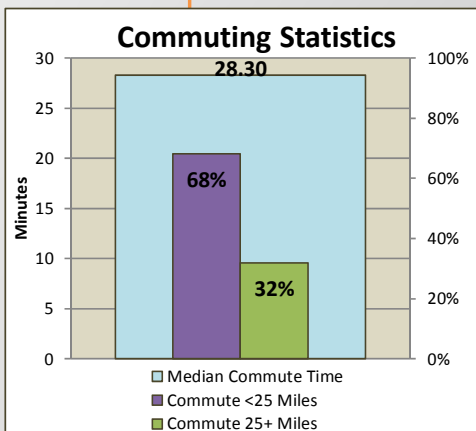
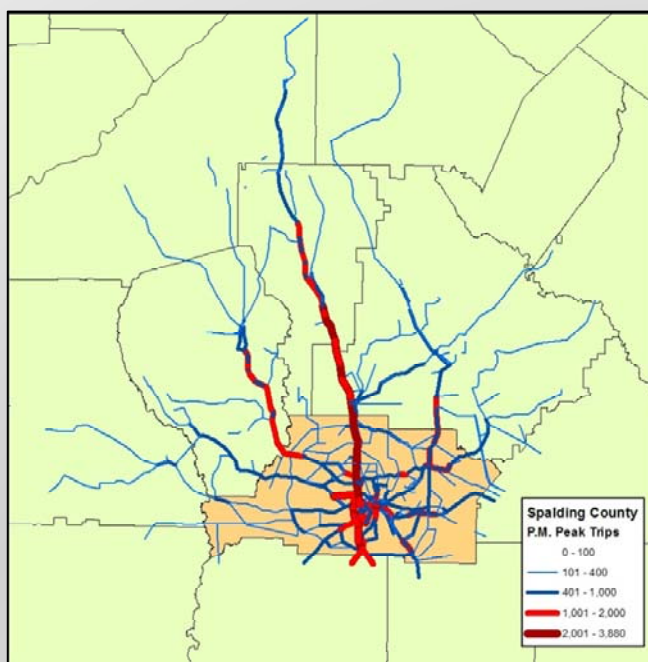


Spalding County: Subarea 4

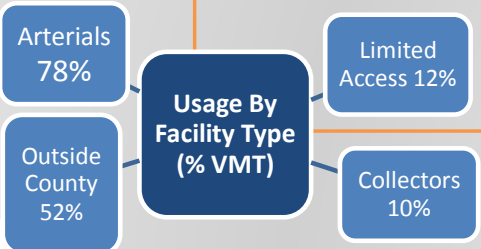
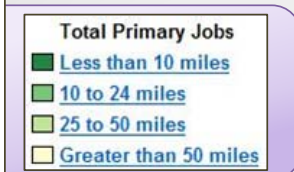


- With a total population of 64,073 persons, Spalding comprises 1.3% of the total population in the 18-county Atlanta MPO Area (2010 Census)
- The Bureau of Labor Statistics in Q3 of 2011 reported a total of 16,088 jobs located within Spalding County

- At 28.3 minutes, the Median Commute time for Spalding County residents is the 2nd shortest in the MPO (2011 5-Year ACS)
- Spalding residents' commute distance, however, is one of the farthest, with 32% traveling 25+ miles to work



Direction Of Travel:
Residence To Employer



regional impact + local relevance



REGIONAL TRANSPORTATION PLAN

Appendix D Development Guidance



March 2014 Update



APPENDIX D-1

How the PLAN 2040 RTP Addresses MAP-21 Planning Factors

March 2014 Update

Appendix D-1

How PLAN 2040 Addresses MAP-21 Planning Factors

| Regulation | Yes | No | Volume Chapter/Page | Notes |
|--|-----|----|-------------------------------------|---|
| 23 CFR 450.306 | | | | |
| (a) Does the RTP reflects consideration of the eight planning factors? | X | | Volume I Chapters 1-6 | Consideration of factors noted throughout various sections of PLAN 2040 Volume I. |
| (b) Have planning factors been addressed at a level appropriate to the scale and complexity of issues? | X | | Volume I Chapters 1-6 | A Regional Assessment, conducted in 2009 and 2010, identifies key planning related issues affecting transportation and land use. These issues have not fundamentally changed since then, although multiple elements were revisited to ensure the latest data and information were used in forming recommendations for the March 2014 update. Federal planning factors are considered in the overall Plan development process, specifically assessing the scale and complexity of issues. Additional information on the regional assessment is available on-line at www.atlantaregional.com/plan2040 . |
| 23 CFR 450.322 | | | | |
| (a) Does the RTP cover at least a 20-year planning horizon as of the effective date and include an air quality conformity determination? | X | | Volume I Volume II | The Plan horizon year is 2040, 26 years beyond the first year of the Plan (2014). All population and employment forecasts were updated as part of the PLAN 2040 RTP (March 2014 Update) process. The Conformity Determination Report is included as Volume II. |

Appendix D-1

How PLAN 2040 Addresses MAP-21 Planning Factors

| Regulation | Yes | No | Volume Chapter/Page | Notes |
|--|-----|----|--|--|
| (b) Does the RTP include both long-range and short-range planning strategies? | X | | Volume I Chapter 4 App. A-1 App. A-2 App. A-5 | Short range strategies from 2014-2019 and long-range strategies from 2020-2040 are included in the PLAN 2040 RTP. Appendix A-1 provides a detailed list of short-range TIP projects, while Appendix A-2 includes both short-range and long-range projects comprising the entirety of the RTP project list. |
| (c) Is the RTP updated within every four years for nonattainment areas or within every five years for attainment areas? For TMAs, has a Certification Review been conducted at least every four years? | X | | Volume II (pp. 6-9) | The PLAN 2040 RTP was originally approved by ARC on July 27, 2011, with a conformity determinations approved on September 6, 2011. The last conformity determination (for Amendment #3), was on September 23, 2013. The Atlanta region's transportation planning process was last certified by the Federal Highway Administration and Federal Transit Administration on October 3, 2011, as required by 23 USC 134(i)(5) and 49 USC 5305(e). |
| (d) In nonattainment and maintenance areas is there a process for developing transportation control measures (TCM)? | X | | Volume II (pp. 12-13) | The CDR includes discussions on the status of TCMs. While no new TCMs are anticipated or planned as part of PLAN 2040, the process to develop these will be coordinated through the IAC, when applicable. |
| (e) Were the latest available estimates and assumptions for land use, population, travel, employment, congestion and economic activity used in the update of the transportation plan? | X | | Volume I Chapter 2 (pp. 3-9) | Updated demographic forecasts, land use assumptions, and assessments of congestion were used in developing PLAN 2040. Additional information is available in the Regional Assessment and on-line at www.atlantaregional.com/info-center/arc-region/plan-2040-forecasts/plan-2040-forecasts |

Appendix D-1

How PLAN 2040 Addresses MAP-21 Planning Factors

| Regulation | Yes | No | Volume Chapter/Page | Notes |
|---|-----|----|---|---|
| (f) Does the RTP address each of the following? | X | | N/A | The Atlanta region's transportation planning process was last certified by the Federal Highway Administration and Federal Transit Administration on October 3, 2011, as required by 23 USC 134(i)(5) and 49 USC 5305(e). |
| 1. Projected transportation demand of persons and goods. | X | | Volume I Chapters 2-5 | The Regional Assessment and PLAN 2040 RTP considered the projected demand of persons and goods in recommendations. Additional information on the assessing demand is available on-line at www.atlantaregional.com/plan2040 . |
| 2. Existing and proposed transportation facilities, including roads, transit, bicycle and pedestrian facilities, multimodal and intermodal facilities. | X | | Volume I Chapter 4 (pp. 22-37) Appendix A | The PLAN 2040 RTP identifies major transportation systems. These systems form the foundation for federal funding recommendations. Specific proposed line item projects and programs are included in Appendices A-1 & A-2. More detailed information on transit projects and programs is contained in Appendix A-5. |
| 3. Operational and management strategies to improve performance of the existing and proposed transportation facilities to relieve vehicular congestion and maximize safety. | | | Volume I Chapter 4 (pp. 4-21) Appendix A | The PLAN 2040 RTP increases the emphasis on these investments, with several new operational programs included in PLAN 2040. Specific line item projects and programs included in Appendices A-1 & A-2. More detailed information on transit projects and programs is contained in Appendix A-5. |
| 4. Congestion management strategies and SOV projects that result from congestion management process (TMAs only). | X | | Volume I Chapter 4 (p. 37) | The PLAN 2040 RTP considered the latest CMP congestion rankings in developing recommendations, as described in the referenced narrative. Congestion management strategies are considered with specific projects recommended. Additional information on the CMP is available at www.atlantaregional.com/cmp |

Appendix D-1

How PLAN 2040 Addresses MAP-21 Planning Factors

| Regulation | Yes | No | Volume Chapter/Page | Notes |
|--|-----|----|--|--|
| 5. Assessment of capital investment and other strategies to preserve existing and projected future transportation infrastructure and multimodal capacity increases. | X | | Volume I Chapters 2-5 | Development of the PLAN 2040 RTP involved extensive analysis of the preservation of existing and forecast infrastructure. Policy guidance was given regarding this area in the summer of 2010 for the July 2011 version of the RTP and again throughout 2013 for the March 2014 version. |
| 6. List of all existing and proposed transportation facilities (including design concept, scope, descriptions, and source of funds). | X | | Volume I Appendix A | For PLAN 2040 RTP projects and programs, specific line items are included in Appendices A-1 & A-2. More detailed information on transit projects and programs is contained in Appendix A-5. |
| 7. General discussion of types of potential environmental mitigation activities at the corridor or regional level (i.e., policy/strategy level, not project-specific) and potential areas to carry out activities developed in consultation with Federal, state and tribal wildlife, land management, and regulatory agencies. | X | | Volume I Chapter 3 App. C-1 | ARC coordinated extensively with applicable state and local agencies in developing the original version of the PLAN 2040 RTP adopted in July 2011. Specific attention was given to developing a Regional Resource Plan, available on-line at www.atlantaregional.com/plan2040 . Due to limited changes in the universe of projects considered for the March 2014 update, the original environmental analysis was determined to still be adequate and outreach with environmental agencies during development of the updated plan centered on specific projects and issues. PLAN 2040 includes a Plan Management framework in which environmental impacts of transportation investments can potentially be monitored and reported on a regular and ongoing basis. |

Appendix D-1

How PLAN 2040 Addresses MAP-21 Planning Factors

| Regulation | Yes | No | Volume Chapter/Page | Notes |
|--|-----|----|---|--|
| 8. Pedestrian walkway and bicycle facilities (23 USC 17 (g)). | X | | Volume I Chapter 4 (pp. 18-19) App. A-1 App. A-2 | PLAN 2040 includes an extensive set of walkway and bicycle facility recommendations, including both recommendations for specific projects and programs. For PLAN 2040 RTP projects and programs, specific line items are included in Appendices A-1 & A-2. |
| 9. Transit enhancement activities. | X | | Volume I Chapter 4 App. A-1 App. A-2 | Transit enhancement activities are considered and funded through a variety of programs, including ARC's Livable Centers Initiative. For PLAN 2040 RTP projects and programs, specific line items are included in Appendices A-1 & A-2. |
| 10. Financial plan that demonstrates how the adopted transportation plan can be implemented and includes strategies for implementation of any new funding sources (23 USC 101 (a)(5)). | X | | Volume I Chapter 5 App. B | The PLAN 2040 RTP meets all requirements for demonstrating that the list of projects can be funded with existing and reasonably available funding sources. |
| i. Financial plan contains system-level estimates of costs and revenue sources 'reasonably expected to be available to operate and maintain the transportation system. | X | | <i>See above</i> | System-level costs and revenues to maintain and operate the system are accounted for in RTP balancing. |
| ii. Public Transit operators were included in the cooperative development of funding estimates for the financial plan. | X | | <i>See above</i> | ARC's Financial Planning Team, including public transit operators, assisted in the development of funding estimates for the financial plan. |
| iii. Financial plan includes recommendations on any additional financing strategies to fund projects and programs in the metropolitan transportation plan. | X | | Volume I Chapter 5 (pp. 21-22) | The financial plan includes a discussion of potential new revenue sources to fund projects in the future. However, PLAN 2040 does not anticipate new funding resources, such as a regional sales tax, to fund projects in the financially constrained RTP. |

Appendix D-1

How PLAN 2040 Addresses MAP-21 Planning Factors

| Regulation | Yes | No | Volume Chapter/Page | Notes |
|--|-----|----|--|--|
| iv. All projects and strategies proposed for funding reflect “year of expenditure” dollars. | X | | Volume I Chapter 5 App. A-4 | Financial constraint was determined using both current year dollars (2014) and year of expenditure (YOE) funding. Appendix A-4 includes a complete list of projects and programs included in the RTP, inflated to YOE costs. |
| v. In nonattainment and maintenance areas, the financial plan addresses financial strategies to ensure implementation of transportation control measures (TCM). | X | | Volume II Exhibit 2 | All previous identified TCM’s have either been completed or removed from the plan, as documented in Exhibit 2 of the CDR. |
| (g) Did consultation occur with state and local agencies responsible for environmental protection, land use management, natural resource and historic preservation agencies for the development of the metropolitan transportation plan. | X | | Volume I Chapter 3 App. C-1 | ARC coordinated extensively with applicable state and local agencies in developing the original version of the PLAN 2040 RTP adopted in July 2011. Specific attention was given to developing a Regional Resource Plan, available on-line at www.atlantaregional.com/plan2040 . Due to limited changes in the universe of projects considered for the March 2014 update, the original environmental analysis was determined to still be adequate and outreach with environmental agencies during development of the updated plan centered on specific projects and issues. |
| 1. Comparison of conservation plans/maps with transportation plans. | X | | See above | See above |
| 2. Comparison of natural or historic resources with transportation plans. | X | | See above | See above |

Appendix D-1

How PLAN 2040 Addresses MAP-21 Planning Factors

| Regulation | Yes | No | Volume Chapter/Page | Notes |
|--|-----|----|---|---|
| (h) Does the RTP include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the Metropolitan Planning Area contained in the GA Strategic Highway Safety Plan required under 23 USC 148 as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and nonmotorized users? | X | | Volume I Chapter 4 (pp. 10-12) App. C-2 | ARC played a key leading role in development of a Regional Evacuation Plan for metro Atlanta. Analysis of crash data was a major component in the evaluation and selection of projects, as further described in Appendix C-2. |
| (i) Were citizens, state and local agencies, freight transportation services, providers of freight transportation services, representatives of users of pedestrian walkways and bicycle facilities, disabled persons, and private citizens all given reasonable opportunity to comment on the transportation plan using the participation plan? | X | | Volume I Appendix F | ARC held over 300 meetings during the development of the original version of PLAN 2040 adopted in July 2011, with the objective to provide reasonable opportunity to comment on the development of the Plan. Extensive ongoing outreach activities between 2011 and 2013 permitted stakeholder agencies and the public significant opportunities to influence development of the March 2014 version of the RTP. Throughout the update, major documents were also made available on-line at www.atlantaregional.com/rtpupdate . |
| j. Metropolitan transportation plan published and made electronically accessible on the World Wide Web. | X | | N/A | All PLAN 2040 RTP documentation is available online at www.atlantaregional.com/plan2040 . Selected materials and links to the main documentation site are provided on numerous other pages throughout ARC's website, including www.atlantaregional.com/tip , www.atlantaregional.com/rtp and www.atlantaregional.com/rtpupdate . |
| If significant written and oral comments were received during the draft metropolitan long-range plan as a result of the participation process, was a summary, analysis or report part of the final metropolitan transportation plan? | X | | Volume I Appendix F | This action will occur in the final documentation for the PLAN 2040 RTP in late February 2013, after the completion of the official public comment period. |



APPENDIX D-2

ARC Resolutions

March 2014 Update



ATLANTA REGIONAL COMMISSION

**A Resolution by the Atlanta Regional Commission
Adopting the 2012 Update of the Transportation Participation Plan,
the Regional Community Engagement Plan 2012**

WHEREAS, the Atlanta Regional Commission, pursuant to the Georgia Code Section 50-8-80 et seq., is the agency responsible for comprehensive regional planning, including transportation and land use planning for the ten-county Atlanta Region; and

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Atlanta Metropolitan Planning Area which includes all or parts of eighteen counties; and

WHEREAS, the current surface transportation reauthorization - Moving Ahead for Progress in the 21st Century (MAP-21) - requires development, adoption and implementation of a transportation participation plan; and

WHEREAS, the Commission is committed to carrying out its responsibilities in a manner that provides ample opportunities for early, ongoing and meaningful involvement by federal, state and local government representatives, the private sector and the general public; and

WHEREAS, the Commission adopted the original *Atlanta Region Transportation Public Involvement Plan* on November 27, 1993, an update on May 26, 1999, an amendment on February 28, 2001; an update on October 23, 2002, an amendment on January 25, 2006, an update on December 6, 2006, and an update on September 24, 2008; and

WHEREAS, the Commission, as part of a continuous effort to increase public involvement and general outreach in the transportation and land use planning process, has developed an update to the previous regional transportation participation plan to update the vision and goals of the plan, to provide a broad commission foundation for the plan based on the ARC Strategic Plan, to incorporate changes to administrative modifications and amendments to the Regional Transportation Plan/Transportation Improvement Program, to provide the foundation for a Community Engagement Network, to incorporate the Limited English Proficiency Plan and Equitable Target Areas to the environmental justice base of the plan, and to add recent changes in the State of Georgia Open Records/Open Meetings law; and

WHEREAS, the proposed regional community engagement plan update, as described in the attached document, has been evaluated by the appropriate technical and review processes, including a 45-day formal public review period; and

WHEREAS, the proposed regional community engagement plan update received no public comment during the public review period.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the Regional Community Engagement Plan, 2012 update.

BE IT FURTHER RESOLVED that the Atlanta Regional Commission directs staff to begin efforts immediately to implement the provisions of the 2012 update to the Regional Community Engagement Plan.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on August 22, 2012.

Robin Rutherford, ARC Assistant Secretary



ATLANTA REGIONAL COMMISSION

**A Resolution by the Atlanta Regional Commission
Adopting the 2012 Limited English Proficiency Plan**

WHEREAS, the Atlanta Regional Commission, pursuant to the Georgia Code Section 50-8-80 et seq., is the agency responsible for comprehensive regional planning, including transportation and land use planning for the ten-county Atlanta Region; and

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Atlanta Metropolitan Planning Area which includes all or parts of eighteen counties; and

WHEREAS, the current surface transportation reauthorization - Moving Ahead for Progress in the 21st Century (MAP-21) - requires development, adoption and implementation of a transportation participation plan; and

WHEREAS, Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance, and Presidential Executive Order 13166 requires recipients of federal funds to assess, monitor, and address the needs of Limited English Proficiency (LEP) individuals seeking assistance.

WHEREAS, the Commission is committed to carrying out its responsibilities in a manner that provides LEP individuals meaningful access to the information and services it provides.

WHEREAS, the Commission, in accordance with “US Department of Transportation Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency Persons,” has conducted a four-factor analysis in determining the reasonable steps the Commission must take to ensure meaningful access to the information and services it provides; and

WHEREAS, the four-factor analysis and corresponding policy is included in the draft 2012 Limited English Proficiency Plan; and

WHEREAS, the proposed Limited English Proficiency Plan, as described in the attached document, has been evaluated by the appropriate technical and review processes, including a 45-day formal public review period; and

WHEREAS, the proposed Limited English Proficiency Plan received no public comment during the public review period.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the 2012 Limited English Proficiency Plan; and

BE IT FURTHER RESOLVED that the Atlanta Regional Commission directs staff to begin efforts immediately to implement the provisions of the 2012 Limited English Proficiency Plan.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on August 22, 2012.

Robin Rutherford, ARC Assistant Secretary



ATLANTA REGIONAL COMMISSION

**A RESOLUTION BY THE ATLANTA REGIONAL COMMISSION ADOPTING
TIP/RTP BLUEPRINT, 2012 UPDATE,
CONTAINING BUSINESS RULES GOVERNING DOCUMENTATION
OF THE TRANSPORTATION IMPROVEMENT PROGRAM
AND THE REGIONAL TRANSPORTATION PLAN**

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 18 counties; and

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) and the Clean Air Act Amendments of 1990 require the MPO to develop a long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, the RTP and the TIP must be fiscally constrained based upon available financial resources; and

WHEREAS, ARC adopted a *TIP Blueprint* in September 2003 to serve as a convenient, comprehensive and user-friendly reference guide to assist project sponsors in understanding and adhering to standard practices governing how projects are programmed and documented in the TIP; and

WHEREAS, the *TIP Blueprint* explained the mechanics of how a project is managed in regional planning documentation once policy decisions related to the project have been reached through the regular MPO process; and

WHEREAS, since the *TIP Blueprint* was adopted in 2003 numerous changes have occurred and will continue to occur in federal and state legislation, policies and practices, which necessitate the need for an ongoing reviews and updates to the document; and

WHEREAS, a comprehensive update was adopted in 2010, with the scope expanded to include the RTP and the document rebranded as the *TIP/RTP Blueprint*; and

WHEREAS, the business rules, core functions and business rules outlined in the *TIP/RTP Blueprint* document served as a guidepost for development of project programming documents for the PLAN 2040 RTP and the associated FY 2012-2017 TIP, adopted in July 2011; and

WHEREAS, the need for additional modifications since 2010 were discussed with members of the Transportation Coordinating Committee (TCC) and other interested stakeholders at regularly scheduled meetings and during an open invitation workshop; and

WHEREAS, comments received from partner agencies and other stakeholders were reviewed and contents were revised and finalized as appropriate to address pertinent comments prior to endorsement; and

WHEREAS, ARC intends to use these policies and implementation strategies as a basis for developing future TIP and RTP documentation and making decisions on specific project issues as they arise.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the *TIP/RTP Blueprint, 2012 Update* in its entirety; and

BE IT FURTHER RESOLVED that these policies will be implemented during future updates to the PLAN 2040 RTP and its associated TIPs; and

BE IT FURTHER RESOLVED that ARC staff and TCC will monitor the need for modifications to the *TIP/RTP Blueprint* based on evolving transportation policies and initiatives at the national, state, regional and local levels and undertake updates, as necessary, for consideration by the Commission.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on August 22, 2012.

Robin Rutherford, ARC Assistant Secretary



ATLANTA REGIONAL COMMISSION

**A RESOLUTION BY THE ATLANTA REGIONAL COMMISSION
ADOPTING A DECISION-MAKING FRAMEWORK FOR
DEVELOPMENT OF AN UPDATE TO THE
PLAN 2040 REGIONAL TRANSPORTATION PLAN
AND TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Atlanta Regional Commission (ARC) is the designated Metropolitan Planning Organization (MPO) for transportation planning for all or parts of eighteen counties within the Atlanta Metropolitan Area Boundary; and

WHEREAS, the current transportation reauthorization (Moving Ahead for Progress in the 21st Century – MAP-21) and the Clean Air Act (CAA) Amendments require the MPO to develop a long-range transportation plan (RTP) and short-range transportation improvement program (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS in July 2011, the Atlanta Regional Commission did adopt PLAN 2040, a unified plan for the Atlanta Region, which included two sections, the Regional Agenda (RA) for the ten county area; and the Regional Transportation Plan (RTP) and associated Transportation Improvement Plan (TIP) for the eighteen county area; and

WHEREAS an update of the PLAN 2040 RTP and TIP is deemed necessary to 1) continue the alignment of PLAN 2040 with the Statewide Strategic Plan and the Governor's Strategic Goals, 2) begin addressing MAP-21 reauthorization planning requirements, 3) reflect the latest design scopes for major projects, and 4) reflect the latest financial realities in the region; and

WHEREAS due to these factors, a decision-making framework to be used in the update of the PLAN 2040 RTP and TIP was cooperatively developed with input from ARC planning partners at the local, regional and state levels;

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission will develop an update of the PLAN 2040 RTP (2040 RTP) and the Transportation Improvement Program (FY 2014-2019 TIP) for adoption in early 2014; and

BE IT FURTHER RESOLVED that the attached decision-making framework will be used in development of the 2040 RTP update and associated TIP; and

BE IT FURTHER RESOLVED that the decision-making framework will be revisited prior to the next update of the RTP and TIP targeted for March 2016.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on April 24, 2013.

Robin Rutherford, ARC Assistant Secretary

Decision-making Framework for PLAN 2040 Transportation Update

Regional Transportation Plan (RTP) and FY 2014-2019 Transportation Improvement Program (TIP)

Background

In prior RTP development processes, ARC adopted and applied a framework with associated guidance for prioritization of transportation strategies based on three areas of priority:

- Managing, optimizing and operating the current transportation system
- Implementing overall demand management programs
- Expanding the regional system, where appropriate

This framework was used in development of the Envision6 RTP and updated for development of the PLAN 2040 RTP and TIP, adopted in July 2011. Development of this draft decision-making framework of principles by ARC and its planning partners builds on the earlier endeavors and will guide the update of the PLAN 2040 RTP/TIP. It is intended as a tool for directing limited resources for both this and the next RTP and TIP updates.

ARC adoption of the PLAN 2040 RTP/TIP update is targeted for the first quarter of calendar year 2014; followed by GRTA approval of the TIP; GDOT incorporation of the TIP into the STIP, and the FHWA/FTA/EPA conformity determination. The MAP-21 transportation reauthorization bill requires the use of performance measures in 2015. ARC will adopt a new long-range transportation plan in the first quarter of 2016 and this Framework will lay the foundation for this Plan.

Framework Goal:

Prioritize existing revenue streams toward the investments that drive the betterment of the systemwide performance measures. Measures support the goals of the Statewide Strategic Plan, the Governor's Strategic Goals and PLAN 2040 goals, with an emphasis on enhancing the economic growth of the region.

Systemwide Performance Measures:

| |
|---|
| Annual fatalities on the transportation network |
| Percent of system adequately maintained |
| Percent of reliable peak period trips within 45 minutes by car |
| Percent of reliable peak-period trips within 45 minutes by transit (rail and bus) |
| Recurring congestion costs in terms of wasted time and fuel |
| Incident response time in metro Atlanta |
| Truck delay measures |

RTP/TIP Strategies

1. Optimize and Manage Existing Assets

- **Maximize person throughput and use of existing right-of-way** for road, transit and non-motorized improvements
- **Optimize incident response** and management
- **Optimize Travel Demand Management:**
 - Transportation System Operational Improvements and Demand Management - Identify lower-cost operational improvements and transportation demand management strategies, where possible, before proposing capital-intensive solutions.
 - Expand signal synchronization and operational improvement projects along corridors that will provide the greatest reduction in congestion/delay.
 - Support Intelligent Transportation Systems, including real time information for road and transit users and allowing for future technology in all modes of vehicles and roadways.
- **Preserve and maintain** existing assets to keep Georgia as a top tier state for system preservation.
- **Promote accessibility** to (and within) existing and emerging activity and employment centers.

2. Strategically Expand the System

- **Arterial Program** - Implement a corridor-focused arterial program, e.g., most congested/highest volume/highest crash locations and access to existing and emerging activity and employment centers.
 - Focus on most congested corridors.
 - Encourage multi-jurisdictional and key subregional priorities.
 - Consider the location of emergency evacuation routes.
 - Support the movement of freight on freight corridors.
 - Emphasize cost effectiveness as a consideration in addressing needs.
- **Bottlenecks** – Identify and prioritize the most beneficial projects for the removal of bottlenecks for both people and freight mobility.
- **Managed Lanes** - Add capacity to Metro Atlanta's limited access facilities consistent with the revised Managed Lanes System Plan implementation timeline, with complementary transportation demand management and transit enhancements.

- **Optimize Travel Demand Management:**
 - Develop and execute Transportation Demand Management and system management plans for corridors and activity centers.
 - Assess transit service provided along these routes for potential low cost operational, infrastructural and technological improvements.
- **Transit Expansion** – Implement transit strategies and investments where substantial local commitment, including innovative funding and delivery strategies, supports connections to and within the largest regional employment centers.
- For the state and MPO to achieve desired returns for taxpayers’ transportation dollars, **investments will need to be coordinated** with current and emerging development patterns.
- **Promote accessibility** to (and within) existing and emerging activity and employment centers.

3. Planning and Execution Considerations

- **Measure, compare and report** the expected and actual benefits of projects, including tracking the on-time and on-budget delivery of projects.
- **Acquire new data and information** for better resource allocation. Acknowledge that a limited number of projects may not yet have metrics that can fully capture the benefit of the project.
- **Plan and scope region-shaping projects** in coordination with PLAN 2040’s Aspiration Plan element.



Action Date: 3/26/14

ISSUE SUMMARY: PLAN 2040, THE UNIFIED PLAN

FROM: Richard Oden, Chair, ELUC – Section 1
Tom Worthan, Chair, TAQC – Section 2

IMPORTANCE:

PLAN 2040 is a Unified Plan for the Atlanta Region, developed as follows:

- February 2009 - Adopted a resolution to create and adopt a 2040 Unified Plan for the Atlanta region
- July 2010 – Adopted the vision, goals and objectives for **PLAN 2040**.
- March 2010 - Adopted the **PLAN 2040** Regional Assessment, Stakeholder Involvement Plan and Regionally Important Resources map.
- July 2011 – Adopted PLAN 2040, a unified plan for the Atlanta Region, in two sections:
 - Section 1 - The **PLAN 2040 Regional Agenda** for the 10-county planning area developed pursuant to state requirements under DCA through LUCC and ELUC.
 - April 2012 – Transmitted the Work Program update to DCA
 - December 2012 – Adopted the 5 year Work Program Update and updates to the Regional Resource Plan and UGPM
 - April 2013 – Transmitted the Work Program update to DCA
 - Section 2 - The **PLAN 2040 RTP/TIP** for the 18-county transportation planning area developed pursuant to federal requirements under USDOT, through TCC and TAQC.
 - December 2012, May 2013, August 2013 – Amended the PLAN 2040 TIP
 - April 2013 – Decision Making Framework for PLAN 2040 RTP/TIP Update

Two updates of PLAN 2040 are proposed for action in February 2014:

- Section 1 – **describe ... developed through the 10-county state planning area.**
- Section 2 – ARC adoption of an update of PLAN 2040 RTP and a new FY 2014-2019 Transportation Improvement Plan developed through the 18-county Atlanta metropolitan planning organization, ARC.

ACTION REQUIRED:

- Commission adoption – March 2014

**A RESOLUTION BY THE ATLANTA REGIONAL COMMISSION
ADOPTING
PLAN 2040, A UNIFIED PLAN FOR THE ATLANTA REGION**

WHEREAS, since 1952 the Atlanta Regional Commission has developed and adopted regional plans for the Atlanta region; and

WHEREAS, these plans include the Regional Agenda (RA) for the ten county area; and the Regional Transportation Plan (RTP) and associated Transportation Improvement Plan (TIP) for the eighteen county area; and

WHEREAS, ARC developed PLAN 2040, a regional unified plan, that encompasses both the RA 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, 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, ARC incorporated strategies and projects outlined in existing plans and programs including the Livable Centers Initiative (LCI), Southern Regional Accessibility Study, Multi-Modal Corridor Plans, County Transportation Plans, Freight Mobility Study and others; and

WHEREAS, ARC implemented a communication process for regular updates on plan development to local government officials and other planning partners and to provide opportunities for local government, citizens and non-governmental organization engagement in key steps in the plan development; and

WHEREAS, the Regional Agenda as detailed in **Resolution Section 1** was prepared for the 10-county area 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 RTP and TIP as detailed in **Resolution Section 2** were prepared for the 18-county area pursuant to Safety, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990; and

WHEREAS, due to differing geographic areas and approving agencies for the RA and RTP/TIP, updates to **Resolution Section 1** were approved by the Environmental & Land Use Committee, and updates to **Resolution Section 2** by the Transportation Coordinating Committee and the Transportation & Air Quality Committee.

Draft for approval by Commission in March 2014

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts updates to **PLAN 2040**, a unified plan for the Atlanta region, as defined above and in Resolution Sections 1 and 2; and

BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make nonsubstantive technical corrections to the final document as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to report regularly on the above actions and commits itself to address policy issues raised in a timely manner to further the implementation of **PLAN 2040**.



**RESOLUTION BY THE ATLANTA REGIONAL COMMISSION
ADOPTING SECTION 1 OF THE
UNIFIED PLAN FOR THE ATLANTA REGION,
PLAN 2040 REGIONAL AGENDA**

WHEREAS, since 1952 the Atlanta Regional Commission has developed and adopted regional plans for the Atlanta region; and

WHEREAS, these plans include the Regional Plan for the ten county area; and the Regional Transportation Plan (RTP) and associated Transportation Improvement Program (TIP) for the eighteen county area, and

WHEREAS, the Regional Plan must be prepared pursuant to the Georgia Planning Act of 1989 and consistent with minimum standards developed by the Georgia Department of Community Affairs (DCA); and

WHEREAS, in November 2008, Georgia DCA adopted revisions to Chapter 110-12-6, Standards and Procedures for Regional Planning, “Regional Planning Requirements”; and

WHEREAS, ARC developed a regional unified plan and strategic vision for PLAN 2040 and has sought comprehensive approaches to accommodate economic and population growth sustainably in the Atlanta region during the next 30 years; and

WHEREAS, ARC seeks to conserve and protect critical environmental and historic resources, rural landscapes, critical habitats, greenspaces, water supply, water quality, air quality and other environmental features while meeting the overall regional needs to manage growth sustainably; and

WHEREAS, PLAN 2040 has incorporated and unified both regional and local growth policy as outlined in Local Government Comprehensive Plans; and

WHEREAS, ARC submitted to Georgia DCA the Regional Agenda as the final element under state rules for Plan 2040 process. The Regional Agenda includes: Unified Growth Policy Map (UGPM); Development Guide; Five Year ARC Work Program; Local Performance Standards; Five Year Partners Work Program.

WHEREAS, Georgia DCA has reviewed the PLAN 2040 documents submitted for review and determined they satisfactorily meet the Minimum Standards and Procedures for Regional Planning;

For approval by ELUC and ARC Board in March 2014

NOW, THEREFORE, BE IT RESOLVED that the Commission adopts the PLAN 2040 Regional Agenda. ARC staff are directed to begin implementation of PLAN 2040 including requirements outlined in the Minimum Standards and Procedures for Regional Planning.



**RESOLUTION BY THE ATLANTA REGIONAL COMMISSION
ADOPTING THE 2014 UPDATE OF SECTION 2 OF THE
UNIFIED PLAN FOR THE ATLANTA REGION,
PLAN 2040 RTP/TIP**

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 18 counties; and

WHEREAS, the Safety, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990 require the MPO to develop a long-range regional transportation plan (RTP) and short-range transportation improvement program (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality; and

WHEREAS, the proposed 2014 update of **PLAN 2040 RTP/TIP** consists of:
Volume I 2040 RTP, which includes the FY 2014-2019 TIP
Volume II Conformity Determination Report for the 20-County Area
Appendices - PLAN 2040 Related Documentation; and

WHEREAS, the PLAN 2040 RTP/TIP was developed to meet the requirements of the CAA and SAFETEA-LU, and in compliance with 23 CFR 450.322 and 450.324 through appropriate technical and review processes; and

WHEREAS, the PLAN 2040 RTP/TIP was developed pursuant to the vision, goals and objectives adopted by ARC in July 2010, and the Decision Making Framework adopted in April 2013, and

WHEREAS, in development of the **Conformity Determination Report** to demonstrate compliance with air quality limits, population and employment forecasts used in the technical evaluation were approved through the Interagency Consultation process and are included in Volume II, and

WHEREAS, the **Conformity Determination Report** also demonstrates that the PLAN 2040 RTP/TIP conforms to the requirements for the 15-county Atlanta ozone nonattainment area under the 8-hour, 2008 standard using a methodology that meets all transportation conformity requirements under the standard and was developed through the Interagency Consultation process, and

WHEREAS, the **Conformity Determination Report** also demonstrates that the PLAN 2040 RTP/TIP conforms to the requirements for the 20+-county Atlanta particulate matter (PM_{2.5})

For approval by TCC, TAQC and ARC Board in March 2014

nonattainment area using a methodology that meets all transportation conformity requirements under the standard and was developed through the Interagency Consultation process, and

WHEREAS, PLAN 2040 was developed consistent with the requirements of 23 CFR 450.316 and in adherence with the participation processes and guidelines outlined in *ARC Community Engagement Plan, 2012 Update*; and

WHEREAS, a Plan Management Program has been developed to monitor PLAN 2040 implementation and is included in Volume I, Chapter 6.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the update of the **PLAN 2040 RTP/TIP** as defined above, and

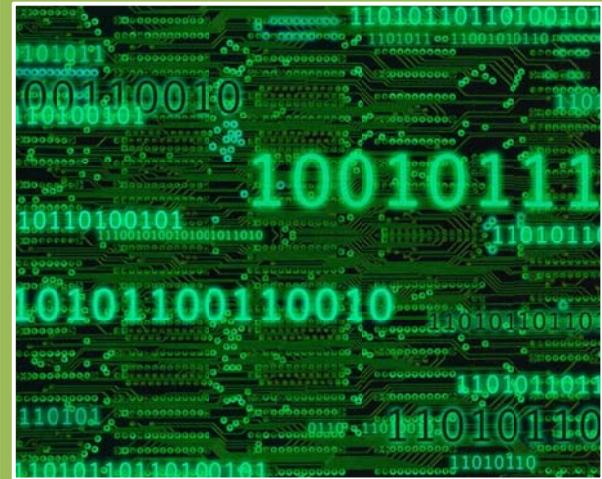
BE IT FURTHER RESOLVED that the Commission authorizes staff, with approval of the Chair of the Atlanta Regional Commission, to make nonsubstantive technical corrections to the final document as necessary; and

BE IT FURTHER RESOLVED that the Commission directs the staff to report regularly on the above actions and commits itself to address policy issues raised in a timely manner to further the implementation of **PLAN 2040**.



REGIONAL TRANSPORTATION PLAN

Appendix E Model Documentation



March 2014 Update

The Travel Forecasting Model Set For the Atlanta Region



Prepared By **PBSJ**

in Consultation with



&

AECOM CONSULT
A DMJM HARRIS Affiliate

Originally Prepared March 2011
Reviewed December 2013 (No Edits Required)

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1. Introduction

The Atlanta Regional Commission (ARC) travel demand model is designed to, at a minimum, represent the state of the practice in travel demand modeling and to meet all modeling requirements in the US EPA Transportation Conformity Rule (40 CFR Parts 51 and 93). Since 1990, a full consultation process, peer review and the ARC strategic travel demand model enhancement program have guided all modifications to the travel demand model. As a result, all elements of the travel demand model are designed to support all technical and policy decisions that are required in developing a comprehensive, multimodal transportation plan and program in accordance with the Intermodal Surface Transportation Equity Act of 1991 (ISTEA), the 1990 Clean Air Act Amendments (CAAA) and the Transportation Conformity Rule and the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Model improvements over the past decade and a half have generally been incremental approaches designed to produce a travel demand model that successfully addresses all federal planning and air quality requirements and sufficiently represents all transportation modes in the Atlanta region.

This report documents the trip based travel demand model developed for the Atlanta region. The trip based travel demand models consist of a series of sub-models which estimate travel patterns throughout the region and use these travel patterns to estimate the travel on the highway and transit transportation links in the region. The model boundary area originally consisted of 13 counties in order to be consistent with air quality conformity requirements for the ozone nonattainment areas.

On December 17, 2004, the United States Environmental Protection Agency (USEPA) designated 20 whole counties and two partial counties within the metropolitan Atlanta area as nonattainment under the fine particulate matter (PM_{2.5}) standard. The PM_{2.5} nonattainment area encompasses the 13-county one-hour ozone maintenance area plus seven additional "ring" counties: Carroll, Bartow, Hall, Barrow, Walton, Newton, and Spalding counties; and parts of Heard and Putnam counties. As a result of this nonattainment designation, the Atlanta Regional Commission (ARC) expanded the current travel demand model boundary from 13 to 20 counties in order to meet the federal requirements for performing conformity analysis. The model was not expanded to include the two partial counties of Heard and Putnam counties.

The main data source for the calibration of the travel demand models was a household travel survey of eight thousand households conducted for the Atlanta Regional Commission (ARC) from April 2001 through April 2002. In addition, the ARC had an On-Board transit survey conducted in late 2001 and early 2002 which was used in developing the travel demand models and a survey of air passengers at Hartsfield International Airport conducted in 2001. Extensive speed studies were conducted to assist with the development of the network speeds. Over 5,000 daily traffic counts were utilized to perform the highway assignment validation. Vehicle classification counts were also collected to develop a new commercial vehicle and truck model.

The household survey data was the main source of data for developing the trip generation and distribution model. The trip generation model is a fairly unique trip based model in that it estimated the frequency a person will make trips, by the purpose of the trip, and then applies this frequency to individual persons to determine the total amount of travel made by the residents of the region. This model was structured to make maximum use of the household survey data. The model was calibrated using a logit structure and used the program ALOGIT for this purpose. The distribution model was a gravity model which used both highway time and transit time as measures of travel impedance. The distribution model also used the 2000 journey to work census data as much as possible. Since the models were developed in early 2003, it was only possible to use the county to county census data work "flows".

The mode choice model also used the household survey data but, in addition, it also used the transit on-board survey. The mode choice model is a nested logit model, calibrated using the program ALOGIT. The air passenger survey was used to develop an air-passenger model. This model is also a nested logit

model, which estimates the non-airport location of air passengers and the mode which the air passengers used to the airport.

Additional model refinements have been incorporated into the ARC model structure in 2005-2006 in addition to the expansion of the model boundary. During 2005, the mode choice model was re-evaluated to improve the performance of the model performance on suburban intra-county trips. The purpose of this effort was to examine the existing mode choice model and improve its ability to predict travel mode of trips in the Atlanta region. The review of the market segments in the model was conducted and revised. Various model specifications were explored and tested. In addition, an attraction share model was incorporated into the regional modeling process to improve the model performance. As a result of this effort, refinements were made to the trip generation, trip distribution and mode choice models. In addition, a new commercial vehicle and truck model was developed to improve traffic assignment and to provide for the analysis of truck only toll (TOT) lanes. These changes have significantly changed the model structure and formats of output files from previous versions of the ARC travel demand model set.

The report has ten sections, including the Introduction. The second section describes the trip generation model while the third section discusses the trip distribution model. The mode choice model is the subject of the fourth section while the external model is described in section five. Section six documents the development of the commercial vehicle and truck models. Section seven describes the air passenger model while the section eight discusses the highway assignment model and the results of applying the entire model chain to obtain daily highway volumes on all the highway links. Section nine provides a description of the network specifications. Please refer to the *User's Guide* for detailed information on how to run the travel demand model set. The *User's Guide* also specifies the input data files and describes the format of the model output files.

2. Trip Generation

The trip generation model was refined as part of the effort to refine the mode choice model in 2005. The refinements consisted of revising the trip productions by purpose to be stratified by the new market segments necessary for the revised mode choice model and revising the attraction model component to include an attraction share model. This section documents the calibration of the trip generation model including both the initial calibration efforts and the new refinements.

The trip generation model estimates trip ends for a typical weekday. A production trip end is where a trip begins from the home of the trip maker. An attraction trip end is where a trip ends. For example, a person who made two trips in a day, one from home to work and one from work to home, would generate two productions at the home end and two work attractions at the work end. Trips which neither begin nor end at the traveler's home are called non-home based trips and the trip ends are called origins and destinations – with the origin being the beginning of the trip and the destination being the end of the trip. The trips used in the development of the trip generation model were the total person trips, which includes walking and bicycling trips.

The trip generation models develop trip ends by purpose. The ARC models are stratified into six purposes:

1. Home Based Work: Trips made for the purpose of work and which either begin or end at the traveler's home. This is a typical trip purpose that is obviously related to the employment and the income of the traveler or the household.
2. Home Based Shopping: Trips made for any type of shopping that begin or end at the traveler's home. This trip purpose is obviously related to socioeconomic and land-use characteristics; e.g. Retail employment, income, and household size.
3. Home Based Grade School: Any trip between an elementary or high school and the home. Characteristics of these trips were determined from the home interview survey. If the age of the traveler was under 19 years, the trip was classified as a grade school trip.
4. Home Based University: All school travel made to a university with one end being at the traveler's home. Characteristics of these trips were determined from the home interview survey. If the age of the traveler was 19 years or older, the trip was classified as a university trip.
5. Home Based Other: Any trip made with one end at the home except for the purpose of work, shopping, or school. This includes trips made for social visits, recreational trips, or personal-business.
6. Non-Home Based: Any trip that neither begins nor ends at home.

The trip generation model consists of a number of sub-models. There is a model to estimate the trip productions, by purpose and a model to estimate the trip attractions by purpose. There is also a model to estimate the types of households in each traffic analysis zone and a model to estimate which productions are non-motorized productions and which are motorized productions. Non-motorized productions are those productions which represent trips made by walking or by bicycling. Motorized productions are those productions which represent trips made by using an automobile or by using transit.

2.1. Trip Production Model

The trip production model was developed by using the 2000 home interview survey. This survey of approximately 8,000 households consisted of identifying the travel patterns for each member of the

household for two consecutive days. Because of the two day survey and the large number of households there were a substantial number of trip records; approximately 100,000.

The new trip production model is structured completely different than the previous trip production model. The previous trip production model was designed as a cross-classification model which estimated trips, by purpose, for a household based on the number of persons in the household and the number of automobiles owned by the household, and the number of workers in the household. The cross classification model was chosen because it was the best model structure given the amount of data available at the time. The data was from the 1990 household survey consisting of a one day survey of about 2,300 households and 20,000 trips.

The new trip production model is structured as a logit model estimating the daily trip frequency a person (not a household) would make. This is a fairly unique model structure. The reasons this model structure was chosen because the logit structure: (1) allows more independent variables to be used; (2) allows continuous independent variables to be used, rather than only classification variables; and (3) allows statistical measures to be made measuring the significance of the independent variables and the entire equation. The logit model structure was possible for this modeling effort due to the large number of observed data records. Although the trip production model was refined in 2005 to export trips by the new market segments, the initial calibration of the production model was unchanged.

The approach is to use a set of logit models, stratified by trip purpose and person type, to estimate the probability of a person making no trips, 1 trip, 2 trips, etc. These probabilities are then used to calculate the effective net trip rate per person, by person type. Those rates are then used to calculate the overall trip rate for the household (HH), by purpose, and summed to the traffic analysis zone level.

The trip purposes are: home-based work (HBW), home-based shop (HBSshop), home-based university (HBU), home-based school (HBSch), home-based other (HBO), and non-home-based (NHB). HBU trips are defined as school trips made by people over the age of 18. HBSch trips are primary/secondary school trips made by people aged 18 and younger.

The person types are: adult worker (age 16 or older, with a full- or part-time job -- WKR), non-working adult (NWA), and child (age 15 or younger -- CHL). There is a model for each person type for each purpose, except where the person type and the purpose are not compatible. For example, there is no HBW model for non-working adults.

The socio-economic independent variables, specified as information for the household, are as follows:

- HH size (1, 2, 3, 4+)
- HH income group (under \$20K, \$20 – 50K, \$50 – 100K, over \$100K)
- Number of workers (0, 1, 2, 3+)
- Number of children (0, 1, 2, 3+)
- Number of autos (0, 1, 2, 3+)

For the calibration of the model, each household in the survey data set has a value for each of these five socio-economic variables. In the application of the model for a future year, the ARC land use model estimates households by household size and income group. Using these households, a set of models is then used to estimate the number of households, actually the proportion, for each of the other three socio-economic variables. These models are described in section 2.2.

Since fractional households are used in this calculation, it may be more accurate to think of the fractions as the probability of a Household being in each category, multiplied by the total number of Households in the zone. Since the number of persons, by type, is known in each “cell” of this 5-way stratification, the trip rates per person can be combined to compute the net trip rate for the Household.

The model is a logit formulation, structured as follows:

$$P_{x,y}(n) = \frac{e^{U_{x,y}(n)}}{\sum e^{U_{x,y}(n)}}$$

Where:

$p_{x,y}(n)$ = probability of a person of type x making n trips of purpose y, n = 0, 1, 2, ...

$U_{x,y}(n)$ = utility of n trips for person type x and purpose y

The utility of making no trips (U (0)) is, by convention, defined to be zero for all models. The utility of the other numbers of trips is a linear function of various known attributes of the HH, including income, size, autos, and location.

There are 15 separate models, numbered as shown in Table 2.1. By definition, only Workers can make HBW trips, and Children cannot make HBU trips.

The calibration of this model consists of estimating the coefficients for the 15 models. One of the first calculations is to determine the number of utility equations for each model. That is, which numbers of integer trip choices should be modeled in each model? The trip estimation file was examined and the choices were determined such that, in general, the last choice comprised about 2% of the total number of trips. Table 2.2 shows the number of choices for each model and the average number of trips for the last choice.

**Table 2.1
Trip Model Numbers**

| Purpose | Worker | Non-working Adult | Child |
|----------------|--------|-------------------|-------|
| HB Work | #1 | | |
| HB Shop | #2 | #3 | #4 |
| HB University | #5 | #6 | |
| HB School | #7 | #8 | #9 |
| HB Other | #10 | #11 | #12 |
| Non-Home-Based | #13 | #14 | #15 |

**Table 2.2
Trip Choices by Model**

| Purpose | Worker | Non-working Adult | Child |
|----------------|----------|-------------------|----------|
| HB Work | 4 / 4.12 | | |
| HB Shop | 3 / 3.51 | 4 / 4.32 | 2 / 2.15 |
| HB University | 1 / 1.66 | 1 / 2.07 | |
| HB School | 1 / 1.79 | 1 / 1.90 | 3 / 3.80 |
| HB Other | 4 / 4.62 | 4 / 4.75 | 4 / 4.40 |
| Non-Home-Based | 7 / 8.11 | 5 / 6.24 | 4 / 4.59 |

Legend: xx / yy: xx = highest trip category, yy = average trips/person for the highest category

So, for example, in the model of Home Based Shopping trips by Non-working Adults, the choice set consists of:

- 0 trips
- 1 trip

- 2 trips
- 3 trips
- 4+ trips (the average of this category is 4.32 trips/person)

These choices are assumed to be independent of each other. While that might not strictly be true, it greatly simplifies the analysis and was thus judged acceptable.

The internal-internal trip generation model developed trip end estimates for twenty-one trip purposes. For each of the five home-based trip purposes (work, other, shop, school and university) there were four individual income groups resulting in twenty home-based trip purposes. Non-home based trips were maintained as a single trip purpose. The initial challenge in the development of the trip distribution models was to determine if separate distribution models were required for the individual income groups within each of the home-based trip purposes.

The second challenge was the development of a spatial separation variable that recognized that transit service between traffic analysis zone pairs is perceived by travelers as increasing traffic analysis zone pair accessibility. A methodology that has been used in other areas is to develop a composite time (combination of highway and transit time). The formulation of the composite time includes the combining of the highway and transit travel times between traffic analysis zone pairs to reflect a single (composite) time. It is acknowledged that it is not logical that both the highway and transit times should receive equal weight, i.e., the composite time should be weighted more heavily to the highway travel time. The trip distribution model can be calibrated using this new spatial separation variable, composite time.

2.1.1. Selection of Income Group Stratifications by Trip Purpose

The stratification of income groups within a trip purpose was carried out using two criteria. First, there was a determination of the number of survey samples available within each trip purpose and income group. If there were not sufficient samples in an income group for statistical reliability, the income groups within a trip purpose were combined to have a minimum of 400 sample records in a particular group. Table 2.3 shows the allocation of survey records by purpose and income group.

As can be seen in Table 2.3 for university trips there were a total of only 1,029 survey sample records with the individual income groups stratified as follows:

- Income Group 1 – 181;*
- Income Group 2 – 299;*
- Income Group 3 - 416; and*
- Income Group 4 – 133.*

Based upon the lack of sufficient survey samples in an individual income group, university trips were combined into a single income group purpose.

2.1.2. Calibration File

The file used to estimate this model was based on the 2000 Home Interview Survey. This survey file was used to create a file with one record per person, per day (some people were surveyed across one day; some, across two days). The trips per person were summarized on each record. The number of records is: 16,967 Workers, 8,179 non-workers, and 4,542 Children for a total of 29,688 records. Table 2.3 shows the trip totals and average per person by purpose and type.

Table 2.3
Trip Totals and Averages

| Purpose | Worker | Non-working Adult | Child |
|----------------|---------------|-------------------|--------------|
| HB Work | 20,480 / 1.21 | | |
| HB Shop | 8,168 / 0.48 | 5,907 / 0.72 | 1,015 / 0.22 |
| HB University | 761 / 0.04 | 673 / 0.08 | |
| HB School | 351 / 0.02 | 967 / 0.12 | 6,049 / 1.33 |
| HB Other | 12,679 / 0.75 | 9,266 / 1.13 | 3,136 / 0.69 |
| Non-Home-Based | 22,040 / 1.30 | 6,766 / 0.83 | 2,323 / 0.51 |

Legend: xx / yy: xx = number of trips, yy = average daily trips/person

The calibration file includes several Household attributes, including number of persons by type, Household income group, auto ownership, relationship of autos to workers, the zone area type the household was in, and various accessibility measures. The accessibility measures are computed by zone, as follows:

$$A(i) = \sum_j \frac{S(j)}{T_{i,j}^2}$$

where:

A(i) = accessibility for zone i

S(j) = a measure of activity in zone j: population, employment, or population plus employment

T_{i,j} = impedance separating zones i and j: either total transit travel time (AM peak, walk-to-local), or highway time (AM peak), or highway distance.

This accessibility measure incorporates urban form (number of persons or jobs “close” to a household) and the transit and highway access (more transit and / or faster highways will have more persons or jobs “close” to a household). The highway distance accessibility represents the accessibility for walking trips. The formulation, shown above, is such that the variable is continuous but produces very low values for high travel times.

The trips represent total trips on a weekday, including walk/bike trips. A weighting factor is included on each record, for the purpose of adjusting each record so that the entire sample is representative of the region, according to the 2000 Census. Several of the variables are dummy variables. For example, HH auto ownership is described using four dummy variables: CAR0, CAR1, CAR2, and CAR3. For any person, only one of these is true (value = 1); the others are false (value = 0). CAR3 represents 3 or more autos in the HH. In the “cars < workers” dummy variable, the value is set to True (1) if autos = 0, even if workers = 0. Persons whose trips were surveyed on two different days are included in the survey as two records. Again, these observations are not necessarily independent of each other, but that issue was not examined further in the interest of saving time. Table 2.4 shows the structure of the calibration file.

2.1.3. Calibration Procedure

The ALOGIT program, version 3F/2, was used to estimate the coefficients for each model. The calibration file was initially prepared in DBF format. The first step was to convert the data to ASCII for use in ALOGIT. This involved selecting the records for each person type, “capping” the number of trips for the selected purpose, as shown in Table 2.2, and adding 1 to each trip total. This meant that zero trips is represented by “1”, one trip is a “2”, etc. This is necessary because the value zero is not accepted by ALOGIT to define a choice.

Once the file was prepared, the next step was to hypothesize an equation for the utility of each number of trips in the choice set. ALOGIT was applied, the results examined, and a new equation was tested. The general approach for each model was to begin with a relatively simple

model – usually one consisting only of the income group dummy variables. Next, various measures of family composition were examined (size, presence of children, number of workers, etc.). Next, descriptors of the number of autos were tested (total autos, autos vs. workers). Finally, attributes which indicated the density of the area around the Household's location were tested (area type and accessibility).

This process continued in iterative fashion until the analysts felt that the following criteria were met as much as possible:

1. all coefficients had logical signs
2. the included variables were logically related to the trip choice (more of a true cause-and-effect, rather than just a statistical correlation)
3. coefficient values seemed reasonable
4. variables had acceptable t scores (2.0 or higher, as much as possible), indicating a 95+% probability that the coefficient value was indeed different from zero
5. for models of each trip purpose, an attempt was made to use a consistent set of variables if at all possible (e.g., all three HBO models by person type look similar)
6. achieving the highest feasible rho-squared value, indicating the overall explanatory power of the independent variables

Most of the ALOGIT runs were made without using the weighting factors. The few runs that did use them did not indicate any significant difference or improvement, so they were omitted from the analysis.

2.1.4. Calibration Results

This section will discuss, for each for the 15 individual production models, the variables used in the selected model. The specific model specifications, including coefficients and statistical tests are shown on Tables 2.5 to 2.19.

2.1.4.1 Home Based Work Productions by Workers

The final model is shown in Table 2.5. This was a difficult model to estimate because the factors that influence a worker to go to work on any particular day are not closely related to the variables available for this calibration. The final model says that the worker is somewhat more likely to go to work if the HH is of higher income. But the worker is less likely to go to work if the Household is in a low density area, if there are fewer cars than workers, or there are any children in the Household. Low density may relate to the different nature of employment in suburban and rural areas. Car ownership speaks to a general level of mobility. The presence of children in the HH means the worker may have to stay home sometimes to care for them.

2.1.4.2 Home Based Shopping by Workers

The final model is shown in Table 2.6. Income clearly plays a role – higher income means a higher probability of travel. Larger Household size means a lower probability of the worker making a shop trip. This makes sense, since there are other persons in the Household who can also do shopping. The influence of household size is significant but is not linear and therefore the size of the household was entered into the model as a series of dummy income size variables. Being in a high density area means a greater chance of making 3+ shop trips, but its influence on the other trip categories was statistically insignificant. Workers in low density areas are less likely to make shop trips, which may relate to the difficulty of trip chaining in such areas.

Table 2.4 Model Calibration File Structure

| FIELD_NAME | TYPE | WIDTH | Field Description | Data Table | Note |
|------------|---------|-------|---|------------|---|
| HHID | Integer | 8 | Household ID | | |
| PERSONID | Integer | 3 | Person ID | | |
| DAYID | Integer | 2 | Day ID | | |
| MAINACTIVI | Integer | 2 | Person Main Activity | Person | 1=full-time worker, 2=part-time worker, 3=full-time school, 4=full-time worker&school, 5=part-time worker&school, 6=non-school&non-worker 1=adult worker, 2=child (age<16), 3=adult non-worker |
| NPERSONTYP | Integer | 2 | New Person Type | Person | |
| CHILDINHH | Integer | 2 | Number of Children in HH | Household | |
| WORKERINHH | Integer | 2 | Number of Workers in HH | Household | |
| NONWORKERI | Integer | 2 | Number of Non-workers in HH | Household | |
| LOWINC | Integer | 2 | Low Income Dummy (\$0~19999) | Household | |
| LOWMEDINC | Integer | 2 | LowMed Income Dummy (\$20000~49999) | Household | |
| HIGHMEDINC | Integer | 2 | HighMed Income Dummy (\$50000~99999) | Household | |
| HIGHINC | Integer | 2 | High Income Dummy (\$100000~) | Household | |
| USEIMPUTEI | Integer | 2 | Use of Imputed Income | Household | 1=used, 0=not used |
| CAR0 | Integer | 2 | Zero Car Dummy | Household | |
| CAR1 | Integer | 2 | One Car Dummy | Household | |
| CAR2 | Integer | 2 | Two Car Dummy | Household | |
| CAR3 | Integer | 2 | Three+ Car Dummy | Household | |
| CARLWORKER | Integer | 2 | Cars less than Workers Dummy | Household | |
| CAREWORKER | Integer | 2 | Cars equal to Workers Dummy | Household | |
| CARGWORKER | Integer | 2 | Cars more than Workers Dummy | Household | |
| CHILDDUMMY | Integer | 2 | Children (Age<16) in HH Dummy | Household | 1=there are children in HH, 0=no child in HH |
| NW1CHILD0 | Integer | 2 | HH with non-worker & no child Dummy | Household | |
| NW1CHILD1 | Integer | 2 | HH with non-worker & child Dummy | Household | |
| NW0CHILD1 | Integer | 2 | HH with no non-worker & child Dummy | Household | |
| FINALWEIGH | Integer | 8 | Final Weight for HH * 10000 | Household | |
| TAZCENTROI | Integer | 5 | TAZ Centroid of HH | Zone | |
| AREATYPE | Integer | 3 | Area Type of TAZ | Zone | |
| EMPHWY | Integer | 6 | Employment Highway Access Measure | Zone | |
| EMPTRN | Integer | 6 | Employment Transit Access Measure | Zone | |
| POPHWY | Integer | 6 | Population Highway Access Measure | Zone | |
| POPTRN | Integer | 6 | Population Transit Access Measure | Zone | |
| EMPPOPHWY | Integer | 6 | Employment&Population Highway Access Measure | Zone | |
| EMPPOPTRN | Integer | 6 | Employment&Population Transit Access Measure | Zone | |
| EMPDIST | Integer | 6 | Employment Distance Access Measure | Zone | |
| POPDIST | Integer | 6 | Population Distance Access Measure | Zone | |
| EMPPOPDIST | Integer | 6 | Employment&Population Distance Access Measure | Zone | |
| HBW | Integer | 3 | Number of Home Based Work Trips | Trip | |
| HBSCH | Integer | 3 | Number of Home Based School Trips | Trip | |
| HBU | Integer | 3 | Number of Home Based University Trips | Trip | |
| HBSHOP | Integer | 3 | Number of Home Based Shopping Trips | Trip | |
| HBO | Integer | 3 | Number of Home Based Other Trips | Trip | |
| NHB | Integer | 3 | Number of Non-Home Based Trips | Trip | |

2.1.4.3 Home Based Shopping by Non-Workers

The final model is shown in Table 2.7. Here, income plays even a larger role, especially between incomes 1 and 2 and between 2 and 3. Larger HH size means a lower probability of the NWA making a shop trip, again, because there are others in the HH that can do that. Here, the effect is linear with increasing size. The presence of any children means a greater chance of a shop trip, which makes sense, since children create a greater need for shopping. Having fewer (or the same) cars than workers results in a lower level of mobility that reduces shopping probability.

2.1.4.4 Home Based Shopping by Children

The final model is shown in Table 2.8. The results are similar to the shopping by non-work model: higher HH income means more shopping, larger HH size means a lower chance that this child will go shopping. Low density also means a lower chance that the child will go shopping, possibly due to the longer distances involved. But if there is an adult non-worker in the household, the chance that the child will make 2+ shop trips increases, probably because the child can travel with the non-worker.

2.1.4.5 Home Based University by Workers

The final model is shown in Table 2.9. In this case, the worker is less likely to make a Home Based University trip if the household has a higher income. This makes sense, since higher income Households tend to have workers who already went to college. Probably, most of the Workers who go to college are younger people with somewhat lower household incomes. There is a higher chance of making a Home Based University trip if there are any children or any other workers in the Household or if the Household is in a high density area and a lower chance if the Household is in a low density area. It makes sense that many student workers live in multi-worker Households. The density factor probably relates to residential proximity to a college campus. The effect of the presence of children is difficult to explain.

2.1.4.6 Home Based University by Non-working Adults

The final model is shown in Table 2.10. In this case, a Household income group dummy is used instead of a single bias coefficient, but the coefficient on income doesn't vary much by income group. There is a slightly greater chance of making a Home Based University trip if the household is a low income household, suggesting that this may represent "households" consisting of college-age people. There is also a greater chance of making a trip if there are more people in the household, which seems to make sense. Density of the surrounding area also plays a role: high density means more trips, low density means fewer trips. Again, this may relate to proximity to campuses.

2.1.4.7 Home Based School by Workers

The final model is shown in Table 2.11. Only a very few workers make a Home Based School trip. These are most likely 16-18 year-olds with a part-time job. The likelihood is increased if the household is a lower income household, the more (other) adults in the household, and the more cars there are in the household.

2.1.4.8 Home Based School by Non-working Adults

The final model is shown in Table 2.12. This is similar to the Home Based School by Workers model. The chance of making a Home Based School trip increases if the household is a higher income household, as there are more other adults in the household, as the number of cars increases, and if there is a child in the Household. The income function works the opposite of the Home Based School by Worker model, for reasons that are not clear. The "other adults" and "any child" variables may suggest that there is a greater chance this person is a 16-18 year-old, and thus should be going to school.

2.1.4.9 Home Based School by Children

The final model is shown in Table 2.13. As with work trips by workers, it is difficult to determine why a child may go to school or not on any particular day. Perhaps many of the trips which would normally be classified "home-to-school" are instead classified as "home-to-other", if the child (or

the parent transporting him) makes a stop on the way to school. The chance of the child making a school trip increases if there are more cars in the HH, which is interesting. The chance decreases if there is any Adult Non-workers in the Household. That most likely correlates with the child's being younger than school age. The propensity for school travel does not vary by income, which seems appropriate.

2.1.4.10 Home Based Other by Workers

The final model is shown in Table 2.14. Income clearly plays a major role, with higher income households associated with more trip making. The chance of making a Home Based Other trip (actually, an increasing number of trips) increases if there are any children in the household, which is logical. The chance that the worker will make a Home Based Other trip decreases if there are any other adults in the household, which makes sense, since the other adult could make any necessary trips.

2.1.4.11 Home Based Other by Non-working Adults

The final model is shown in Table 2.15. Again, income is a major influence, and logically so. As with the Home Based Other by workers model, trips go up if there is a child in the household and go down if there are other adults available to make the trip. Also, trips go up if there are more cars than workers, indicating the influence of mobility on what is largely discretionary travel.

2.1.4.12 Home Based Other by Children

The final model is shown in Table 2.16. Trips increase with increasing income, but the relationship is not as clear as with the other models. Trips increase if there are more cars than workers, but this probably relates to the similarly greater Home Based Other trip making by non-working adults, who then take the child along for the ride. This theory is further supported by the decrease in trips with fewer adults in the household.

2.1.4.13 Non-Home Based by Workers

The final model is shown in Table 2.17. This category has the largest number of choices: 0 through 7+ trips per day. Income plays an important role, especially the "low" vs. "non-low" comparison. Non-home Based trip making decreases if there are other adults in the household and if there are fewer cars than workers (reduced mobility), but increases if there are any children.

2.1.4.14 Non-Home Based by Non-working Adults

The final model is shown in Table 2.18. This is very similar to the Non-Home Based by workers, except that "fewer cars than workers" is replaced with "more cars than workers", and the effect is reversed. More cars than workers increase Non-Home Based trips by Non-working Adults.

2.1.4.15 Non-Home Based by Children

The final model is shown in Table 2.19. Again, "low" vs. "non-low" income is the most important segmentation. The only other variable that produced usable results was the number of adults in the household, which reduces Non-Home Based trip making by children. This suggests that when there are Non-Home Based trips to be made by the household, the priority is for the adults to make them, which makes sense.

2.1.5. Conclusions for the Trip Production Model

This work has shown that it is readily possible to extend trip-based trip generation models beyond the standard income/size based cross-classification approach. Doing so with a set of logit models makes it possible to consider many other variables and relationships that would otherwise not be tractable. Although this approach still falls short of the newly emerging tour-based micro-simulation approach, it is a reasonable mid-point between them and trip-based cross-classification models and was able to be calibrated in a much shorter time frame, which was critical in this project.

The results of this work largely support decades of prior research that have shown that household income is an extremely important determinant of household trip making. Income provides the resources both for consumption of goods and services and for trip making, so it should logically be a strong influence on travel. However, this work also suggests that a closer look at household size was worthwhile. In most of these 15 models, total number of persons is not a key variable. For adult trip-makers, total size has largely been replaced with the “number of other adults” and the “presence of any children”. This suggests that the number of children in a household is not a strong determinant of travel – it doesn’t matter much whether there is one child or four. But the presence of even one child makes a huge difference over the presence of none, as every new parent will readily attest.

It is also interesting that the number of cars, or the relationship between cars and workers, was important for many of the “discretionary” trip models. This influence is over and above that of income. This may suggest that the effect of “induced travel” comes indirectly from households locating in areas where transit and walking are not viable options, thus causing greater car ownership, and thus creating more trips.

The density and accessibility variables were not very important. The researchers had theorized that high density or accessibility might relate to less trip making, since car ownership could be less and more trips could be combined. This did not prove to be the case, however. The accessibility variables were statistically too weak. In those few models which used high density (area types 5, 6, 7) or low density (area types 1, 2), the propensity was for slightly more travel in high density areas and slightly less travel in low density areas.

Table 2.5
Model 1: Home Based Work Trips by Workers

| | | | | | |
|---|---|---------|---------|---------|---------|
| PURPOSE: | HOME BASED WORK TRIPS | | | | |
| TYPE OF PERSON: | WORKER | | | | |
| <---- Coefficients on Trip Frequency -----> | | | | | |
| Variables | Description | 1 Trip | 2 Trips | 3 Trips | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | -0.7697 | 0.3264 | -3.2480 | -3.0880 |
| Inc 2 | Dummy Var. Medium low income | -0.1436 | 0.6020 | -2.5340 | -2.3420 |
| Inc 3 | Dummy Var. Medium High Income | -0.1004 | 0.5619 | -2.8080 | -2.1940 |
| Inc 4 | Dummy Variable - High Income | -0.2047 | 0.4045 | -2.6650 | -2.6570 |
| Any Child | Dummy variable 1 if HH has any children | -0.1887 | -0.3540 | -0.2418 | -0.6892 |
| Cars < Workers | Dummy Variable cars less than workers=1 | -0.7281 | -0.2171 | -0.9196 | -0.9408 |
| Low Density | Dummy Variable 1 if area type is 5, 6, or 7 | -0.1141 | -0.0902 | -0.4191 | -0.3266 |
| <----- T Value on Trip Frequency -----> | | | | | |
| Variables | Description | 1 Trip | 2 Trips | 3 Trips | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | 7.2 | 4.3 | 9.2 | 9.2 |
| Inc 2 | Dummy Var. Medium low income | 2.6 | 13.1 | 16.4 | 16.7 |
| Inc 3 | Dummy Var. Medium High Income | 2.2 | 14.5 | 20.6 | 19.8 |
| Inc 4 | Dummy Variable - High Income | 3.5 | 8.1 | 15.8 | 16.0 |
| Any Child | Dummy variable 1 if HH has any children | 4.1 | 9.1 | 1.6 | 4.9 |
| Cars < Workers | Dummy Variable cars less than workers=1 | 8.5 | 3.6 | 3.0 | 3.4 |
| Low Density | Dummy Variable 1 if area type is 5, 6, or 7 | 2.5 | 2.3 | 3.0 | 2.7 |
| | | Trips / | | | |
| | | Person | | | |
| Number of observations (person days) | | 16,967 | | | |
| Number of Trips | | 20,480 | 0 | 5,334 | 31.4% |
| Initial Log Likelihood | | -27,307 | 1 | 3,677 | 21.7% |
| Final Log Likelihood | | -20,003 | 2 | 7,415 | 43.7% |
| Rho-squared | | 0.2675 | 3 | 229 | 1.3% |
| Average of 4+ trips | | 4.12 | 4+ | 312 | 1.8% |
| | | | total | 16,967 | 100.0% |

Note: A negative sign on the coefficient signifies that the probability of making the trip frequency decreases. A positive sign signifies that the probability increases.

Table 2.6
Model 2: Home Based Shopping Trips by Workers

PURPOSE: **HOME BASED SHOPPING TRIPS**
TYPE OF PERSON: **WORKER**

| Variables | Description | <- Coefficients on Trip Frequency --> | | |
|--------------|---|---------------------------------------|---------|---------|
| | | 1 Trip | 2 Trip | 3+ Trip |
| Inc 1 | Dummy Variable - low Income | -1.6230 | -1.9820 | -3.3400 |
| Inc 2 | Dummy Var. Medium low income | -1.0820 | -1.6880 | -3.1060 |
| Inc 3 | Dummy Var. Medium High Income | -0.8936 | -1.4590 | -2.7720 |
| Inc 4 | Dummy Variable - High Income | -0.9642 | -1.4190 | -2.5300 |
| 2 person | Dummy Variable (1 if 2 persons / household) | -0.4694 | -0.1251 | -0.0310 |
| 3 person | Dummy Variable (1 if 3 persons / household) | -0.6923 | -0.3513 | -0.2270 |
| 4+ person | Dummy Variable (1 if 4+ persons / household) | -0.8421 | -0.3874 | -0.4312 |
| High Density | Dummy Variable (1 if area type 1 or 2) | N/A | N/A | 0.5120 |
| Low Density | Dummy Variable (1 if area type is 5, 6, or 7) | -0.0182 | -0.1665 | -0.3045 |

| Variables | Description | <---- ABS(T Value) on Trip Frequency ----> | | |
|--------------|---|--|--------|---------|
| | | 1 Trip | 2 Trip | 3+ Trip |
| Inc 1 | Dummy Variable - low Income | 14.4 | 15.7 | 13.9 |
| Inc 2 | Dummy Var. Medium low income | 18.1 | 22.8 | 21.4 |
| Inc 3 | Dummy Var. Medium High Income | 14.6 | 19.5 | 19.4 |
| Inc 4 | Dummy Variable - High Income | 12.7 | 16.0 | 15.6 |
| 2 person | Dummy Variable (1 if 2 persons / household) | 7.7 | 1.7 | 0.2 |
| 3 person | Dummy Variable (1 if 3 persons / household) | 9.6 | 4.0 | 1.5 |
| 4+ person | Dummy Variable (1 if 4+ persons / household) | 12.1 | 4.7 | 2.8 |
| High Density | Dummy Variable (1 if area type 1 or 2) | N/A | N/A | 3.3 |
| Low Density | Dummy Variable (1 if area type is 5, 6, or 7) | 0.4 | 3.2 | 3.0 |

| | | Trips / | Number | Percent |
|---------------------------------------|---------|---------|--------|---------|
| | | Person | | |
| Number of observations (persons days) | 16,967 | | | |
| Number of Trips | 8,168 | 0 | 11,965 | 70.5% |
| Initial Log likelihood | -23,521 | 1 | 2,621 | 15.4% |
| Final Log likelihood | -14,841 | 2 | 1,860 | 11.0% |
| Rho-squared | 0.369 | 3+ | 521 | 3.1% |
| Average of 3+ trips | 3.51 | Total | 16,967 | 100.0% |

Table 2.7

Model 3: Home Based Shopping Trips by Non-working Adults

PURPOSE: **HOME BASED SHOPPING TRIPS**
 TYPE OF PERSON: **NON-WORKING ADULT**

| Variables | Description | <-----Coefficients on Trip Frequency -----> | | | |
|-----------------|---|---|---------|---------|---------|
| | | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | -1.2860 | -0.8486 | -3.5080 | -2.8450 |
| Inc 2 | Dummy Var. Medium low income | -0.7616 | -0.4775 | -2.6200 | -2.0270 |
| Inc 3 | Dummy Var. Medium High Income | -0.4832 | -0.3340 | -1.9460 | -1.5310 |
| Inc 4 | Dummy Variable - High Income | -0.3592 | -0.0740 | -1.6630 | -1.3880 |
| Household Size | Number of people per household (1 to 6) | -0.3394 | -0.2989 | -0.3143 | -0.3877 |
| Any Child | Dummy variable 1 if HH has any children | 0.6351 | 0.2628 | 0.6337 | 0.2186 |
| Cars <= Workers | Dummy Variable cars less than or equal to workers = 1 | -0.8990 | -0.8468 | -0.7976 | -1.4200 |

| Variables | Description | <----- ABS(T Value) on Trip Frequency -----> | | | |
|-----------------|---|--|--------|--------|---------|
| | | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | 10.5 | 8.2 | 11.4 | 10.7 |
| Inc 2 | Dummy Var. Medium low income | 7.3 | 5.1 | 12.1 | 10.2 |
| Inc 3 | Dummy Var. Medium High Income | 4.6 | 3.5 | 9.4 | 7.6 |
| Inc 4 | Dummy Variable - High Income | 2.6 | 0.6 | 6.5 | 5.4 |
| Household Size | Number of people per household (1 to 6) | 8.0 | 7.9 | 3.7 | 4.6 |
| Any Child | Dummy variable 1 if HH has any children | 5.6 | 2.5 | 2.9 | 1.0 |
| Cars <= Workers | Dummy Variable cars less than or equal to workers = 1 | 7.9 | 8.6 | 3.3 | 4.9 |

| | | Trips / | | | |
|--------------------------------------|---------|---------|--------|---------|--------|
| | | Person | Number | Percent | |
| Number of observations (person days) | 8,179 | | | | |
| Number of Trips | 5,907 | | 0 | 5,113 | 62.5% |
| Initial Log likelihood | -13,163 | | 1 | 1,108 | 13.5% |
| Final Log likelihood | -8,610 | | 2 | 1,442 | 17.6% |
| Rho-squared | 0.3458 | | 3 | 239 | 2.9% |
| Average of 4+ trips | 4.32 | | 4+ | 277 | 3.4% |
| | | Total | | 8,179 | 100.0% |

Table 2.8
Model 4: Home Based Shopping by Children

PURPOSE: **HOME BASED SHOPPING TRIPS**
TYPE OF PERSON: **CHILD**

| Variables | Description | Coefficients on Trip Frequency | |
|----------------|--|--------------------------------|---------|
| | | 1 Trip | 2+ Trip |
| Inc 1 | Dummy Variable - low Income | -1.3870 | -2.0440 |
| Inc 2 | Dummy Var. Medium low income | -1.0430 | -1.8310 |
| Inc 3 | Dummy Var. Medium High Income | -0.8509 | -1.5670 |
| Inc 4 | Dummy Variable - High Income | -0.7379 | -1.3230 |
| Household Size | Number of people per household (1 to 6) | -0.2667 | -0.2436 |
| Any NWA | Dummy Variable (1 if any adult non-worker in HH) | N/A | 0.3928 |
| Low Density | Dummy Variable 1 if area type is 5, 6, or 7 | -0.2408 | -0.3030 |

| Variables | Description | <---- ABS(T Value) on Trip Frequency ----> | |
|----------------|--|--|---------|
| | | 1 Trip | 2+ Trip |
| Inc 1 | Dummy Variable - low Income | 5.1 | 6.1 |
| Inc 2 | Dummy Var. Medium low income | 4.5 | 6.2 |
| Inc 3 | Dummy Var. Medium High Income | 3.7 | 5.5 |
| Inc 4 | Dummy Variable - High Income | 3.1 | 4.6 |
| Household Size | Number of people per household (1 to 6) | 5.3 | 3.8 |
| Any NWA | Dummy Variable (1 if any adult non-worker in HH) | N/A | 3.0 |
| Low Density | Dummy Variable 1 if area type is 5, 6, or 7 | 2.1 | 2.2 |

| | | Trips / | | |
|--------------------------------------|--------|---------|--------|---------|
| | | Person | Number | Percent |
| Number of observations (person days) | 4,542 | | | |
| Number of Trips | 1,015 | 0 | 3,838 | 84.5% |
| Initial Log likelihood | -4,990 | 1 | 433 | 9.5% |
| Final Log likelihood | -2,390 | 2+ | 271 | 6.0% |
| Rho-squared | 0.5209 | Total | 4,542 | 100.0% |
| Average of 2+ trips | 2.15 | | | |

Table 2.9
Model 5: Home Based University by Workers

PURPOSE: **HOME BASED UNIVERSITY TRIPS**
TYPE OF PERSON: **WORKER**

| Variables | Description | Coefficients on Trip Frequency 1+ Trip |
|--------------|---|---|
| Inc 1 | Dummy Variable - low Income | -2.9850 |
| Inc 2 | Dummy Var. Medium low income | -3.9520 |
| Inc 3 | Dummy Var. Medium High Income | -4.2140 |
| Inc 4 | Dummy Variable - High Income | -4.3270 |
| Any Child | Dummy variable 1 if HH has any children | 0.2962 |
| High Density | Dummy Variable (1 if area type is 1 or 2) | 0.5256 |
| Low Density | Dummy Variable (1 if area type is 5, 6, or 7) | -0.2058 |
| Other Worker | Dummy Variable (1 if 2 workers in household) | 0.6141 |

| Variables | Description | <----- ABS(T Value) on Trip Frequency -----> 1+ Trip |
|--------------|---|---|
| Inc 1 | Dummy Variable - low Income | 18.3 |
| Inc 2 | Dummy Var. Medium low income | 28.0 |
| Inc 3 | Dummy Var. Medium High Income | 30.1 |
| Inc 4 | Dummy Variable - High Income | 25.0 |
| Any Child | Dummy variable 1 if HH has any children | 2.9 |
| High Density | Dummy Variable (1 if area type is 1 or 2) | 3.1 |
| Low Density | Dummy Variable (1 if area type is 5, 6, or 7) | 1.9 |
| Other Worker | Dummy Variable (1 if 2 workers in household) | 5.5 |

| | | Trips / | | |
|--------------------------------------|---------|---------|--------|---------|
| | | Person | Number | Percent |
| Number of observations (person days_ | 16,967 | | | |
| Number of Trips | 761 | | | |
| Initial Log likelihood | -11,760 | | | |
| Final Log likelihood | -2,048 | | | |
| Rho-squared | 0.8258 | Total | 16,967 | 100.0% |
| Average of 1+ trips | 1.66 | | | |
| | | 0 | 16,508 | 97.3% |
| | | 1+ | 459 | 2.7% |

Table 2.10
Model 6: Home Based University by Non-Working Adults

PURPOSE: **HOME BASED UNIVERSITY TRIPS**
TYPE OF PERSON: **NON-WORKING ADULT**

| Variables | Description | Coefficients on Trip Frequency 1+ Trip |
|----------------|---|---|
| Inc 1 | Dummy Variable - low Income | -3.0570 |
| Inc 2 | Dummy Var. Medium low income | -3.5760 |
| Inc 3 | Dummy Var. Medium High Income | -3.5460 |
| Inc 4 | Dummy Variable - High Income | -3.6780 |
| Household Size | Number of people per household (1 to 6) | 0.2004 |
| High Density | Dummy Variable (1 if area type is 1 or 2) | 0.5331 |
| Low Density | Dummy Variable (1 if area type is 5, 6, or 7) | -0.4707 |

| Variables | Description | <----- ABS(T Value) on Trip Frequency -----> 1+ Trip |
|----------------|---|---|
| Inc 1 | Dummy Variable - low Income | 17.8 |
| Inc 2 | Dummy Var. Medium low income | 20.4 |
| Inc 3 | Dummy Var. Medium High Income | 21.3 |
| Inc 4 | Dummy Variable - High Income | 15.6 |
| Household Size | Number of people per household (1 to 6) | 4.8 |
| High Density | Dummy Variable (1 if area type is 1 or 2) | 2.5 |
| Low Density | Dummy Variable (1 if area type is 5, 6, or 7) | 3.8 |

| | | Trips / Person | | |
|--------------------------------------|--------|-------------------|--------|---------|
| | | | Number | Percent |
| Number of observations (person days) | 8,179 | | | |
| Number of Trips | 673 | 0 | 7,854 | 96.0% |
| Initial Log likelihood | -5,669 | 1+ | 325 | 4.0% |
| Final Log likelihood | -1,339 | Total | 8,179 | 100.0% |
| Rho-squared | 0.7638 | | | |
| Average of 1+ trips | 2.07 | | | |

Table 2.11
Model 7: Home Based School Trips by Workers

PURPOSE: **HOME BASED SCHOOL TRIPS**
TYPE OF PERSON: **WORKER**

| Variables | Description | Coefficients on Trip Frequency 1+ Trip |
|----------------|---------------------------------------|---|
| Inc 1 | Dummy Variable - low Income | -6.5360 |
| Inc 2 | Dummy Var. Medium low income | -6.8240 |
| Inc 3 | Dummy Var. Medium High Income | -6.9030 |
| Inc 4 | Dummy Variable - High Income | -7.0330 |
| Other Adults | Number of Adults in household, less 1 | 0.6849 |
| Number of Cars | Number of cars in household | 0.5403 |

| Variables | Description | <---- ABS(T Value) on Trip Frequency ----> 1+ Trip |
|----------------|---------------------------------------|---|
| Inc 1 | Dummy Variable - low Income | 18.8 |
| Inc 2 | Dummy Var. Medium low income | 24.7 |
| Inc 3 | Dummy Var. Medium High Income | 24.9 |
| Inc 4 | Dummy Variable - High Income | 22.3 |
| Other Adults | Number of Adults in household, less 1 | 11.1 |
| Number of Cars | Number of cars in household | 5.8 |

| | | Trips / Person | | |
|--------------------------------------|---------|-------------------|--------|---------|
| | | | Number | Percent |
| Number of observations (person days) | 16,967 | | | |
| Number of Trips | 351 | 0 | 16,771 | 98.8% |
| Initial Log likelihood | -11,760 | 1+ | 196 | 1.2% |
| Final Log likelihood | -955 | Total | 16,967 | 100.0% |
| Rho-squared | 0.9188 | | | |
| Average of 1+ trips | 1.79 | | | |

Table 2.12
Model 8: Home Based School Trips by Non-Working Adults

PURPOSE: **HOME BASED SCHOOL TRIPS**
TYPE OF PERSON: **NON-WORKING ADULT**

| Variables | Description | Coefficients on Trip Frequency 1+ Trip |
|----------------|---|---|
| Inc 1 | Dummy Variable - low Income | -5.4640 |
| Inc 2 | Dummy Var. Medium low income | -5.2460 |
| Inc 3 | Dummy Var. Medium High Income | -4.8060 |
| Inc 4 | Dummy Variable - High Income | -4.6420 |
| Other Adults | Number of Adults in household, less 1 | 1.0260 |
| Number of Cars | Number of cars in household | 0.1294 |
| Any Child | Dummy variable 1 if HH has any children | 0.9509 |

| Variables | Description | <----- ABS(T Value) on Trip Frequency -----> 1+ Trip |
|----------------|---|---|
| Inc 1 | Dummy Variable - low Income | 25.4 |
| Inc 2 | Dummy Var. Medium low income | 29.7 |
| Inc 3 | Dummy Var. Medium High Income | 28.3 |
| Inc 4 | Dummy Variable - High Income | 22.1 |
| Other Adults | Number of Adults in household, less 1 | 20.5 |
| Number of Cars | Number of cars in household | 2.3 |
| Any Child | Dummy variable 1 if HH has any children | 9.5 |

| | | Trips / Person | | |
|--------------------------------------|--------|-------------------|--------|---------|
| | | | Number | Percent |
| Number of observations (person days) | 8,179 | | | |
| Number of Trips | 967 | 0 | 7,670 | 93.8% |
| Initial Log likelihood | -5,669 | 1+ | 509 | 6.2% |
| Final Log likelihood | -1,535 | Total | 8,179 | 100.0% |
| Rho-squared | 0.7292 | | | |
| Average of 1+ trips | 1.9 | | | |

Table 2.13
Model 9: Home Based School Trips by Children

PURPOSE: **HOME BASED SCHOOL TRIPS**
TYPE OF PERSON: **CHILD**

| Variables | Description | Coefficients on Trip Frequency | |
|-----------|--|--------------------------------|---------|
| | | 1 Trip | 2+ Trip |
| Bias | Bias Coefficient | -0.5677 | 0.6252 |
| Any NWA | Dummy Variable (1 if any adult non-worker in HH) | -0.8466 | -0.2891 |
| Cars | Number of cars in household | 0.1749 | 0.1293 |

| Variables | Description | <---- ABS(T Value) on Trip Frequency ----> | |
|-----------|--|--|---------|
| | | 1 Trip | 2+ Trip |
| Bias | Bias Coefficient | 4.6 | 7.0 |
| Any NWA | Dummy Variable (1 if any adult non-worker in HH) | 8.6 | 4.2 |
| Cars | Number of cars in household | 3.4 | 3.5 |

| | | Trips / Person | Number | Percent |
|--------------------------------------|--------|-------------------|--------|---------|
| Number of observations (person days) | 4,542 | | | |
| Number of Trips | 6,049 | 0 | 1,235 | 27.2% |
| Initial Log likelihood | -4,989 | 1 | 698 | 15.4% |
| Final Log likelihood | -4,317 | 2+ | 2609 | 57.4% |
| Rho-squared | 0.1348 | Total | 4,542 | 100.0% |
| Average of 2+ trips | 2.05 | | | |

Table 2.14
Model 10: Home Based Other trips by Workers

| | | | | | |
|--|---|---------|---------|---------|---------|
| PURPOSE: | HOME BASED OTHER TRIPS | | | | |
| TYPE OF PERSON: | WORKER | | | | |
| <---- Coefficients on Trip Frequency ----> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4 Trip |
| Inc 1 | Dummy Variable - low Income | -1.6080 | -1.7050 | -3.4590 | -3.5810 |
| Inc 2 | Dummy Var. Medium low income | -1.3250 | -1.4550 | -3.1180 | -3.0720 |
| Inc 3 | Dummy Var. Medium High Income | -1.1260 | -1.4810 | -2.9230 | -3.0230 |
| Inc 4 | Dummy Variable - High Income | -0.9980 | -1.5230 | -2.7910 | -2.7320 |
| Other Adults | Number of Adults in household, less 1 | -0.3021 | -0.1655 | -0.2373 | -0.2340 |
| Any Child | Dummy Variable 1 if HH has any children | 0.4891 | 0.6685 | 0.9783 | 1.4360 |
| <----- ABS(T Value) on Trip Frequency -----> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4 Trip |
| Inc 1 | Dummy Variable - low Income | 15.8 | 17.2 | 16.2 | 17.6 |
| Inc 2 | Dummy Var. Medium low income | 25.9 | 28.0 | 29.4 | 31.1 |
| Inc 3 | Dummy Var. Medium High Income | 24.9 | 31.1 | 31.4 | 33.5 |
| Inc 4 | Dummy Variable - High Income | 16.6 | 23.1 | 23.4 | 25.1 |
| Other Adults | Number of Adults in household, less 1 | 10.3 | 5.8 | 4.1 | 4.4 |
| Any Child | Dummy Variable 1 if HH has any children | 10.5 | 14.1 | 11.3 | 18.1 |
| | | Trips / | | | |
| | | Person | Number | Percent | |
| Number of observations (person days) | | 16,967 | | | |
| Number of Trips | | 12,679 | 0 | 10,519 | 62.0% |
| Initial Log likelihood | | -27,307 | 1 | 2,704 | 15.9% |
| Final Log likelihood | | -18,600 | 2 | 2,433 | 14.3% |
| Rho-squared | | 0.3188 | 3 | 585 | 3.4% |
| Average of 4+ trips | | 4.62 | 4+ | 726 | 4.3% |
| | | | total | 16,967 | 100.0% |

Table 2.15
Model 11: Home Based Other Trips by Non-working Adults

| | | | | | |
|--|---|---------------------------------|---------|---------|---------|
| PURPOSE: | HOME BASED OTHER TRIPS | | | | |
| TYPE OF PERSON: | NON-WORKING ADULT | | | | |
| <---- Coefficients on Trip Frequency ----> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | -2.0530 | -1.5070 | -4.2070 | -3.3450 |
| Inc 2 | Dummy Var. Medium low income | -1.6890 | -1.3840 | -3.5460 | -2.5320 |
| Inc 3 | Dummy Var. Medium High Income | -1.2070 | -1.0890 | -3.0130 | -2.1160 |
| Inc 4 | Dummy Variable - High Income | -1.0700 | -0.9071 | -2.8860 | -1.7020 |
| Other Adults | Number of Adults in household, less 1 | -0.2824 | -0.2623 | -0.5266 | -0.4814 |
| Any Child | Dummy Variable 1 if HH has any children | 0.0348 | 0.2272 | 0.7896 | 1.4540 |
| Cars > workers | Dummy Variable 1 if cars greater than workers | 0.4933 | 0.6879 | 1.3710 | 0.9050 |
| <----- ABS(T Value) on Trip Frequency -----> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | 16.6 | 15.3 | 14.9 | 19.2 |
| Inc 2 | Dummy Var. Medium low income | 13.7 | 13.4 | 13.3 | 16.2 |
| Inc 3 | Dummy Var. Medium High Income | 9.4 | 10.0 | 11.0 | 12.9 |
| Inc 4 | Dummy Variable - High Income | 6.5 | 6.5 | 9.2 | 8.9 |
| Other Adults | Number of Adults in household, less 1 | 6.2 | 7.0 | 6.1 | 8.3 |
| Any Child | Dummy Variable 1 if HH has any children | 0.4 | 3.1 | 6.2 | 17.0 |
| Cars > workers | Dummy Variable 1 if cars greater than workers | 4.7 | 7.9 | 5.7 | 6.8 |
| | | Trips / | | | |
| | | Person Number Percent | | | |
| Number of observations (person days) | | 8,179 | | | |
| Number of Trips | | 9,266 | 0 | 4,292 | 52.5% |
| Initial Log likelihood | | -13,163 | 1 | 1,056 | 12.9% |
| Final Log likelihood | | -10,114 | 2 | 1,687 | 20.6% |
| Rho-squared | | 0.2317 | 3 | 342 | 4.2% |
| Average of 4+ trips | | 4.75 | 4+ | 802 | 9.8% |
| | | | total | 8,179 | 100.0% |

Table 2.16
Model 12: Home Based Other Trips by Children

| | | | | | |
|--|---|---------|---------|---------|--------------|
| PURPOSE: | HOME BASED OTHER TRIPS | | | | |
| TYPE OF PERSON: | CHILD | | | | |
| <---- Coefficients on Trip Frequency ----> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | -0.9732 | -0.2050 | -3.1440 | -3.7910 |
| Inc 2 | Dummy Var. Medium low income | -0.5500 | -1.1870 | -2.4970 | -2.9520 |
| Inc 3 | Dummy Var. Medium High Income | -0.1051 | -0.7754 | -2.1130 | -2.6490 |
| Inc 4 | Dummy Variable - High Income | -0.0821 | -0.6540 | -1.8760 | -2.5240 |
| Cars > workers | Dummy Variable 1 if cars greater than workers | N/A | 0.1876 | 0.4367 | 0.7729 |
| Total Adults | Number of total adults | -0.5719 | -0.1847 | -0.5390 | -0.4210 |
| <---- ABS(T Value) on Trip Frequency ----> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | 5.1 | 9.6 | 6.8 | 7.2 |
| Inc 2 | Dummy Var. Medium low income | 3.2 | 7.6 | 6.7 | 7.5 |
| Inc 3 | Dummy Var. Medium High Income | 0.6 | 4.9 | 5.4 | 6.5 |
| Inc 4 | Dummy Variable - High Income | 0.4 | 3.9 | 4.6 | 5.9 |
| Cars > workers | Dummy Variable 1 if cars greater than workers | N/A | 2.3 | 2.3 | 3.8 |
| Total Adults | Number of total adults | 7.1 | 2.7 | 3.1 | 2.4 |
| | | Trips / | | | |
| | | Person | | Number | Percent |
| | Number of observations (person days) | 4,542 | | | |
| | Number of Trips | 3,136 | | 0 | 2,838 62.5% |
| | Initial Log likelihood | -7,310 | | 1 | 662 14.6% |
| | Final Log likelihood | -4,770 | | 2 | 807 17.8% |
| | Rho-squared | 0.3474 | | 3 | 124 2.7% |
| | Average of 4+ trips | 4.40 | | 4+ | 111 2.4% |
| | | | | total | 4,542 100.0% |

Table 2.17

Model 13: Non-Home Based Trips by Workers

PURPOSE: **NON HOME BASED TRIPS**
 TYPE OF PERSON: **WORKER**

| Variables | Description | ----- Coefficients on Trip Frequency -----> | | | | | | |
|------------------------|--|---|---------|---------|---------|---------|---------|---------|
| | | 1 Trip | 2 Trip | 3 Trip | 4 Trip | 5 Trip | 6 Trip | 7+ Trip |
| Inc 1 | Dummy Variable - low Income | -1.3750 | -1.5840 | -2.0930 | -2.5850 | -3.5530 | -3.8640 | -3.4520 |
| Inc 2 | Dummy Var. Medium low income | -0.9691 | -1.1000 | -1.5810 | -1.9730 | -2.7780 | -3.2770 | -2.8850 |
| Inc 3 | Dummy Var. Medium High Income | -0.6505 | -0.8395 | -1.2210 | -1.7630 | -2.5670 | -2.8190 | -2.6470 |
| Inc 4 | Dummy Variable - High Income | -0.6145 | -0.7348 | -1.1830 | -1.6070 | -2.2770 | -2.8160 | -2.6210 |
| Cars < Workers | Dummy Variable 1 if cars less than workers | -0.3614 | -0.3989 | -0.3590 | -0.1670 | -0.3461 | N/A | N/A |
| Number of Other Adults | Number of Adults in household, less 1 | -0.2799 | -0.3539 | -0.4707 | -0.4643 | -0.4779 | -0.5017 | -0.4769 |
| Any Child | Dummy Variable 1 if HH has any children | 0.2009 | 0.2415 | 0.2812 | 0.3394 | 0.4506 | 0.6048 | N/A |

| Variables | Description | ----- ABS(T Value) on Trip Frequency -----> | | | | | | |
|------------------------|--|---|--------|--------|--------|--------|--------|---------|
| | | 1 Trip | 2 Trip | 3 Trip | 4 Trip | 5 Trip | 6 Trip | 7+ Trip |
| Inc 1 | Dummy Variable - low Income | 13.2 | 13.6 | 13.9 | 14.1 | 12.2 | 12.3 | 13.2 |
| Inc 2 | Dummy Var. Medium low income | 18.7 | 19.7 | 22.8 | 24.0 | 23.3 | 22.8 | 23.6 |
| Inc 3 | Dummy Var. Medium High Income | 14.3 | 16.8 | 19.8 | 23.3 | 23.5 | 22.5 | 23.4 |
| Inc 4 | Dummy Variable - High Income | 10.0 | 11.0 | 14.2 | 16.1 | 16.5 | 16.7 | 17.0 |
| Cars < Workers | Dummy Variable 1 if cars less than workers | 4.2 | 4.1 | 2.9 | 1.2 | 1.6 | N/A | N/A |
| Number of Other Adults | Number of Adults in household, less 1 | 9.7 | 10.9 | 10.9 | 8.9 | 6.3 | 5.7 | 6.2 |
| Any Child | Dummy Variable 1 if HH has any children | 4.3 | 4.7 | 4.4 | 4.5 | 4.2 | 5.0 | N/A |

| | | Trips / | | |
|--------------------------------------|---------|---------|--------|---------|
| | | Person | Number | Percent |
| Number of observations (person days) | 16,967 | | | |
| Number of Trips | 22,040 | 0 | 8,408 | 49.6% |
| Initial Log likelihood | -35,281 | 1 | 2,907 | 17.1% |
| Final Log likelihood | -25,484 | 2 | 2,316 | 13.7% |
| Rho-squared | 0.2777 | 3 | 1,372 | 8.1% |
| Average of 7+ trips | 8.11 | 4 | 884 | 5.2% |
| | | 5 | 411 | 2.4% |
| | | 6 | 300 | 1.8% |
| | | 7+ | 369 | 2.2% |
| | | total | 16,967 | 100.0% |

Table 2.18
Model 14: Non-Home Based Trips by Non-working Adults

PURPOSE: **NON HOME BASED TRIPS**
TYPE OF PERSON: **NON-WORKING ADULT**

| Variables | Description | <----- Coefficients on Trip Frequency -----> | | | | |
|------------------------|---|--|---------|---------|---------|---------|
| | | 1 Trip | 2 Trip | 3 Trip | 4 Trip | 5+ Trip |
| Inc 1 | Dummy Variable - low Income | -2.3450 | -2.8760 | -3.8520 | -4.2640 | -3.6380 |
| Inc 2 | Dummy Var. Medium low income | -1.9421 | -2.6260 | -3.3420 | -3.7800 | -3.0360 |
| Inc 3 | Dummy Var. Medium High Income | -1.5220 | -2.0370 | -3.1840 | -3.4110 | -2.3480 |
| Inc 4 | Dummy Variable - High Income | -1.3870 | -1.7430 | -2.9260 | -2.9680 | -2.1780 |
| Cars > Workers | Dummy Variable 1 if cars greater than workers | 0.5928 | 0.7435 | 1.2560 | 1.0920 | 0.2636 |
| Number of Other Adults | Number of Adults in household, less 1 | -0.1991 | -0.3976 | -0.3465 | -0.3815 | -0.5378 |
| Any Child | Dummy variable 1 if HH has any children | 0.1863 | 0.3079 | 0.3518 | 0.3230 | 0.5909 |

| Variables | Description | <----- ABS(T Value) on Trip Frequency -----> | | | | |
|------------------------|---|--|--------|--------|--------|---------|
| | | 1 Trip | 2 Trip | 3 Trip | 4 Trip | 5+ Trip |
| Inc 1 | Dummy Variable - low Income | 19.2 | 18.2 | 16.4 | 14.6 | 15.1 |
| Inc 2 | Dummy Var. Medium low income | 16.2 | 14.9 | 14.6 | 13.3 | 13.5 |
| Inc 3 | Dummy Var. Medium High Income | 12.2 | 12.7 | 13.3 | 11.6 | 10.1 |
| Inc 4 | Dummy Variable - High Income | 9.0 | 9.1 | 10.6 | 9.0 | 7.6 |
| Cars > Workers | Dummy Variable 1 if cars greater than workers | 5.8 | 5.6 | 6.0 | 4.3 | 1.4 |
| Number of Other Adults | Number of Adults in household, less 1 | 4.7 | 7.0 | 4.7 | 4.1 | 5.7 |
| Any Child | Dummy variable 1 if HH has any children | 2.4 | 3.3 | 2.9 | 2.2 | 4.3 |

| | | Trips / | | |
|--------------------------------------|---------|---------|--------|---------|
| | | Person | Number | Percent |
| Number of observations (person days) | 8,179 | | | |
| Number of Trips | 6,766 | 0 | 5,248 | 64.2% |
| Initial Log likelihood | -14,654 | 1 | 1,221 | 14.9% |
| Final Log likelihood | -9,273 | 2 | 749 | 9.2% |
| Rho-squared | 0.3672 | 3 | 421 | 5.1% |
| Average of 5+ trips | 6.24 | 4 | 261 | 3.2% |
| | | 5+ | 279 | 3.4% |
| | | total | 8,179 | 100.0% |

Table 2.19
Model 15: Non-Home Based Trips by Children

| | | | | | |
|--|-------------------------------|---------|---------|---------|---------|
| PURPOSE: | NON HOME BASED TRIPS | | | | |
| TYPE OF PERSON: | CHILD | | | | |
| <--- Coefficients on Trip Frequency ---> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | -1.1690 | -1.6980 | -4.0920 | -3.3920 |
| Inc 2 | Dummy Var. Medium low income | -0.8698 | -1.0680 | -1.7810 | -2.7250 |
| Inc 3 | Dummy Var. Medium High Income | -0.3137 | -0.9809 | -1.6880 | -2.1240 |
| Inc 4 | Dummy Variable - High Income | -0.1489 | -0.7965 | -1.5600 | -2.8610 |
| Total Adults | Number of adults | -0.4456 | -0.5585 | -0.6797 | -0.5273 |
| <--- ABS(T Value) on Trip Frequency ---> | | | | | |
| Variables | Description | 1 Trip | 2 Trip | 3 Trip | 4+ Trip |
| Inc 1 | Dummy Variable - low Income | 6.3 | 6.7 | 5.5 | 6.3 |
| Inc 2 | Dummy Var. Medium low income | 5.4 | 5.0 | 5.3 | 6.5 |
| Inc 3 | Dummy Var. Medium High Income | 1.9 | 4.3 | 4.6 | 4.9 |
| Inc 4 | Dummy Variable - High Income | 0.9 | 3.3 | 4.0 | 5.6 |
| Total Adults | Number of adults | 6.1 | 5.5 | 4.0 | 2.7 |
| | | Trips / | | | |
| | | Person | Number | Percent | |
| Number of observations (person days) | | 4,542 | | | |
| Number of Trips | | 2,323 | 0 | 3,175 | 69.9% |
| Initial Log likelihood | | -7,310 | 1 | 777 | 17.1% |
| Final Log likelihood | | -4,175 | 2 | 367 | 8.1% |
| Rho-squared | | 0.4289 | 3 | 133 | 2.9% |
| Average of 4+ trips | | 4.59 | 4+ | 90 | 2.0% |
| | | | total | 4,542 | 100.0% |

2.2. Non-Motorized Trips

The trip production model estimates productions for all travel including travel by automobile, by transit, by walking and by bicycling. The later models in the travel demand model chain only handle trips by the motorized modes of automobile and transit. It is therefore important for the trip generation model to separate out the motorized productions from the non-motorized productions of walking and bicycling. The section describes the model which allows this separation.

There were very few non-motorized trips in the home interview survey as shown in the below table.

| <u>Purpose</u> | Number of Non-motorized Trips | Percent Non-Motorized of all trips |
|-----------------------|-------------------------------|------------------------------------|
| Home Based Work | 463 | 2.22% |
| Home Based Shopping | 583 | 3.86% |
| Home Based Other | 1,460 | 5.82% |
| Home Based School | 438 | 5.32% |
| Home Based University | 180 | 12.55% |
| Non-Home Based | 1,937 | 6.22% |

Most of these non-motorized trips were walk trips with very few bicycle trips; too few bicycle trips to allow any reasonable statistical modeling procedure for bicycle trips. Therefore walk and bicycle trips were merged into a single mode – non-motorized trips.

For the non-motorized model, the same calibration file, used in the production model calibration, was used. The independent variables used in the model are shown on Table 2.20. There were essentially three independent variables. The income of the household of the traveler; specified as four dummy variables – that is, a 1 if the household was in the income group represented by the variable. The density of the area of the household of the traveler was the second type of measure. This measure was represented by the zone area type of the household. This measure was represented by three dummy variables – one for a high density area, one for a medium dense area and one for a low density area. The final type of measure was the accessibility measure described in section 2.1.2. These accessibility measures used the highway distance, not including freeways, as the impedance variable and the used three measures of activity (population, employment, and population plus employment).

The model used in the calibration was a logit formulation, as described in section 2.1, with the dependent variable being the probability that the trip would be a non-motorized trip. Again the ALOGIT program, version 3F/2, was used and the criteria, used to select the best model, were the same as described in section 2.1.3.

2.2.1. Calibration Results

This section will discuss for each of the six models, the variables used in the selected model and the statistical measures for each model. The specific model specifications, including coefficients and statistical tests are shown on Tables 2.21 to 2.26.

2.2.1.1. Home Based Work Trips

The final model is shown on Table 2.21. As was expected the persons from the higher income households had a smaller proportion of non-motorized trips – the coefficient on income becoming increasing negative as income increases. The accessibility measure used in this model was the employment / distance measure and as this measure increased (more employment close to the household of the traveler) the proportion of non-motorized trips increased. The final independent measure was the three density measures. The high and medium density measures had positive coefficients (increasing the proportion of non-motorized trips) while the low density measure had

a negative coefficient (decreasing the proportion of non-motorized trips). All the independent variables in this model had “T” values of greater than 2.5, meaning they were statistically significant.

2.2.1.2. Home Based Shopping Trips

The final model is shown on Table 2.22. This model was very similar to the home based work model. The proportion of non-motorized trips decreases as income increases. The accessibility measure was employment and the coefficient on the measure was positive as similar to the home based work coefficient. The coefficients on the density measures were all positive, but the “T” value for the low density measure was less than 2.5 – meaning it was not significantly different from a coefficient of zero. All the other coefficients had a “T” value of greater than 2.5.

2.2.1.3. Home Based School Trips

The final model is shown on Table 2.23. This model used only income and the population distance accessibility measure. As with the other models the proportion of non-motorized trips decreases as income increases. The population distance accessibility measure is very strong (a “T” value of 11.0) and shows the proportion of non-motorizing trips increasing with increasing population density. Again all “T” values were greater than 2.5.

2.2.1.4. Home Based University Trips

The final model is shown on Table 2.24. This model used income and the density measures. As with the other models the proportion of non-motorized trips decreases as income increases. The proportion of non-motorizing trips increased as the zones became denser, although the “T” value for the low density variable was insignificant – that is statistically it could have been zero. With the exception of the low density measure, all the “T” values were greater than 2.5.

2.2.1.5. Non-Home Based Trips

The final model is shown on Table 2.25. This model used income, the density measures, and the employment plus population accessibility measure. As with the other models the proportion of non-motorized trips decreases as income increases. The proportion of non-motorizing trips increased as the zones became denser. The high and medium density zones, though, had a very similar coefficient. The population-employment accessibility measure coefficient was positive – showing that the proportion of non-motorized trips increase as more employment and population are within walking distance. All the “T” values were greater than 2.5, except the low density measure which had a “T” value of 2.4.

2.2.1.6. Home Based Other Trips

The final model is shown on Table 2.26. This model used income, the density measures, and the employment plus population accessibility measure. As with the other models the proportion of non-motorized trips decreases as income increases. The proportion of non-motorizing trips increased as the zones became denser. The high and medium density zones had a very similar coefficient and the low density coefficient had a “T” value of 1.6 (that is it could have been zero). The population-employment accessibility measure coefficient was positive –showing that the proportion of non-motorized trips increase as more employment and population are within walking distance. All the “T” values were greater than 2.5, except the low density measure which had a “T” value of 1.6.

2.2.2. Conclusions for the Non-Motorized Model

This work showed that it is possible to estimate the proportion of non-motorized trips using information on the wealth of the traveler, the urban form in terms of density, and the availability of opportunities in terms of the number of jobs and people within a reasonable distance. While the number of non-motorized trip records was very small (ranging from two thousand to two hundred), it was possible to develop a statistically significant model by using disaggregate modeling procedures. That is logit calibration and estimating proportions rather than trips.

Table 2.20
Descriptions of Variables Used in Non-motorized Model

Variable Description

| Variable | Description |
|----------|---|
| Inc1dum | Low Income Dummy, 1 if Inc ≤ 19999 |
| Inc2dum | Low Med. Inc Dummy, 1 if 20000 ≤ Inc ≤ 49999 |
| Inc3dum | High Med Inc Dummy, 1 if 50000 ≤ Inc ≤ 99999 |
| Inc4dum | High Income Dummy, 1 if Inc ≥ 100000 |
| EmpDis * | Employment Distance Access Measure |
| PopDis * | Population Distance Access Measure |
| EPDis * | Emp + Pop Distance Access Measure |
| HighDen | High Density Dummy, 1 if Area Type = 1 or 2 |
| MedDen | Medium Density Dummy, 1 if Area Type = 3 |
| LowDen | Low Density Dummy, 1 if Area Type = 5 or 6 or 7 |

*Note

$$\text{EmpDis} = \sum_j (\text{Employment}_j / \text{Distance}_{ij}^2)$$

$$\text{PopDis} = \sum_j (\text{Population}_j / \text{Distance}_{ij}^2)$$

$$\text{EPDis} = \sum_j ((\text{Employment}_j + \text{Population}_j) / \text{Distance}_{ij}^2)$$

Table 2.21
Non-Motorized Model for Home Based Work Trips

| | | | | | | |
|---|---------|---------|---------|---------|-----------|---------|
| ARC Non-Motorized Model | | | | | | |
| Purpose: Home Based Work | | | | | | |
| Distance Access Measure: Employment | | | | | | |
| Number of Observations (Trips) = 20889 | | | | | | |
| Number of non-motorized trips = 463 | | | | | | |
| Likelihood with Zero Coefficients = -14479.1515 | | | | | | |
| Likelihood with Constants only = -2221.5137 | | | | | | |
| Initial Likelihood = -14479.1515 | | | | | | |
| Final value of Likelihood = -1938.5833 | | | | | | |
| "Rho-Squared" w.r.t. Zero = .8661 | | | | | | |
| "Rho-Squared" w.r.t. Constants = .1274 | | | | | | |
| | inc1dum | inc2dum | inc3dum | inc4dum | EMPDis | HighDen |
| Estimate | -3.274 | -3.641 | -4.363 | -5.039 | .2379E-05 | 1.497 |
| Std. Error | .196 | .155 | .155 | .220 | .380E-06 | .183 |
| "T" Ratio | -16.7 | -23.5 | -28.1 | -22.9 | 6.3 | 8.2 |
| | MedDen | LowDen | | | | |
| Estimate | .6534 | -.4745 | | | | |
| Std. Error | .175 | .166 | | | | |
| "T" Ratio | 3.7 | -2.9 | | | | |

Note: A negative sign on the coefficient means that the percent of non-motorized trips decrease, with the highest (furthest from zero) negative value having the least percent of non-motorized trips. A positive sign means that the percent of non-motorized trips increase.

Table 2.22
Non-Motorized Model for Home Based Shopping Trips

| ARC Non-Motorized Model | | | | | | |
|--|---------------|---------|---------|---------|-----------|---------|
| Purpose: Home Based Shopping | | | | | | |
| Distance Access Measure: Employment | | | | | | |
| Number of Observations (Trips) | = 15090 | | | | | |
| Number of non-motorized trips | = 583 | | | | | |
| Likelihood with Zero Coefficients | = -10459.5910 | | | | | |
| Likelihood with Constants only | = -2468.4390 | | | | | |
| Initial Likelihood | = -10459.5910 | | | | | |
| Final value of Likelihood | = -2162.8956 | | | | | |
| "Rho-Squared" w.r.t. Zero | = .7932 | | | | | |
| "Rho-Squared" w.r.t. Constants | = .1238 | | | | | |
| | inc1dum | inc2dum | inc3dum | inc4dum | EMPDis | HighDen |
| Estimate | -2.909 | -3.908 | -4.582 | -4.489 | .3000E-05 | 1.633 |
| Std. Error | .180 | .171 | .169 | .191 | .706E-06 | .216 |
| "T" Ratio | -16.1 | -22.9 | -27.1 | -23.6 | 4.3 | 7.6 |
| | MedDen | LowDen | | | | |
| Estimate | 1.800 | .3092 | | | | |
| Std. Error | .175 | .171 | | | | |
| "T" Ratio | 10.3 | 1.8 | | | | |

Table 2.23
Non-Motorized Model for Home Based School Trips

| ARC Non-Motorized Model | | | | | |
|--|--------------|---------|---------|---------|-----------|
| Purpose: Home Based School | | | | | |
| Distance Access Measure: Population | | | | | |
| Number of Observations (Trips) | = 4115 | | | | |
| Number of non-motorized trips | = 438 | | | | |
| Likelihood with Zero Coefficients | = -2852.3006 | | | | |
| Likelihood with Constants only | = -1395.0123 | | | | |
| Initial Likelihood | = -2852.3006 | | | | |
| Final value of Likelihood | = -1142.6458 | | | | |
| "Rho-Squared" w.r.t. Zero | = .5994 | | | | |
| "Rho-Squared" w.r.t. Constants | = .1809 | | | | |
| | inc1dum | inc2dum | inc3dum | inc4dum | PopDis |
| Estimate | -1.564 | -2.847 | -3.815 | -4.037 | .2397E-04 |
| Std. Error | .176 | .141 | .141 | .194 | .219E-05 |
| "T" Ratio | -8.9 | -20.2 | -27.1 | -20.8 | 11.0 |

Table 2.24
Non-Motorized Model for Home Based University Trips

| ARC Non-Motorized Model | | | | | | |
|---------------------------------------|-------------|---------|---------|---------|---------|--------|
| Purpose: Home Based University | | | | | | |
| Number of Observations (Trips) | = 1434 | | | | | |
| Number of non-motorized trips | = 180 | | | | | |
| Likelihood with Zero Coefficients | = -993.9731 | | | | | |
| Likelihood with Constants only | = -541.7461 | | | | | |
| Initial Likelihood | = -993.9731 | | | | | |
| Final value of Likelihood | = -419.3346 | | | | | |
| "Rho-Squared" w.r.t. Zero | = .5781 | | | | | |
| "Rho-Squared" w.r.t. Constants | = .2260 | | | | | |
| | inc1dum | inc2dum | inc3dum | inc4dum | HighDen | MedDen |
| Estimate | -2.585 | -3.538 | -3.953 | -4.607 | 3.001 | 1.862 |
| Std. Error | .533 | .524 | .530 | .690 | .538 | .540 |
| "T" Ratio | -4.8 | -6.7 | -7.5 | -6.7 | 5.6 | 3.4 |
| | LowDen | | | | | |
| Estimate | .7417 | | | | | |
| Std. Error | .532 | | | | | |
| "T" Ratio | 1.4 | | | | | |

Table 2.25
Non-Motorized Model for Non-Home Based Trips

| ARC Non-Motorized Model | | | | | | |
|---|---------------|----------|----------|----------|-----------|---------|
| Purpose: Non-Home Based | | | | | | |
| Distance Access Measure: Employment + Population | | | | | | |
| Number of Observations (Trips) | = 31129 | | | | | |
| Number of non-motorized trips | = 1937 | | | | | |
| Likelihood with Zero Coefficients | = -21576.9786 | | | | | |
| Likelihood with Constants only | = -7254.4927 | | | | | |
| Initial Likelihood | = -21576.9786 | | | | | |
| Final value of Likelihood | = -6989.0985 | | | | | |
| "Rho-Squared" w.r.t. Zero | = .6761 | | | | | |
| "Rho-Squared" w.r.t. Constants | = .0366 | | | | | |
| | inc1dum | inc2dum | inc3dum | inc4dum | EPDis | HighDen |
| Estimate | -2.760 | -3.264 | -3.457 | -3.368 | .4384E-05 | .4378 |
| Std. Error | .107 | .851E-01 | .794E-01 | .888E-01 | .380E-06 | .127 |
| "T" Ratio | -25.8 | -38.3 | -43.5 | -37.9 | 11.5 | 3.5 |
| | MedDen | LowDen | | | | |
| Estimate | .5334 | .1872 | | | | |
| Std. Error | .917E-01 | .770E-01 | | | | |
| "T" Ratio | 5.8 | 2.4 | | | | |

Table 2.26
Non-Motorized Model for Home Based Other Trips

| | | | | | | |
|--|---------|----------|----------|---------|-----------|---------|
| ARC Non-Motorized Model | | | | | | |
| Purpose: Home Based Other | | | | | | |
| Distance Access Measure: Employment + Population | | | | | | |
| Number of Observations (Trips) = 25081 | | | | | | |
| Number of non-motorized trips = 1460 | | | | | | |
| Likelihood with Zero Coefficients = -17384.8244 | | | | | | |
| Likelihood with Constants only = -5568.4205 | | | | | | |
| Initial Likelihood = -17384.8244 | | | | | | |
| Final value of Likelihood = -5209.4163 | | | | | | |
| "Rho-Squared" w.r.t. Zero = .7003 | | | | | | |
| "Rho-Squared" w.r.t. Constants = .0645 | | | | | | |
| | inc1dum | inc2dum | inc3dum | inc4dum | EPDis | HighDen |
| Estimate | -2.719 | -3.276 | -3.551 | -3.952 | .4412E-05 | .8133 |
| Std. Error | .115 | .985E-01 | .932E-01 | .114 | .449E-06 | .146 |
| "T" Ratio | -23.7 | -33.2 | -38.1 | -34.6 | 9.8 | 5.6 |
| | MedDen | LowDen | | | | |
| Estimate | .7389 | .1463 | | | | |
| Std. Error | .106 | .907E-01 | | | | |
| "T" Ratio | 7.0 | 1.6 | | | | |

2.3. School Bus Trips

The trip production model includes home based school trips which are made by school bus. Since the provision of school bus service is a local policy decision, no mathematical model was used to estimate school bus usage. Instead the present school bus usage was determined, from the home interview survey, and used as the basis for “removing” the school bus trips from the home based school productions. Very close to half of all school trips are made by school buses, ranging from 39 percent in the city of Atlanta to 54 percent in the outlying counties of the ARC region. Because of the small number of school bus trips by county, especially the outlying counties, the percent of school bus trips was grouped by counties with similar school bus usage. The following school bus proportions were used in the model:

1. City of Atlanta – 38.0%
2. Rest of Fulton County – 48.8%
3. Dekalb County – 47.1%
4. Cobb County – 52.0%
5. Gwinnett County – 55.4%
6. All other counties – 53.5%

2.4. Socio-Economic Model

The trip production model requires a great deal of information about the characteristics of the households in the region. The ARC staff develops forecasts of households by family size and four income group for each traffic analysis zone. For the travel demand models developed from the 2000 home interview survey, these four income groups are as follows:

| Income Group | Income range (2000 dollars) | Percent of households |
|----------------|--------------------------------|--------------------------|
| 1 Low | 0 to \$19,999 | 14.3% |
| 2. Low Medium | \$20,000 to \$49,999 | 31.9% |
| 3. High Medium | \$50,000 to \$99,999 | 35.2% |
| 4. High | \$100,000 or more | 18.5% |

The New Dram / Empal model, being prepared by the ARC staff, will actually estimate the households by six income groups and the travel demand model procedures will aggregate the second and third Dram / Empal group to the Low Medium group and the fourth and fifth Dram / Empal group to the High Medium group. There are six family size ranges which are 1 person per household, 2 persons per household, 3 persons per household, 4 persons per household, 5 persons per household, and six or more persons per household.

Using the households stratified by size and income group, the travel demand procedures use models to further stratify the households. These stratifications are by number of workers in the household, number of children in the household, and number of automobiles owned by the household. There are four stratifications of workers (0, 1, 2, and 3+) and six stratifications of children (0, 1, 2, 3, 4, and 5+). There are also four stratifications of automobile ownership (0, 1, 2 and 3+). Given these stratifications there are two thousand, three hundred and four possible combinations of households – not all of these combinations are physically feasible. In fact there are only one thousand and seventy logical combinations.

This section discusses the three socio-economic models required to develop these household classifications. These models are: (1) a model to estimate the number of workers per household; a model to estimate the number of children in a household; and (3) a model to estimate the number of

automobiles owned by a household. Each of these models is designed to estimate the probability (or percent) of households with an integer number of workers, children and / or automobiles. To determine the number of households by each category the households by income group and family size are multiplied by these probabilities. Given the fairly small number of households in a traffic analysis zone (TAZ) and the large number of combinations, it is obvious that estimates of integer (i.e. whole numbers) households cannot be made for each category and the estimates will be made using partial households (real values). These partial households will be kept in the computer memory, during the trip generation application, and the trip produced by these households will be aggregated at the zone level, only by income level, for output data to be used by the distribution model.

2.4.1. Worker Model

The first model in the socio-economic estimation chain is the Worker model, which estimates the number of households by 0, 1, 2 and 3 or more workers. This model uses information from the census data to estimate the percent of households by these worker categories given the family size and income of the household¹. The model consists of two tables. The first is a cross-classification table which contains the average workers per household stratified by income and family size. The second table is a single dimension table which contains the percent of households by each worker category given the average workers per household. The first cross classification table was developed from the 2000 census data. This cross tabulation is as follows:

Regional Average Workers per Household by Size and Household Income Quartile
Income Quartile

| Persons | 1 | 2 | 3 | 4 | Subtotal |
|----------|-------|-------|-------|-------|----------|
| 1 | 0.282 | 0.803 | 0.847 | 0.809 | 0.571 |
| 2 | 0.509 | 1.177 | 1.559 | 1.567 | 1.303 |
| 3 | 0.782 | 1.453 | 1.945 | 2.003 | 1.683 |
| 4 | 0.837 | 1.594 | 1.984 | 2.190 | 1.846 |
| 5 | 1.000 | 1.689 | 2.150 | 2.232 | 1.931 |
| 6+ | 0.949 | 1.876 | 2.592 | 3.468 | 2.312 |
| Subtotal | 0.460 | 1.212 | 1.764 | 1.912 | 1.360 |

The single dimension table is shown on table 2-27. The use of these two tables allows the trip generation procedures to estimate a unique percent of households by worker for each income group and household size group combination.

2.4.2. Child Model

Once the households are estimated by income group, family size and number of workers, the next step is to estimate the number of households, in each of the income, size, and worker categories, by the number of children, from no children to 5 or more children. The procedure to estimate these households was also developed using the 2000 PUMS census data. The model development used the same technique as was used for the worker model. In this case, though, the initial households were stratified by three variables instead of two. The final model combined the average children per household with the probability of a household with 0, 1, 2, 3, 4 or 5 or more children to produce a combined table showing the probability of households by each child category for each income, size, and worker category. This combined table is shown on Table 2-28.

¹ A description of the previous worker model can be found on page 5-14 of “Transportation Solutions for a New Century, Appendix 4, Model Documentation”, Atlanta Regional Commission, August 28, 2002.

Table 2.27
Worker Distribution Model

| Average workers/HH | Percent No Workers | Percent One Worker | Percent Two Workers | Percent 3+ Workers |
|--------------------|--------------------|--------------------|---------------------|--------------------|
| 0.0 | 100.00% | 0.00% | 0.00% | 0.00% |
| 0.1 | 90.00% | 10.00% | 0.00% | 0.00% |
| 0.2 | 80.50% | 19.00% | 0.50% | 0.00% |
| 0.3 | 71.63% | 26.74% | 1.63% | 0.00% |
| 0.4 | 64.00% | 33.38% | 1.94% | 0.68% |
| 0.5 | 58.00% | 37.04% | 3.46% | 1.50% |
| 0.6 | 51.84% | 40.21% | 6.05% | 1.90% |
| 0.7 | 47.08% | 41.57% | 8.55% | 2.80% |
| 0.8 | 41.96% | 43.45% | 10.99% | 3.60% |
| 0.9 | 37.07% | 44.64% | 14.00% | 4.29% |
| 1.0 | 32.60% | 45.61% | 16.51% | 5.28% |
| 1.1 | 28.53% | 45.49% | 19.85% | 6.13% |
| 1.2 | 24.75% | 43.77% | 25.00% | 6.48% |
| 1.3 | 21.10% | 42.31% | 29.50% | 7.09% |
| 1.4 | 17.85% | 40.45% | 33.81% | 7.89% |
| 1.5 | 13.87% | 39.81% | 37.75% | 8.57% |
| 1.6 | 10.65% | 38.95% | 40.50% | 9.90% |
| 1.7 | 8.35% | 37.05% | 43.00% | 11.60% |
| 1.8 | 5.90% | 35.50% | 45.25% | 13.35% |
| 1.9 | 4.88% | 33.07% | 46.01% | 16.04% |
| 2.0 | 3.51% | 30.63% | 47.47% | 18.39% |
| 2.1 | 3.00% | 27.67% | 48.00% | 21.33% |
| 2.2 | 2.20% | 25.52% | 47.90% | 24.38% |
| 2.3 | 1.75% | 23.59% | 46.78% | 27.88% |
| 2.4 | 1.40% | 21.40% | 45.85% | 31.35% |
| 2.5 | 1.10% | 19.80% | 43.90% | 35.20% |
| 2.6 | 0.85% | 18.05% | 42.15% | 38.95% |
| 2.7 | 0.55% | 15.90% | 41.33% | 42.22% |
| 2.8 | 0.20% | 14.00% | 39.70% | 46.10% |
| 2.9 | 0.08% | 12.19% | 37.75% | 49.98% |
| 3.0 | 0.05% | 10.08% | 36.07% | 53.80% |
| 3.1 | 0.02% | 8.20% | 34.03% | 57.75% |
| 3.2 | 0.00% | 5.53% | 33.17% | 61.30% |
| 3.3 | 0.00% | 3.10% | 31.90% | 65.00% |
| 3.4 | 0.00% | 0.95% | 30.22% | 68.83% |
| 3.5 | 0.00% | 0.18% | 26.48% | 73.34% |
| 3.6 | 0.00% | 0.00% | 21.86% | 78.14% |
| 3.7 | 0.00% | 0.00% | 16.98% | 83.02% |
| 3.8 | 0.00% | 0.00% | 12.10% | 87.90% |
| 3.9 | 0.00% | 0.00% | 7.20% | 92.80% |
| 4.0 | 0.00% | 0.00% | 0.00% | 100.00% |

Table 2-28 Child Model

| Size | Workers | Income | 0 C | 1 C | 2 C | 3 C | 4 C | 5+C | Children/HH | Size | Workers | Income | 0 C | 1 C | 2 C | 3 C | 4 C | 5+C | Children/HH |
|------|---------|--------|------|-----|------|-----|-----|-----|-------------|------|---------|--------|-----|------|------|-----|-----|------|-------------|
| 1 | 0 | 1 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 1 | 4 | 10% | 17% | 73% | 0% | 0% | 0% | 1.63 |
| 1 | 0 | 2 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 2 | 1 | 10% | 29% | 61% | 1% | 0% | 0% | 1.53 |
| 1 | 0 | 3 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 2 | 2 | 8% | 24% | 68% | 0% | 0% | 0% | 1.59 |
| 1 | 0 | 4 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 2 | 3 | 7% | 18% | 75% | 0% | 0% | 0% | 1.68 |
| 1 | 1 | 1 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 2 | 4 | 9% | 22% | 69% | 0% | 0% | 0% | 1.60 |
| 1 | 1 | 2 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 3 | 1 | 0% | 100% | 0% | 0% | 0% | 1.00 | |
| 1 | 1 | 3 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 3 | 2 | 42% | 54% | 4% | 0% | 0% | 0% | 0.62 |
| 1 | 1 | 4 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 4 | 3 | 3 | 55% | 45% | 0% | 0% | 0% | 0% | 0.45 |
| 2 | 0 | 1 | 83% | 17% | 0% | 0% | 0% | 0% | 0.17 | 4 | 3 | 4 | 70% | 30% | 0% | 0% | 0% | 0% | 0.30 |
| 2 | 0 | 2 | 98% | 2% | 0% | 0% | 0% | 0% | 0.02 | 5 | 0 | 1 | 0% | 13% | 7% | 33% | 47% | 0% | 3.13 |
| 2 | 0 | 3 | 99% | 1% | 0% | 0% | 0% | 0% | 0.01 | 5 | 0 | 2 | 3% | 8% | 19% | 58% | 12% | 0% | 2.68 |
| 2 | 0 | 4 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 5 | 0 | 3 | 0% | 33% | 0% | 67% | 0% | 0% | 2.33 |
| 2 | 1 | 1 | 72% | 28% | 0% | 0% | 0% | 0% | 0.28 | 5 | 0 | 4 | 0% | 0% | 100% | 0% | 0% | 0% | 2.00 |
| 2 | 1 | 2 | 78% | 22% | 0% | 0% | 0% | 0% | 0.22 | 5 | 1 | 1 | 3% | 10% | 20% | 60% | 7% | 0% | 2.57 |
| 2 | 1 | 3 | 92% | 8% | 0% | 0% | 0% | 0% | 0.08 | 5 | 1 | 2 | 0% | 10% | 22% | 65% | 3% | 0% | 2.61 |
| 2 | 1 | 4 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 5 | 1 | 3 | 3% | 5% | 21% | 71% | 0% | 0% | 2.60 |
| 2 | 2 | 1 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 5 | 1 | 4 | 4% | 8% | 12% | 77% | 0% | 0% | 2.62 |
| 2 | 2 | 2 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 5 | 2 | 1 | 0% | 10% | 40% | 50% | 0% | 0% | 2.40 |
| 2 | 2 | 3 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 5 | 2 | 2 | 6% | 16% | 19% | 59% | 0% | 0% | 2.32 |
| 2 | 2 | 4 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 5 | 2 | 3 | 3% | 14% | 32% | 51% | 0% | 0% | 2.31 |
| 3 | 0 | 1 | 30% | 21% | 49% | 0% | 0% | 0% | 1.20 | 5 | 2 | 4 | 12% | 12% | 44% | 32% | 0% | 0% | 1.96 |
| 3 | 0 | 2 | 54% | 34% | 12% | 0% | 0% | 0% | 0.59 | 5 | 3 | 1 | 0% | 50% | 50% | 0% | 0% | 0% | 1.50 |
| 3 | 0 | 3 | 80% | 20% | 0% | 0% | 0% | 0% | 0.20 | 5 | 3 | 2 | 18% | 45% | 37% | 0% | 0% | 0% | 1.19 |
| 3 | 0 | 4 | 80% | 20% | 0% | 0% | 0% | 0% | 0.20 | 5 | 3 | 3 | 28% | 39% | 33% | 0% | 0% | 0% | 1.05 |
| 3 | 1 | 1 | 15% | 49% | 37% | 0% | 0% | 0% | 1.22 | 5 | 3 | 4 | 53% | 37% | 10% | 0% | 0% | 0% | 0.57 |
| 3 | 1 | 2 | 21% | 57% | 22% | 0% | 0% | 0% | 1.00 | 6 | 0 | 1 | 0% | 0% | 0% | 7% | 29% | 64% | 4.57 |
| 3 | 1 | 3 | 30% | 63% | 7% | 0% | 0% | 0% | 0.77 | 6 | 0 | 2 | 0% | 1% | 7% | 9% | 43% | 40% | 4.14 |
| 3 | 1 | 4 | 30% | 68% | 1% | 0% | 0% | 0% | 0.71 | 6 | 0 | 3 | 0% | 4% | 12% | 15% | 53% | 17% | 3.69 |
| 3 | 2 | 1 | 37% | 56% | 9% | 0% | 0% | 0% | 0.74 | 6 | 0 | 4 | 2% | 6% | 14% | 32% | 40% | 8% | 3.24 |
| 3 | 2 | 2 | 28% | 72% | 0% | 0% | 0% | 0% | 0.72 | 6 | 1 | 1 | 0% | 1% | 7% | 9% | 43% | 40% | 4.14 |
| 3 | 2 | 3 | 33% | 67% | 0% | 0% | 0% | 0% | 0.67 | 6 | 1 | 2 | 0% | 3% | 13% | 9% | 53% | 22% | 3.78 |
| 3 | 2 | 4 | 47% | 53% | 0% | 0% | 0% | 0% | 0.53 | 6 | 1 | 3 | 0% | 14% | 14% | 17% | 48% | 7% | 3.21 |
| 3 | 3 | 1 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 6 | 1 | 4 | 3% | 7% | 15% | 44% | 29% | 4% | 3.01 |
| 3 | 3 | 2 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 6 | 2 | 1 | 0% | 4% | 12% | 15% | 53% | 17% | 3.69 |
| 3 | 3 | 3 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 6 | 2 | 2 | 3% | 5% | 10% | 33% | 33% | 15% | 3.36 |
| 3 | 3 | 4 | 100% | 0% | 0% | 0% | 0% | 0% | 0.00 | 6 | 2 | 3 | 3% | 10% | 20% | 25% | 35% | 8% | 3.03 |
| 4 | 0 | 1 | 14% | 8% | 33% | 45% | 0% | 0% | 2.08 | 6 | 2 | 4 | 8% | 17% | 17% | 25% | 42% | 0% | 2.83 |
| 4 | 0 | 2 | 7% | 17% | 53% | 25% | 0% | 0% | 1.95 | 6 | 3 | 1 | 2% | 6% | 14% | 32% | 40% | 8% | 3.24 |
| 4 | 0 | 3 | 0% | 0% | 100% | 0% | 0% | 0% | 2.00 | 6 | 3 | 2 | 0% | 20% | 15% | 40% | 15% | 10% | 2.80 |
| 4 | 0 | 4 | 8% | 26% | 64% | 2% | 0% | 0% | 1.60 | 6 | 3 | 3 | 6% | 14% | 47% | 17% | 13% | 3% | 2.23 |
| 4 | 1 | 1 | 5% | 16% | 54% | 25% | 0% | 0% | 1.98 | 6 | 3 | 4 | 26% | 19% | 26% | 19% | 3% | 6% | 1.74 |
| 4 | 1 | 2 | 2% | 10% | 80% | 8% | 0% | 0% | 1.94 | | | | | | | | | | |
| 4 | 1 | 3 | 6% | 11% | 81% | 1% | 0% | 0% | 1.78 | | | | | | | | | | |

2.4.3. Automobile Ownership Model

2.4.3.1. Introduction

The initial automobile ownership model was developed in 2000 using a structural form developed by James Ryan and Greg Han². The initial model was developed using the 1990 home interview survey for the Atlanta region, the 1990 Census Public Use Microdata Sample (PUMS) and the 1990 Census Journey to Work data. A complete description of the model development is contained in the ARC's Report "Transportation Solutions for a New Century".³ The automobile ownership model will remain a part of the ARC travel demand estimation process. For the 2003 travel demand model update, the automobile ownership model was updated using the home interview survey to investigate necessary changes in the coefficients of the model. These evaluations led to revisions in the income coefficients. Detailed evaluations of the mode choice model were conducted in 2007 and early 2008 which led to investigating other model components that occur in the model sequence before the mode choice model. An assessment of the auto ownership model found that the auto ownership model's estimation of the geographic distribution of zero auto households was inadequate, which has a very important impact on the mode choice model. Therefore, in 2008 the auto ownership model was updated and validated using census data that was not available in 2003.

2.4.3.2. Model Summary

The automobile ownership model is a logit model which estimates the probability of a household owning 0, 1, 2 or 3 or more automobiles. The logit model is implemented by calculating a disutility expression (equation) for each of the automobile ownership choices (that is no automobiles, 1, 2, or 3 or more automobiles). The automobile ownership equations have three independent variables. These variables are income of the household, stratified by four groups, the natural logarithm of density of the area, and the automobile importance. The density of the area is the population plus the employment divided by the acreage of the zone. The automobile importance is a ratio of the accessibility to employment by highway divided by the sum of the accessibility to employment by highway, transit and the walk mode. The automobile importance measure is modified by an automobile sufficiency value. The automobile sufficiency value depends upon the number of persons and workers in the household and is simply the number of available automobiles per worker or non-worker. For example in a household with 2 workers and one non-worker, the ownership of 1 automobile would provide a worker sufficiency rating of 1 and a non-worker sufficiency rating of 0, while the ownership of 4 automobiles would provide a worker sufficiency of 2 and a non-worker sufficiency of 1. A complete listing of the sufficiency ratings used in the model is shown on Table 2.29.

² "Vehicle-Ownership Model Using Family Structure and Accessibility Application to Honolulu, Hawaii", by Ryan, JM and Han, G., Transportation Research Record 1676, 1999.

³ "Transportation Solutions for a new Century, Appendix 4 Model Documentation", Atlanta Regional Commission, August 28, 2002, pages 5-1 to 5-21. .

**Table 2.29
Sufficiency Ratings**

| Persons per Household | Number of Workers | Number of Cars | Worker Suff. | Other Suff. |
|-----------------------|-------------------|----------------|--------------|-------------|
| 1 | 0 | 0 | NA | 0 |
| 1 | 0 | 1 | NA | 1 |
| 1 | 0 | 2 | NA | 1 |
| 1 | 0 | 3 | NA | 1 |
| 1 | 1 | 0 | 0 | NA |
| 1 | 1 | 1 | 1 | NA |
| 1 | 1 | 2 | 1 | NA |
| 1 | 1 | 3 | 1 | NA |
| 2 | 0 | 0 | NA | 0 |
| 2 | 0 | 1 | NA | 1 |
| 2 | 0 | 2 | NA | 2 |
| 2 | 0 | 3 | NA | 2 |
| 2 | 1 | 0 | 0 | 0 |
| 2 | 1 | 1 | 1 | 0 |
| 2 | 1 | 2 | 1 | 1 |
| 2 | 1 | 3 | 1 | 1 |
| 2 | 2 | 0 | 0 | NA |
| 2 | 2 | 1 | 1 | NA |
| 2 | 2 | 2 | 2 | NA |
| 2 | 2 | 3 | 2 | NA |
| 3 | 0 | 0 | NA | 0 |
| 3 | 0 | 1 | NA | 1 |
| 3 | 0 | 2 | NA | 2 |
| 3 | 0 | 3 | NA | 3 |
| 3 | 1 | 0 | 0 | 0 |
| 3 | 1 | 1 | 1 | 0 |
| 3 | 1 | 2 | 1 | 1 |
| 3 | 1 | 3 | 1 | 2 |
| 3 | 2 | 0 | 0 | 0 |
| 3 | 2 | 1 | 1 | 0 |
| 3 | 2 | 2 | 2 | 0 |
| 3 | 2 | 3 | 2 | 1 |
| 3 | 3 | 0 | 0 | NA |
| 3 | 3 | 1 | 1 | NA |
| 3 | 3 | 2 | 2 | NA |
| 3 | 3 | 3 | 3 | NA |
| 4 | 0 | 0 | NA | 0 |
| 4 | 0 | 1 | NA | 1 |
| 4 | 0 | 2 | NA | 2 |
| 4 | 0 | 3 | NA | 3 |
| 4 | 1 | 0 | 0 | 0 |
| 4 | 1 | 1 | 1 | 0 |
| 4 | 1 | 2 | 1 | 1 |
| 4 | 1 | 3 | 1 | 2 |
| 4 | 2 | 0 | 0 | 0 |
| 4 | 2 | 1 | 1 | 0 |
| 4 | 2 | 2 | 2 | 0 |
| 4 | 2 | 3 | 2 | 1 |
| 4 | 3 | 0 | 0 | 0 |
| 4 | 3 | 1 | 1 | 0 |
| 4 | 3 | 2 | 2 | 0 |
| 4 | 3 | 3 | 2 | 1 |

The auto ownership model uses income groups that are consistent with those that were described previously. New income coefficients were asserted using observed CTPP 2000 auto ownership shares as the basis. CTPP TAZ level data were processed to generate the following cross tabulation:

CTPP 2000

Summary Level: TAZ (13-county model area plus Bartow County)

| Number of Autos | Income Group | | | | Total |
|-----------------|--------------|---------|---------|---------|-----------|
| | 1 | 2 | 3 | 4 | |
| 0 | 53,633 | 30,820 | 11,518 | 3,792 | 99,763 |
| 1 | 99,604 | 212,226 | 104,453 | 24,571 | 440,854 |
| 2 | 34,199 | 152,493 | 251,959 | 136,316 | 574,967 |
| 3+ | 9,231 | 43,845 | 117,665 | 87,737 | 258,478 |
| Total | 196,667 | 439,384 | 485,595 | 252,416 | 1,374,062 |

To estimate income coefficients, household auto ownership percents within each income group were then calculated as follows:

Percent by Income Group (CTPP)

| Number of Autos | Income Group | | | | Total |
|-----------------|--------------|--------|--------|--------|--------|
| | 1 | 2 | 3 | 4 | |
| 0 | 27.3% | 7.0% | 2.4% | 1.5% | 7.3% |
| 1 | 50.6% | 48.3% | 21.5% | 9.7% | 32.1% |
| 2 | 17.4% | 34.7% | 51.9% | 54.0% | 41.8% |
| 3+ | 4.7% | 10.0% | 24.2% | 34.8% | 18.8% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

From these values, shares relative to the zero auto percents were then calculated as:

Shares Relative to Zero Autos

| Number of Autos | Income Group | | | |
|-----------------|--------------|--------|---------|---------|
| | 1 | 2 | 3 | 4 |
| 0 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 1 | 1.8571 | 6.8860 | 9.0687 | 6.4797 |
| 2 | 0.6376 | 4.9479 | 21.8752 | 35.9483 |
| 3+ | 0.1721 | 1.4226 | 10.2157 | 23.1374 |

Income coefficients were then estimated by taking the natural logarithm of these relative shares. The following are the resulting income coefficients:

Income Coefficients

| Number of Autos | Income Group | | | |
|-----------------|--------------|-------|-------|-------|
| | 1 | 2 | 3 | 4 |
| 0 | 0.000 | 0.000 | 0.000 | 0.000 |
| 1 | 0.619 | 1.929 | 2.205 | 1.869 |
| 2 | -0.450 | 1.599 | 3.085 | 3.582 |
| 3+ | -1.760 | 0.352 | 2.324 | 3.141 |

The previous auto ownership model's direct use of zonal densities was a significant reason for the model's poor geographic allocation of zero auto households. However, when the auto ownership model was applied and recalibrated without the density variable it led to the conclusion that some form of density measure was important. Therefore, a different density measure was selected. The primary problem with the previous density measure occurred for very high density zones. For very high density zones, the density variable's contribution to the total zonal disutility was much greater than the other independent variables. The result was that nearly 100% of the households in very dense zones were estimated to own zero autos. As a result, most zero auto households were allocated to high density areas rather than being more widely distributed throughout the region as observed in census data. Using floating zone densities was considered as a potential revised density measure. Floating zone densities would lessen the potential of having very high densities, but cannot eliminate the possibility, so this approach was not selected. The selected approach was to use the natural logarithm of the density, which essentially removes the potential of the density variable contributing an inordinate amount to the overall disutility.

The previous density coefficients were developed using logit estimation and the 1990 household survey. These coefficients were used as the basis for developing density coefficients for the new density measure. New density coefficients were set to produce roughly the same disutility values as the previous density coefficients when using the average and median regional population-employment densities.

Auto Sufficiency coefficients were left unchanged. The final disutility equations are shown in Table 2.30.

Table 2.30

Automobile Ownership Disutility Equations

No Cars = 0 (this is by definition)

One car = $-1.992 + 0.619 * Inc1 + 1.929 * Inc2 + 2.205 * Inc3 + 1.869 * Inc4$
 $- 0.115 * \ln(\text{Emp-Pop Density}) + 3.38 * \text{WorkSuff} * \text{auto imp} + 1.27 * \text{OthSuff} * \text{auto imp}$

Two Car = $-3.314 - 0.450 * Inc1 + 1.559 * Inc2 + 3.085 * Inc3 + 3.582 * Inc4$
 $- 0.295 * \ln(\text{Emp-Pop Density}) + 3.38 * \text{WorkSuff} * \text{auto imp} + 1.27 * \text{OthSuff} * \text{auto imp}$

Three or more cars = $-3.482 - 1.760 * Inc1 + 0.352 * Inc2 + 2.324 * Inc3 + 3.141 * Inc4$
 $- 0.803 * \ln(\text{Emp-Pop Density}) + 3.38 * \text{WorkSuff} * \text{auto imp} + 1.27 * \text{OthSuff} * \text{auto imp}$

Where:

Inc1 is a dummy variable which is 1 for low income households and 0 otherwise

Inc2 is a dummy variable which is 1 for medium low income and 0 otherwise

Inc3 is a dummy variable which is 1 for medium high income and 0 otherwise

Inc4 is a dummy variable which is 1 for High income households and 0 otherwise

Emp-Pop Density is the population plus employment of a zone divided by the acreage

WorkSuff is the sufficiency of automobiles for workers

OthSuff is the sufficiency of the automobiles for non-workers

Auto imp is the automobile importance variable

2.4.3.3. Model Validation

Model results were compared to census data for validation purposes. At the regional level model results were compared to CTPP households cross tabulated by number of autos and income group (same as previously described):

CTPP 2000

Summary Level: TAZ (13-county model area plus Bartow County)

| Number of Autos | Income Group | | | | Total |
|-----------------|--------------|---------|---------|---------|-----------|
| | 1 | 2 | 3 | 4 | |
| 0 | 53,633 | 30,820 | 11,518 | 3,792 | 99,763 |
| 1 | 99,604 | 212,226 | 104,453 | 24,571 | 440,854 |
| 2 | 34,199 | 152,493 | 251,959 | 136,316 | 574,967 |
| 3+ | 9,231 | 43,845 | 117,665 | 87,737 | 258,478 |
| Total | 196,667 | 439,384 | 485,595 | 252,416 | 1,374,062 |

A similar cross tabulation of the model results produces:

ARC Model 2000

4/1/2008

Summary Level: TAZ (20-county model area)

| Number of Autos | Income Group | | | | Total |
|-----------------|--------------|---------|---------|---------|-----------|
| | 1 | 2 | 3 | 4 | |
| 0 | 82,328 | 25,096 | 6,085 | 1,629 | 115,138 |
| 1 | 117,860 | 258,424 | 96,135 | 20,231 | 492,650 |
| 2 | 25,246 | 171,186 | 292,621 | 148,402 | 637,455 |
| 3+ | 6,169 | 48,205 | 145,739 | 97,826 | 297,939 |
| Total | 231,603 | 502,911 | 540,580 | 268,088 | 1,543,182 |

Since these cross tabulations use different geographic areas, shares of the total households are used for comparison.

Percent of Total Households (CTPP)

| Number of Autos | Income Group | | | | Total |
|-----------------|--------------|-------|-------|-------|--------|
| | 1 | 2 | 3 | 4 | |
| 0 | 3.9% | 2.2% | 0.8% | 0.3% | 7.3% |
| 1 | 7.2% | 15.4% | 7.6% | 1.8% | 32.1% |
| 2 | 2.5% | 11.1% | 18.3% | 9.9% | 41.8% |
| 3+ | 0.7% | 3.2% | 8.6% | 6.4% | 18.8% |
| Total | 14.3% | 32.0% | 35.3% | 18.4% | 100.0% |

Percent of Total Households (Model)

| Number of Autos | Income Group | | | | |
|-----------------|--------------|-------|-------|-------|--------|
| | 1 | 2 | 3 | 4 | Total |
| 0 | 5.3% | 1.6% | 0.4% | 0.1% | 7.5% |
| 1 | 7.6% | 16.7% | 6.2% | 1.3% | 31.9% |
| 2 | 1.6% | 11.1% | 19.0% | 9.6% | 41.3% |
| 3+ | 0.4% | 3.1% | 9.4% | 6.3% | 19.3% |
| Total | 15.0% | 32.6% | 35.0% | 17.4% | 100.0% |

The absolute differences of these values are shown below:

Absolute Difference (Model - CTPP)

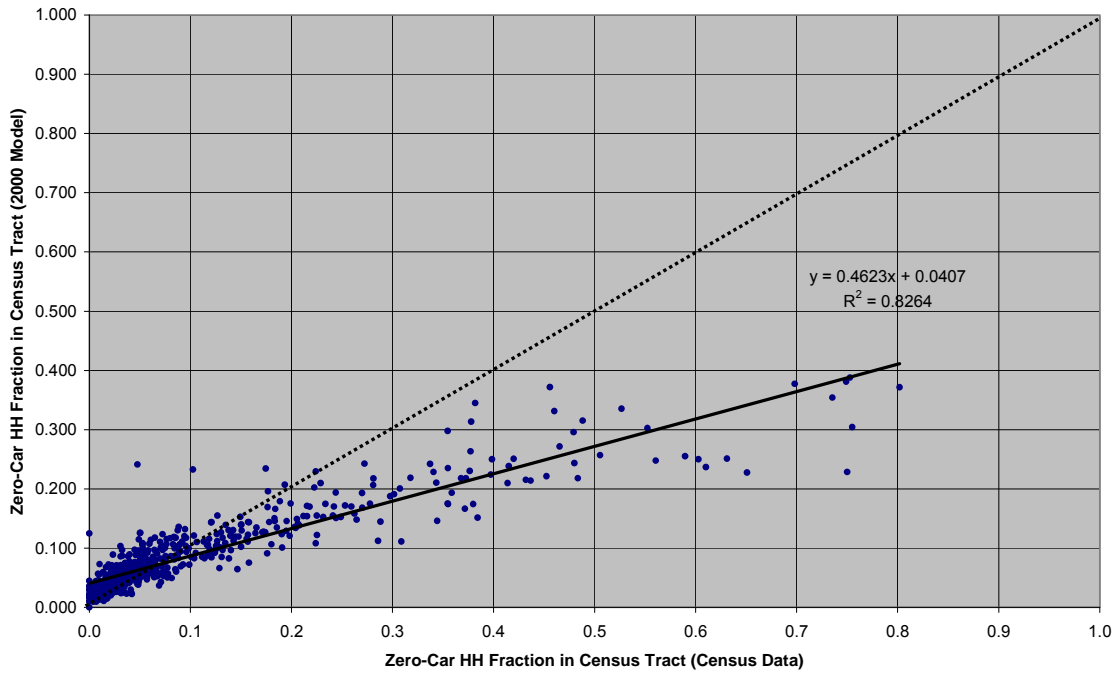
| Number of Autos | Income Group | | | | |
|-----------------|--------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | Total |
| 0 | 1.4% | -0.6% | -0.4% | -0.2% | 0.2% |
| 1 | 0.4% | 1.3% | -1.4% | -0.5% | -0.2% |
| 2 | -0.9% | 0.0% | 0.6% | -0.3% | -0.5% |
| 3+ | -0.3% | -0.1% | 0.9% | 0.0% | 0.5% |
| Total | 0.7% | 0.6% | -0.3% | -1.0% | 0.0% |

Since CTPP data includes a certain degree of uncertainty due to rounding, data suppression and sampling error, these absolute differences seem well within acceptable ranges.

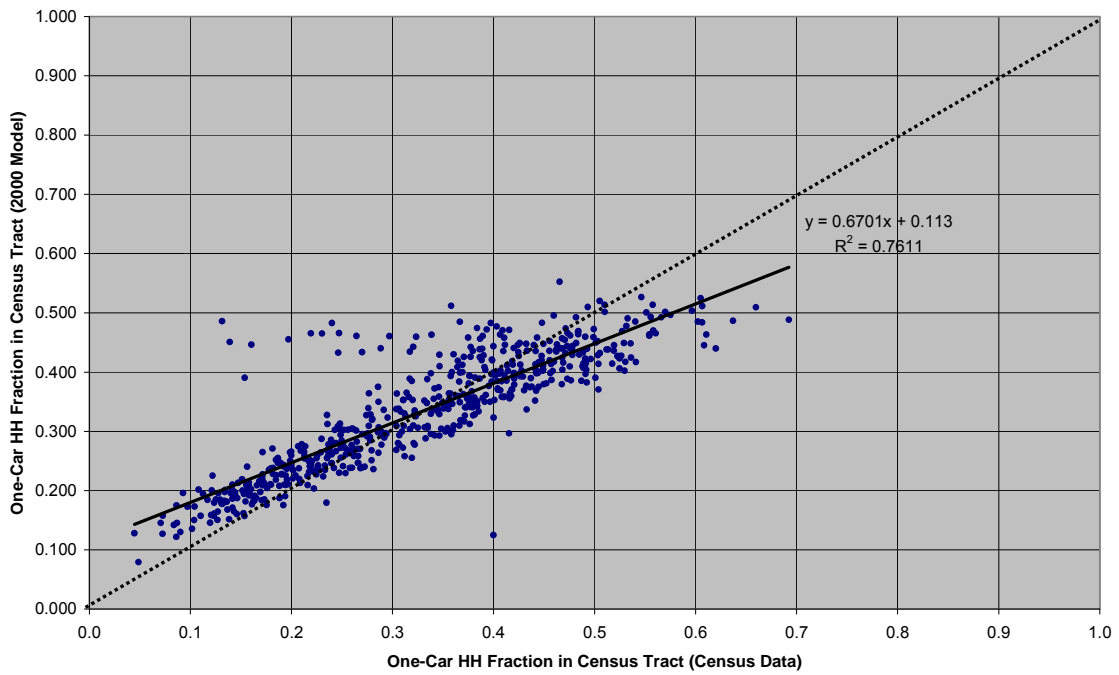
The auto ownership model was further validated by comparing model results to census data at the census tract level. The following charts display the share of households in each auto ownership group within each census tract versus the comparable share from the model. The results are generally good with strong correlations. Although the model results for the zero auto households do not closely match census data, the results are significantly better than the previous auto ownership model.

When compared to census data, the new model estimates fewer tracts with high shares of zero auto households. Census data includes a substantial number of tracts where 40 to 80 percent of households own zero autos. It is not clear whether such high shares of zero auto households are reasonable at the census tract level. Such high shares may be somewhat attributable to rounding, data suppression and sampling errors. The model estimates the highest zero auto shares at the tract level at around 30 to 40 percent, which seems more plausible.

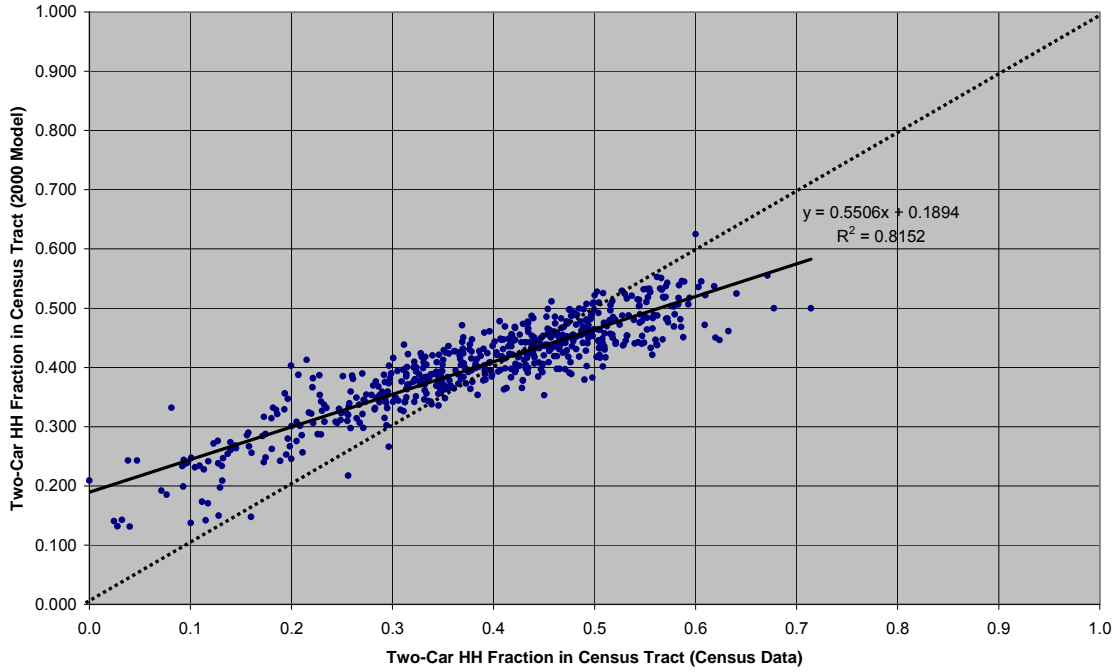
Zero-Car Households



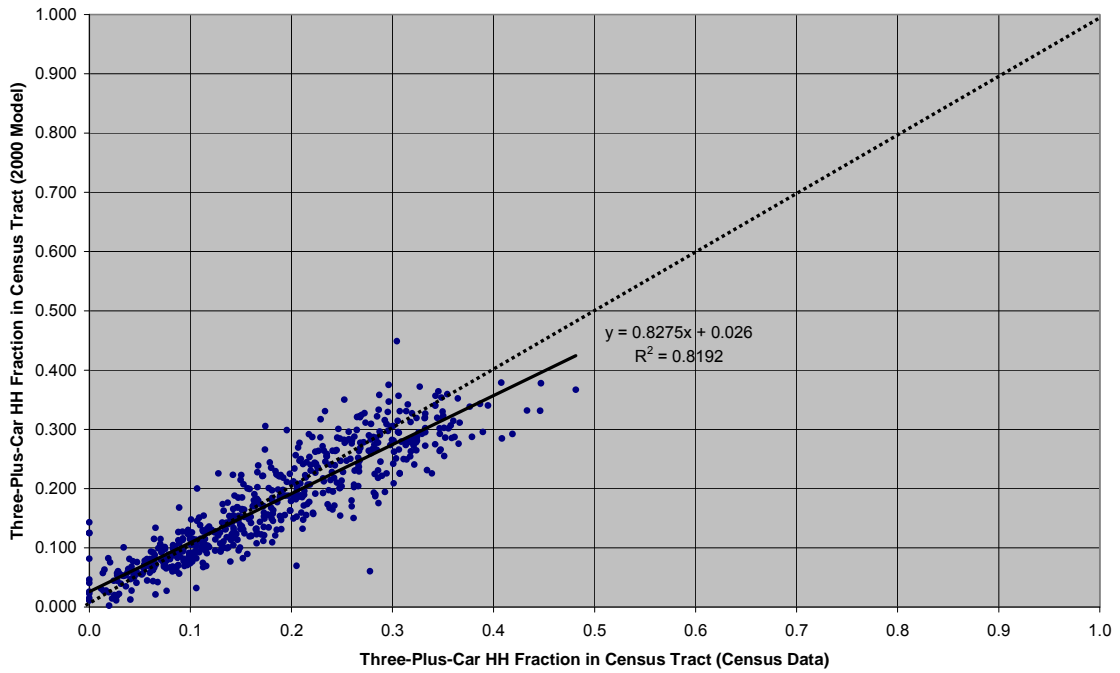
One-Car Households



Two-Car Households



Three-Plus-Car Households



2.5. Attraction Model

The trip production model used the home interview survey performed in 2000. ARC staff conducted an Establishment Survey where both employees and visitors were surveyed. This data, since it was directed at specific establishments, provided the travel demand model team the ability to develop cross-classification attractions models instead of the regression models normally developed using home interview data.

This section describes the development of the attraction model trip rates, one for each of the four purposes⁴. All four models have the same basic structure of a 2-way cross-classification matrix of trip rates per employee, or person, or household. There are as many as 70 trip rates for each purpose; one for each type of demographic data (types of employment, households, and persons) and one for each of seven area types. The original Home Based Grade School and Home Based University regression models were not changed in this analysis.

As part of the mode choice model refinement work in 2005, an attraction share model was incorporated into this model component. The purpose of the attraction share model is to determine the zonal attractions by the socio-economic groups based on highway and transit accessibility. Previously the average probability for each income group was used to split the attractions into the four income groups.

2.5.1. Calibration Data and Procedures

The ARC conducted an Establishment Survey of 277 establishments in the fall of 1998⁵. Both employee and visitors were surveyed. Over 14,000 visitors and over 10,000 employees were surveyed in this Establishment survey.

Trips are “attracted” not only to non-residential establishments but also to residences. Therefore the information from the Establishment survey had to be combined with the information from the home interview survey to obtain a correct “balance” between non-residential establishment “attractiveness” and residential “attractiveness”. Because the Establishment survey was taken in a series of different places, one of the variables in the cross-classification model could be the area type. The area type, for a traffic analysis zone, is a measure of the general density in and around the traffic analysis zone. These area types range from the highest density (CBD area types) to the lowest densities (Rural area types)⁶. The trip rates for these area type classifications showed some interesting differences. For the home based work trips, the CBD had the highest rate, with the next categories (Urban Commercial and Urban Residential had the lowest rates. For home based Other trips the reverse was true for the major employment categories (of F.I.R.E., Service, and Government⁷), with the two urban categories having the highest rates, the

⁴ This section is essentially a repeat of the attraction model description found in the report ““Transportation Solutions for a new Century, Appendix 4 Model Documentation”, Atlanta Regional Commission, August 28, 2002, pages 5-1 to 5-21.

⁵ “Atlanta Regional Commission Establishment Survey Final Report”, Prepared by Barton-Aschman Associates, Inc., CB&A Market Research, and Nancy McGuckin, March 1999

⁶ The area types have been given names, which are indicative of the densities they represent. These names thought are based strictly on the density (population and employment density) of the area and not the type of urban form of the area. The names of the area types (ranging from the highest to the lowest density) are: 1 – CBD; 2- Urban Commercial; 3 – Urban Residential; 4 - Suburban Commercial; 5 – Suburban Residential; 6 – Exurban; 7 – Rural.

⁷ The model uses the eight employment categories forecasted by the DRAM/EPAL model. These categories are: 1 – Construction; 2 – Manufacturing; 3 – Retail; 4 – Transportation Communications

CBD the next highest rates, and the suburban, exurban and rural having the lowest rates. The pattern of the Non-home Based rates were similar to the Home Based Other trip rates, except for retail employment – where the rate per retail employee was substantially higher in the suburban areas than in the CBD and urban areas. This was also true of the home-based shopping trip rates, where the suburban rates were almost three times the CBD rates. It should be noted that these trip rates are for “motorized” travel (automobile and transit) and do not include walk trips. Therefore the reduced trip rates for Home Based Other, Home Based Shopping and Non-home Based trips, for the CBD areas, may simply be a reflection that many of the CBD trips are made by workers during the lunch hour and after work by walking and are therefore not identified as motorized trips. The trip rates for the four purposes are shown on Table 2.32.

and Utilities (TCU); 5 – Wholesale; 6 – Financial, Insurance, Real Estate; 7 – Service; 8 – Government.

Table 2.32 Attraction Trip Rates

Attraction Rates for Home Based Work Trips

| Variable | Measured as | Rate By Area Type | | | | | | |
|---------------|-------------|-------------------|------------------|-------------------|---------------------|----------------------|---------|--------|
| | | Trip CBD | Urban Commercial | Urban Residential | Suburban Commercial | Suburban Residential | Exurban | Rural |
| Construction | Employee | 1.2953 | 1.2111 | 1.2111 | 1.2532 | 1.2532 | 1.2321 | 1.2321 |
| Manufacturing | Employee | 1.2953 | 1.2111 | 1.2111 | 1.2532 | 1.2532 | 1.2321 | 1.2321 |
| Retail | Employee | 1.1584 | 1.1584 | 1.1584 | 1.1479 | 1.1479 | 1.1058 | 1.1058 |
| TCU | Employee | 1.2953 | 1.2111 | 1.2111 | 1.2532 | 1.2532 | 1.2321 | 1.2321 |
| Wholesale | Employee | 1.2953 | 1.2111 | 1.2111 | 1.2532 | 1.2532 | 1.2321 | 1.2321 |
| F.I.R.E. | Employee | 1.2953 | 1.2111 | 1.2111 | 1.2532 | 1.2532 | 1.2321 | 1.2321 |
| Service | Employee | 1.2953 | 1.2111 | 1.2111 | 1.2532 | 1.2532 | 1.2321 | 1.2321 |
| Government | Employee | 1.2953 | 1.2111 | 1.2111 | 1.2532 | 1.2532 | 1.2321 | 1.2321 |

Attraction Rates for Home Shopping Trips

| Variable | Measured as | Rate By Area Type | | | | | | |
|----------|-------------|-------------------|------------------|-------------------|---------------------|----------------------|---------|-------|
| | | Trip CBD | Urban Commercial | Urban Residential | Suburban Commercial | Suburban Residential | Exurban | Rural |
| Retail | Employee | 5.56 | 5.92 | 5.92 | 14.16 | 14.16 | 12.71 | 12.71 |

Attraction Rates for Home Based Other Trips

| Variable | Measured as | Rate By Area Type | | | | | | |
|---------------|-------------|-------------------|------------------|-------------------|---------------------|----------------------|---------|-------|
| | | Trip CBD | Urban Commercial | Urban Residential | Suburban Commercial | Suburban Residential | Exurban | Rural |
| Population | Person | 0.619 | 0.619 | 0.619 | 0.619 | 0.619 | 0.619 | 0.619 |
| Construction | Employee | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 |
| Manufacturing | Employee | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 |
| Retail | Employee | 2.120 | 2.620 | 2.620 | 2.220 | 2.220 | 1.620 | 1.620 |
| TCU | Employee | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 |
| Wholesale | Employee | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 | 0.170 |
| F.I.R.E. | Employee | 0.470 | 0.640 | 0.640 | 0.350 | 0.350 | 0.350 | 0.350 |
| Service | Employee | 0.470 | 0.640 | 0.640 | 0.350 | 0.350 | 0.350 | 0.350 |
| Government | Employee | 0.470 | 0.640 | 0.640 | 0.350 | 0.350 | 0.350 | 0.350 |

Attraction Rates for Non-Home Based Trips

| Variable | Measured as | Rate By Area Type | | | | | | |
|---------------|-------------|-------------------|------------------|-------------------|---------------------|----------------------|---------|--------|
| | | Trip CBD | Urban Commercial | Urban Residential | Suburban Commercial | Suburban Residential | Exurban | Rural |
| Households | Household | 0.1711 | 0.1711 | 0.1711 | 0.1711 | 0.1711 | 0.1711 | 0.1711 |
| Population | Person | 0.0134 | 0.0134 | 0.0134 | 0.0134 | 0.0134 | 0.0134 | 0.0134 |
| Construction | Employee | 0.3640 | 0.4393 | 0.4393 | 0.4351 | 0.4351 | 0.4351 | 0.4351 |
| Manufacturing | Employee | 0.3640 | 0.4393 | 0.4393 | 0.4351 | 0.4351 | 0.4351 | 0.4351 |
| Retail | Employee | 4.7113 | 3.2971 | 3.2971 | 6.9456 | 6.9456 | 5.6967 | 5.6967 |
| TCU | Employee | 0.3640 | 0.4393 | 0.4393 | 0.4351 | 0.4351 | 0.4351 | 0.4351 |
| Wholesale | Employee | 0.3640 | 0.4393 | 0.4393 | 0.4351 | 0.4351 | 0.4351 | 0.4351 |
| F.I.R.E. | Employee | 0.6339 | 0.8180 | 0.8180 | 0.4519 | 0.4519 | 0.4519 | 0.4519 |
| Service | Employee | 0.6339 | 0.8180 | 0.8180 | 0.4519 | 0.4519 | 0.4519 | 0.4519 |
| Government | Employee | 0.6339 | 0.8180 | 0.8180 | 0.4519 | 0.4519 | 0.4519 | 0.4519 |

2.5.2. Attraction Share Model

The trip attraction share model estimation used the SMARTRAQ data. This home interview survey was performed in 2001. The initial step in the development of the attraction share model was to modify the trip generation program, so that a file listing households by strata in each zone was produced. Second, a FORTRAN program was written to calculate highway and transit accessibility measures. Finally, ALOGIT models were estimated to split attraction trips into four socio-economic strata for each trip purpose.

2.5.1.1. Socio-Economic Groups (Strata)

Because of the data requirements of the mode choice model, the zonal attractions are separated into several socio-economic groups. By looking at the SMARTRAQ household data, the modeling team agreed on the following four strata:

- Households without cars. (Strata 1)
- Households with the number of cars < the number of workers (Strata 2)
- Low income households with # cars >= # workers (Strata 3)
- High income households with # cars >= # workers (Strata 4)

2.5.1.2. Attraction Share Model Summary

The attraction share model uses a multinomial logit structure to split total attractions into attractions for each stratum. A separate model is applied for each purpose. Variables used in the utility equations are shown in the table below.

| Utility Variable(s) | Influence on attraction share probabilities |
|--|---|
| Strata Accessibility | If households within a stratum have better access to a zone than other strata households, then the probability for the more accessible strata increases. |
| Transit Accessibility | As the transit accessibility increases, the attraction shares become more weighted toward strata one (more transit dependent). |
| Total Employment | As the total employment in a zone becomes larger, the attraction shares become closer to regional shares of trip productions by strata. |
| Employment Class <ul style="list-style-type: none"> • Finance, Insurance Real Estate (FIRE) • Retail • Government • Transportation, Communications, Utilities (TCU) • Wholesale • Construction | <p>Employment in a zone is used to influence attraction shares to become closer to observed shares of workers by strata for each employment class.</p> <p>Note: employment class is only used in the Home Based Work purpose because utility coefficients are based on the employment class of workers. Little data is available to determine how the mix of employment in a zone influences attraction shares for non-work purposes.</p> |

2.5.1.3. Derivation of Utility Coefficients

Coefficients for the attraction share model logit equations were asserted rather than being calculated through a logit estimation process. Coefficients were derived by taking the natural logarithm of observed relative shares. For example, employment class

coefficients were derived from the percent of employees within each stratum that work in a particular employment class. Using Finance, Insurance and Real Estate (FIRE) employment as a specific example should help to further explain this approach.

Census data were summarized to estimate that 4.36% of Strata 1 workers are employed in FIRE employment classes. Similarly 4.92%, 5.75% and 8.33% are employed in FIRE employment classes for Strata 2, 3 and 4 respectively. Relative to the Strata 1 share, workers in Strata 2 are 1.13 times (4.92/4.36) more likely to work in FIRE employment industries. Likewise workers in Strata 3 and 4 are 1.32 and 1.91 times more likely, respectively. Utility coefficients were derived by taking the natural logarithm of these relative shares:

$$\text{Strata 1: } \ln(4.36/4.36) = \ln(1.00) = 0$$

$$\text{Strata 2: } \ln(4.92/4.36) = \ln(1.13) = 0.12$$

$$\text{Strata 3: } \ln(5.75/4.36) = \ln(1.32) = 0.28$$

$$\text{Strata 4: } \ln(8.33/4.36) = \ln(1.91) = 0.65$$

Since logit probabilities are calculated using the exponential of the utilities, using coefficients derived in this way ensures that the variable results in the expected probabilities (i.e. FIRE employee is 1.91 times more probable to be Strata 4 than Strata1). For example, if no other variables influenced the attraction share model except 100 FIRE employees, the attraction shares would be calculated as shown below. Note: to avoid using unreasonably large values in the logit calculation process the employment class independent variable is the employment class share of the zone's total employment rather than the absolute number of employees in a class.

Utilities:

$$\text{Utility Strata 1} = 0$$

$$\text{Utility Strata 2} = 0.12 * (100 \text{ FIRE employees} / 100 \text{ total employees}) = 0.12 * 1 = 0.12$$

$$\text{Utility Strata 3} = 0.28 * (100 \text{ FIRE employees} / 100 \text{ total employees}) = 0.28 * 1 = 0.28$$

$$\text{Utility Strata 4} = 0.65 * (100 \text{ FIRE employees} / 100 \text{ total employees}) = 0.65 * 1 = 0.65$$

Exponentiated Utilities:

$$\text{EU(Strata 1)} = \exp(0) = 1$$

$$\text{EU(Strata 2)} = \exp(0.12) = 1.13$$

$$\text{EU(Strata 3)} = \exp(0.28) = 1.32$$

$$\text{EU(Strata 4)} = \exp(0.65) = 1.91$$

$$\text{SumEU} = 1 + 1.13 + 1.32 + 1.91 = 5.37$$

Probabilities:

$$\text{Probability(Strata1)} = 1.00 / 5.37 = 18.6\%$$

$$\text{Probability(Strata2)} = 1.13 / 5.37 = 21.0\% \text{ (1.13 times more likely than Strata 1 as expected)}$$

$$\text{Probability(Strata3)} = 1.32 / 5.37 = 24.7\% \text{ (1.32 times more likely than Strata 1 as expected)}$$

$$\text{Probability(Strata4)} = 1.91 / 5.37 = 35.7\% \text{ (1.91 times more likely than Strata 1 as expected)}$$

2.5.1.4. Accessibility Measures

The accessibility measures that are used in the logit utility equations are calculated by combining the following measures:

$$\text{Strata}_x \text{ Highway Accessibility}_j = \frac{\text{Sum}_i (\text{Strata}_x \text{ Household}_i / \text{Highway Time}_{ij}^2)}{\text{Sum}_i (\text{Strata}_x \text{ Household}_i)}$$

$$\text{Strata}_x \text{ Walk-Transit Accessibility}_j = \frac{\text{Sum}_i (\text{Strata}_x \text{ Household}_i / \text{Walk to Transit Time}_{ij}^2)}{\text{Sum}_i (\text{Strata}_x \text{ Household}_i)}$$

$$\text{Strata}_x \text{ Drive-Transit Accessibility}_j = \frac{\text{Sum}_i (\text{Strata}_x \text{ Household}_i / \text{Drive to Transit Time}_{ij}^2)}{\text{Sum}_i (\text{Strata}_x \text{ Household}_i)}$$

$$\text{Strata}_x \text{ Total Transit Accessibility}_j = \text{Strata}_x \text{ Walk-Transit Accessibility}_j + \text{Strata}_x \text{ Drive-Transit Accessibility}_j$$

Where $x = 1, 2, 3, 4$

The strata accessibility measure is calculated by dividing the highway accessibility for the subject stratum by the sum of the highway accessibilities for all four strata. This makes the strata accessibility a stratum's share of the total highway accessibility. The transit accessibility measure is calculated by dividing the sum of all four strata total transit accessibilities by the sum of all four strata highway accessibilities. Since the transit accessibility measure uses the sum of all four strata for the transit and highway accessibility measures, it does not vary across the strata.

The coefficient for the strata accessibility is one and the natural logarithm of the strata accessibility measure is used rather than the measure directly. This simply results in the utility for a given stratum to be increased by that stratum's share of the highway accessibilities. So if the highway accessibility for stratum one is five percent of the sum of all four highway accessibilities, then 0.05 will be added to the stratum one utility. Likewise if the stratum one accessibility was 50% of the total, 0.5 will be added to the stratum one utility.

Coefficients for the transit measure are based on observed transit shares relative to the stratum one transit share. Since the transit share is usually highest for stratum one, this measure increases the probability for strata one and decreases the probabilities for the other strata as the overall transit accessibility for a zone increases.

2.5.1.5. Total Employment Variable

As the total employment in a zone becomes larger, the attraction shares become closer to regional shares of trip productions by strata. This is accomplished by using coefficients that are derived from the calculated trip productions (relative to the productions for stratum one). To avoid using unreasonably large values in the logit calculation process, a substitute for total employment is used. The total employment independent variable is calculated as the minimum of 10,000 or the total employment, which is then divided by 10,000. So for a zone with a total employment of less than 10000, the independent variable is the total employment divided by 10000. If the total employment is 10000 or greater, the independent variable becomes equal to one (10000/10000).

2.5.1.6. Employment Class Variables

As noted in the table above, employment class variables are only used for the Home Based Work trip purpose. Employment classes that are used in the ARC modeling process that are not included in the table above were not included in the attraction share model because they showed very little variability across strata. For example, similar shares of workers in each stratum are employed in service industries. Since the shares are similar, service employment is not used to influence the attraction shares.

2.5.1.7. Utility Equations

The tables below summarize the attraction share model utility coefficients:

| Home Based Work | | | | |
|-------------------------|---------|---------|---------|---------|
| | Strata1 | Strata2 | Strata3 | Strata4 |
| Constant | 0.00 | 2.14 | 1.30 | 1.61 |
| ln(Hwy-strata/HwyTot) | 1.00 | 1.00 | 1.00 | 1.00 |
| TrnTot/HwyTot | 0.00 | -1.44 | -2.28 | -2.39 |
| min(10000,TOTEMP)/10000 | 0.00 | 2.16 | 3.17 | 3.84 |
| FIRE/TOTEMP | 0.00 | 0.12 | 0.28 | 0.65 |
| RETAIL/TOTEMP | 0.00 | 0.04 | -0.22 | -0.53 |
| GOVT/TOTEMP | 0.00 | 0.44 | 0.46 | 0.70 |
| TCU/TOTEMP | 0.00 | 0.23 | 0.25 | 0.29 |
| WHOLESALE/TOTEMP | 0.00 | 0.27 | 0.10 | 0.63 |
| CONSTRUCTION/TOTEMP | 0.00 | -0.63 | -0.51 | -1.08 |

| Shopping | | | | |
|-------------------------|---------|---------|---------|---------|
| | Strata1 | Strata2 | Strata3 | Strata4 |
| Constant | 0.00 | 1.14 | 0.70 | 1.02 |
| ln(Hwy-strata/HwyTot) | 1.00 | 1.00 | 1.00 | 1.00 |
| TrnTot/HwyTot | 0.00 | -1.53 | -3.20 | -4.50 |
| min(10000,TOTEMP)/10000 | 0.00 | 1.03 | 2.39 | 3.03 |

| University | | | | |
|-------------------------|---------|---------|---------|---------|
| | Strata1 | Strata2 | Strata3 | Strata4 |
| Constant | 0.00 | 1.01 | 0.29 | 0.59 |
| ln(Hwy-strata/HwyTot) | 1.00 | 1.00 | 1.00 | 1.00 |
| TrnTot/HwyTot | 0.00 | -1.53 | -3.20 | -4.50 |
| min(10000,TOTEMP)/10000 | 0.00 | 0.23 | 1.43 | 1.75 |

| School | | | | |
|-------------------------|---------|---------|---------|---------|
| | Strata1 | Strata2 | Strata3 | Strata4 |
| Constant | 0.00 | 1.17 | 0.78 | 1.04 |
| ln(Hwy-strata/HwyTot) | 1.00 | 1.00 | 1.00 | 1.00 |
| TrnTot/HwyTot | 0.00 | -1.53 | -3.20 | -4.50 |
| min(10000,TOTEMP)/10000 | 0.00 | 0.89 | 2.18 | 2.64 |

| Home Based Other | | | | |
|-------------------------|---------|---------|---------|---------|
| | Strata1 | Strata2 | Strata3 | Strata4 |
| Constant | 0.00 | 1.16 | 0.78 | 1.11 |
| ln(Hwy-strata/HwyTot) | 1.00 | 1.00 | 1.00 | 1.00 |
| TrnTot/HwyTot | 0.00 | -1.53 | -3.20 | -4.50 |
| min(10000,TOTEMP)/10000 | 0.00 | 0.89 | 2.28 | 2.84 |

| Non-Home Based | | | | |
|-------------------------|---------|---------|---------|---------|
| | Strata1 | Strata2 | Strata3 | Strata4 |
| Constant | 0.00 | 1.24 | 0.75 | 1.08 |
| ln(Hwy-strata/HwyTot) | 1.00 | 1.00 | 1.00 | 1.00 |
| TrnTot/HwyTot | 0.00 | -1.04 | -2.77 | -2.95 |
| min(10000,TOTEMP)/10000 | 0.00 | 1.11 | 2.47 | 3.14 |

2.5.1.8. Non-Motorized Model

Finally the attractions by socio-economic level are separated into motorized and non-motorized trips. If non-motorized production trips is less than or equal to total attraction trips in the zone, then non-motorized attraction are set to be the same as non-motorized production. If non-motorized production trips are more than total attraction trips, then all attraction trips in this zone are set as non-motorized, and assigned the remaining production trips to adjacent zones.

2.6. Application Program

The complete trip generation procedure, including trip production model, trip attraction model, the non-motorized model, school bus procedure, and the socio-economic model, was implemented using a specially written 32 bit FORTRAN program. This program reads the land use data provided by the ARC land use models, accessibility measures, and school bus percentages and produces a set of productions and attractions which can be used by the distribution model. The program runs in less than a minute and produces a report showing the total number of motorized trips and the non-motorized and school bus productions by traffic analysis zone. The application program is detailed in the report "User's Guide to the 2003 Trip Generation Model Application Program for the ARC Region".

2.7. Census Adjustment for Zero Auto Household Work Trips

A comparison of the number of zero auto household work trips between the Census Transportation Planning Package (CTPP) 2000 to the year 2005 estimated results revealed that the model underestimated these trips. Since a significant number of transit work trips are made by zero auto households, it is important that the trip generation model accurately reflect those trips. The CTPP data represents worker flows while the model represents trips. To properly compare, a factor was computed to scale the total worker flows to total work trips. This factor was then applied to the CTPP zero auto worker flows to compute an equivalent number of work trips. The zero auto household work trip adjustment was computed by dividing the adjusted CTPP trips by the model estimated trips. The adjustment factor is applied after the application of the trip generation component. The steps for computing this adjustment factor are shown below:

- 2005 Model Total HBW Trips = 2,984,372
- 2000 CTPP Total Worker Flows = 1,687,422
- CTPP Work Trip Factor (Model Trips / CTPP Flows) = 1.77
- 2000 CTPP Zero Auto Household Worker Flows = 65,737
- 2005 CTPP Adjusted Zero Auto Household Work Trips (65,737 x 1.77) = 116,262
- 2005 Model Zero Auto Household Work Trips = 81,598
- CTPP Zero Auto Household Work Trip Adjustment Factor (116,262 / 81,598) = 1.42

3. Trip Distribution

In the fall of 2006, the market segments used in the mode choice model were revised. As a result the market segments used in the trip distribution model were also revised. The market segments were revised from four income groups to the following stratifications or market groups.

- *Zero Car Households*
- *Cars < workers*
- *Cars >= workers Incomes 1-2*
- *Cars >= workers Incomes 3-4*

The internal-internal trip generation model developed trip end estimates for 18 trip purposes. For each of the three home-based and the non-home based trip purposes (work, other, shop, and NHB) there were four individual income groups resulting in 16 home-based trip purposes. University and home-based school based trips were maintained as single trip purposes. The initial challenge in the development of the trip distribution models was to determine if separate distribution models were required for the individual income groups within each of the home-based trip purposes.

The second challenge was the development of a spatial separation variable that recognized that transit service between traffic analysis zone pairs is perceived by travelers as increasing traffic analysis zone pair accessibility. A methodology that has been used in other areas is to develop a composite time (combination of highway and transit time). The formulation of the composite time includes the combining of the highway and transit travel times between traffic analysis zone pairs to reflect a single (composite) time. It is acknowledged that it is not logical that both the highway and transit times should receive equal weight, i.e., the composite time should be weighted more heavily to the highway travel time. The trip distribution model was calibrated using this new spatial separation variable, composite time.

3.1. Selection of Market Group Stratifications by Trip Purpose

The stratification of market groups within a trip purpose was determined using two criteria. The first criterion was a determination of the number of survey samples available within each trip purpose and market group. If there were not sufficient samples in a market group for statistical reliability, the market groups within a trip purpose were combined to have a minimum of 300 sample records in a particular group. The number of trip records by market segment is listed below.

| | |
|-----------------------------------|---------------|
| <i>Zero Cars</i> | <i>1,117</i> |
| <i>Cars < workers</i> | <i>1,614</i> |
| <i>Cars >= workers Inc 1-2</i> | <i>23,421</i> |
| <i>Cars >= workers Inc 3-4</i> | <i>53,158</i> |
| <i>Total</i> | <i>79,310</i> |

Table 3.1.1 shows the allocation of survey records by purpose and market group. Table 3.1.1 shows that there are only a total of 970 sample records for university trips. Based upon the lack of sufficient survey samples in an individual market group, university trips were combined into a single market group. Table 3.1.1 also shows that the number of sample records for home-based school trips for the market segments for 1 and 2 (zero cars and cars < workers) are too few to be statistically significant. As a result, home-based school trips were combined into a single market group.

The second criterion for stratification by market group was the average trip length of the trips within each trip purpose. If the average trip lengths of individual market groups were not deemed to be significantly different they were combined, i.e., these market groups had the same observed distribution pattern. Table

3.1.2 shows the combination of market groups for the final Gravity Model trip purposes. A total of 15 trip purposes were developed.

Table 3.1.1
Household Travel Survey Trip Records by Trip Purpose and Market Group

| Purpose | Segment | Trips |
|----------------|-------------------------|--------------|
| HBW | Zero Cars | 229 |
| | Cars < workers | 509 |
| | Cars >= workers Inc 1-2 | 4,806 |
| | Cars >= workers Inc 3-4 | 11,626 |
| | Total | 17,170 |
| HBSCHOOL | Zero Cars | 56 |
| | Cars < workers | 37 |
| | Cars >= workers Inc 1-2 | 892 |
| | Cars >= workers Inc 3-4 | 2,429 |
| | Total | 3,414 |
| HBUNIV | Zero Cars | 22 |
| | Cars < workers | 39 |
| | Cars >= workers Inc 1-2 | 382 |
| | Cars >= workers Inc 3-4 | 527 |
| | Total | 970 |
| HBSHOP | Zero Cars | 140 |
| | Cars < workers | 184 |
| | Cars >= workers Inc 1-2 | 4,097 |
| | Cars >= workers Inc 3-4 | 8,829 |
| | Total | 13,250 |
| HBTHER | Zero Cars | 269 |
| | Cars < workers | 382 |
| | Cars >= workers Inc 1-2 | 6,449 |
| | Cars >= workers Inc 3-4 | 13,985 |
| | Total | 21,085 |
| NHB | Zero Cars | 401 |
| | Cars < workers | 463 |
| | Cars >= workers Inc 1-2 | 6,795 |
| | Cars >= workers Inc 3-4 | 15,762 |
| | Total | 23,421 |

Table 3.1.2
Final Trip Purposes Used In Gravity Model Calibration

Average Trip Lengths - New Market Segmentation

| Purpose | Market | Household Survey | | |
|----------|----------------------------|--------------------------------|------------------------------|-----------------------------------|
| | | Average Trip Lengths (minutes) | Average Trip Lengths (miles) | Number of O-D Survey Trip Records |
| HBW | Zero Cars + Cars < Workers | 31.44 | 11.4 | 738 |
| | Cars >= Workers Inc1-2 | 31.61 | 11.5 | 4,806 |
| | Cars >= Workers Inc3-4 | 38.53 | 14.2 | 11,626 |
| HBTHER | Zero Cars + Cars < Workers | 17.68 | 7.6 | 651 |
| | Cars >= Workers Inc1-2 | 17.72 | 7.2 | 6,449 |
| | Cars >= Workers Inc3-4 | 18.66 | 7.8 | 13,985 |
| HBSHOP | Zero Cars + Cars < Workers | 16.82 | 7.1 | 324 |
| | Cars >= Workers Inc1-2 | 16.03 | 6.0 | 4,097 |
| | Cars >= Workers Inc3-4 | 16.70 | 6.2 | 8,829 |
| HBSCHOOL | All segments | 15.57 | 5.6 | 3,414 |
| HBUNIV | All segments | 29.66 | 10.8 | 970 |
| NHB | Zero Cars | 15.64 | 7.0 | 401 |
| | Cars < Workers | 17.25 | 7.8 | 463 |
| | Cars >= Workers Inc1-2 | 18.09 | 7.7 | 6,795 |
| | Cars >= Workers Inc3-4 | 18.75 | 8.0 | 15,762 |

3.2. Development of Composite Time

There is a substantial number of factors travelers use in making a decision concerning the trip from an origin to a particular destination. The trip distribution model considers two of these factors as the primary determinate of the origin-destination decision: (1) the relative number of destinations at a particular destination traffic analysis zone and (2) the spatial (travel time) separation between the traffic analysis zones. The trip generation model determines the number of destinations in a particular traffic analysis zone. Thus, the measure of spatial separation (travel time) is the only parameter unique to the distribution model.

The development of composite time requires two major decisions to be made: (1) the determination of transit services that are perceived by travelers as increasing the accessibility of zone pairs and (2) the weighting of highway and transit travel times in developing the composite time. In determining the transit services that the majority of travelers perceive as increasing origin-destination zone pair accessibility, it was believed that the availability of transit service was the primary consideration. Therefore, only those trips that had zone pair transit access would be considered as eligible for increased accessibility.

The second decision required in determining the composite time was the weight to be assigned to the highway and transit times. From experience, it seemed logical that these weights should be different by market group of the traveler. For the traveler in the market group without autos (segment #1), the availability of transit would be more important than for the traveler in the market group with more cars than workers and the higher incomes (segment #4). Thus, for the first two market groups, the availability of transit would increase the traffic analysis zone accessibility more than for the second two market groups.

Based upon these considerations, the composite time was developed using the following relationship:

$$CT = \frac{1}{\frac{1}{HT} + \frac{X}{TT}}$$

Where:

- CT** = Composite Time (Minutes)
- HT** = Highway Travel Time (Minutes)
- TT** = Transit Travel Time (Minutes)
- X** = Weighting Factor Varying By Income Group

The weighting factors selected for each market group were:

- Market Group 1 – 0.50*
- Market Group 2 – 0.12*
- Market Group 3 – 0.06*
- Market Group 4 – 0.03*

Table 3.2.1 shows the application of this procedure for a typical traffic analysis zone pair for each of the four market groups. As can be seen from the data in Table 3.2.1, the influence of transit travel time substantially decreases from market group one to market group four.

**Table 3.2.1
Example Composite Time**

| Market Segment | Weighting Factor | Highway Travel Time (minutes) | Transit Travel Time (minutes) | Composite Travel Time (minutes) | Percent Decrease in Travel Time |
|-----------------------|-------------------------|--------------------------------------|--------------------------------------|--|--|
| 1 | 0.50 | 25.0 | 30.0 | 17.6 | 29% |
| 2 | 0.12 | 25.0 | 30.0 | 22.7 | 9% |
| 3 | 0.06 | 25.0 | 30.0 | 23.8 | 5% |
| 4 | 0.03 | 25.0 | 30.0 | 24.4 | 2% |

3.3. Calibration of Home-Based Work Gravity Model

The travel survey data used in the calibration of the four home-based work gravity models was the 2001-2002 Atlanta Regional Commission's (ARC) household travel survey data. The home-based work person trips in this file were stratified by market group and reviewed. Based on the review of the data, the market segments 1 and 2 were combined for this task. Then, origin-destination trip tables (in production and attraction format) by market group were developed. Zone-to-zone highway travel times were skimmed from the A.M. peak period, base year 2000, loaded highway network. Zone-to-zone transit times were skimmed from the base year 2000, A.M. peak period transit network reflecting highway travel times generated by the loaded highway network. Highway and transit travel times were combined using the composite time formula and weighting factors for each market group to develop the zone-to-zone composite time files (one for each market group). Different factors were used to weight the contribution of transit travel time in the calculation of the composite time. The factors for the HBW market groups are listed below. These composite travel times were updated to include highway terminal times and intrazonal highway travel times.

Using the 2001-2002 survey trip tables and the composite travel time files a standard gravity model calibration process was conducted. This process involved adjusting the gravity model travel time factors, or friction factors, until the computed average trip length of the gravity model was within three percent of the average trip length observed in the survey data. In addition, the calibration took into account that the trip length frequency curve of the gravity model should generally replicate the trip length frequency curve from the observed survey data.

Figures 3.3.1 through 3.3.3 illustrate the comparison of the trip length frequency curves for each of the three market groups. As can be seen from the data in these figures, average trip length for each of the three calibrated gravity models are within the three percent criteria and the shape of the gravity model trip length frequency curves generally conform to the shape of the observed origin-destination (O-D) survey data.

The gravity model friction factors developed from this calibration process are shown graphically in Figures 3.3.4 through 3.3.6 for the market groups, respectively. Tables 3.3.1 through 3.3.3 indicate the actual calibrated friction factor values for individual composite time increments between 1 and 120 minutes.

Figure 3.3.1

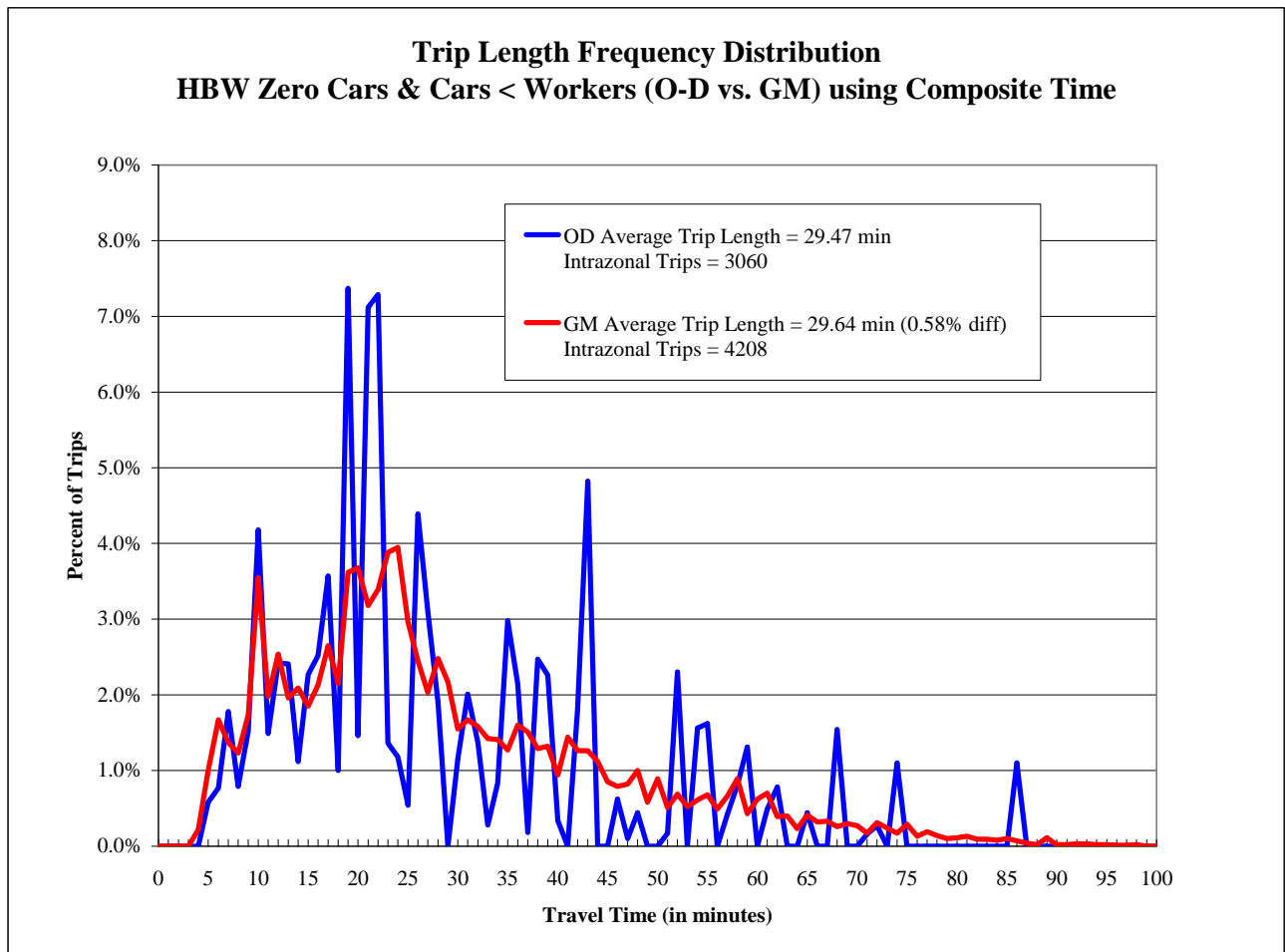


Figure 3.3.2

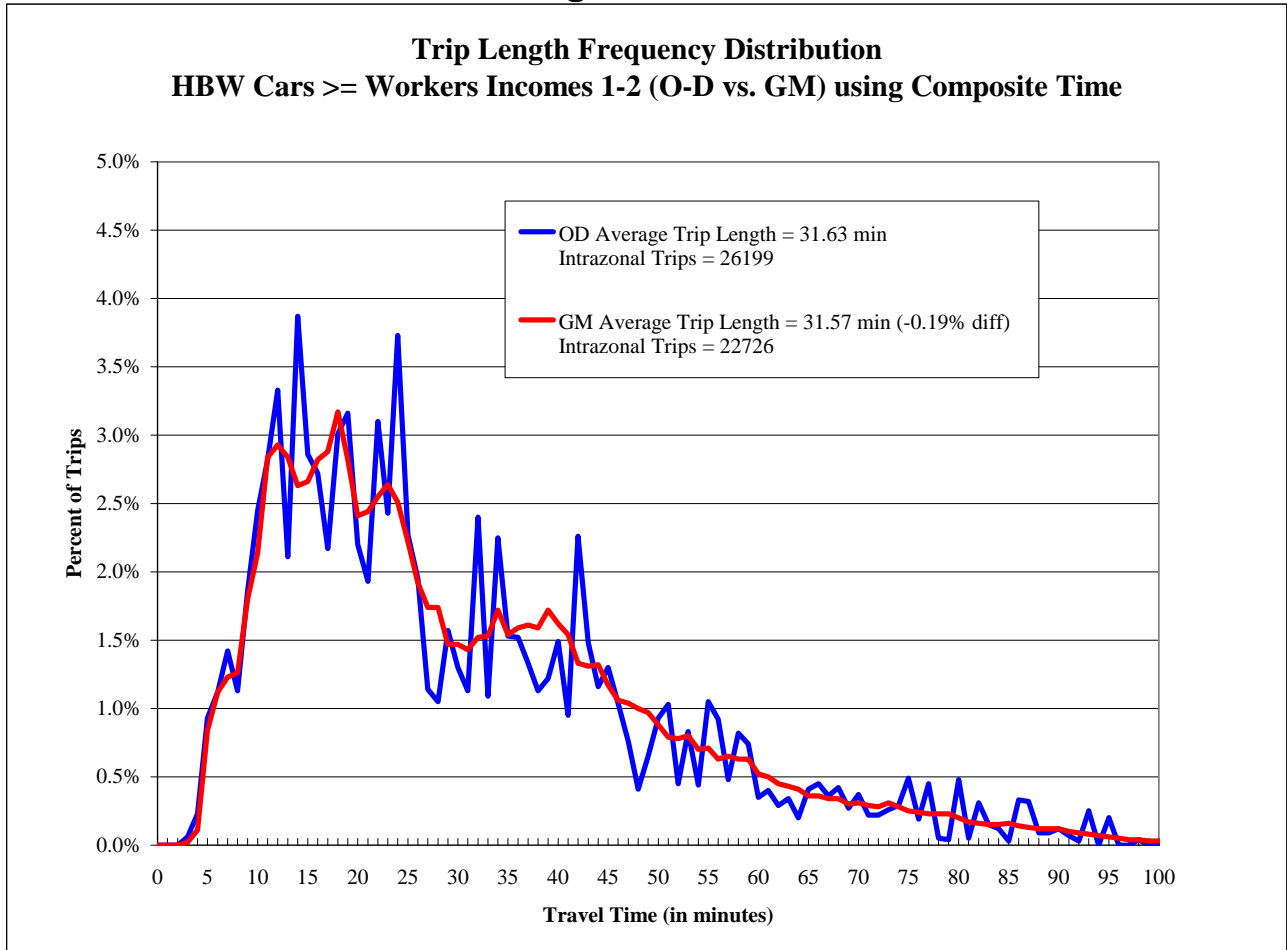


Figure 3.3.3

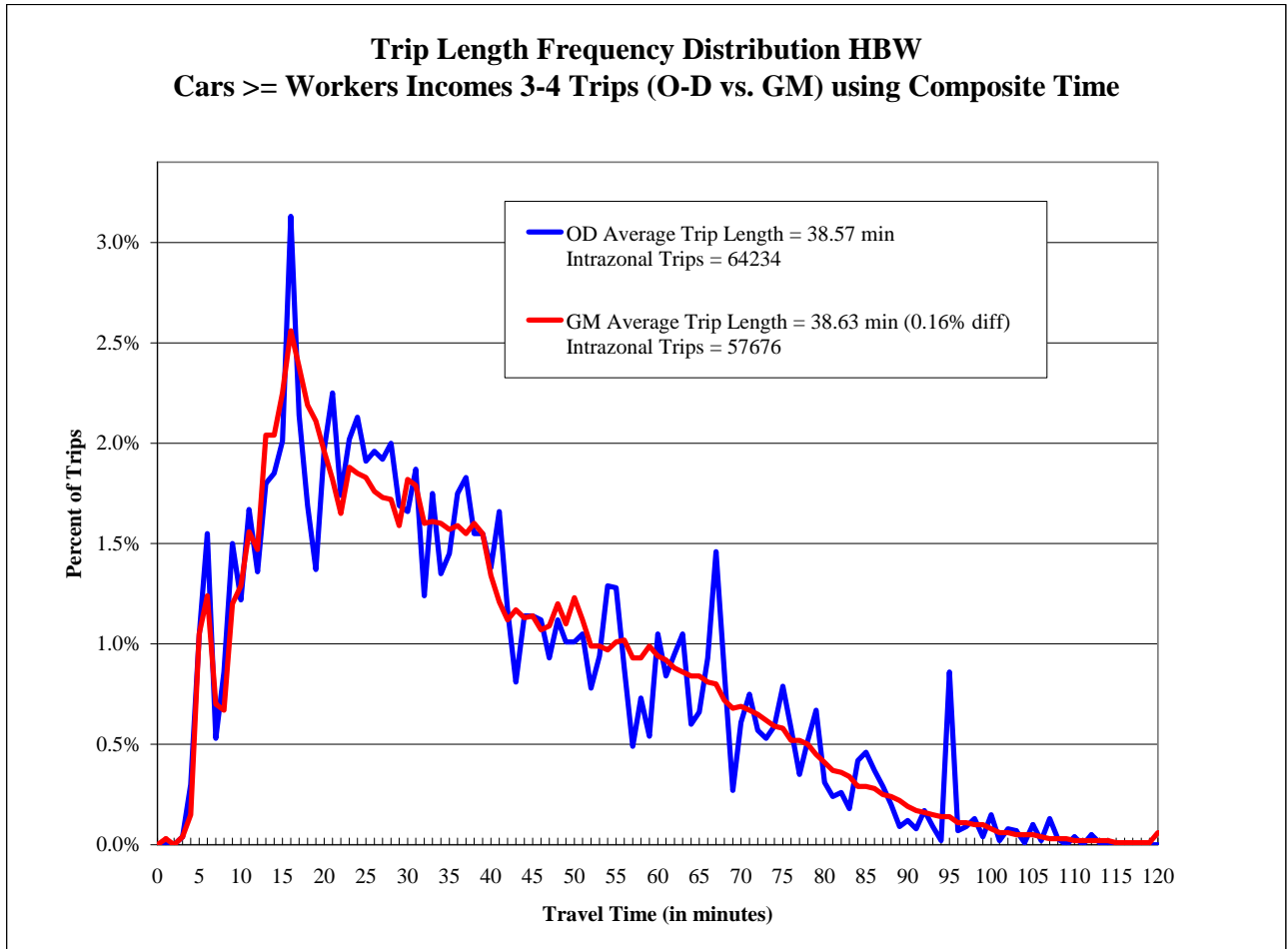


Figure 3.3.4
Home Based Work Calibrated Gravity Model
Market Groups 1 & 2 Friction Factor Curve

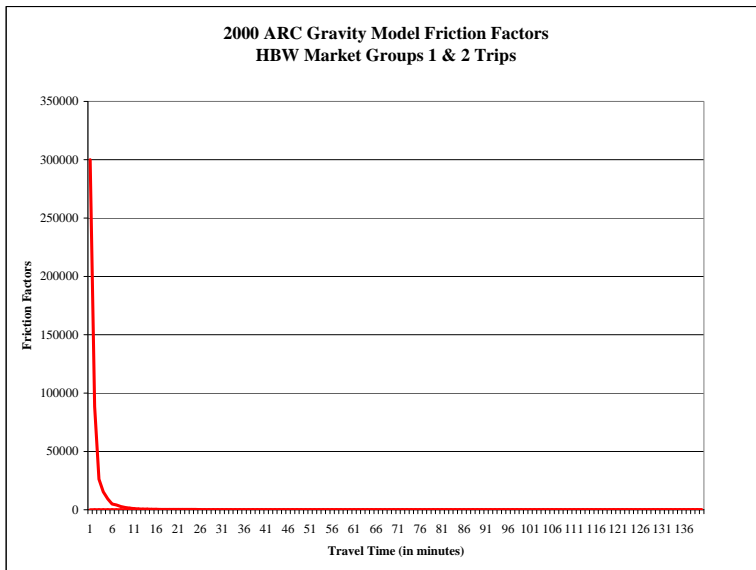


Table 3.3.1
Home Based Work Calibrated Gravity Model
Market Groups 1 & 2 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 300,000 | 31 | 108 | 61 | 24 | 91 | 7 |
| 2 | 88,493 | 32 | 96 | 62 | 24 | 92 | 6 |
| 3 | 26,219 | 33 | 90 | 63 | 24 | 93 | 6 |
| 4 | 15,507 | 34 | 78 | 64 | 24 | 94 | 6 |
| 5 | 9,420 | 35 | 75 | 65 | 24 | 95 | 6 |
| 6 | 5,087 | 36 | 73 | 66 | 24 | 96 | 6 |
| 7 | 4,120 | 37 | 69 | 67 | 24 | 97 | 4 |
| 8 | 2,761 | 38 | 63 | 68 | 21 | 98 | 3 |
| 9 | 1,941 | 39 | 59 | 69 | 21 | 99 | 2 |
| 10 | 1,413 | 40 | 53 | 70 | 17 | 100 | 2 |
| 11 | 1,060 | 41 | 40 | 71 | 17 | 101 | 2 |
| 12 | 818 | 42 | 40 | 72 | 17 | 102 | 2 |
| 13 | 715 | 43 | 40 | 73 | 17 | 103 | 2 |
| 14 | 572 | 44 | 40 | 74 | 17 | 104 | 2 |
| 15 | 535 | 45 | 40 | 75 | 13 | 105 | 2 |
| 16 | 508 | 46 | 36 | 76 | 13 | 106 | 2 |
| 17 | 426 | 47 | 36 | 77 | 13 | 107 | 2 |
| 18 | 356 | 48 | 36 | 78 | 13 | 108 | 1 |
| 19 | 345 | 49 | 36 | 79 | 13 | 109 | 1 |
| 20 | 335 | 50 | 30 | 80 | 13 | 110 | 1 |
| 21 | 325 | 51 | 30 | 81 | 10 | 111 | 1 |
| 22 | 317 | 52 | 30 | 82 | 10 | 112 | 1 |
| 23 | 310 | 53 | 30 | 83 | 10 | 113 | 1 |
| 24 | 302 | 54 | 30 | 84 | 10 | 114 | 1 |
| 25 | 293 | 55 | 30 | 85 | 10 | 115 | 1 |
| 26 | 208 | 56 | 30 | 86 | 7 | 116 | 1 |
| 27 | 162 | 57 | 30 | 87 | 7 | 117 | 1 |
| 28 | 155 | 58 | 30 | 88 | 7 | 118 | 1 |
| 29 | 142 | 59 | 30 | 89 | 7 | 119 | 0 |
| 30 | 117 | 60 | 30 | 90 | 7 | 120 | 0 |

Figure 3.3.5
Home Based Work Calibrated Gravity Model
Market Group 3 Friction Factor Curve

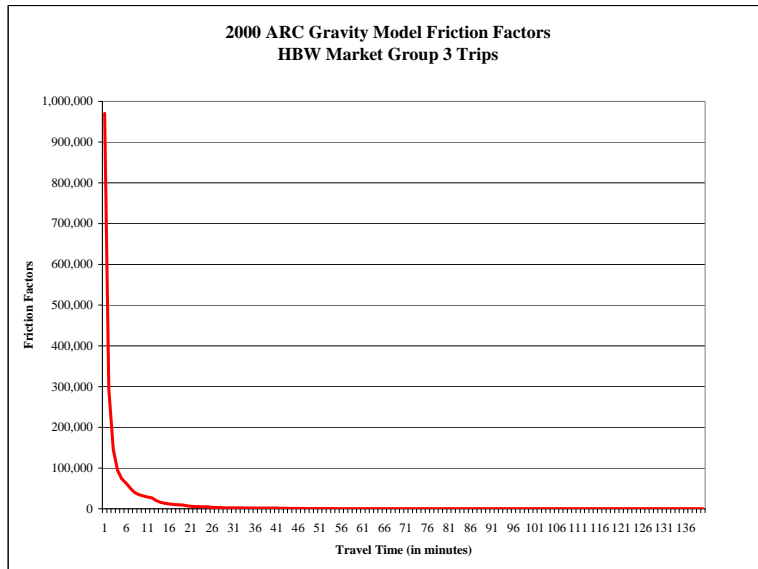


Table 3.3.2
Home Based Work Calibrated Gravity Model
Market Group 3 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 970,445 | 31 | 2,153 | 61 | 260 | 91 | 192 |
| 2 | 295,338 | 32 | 2,100 | 62 | 251 | 92 | 172 |
| 3 | 145,442 | 33 | 2,050 | 63 | 240 | 93 | 164 |
| 4 | 94,500 | 34 | 2,006 | 64 | 230 | 94 | 156 |
| 5 | 73,500 | 35 | 1,872 | 65 | 189 | 95 | 150 |
| 6 | 63,000 | 36 | 1,771 | 66 | 180 | 96 | 141 |
| 7 | 50,000 | 37 | 1,705 | 67 | 172 | 97 | 138 |
| 8 | 40,000 | 38 | 1,632 | 68 | 165 | 98 | 129 |
| 9 | 35,000 | 39 | 1,598 | 69 | 154 | 99 | 124 |
| 10 | 31,500 | 40 | 1,577 | 70 | 140 | 100 | 117 |
| 11 | 29,000 | 41 | 1,423 | 71 | 138 | 101 | 96 |
| 12 | 26,742 | 42 | 1,221 | 72 | 133 | 102 | 90 |
| 13 | 20,056 | 43 | 1,150 | 73 | 129 | 103 | 87 |
| 14 | 16,046 | 44 | 1,078 | 74 | 125 | 104 | 83 |
| 15 | 13,371 | 45 | 1,000 | 75 | 110 | 105 | 79 |
| 16 | 12,034 | 46 | 881 | 76 | 105 | 106 | 76 |
| 17 | 10,696 | 47 | 814 | 77 | 101 | 107 | 72 |
| 18 | 10,028 | 48 | 747 | 78 | 98 | 108 | 69 |
| 19 | 9,360 | 49 | 713 | 79 | 95 | 109 | 66 |
| 20 | 7,508 | 50 | 647 | 80 | 89 | 110 | 62 |
| 21 | 6,000 | 51 | 546 | 81 | 78 | 111 | 60 |
| 22 | 5,700 | 52 | 533 | 82 | 73 | 112 | 57 |
| 23 | 5,400 | 53 | 520 | 83 | 71 | 113 | 55 |
| 24 | 5,100 | 54 | 478 | 84 | 68 | 114 | 53 |
| 25 | 4,600 | 55 | 437 | 85 | 65 | 115 | 50 |
| 26 | 3,600 | 56 | 403 | 86 | 63 | 116 | 45 |
| 27 | 3,150 | 57 | 391 | 87 | 59 | 117 | 44 |
| 28 | 2,700 | 58 | 377 | 88 | 57 | 118 | 41 |
| 29 | 2,250 | 59 | 365 | 89 | 52 | 119 | 40 |
| 30 | 2,200 | 60 | 351 | 90 | 50 | 120 | 38 |

Figure 3.3.6
Home Based Work Calibrated Gravity Model
Market Group 4 Friction Factor Curve

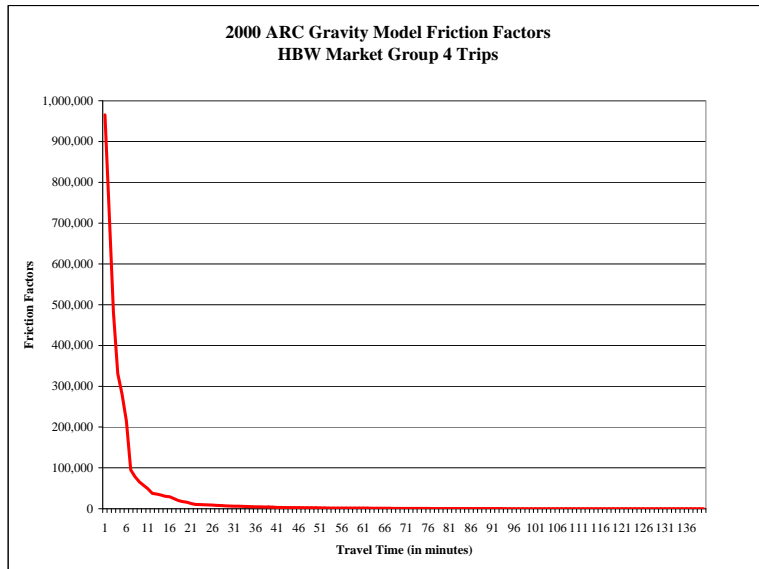


Table 3.3.3
Home Based Work Calibrated Gravity Model
Market Group 4 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 965,604 | 31 | 6,400 | 61 | 1,200 | 91 | 192 |
| 2 | 730,540 | 32 | 6,073 | 62 | 1,128 | 92 | 172 |
| 3 | 481,478 | 33 | 5,656 | 63 | 1,060 | 93 | 164 |
| 4 | 331,378 | 34 | 5,272 | 64 | 996 | 94 | 156 |
| 5 | 280,000 | 35 | 4,920 | 65 | 936 | 95 | 150 |
| 6 | 215,000 | 36 | 4,597 | 66 | 880 | 96 | 141 |
| 7 | 95,000 | 37 | 4,298 | 67 | 827 | 97 | 138 |
| 8 | 78,000 | 38 | 4,180 | 68 | 777 | 98 | 129 |
| 9 | 66,000 | 39 | 4,070 | 69 | 730 | 99 | 124 |
| 10 | 57,000 | 40 | 3,850 | 70 | 686 | 100 | 117 |
| 11 | 49,000 | 41 | 3,000 | 71 | 645 | 101 | 96 |
| 12 | 37,750 | 42 | 2,878 | 72 | 606 | 102 | 90 |
| 13 | 35,910 | 43 | 2,653 | 73 | 570 | 103 | 87 |
| 14 | 33,488 | 44 | 2,573 | 74 | 536 | 104 | 83 |
| 15 | 30,568 | 45 | 2,493 | 75 | 504 | 105 | 79 |
| 16 | 29,282 | 46 | 2,372 | 76 | 474 | 106 | 76 |
| 17 | 24,890 | 47 | 2,252 | 77 | 446 | 107 | 72 |
| 18 | 20,497 | 48 | 2,171 | 78 | 419 | 108 | 69 |
| 19 | 17,569 | 49 | 2,125 | 79 | 394 | 109 | 66 |
| 20 | 16,000 | 50 | 2,074 | 80 | 370 | 110 | 62 |
| 21 | 13,000 | 51 | 2,023 | 81 | 331 | 111 | 60 |
| 22 | 10,500 | 52 | 1,838 | 82 | 310 | 112 | 57 |
| 23 | 10,000 | 53 | 1,681 | 83 | 295 | 113 | 55 |
| 24 | 9,600 | 54 | 1,586 | 84 | 277 | 114 | 53 |
| 25 | 9,200 | 55 | 1,498 | 85 | 266 | 115 | 50 |
| 26 | 8,800 | 56 | 1,432 | 86 | 253 | 116 | 45 |
| 27 | 8,033 | 57 | 1,363 | 87 | 241 | 117 | 44 |
| 28 | 7,432 | 58 | 1,305 | 88 | 229 | 118 | 41 |
| 29 | 6,886 | 59 | 1,259 | 89 | 219 | 119 | 40 |
| 30 | 6,600 | 60 | 1,236 | 90 | 217 | 120 | 38 |

3.4. Validation of Home-Based Work Gravity Model

Although the home-based work gravity models are considered to be calibrated based upon the average trip length and trip length frequency statistics, there remains the potential that the model could have area biases. Natural features, such as the Chattahoochee River, could pose a potential obstacle to the geographic distribution of certain types of trips. When natural features are combined with political or service delivery boundaries, the presence of “area” bias in trip distribution can be even more significant.

“Area” bias formed by the Chattahoochee River did significantly affect the initial distribution of HBW trips. Table 3.4.1 shows the results of the comparison between the gravity model results without the topological (topo) penalty and the O-D survey. According to the origins and destinations of HBW trips observed crossing the Chattahoochee River in the O-D Survey, the gravity model distribution was 20% higher for trips produced in zones located south or east of the Chattahoochee River. For zones north or west of the river, the gravity model calculated approximately 6% higher for trips crossing the Chattahoochee than were observed in the O-D Survey. Trip productions from zones south or east of the river that were observed crossing the Chattahoochee River in the O-D Survey totaled 132,382. In contrast, the gravity model estimated 158,757 HBW production trips from zones south and east of the river crossed the Chattahoochee River.

Table 3.4.1
Comparison of Gravity Model (Without Topo Penalty) and 2001-2002 Origin
Destination Survey
Crossings of Chattahoochee River

| Home Based Work | | | | | | | | | | | |
|-----------------|----------------|---------|--------------|----------------|-----------|--------------|-----------|-----------|----------------|---------|--------------|
| Origin | Destination | | | | | | Total | | Total Crossing | | |
| | North of River | | | South of River | | | OD | GM | OD | GM | Percent Diff |
| | OD | GM | Percent Diff | OD | GM | Percent Diff | | | | | |
| North of River | 590,046 | 569,239 | -3.5% | 339,657 | 360,482 | 6.1% | 929,703 | 929,721 | 472,039 | 519,239 | 10.0% |
| South of River | 132,382 | 158,757 | 19.9% | 1,779,936 | 1,753,593 | -1.5% | 1,912,318 | 1,912,350 | | | |
| Total | 722,428 | 727,996 | 0.8% | 2,119,593 | 2,114,075 | -0.3% | 2,842,021 | 2,842,071 | | | |

A topographic penalty or “Topo” penalty was incorporated in the gravity model process to compensate for the “area” bias created by the Chattahoochee River. The “Topo” penalty is a lump sum of time (in minutes) that is added to the composite time of interzonal times for all zonal pairs on opposite sides of the Chattahoochee River. The appropriate “Topo” penalties for the HBW trips by market segment are listed below.

- Market Groups 1 & 2 – 2.0
- Market Group 3 – 3.5
- Market Group 4 – 3.0

With the “Topo” penalty added to composite times, gravity model estimates of HBW trips crossing the Chattahoochee River cutline were greatly improved. Gravity model results of trips crossing the Chattahoochee River cutline, using a “Topo” penalty application, are shown in Table 3.4.2 along with the number of trips observed crossing the river in the O-D Survey. The gravity model estimated 145,497 HBW trips crossing the Chattahoochee River from zones south and east of the river. This figure is only 9.9% higher than the observed in the O-D Survey. The addition of the topo penalty reduced the difference between the gravity model and the O-D survey trips crossing the Chattahoochee River from the south and east of the river from 20% to 10%. Total trips crossing improved from 10% to about 4% with the time penalty.

Table 3.4.2
Comparison of Gravity Model (With Topo Penalty) and 2001-2002 Origin
Destination Survey
Crossings of Chattahoochee River

| Home Based Work | | | | | | | | | | | |
|-----------------|----------------|---------|--------------|----------------|-----------|--------------|-----------|-----------|----------------|---------|--------------|
| Origin | Destination | | | | | | Total | | Total Crossing | | |
| | North of River | | | South of River | | | | | | | |
| | OD | GM | Percent Diff | OD | GM | Percent Diff | OD | GM | OD | GM | Percent Diff |
| North of River | 590,046 | 584,623 | -0.9% | 339,657 | 345,093 | 1.6% | 929,703 | 929,716 | 472,039 | 490,590 | 3.9% |
| South of River | 132,382 | 145,497 | 9.9% | 1,779,936 | 1,766,851 | -0.7% | 1,912,318 | 1,912,348 | | | |
| Total | 722,428 | 730,120 | 1.1% | 2,119,593 | 2,111,944 | -0.4% | 2,842,021 | 2,842,064 | | | |

The gravity model and origin-destination survey trips crossing Interstate 20 (I-20) were compared. I-20, running east-west through the central area, basically divides the Atlanta region into two generally equal north and south geographical areas (see Figure 3.4.1). Table 3.4.3 compares the gravity model estimate of home-based work person trips crossing Interstate 20 with the 2001-2002 ARC household origin-destination survey data. Table 3.4.2 shows that the gravity model estimates the total home-based work person trips crossing I-20 within 2.2%.

Table 3.4.3
Comparison of Gravity Model and 2001-2002 Origin Destination Survey
Crossings of Interstate 20

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|---------------|---------------|-----------|---------------|---------------|---------|---------------|-----------|-----------|----------------|---------|---------------|
| | North of I-20 | | | South of I-20 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of I-20 | 1,982,261 | 1,977,094 | -0.3% | 152,816 | 158,016 | 3.4% | 2,135,077 | 2,135,110 | 452,922 | 463,047 | 2.2% |
| South of I-20 | 300,106 | 305,031 | 1.6% | 406,844 | 401,927 | -1.2% | 706,950 | 706,958 | | | |
| Total | 2,282,367 | 2,282,125 | 0.0% | 559,660 | 559,943 | 0.1% | 2,842,027 | 2,842,068 | | | |

Interstate 285 (I-285) serves as a significant travel facility within the Atlanta region. It is also a boundary between the highly urbanized area within its boundaries and the suburban and exurban development outside its boundaries (see Figure 3.4.1). Thus, I-285 was used as a boundary to check the gravity model's distribution of home based work trips from the suburban areas to the high density urban areas. Table 3.4.4 compares the gravity model estimate of home-based work person trips crossing I-285 with the 2001-2002 ARC household O-D survey data. As can be seen from the data in Table 3.4.4, the gravity model estimates the total home-based work person trips crossing I-285 within one percent.

Table 3.4.4
Comparison of Gravity Model and 2001-2002 Origin Destination Survey
Crossings of Interstate 285

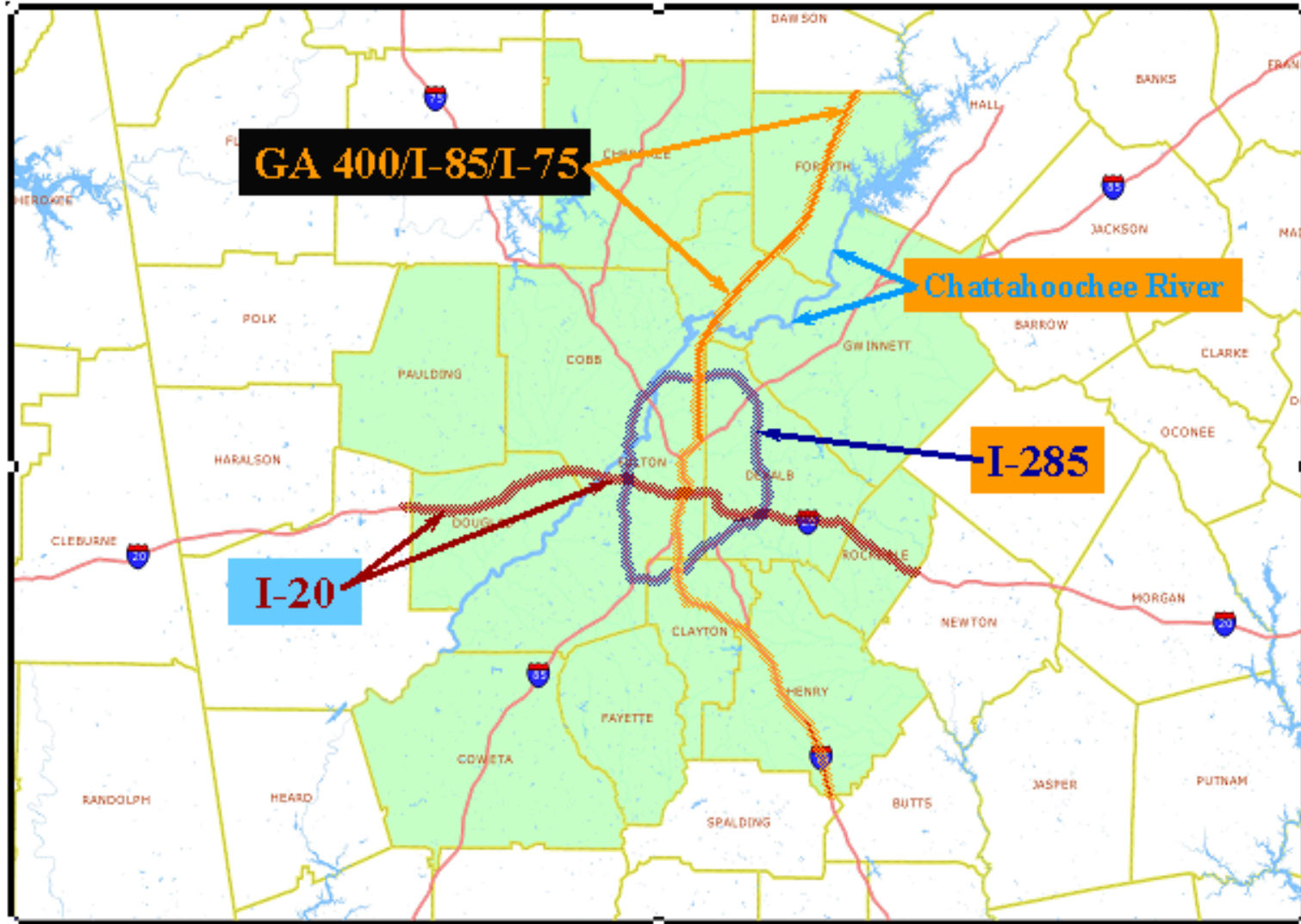
| Home Based Work | | | | | | | | | | | |
|------------------|------------------|-----------|---------------|-----------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| Origin | Destination | | | | | | Total | | Total Crossing | | |
| | Outside of I-285 | | | Inside of I-285 | | | OD | GM | OD | GM | Percent Diff. |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | | | | | |
| Outside of I-285 | 1,518,896 | 1,525,378 | 0.4% | 650,781 | 643,142 | -1.2% | 2,169,677 | 2,168,520 | 830,306 | 827,612 | -0.3% |
| Inside of I-285 | 179,525 | 184,470 | 2.8% | 498,645 | 494,850 | -0.8% | 678,170 | 679,320 | | | |
| Total | 1,698,421 | 1,709,848 | 0.7% | 1,149,426 | 1,137,992 | -1.0% | 2,847,847 | 2,847,840 | | | |

Previous checks of the ability of the calibrated home based work gravity model to reliably reproduce the observed travel patterns from the 2001-2002 O-D Survey have accounted for travel across the Chattahoochee River (the Atlanta region's only topographic barrier), north-south travel (I-20), and urban/suburban travel (I-285). In order to validate the model's ability to replicate major east-west travel patterns the Atlanta region was divided along a line defined by Georgia 400, I-85 and I-75 (see Figure 3.4.1). This line generally divided the Atlanta region into eastern and western geographical areas. Table 3.4.5 compares the gravity model estimate of home-based work person trips crossing this north-south boundary with the 2001-2002 ARC household origin-destination survey data. As can be seen from the data in Table 3.4.5, the gravity model estimates the total home-based work person trips crossing I-285 to less than one percent difference from the survey.

Table 3.4.5
Comparison of Gravity Model and 2001-2002 Origin Destination Survey
Crossings of Georgia 400/I-85/I-75

| Home Based Work | | | | | | | | | | | |
|------------------|------------------|-----------|---------------|-----------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| Origin | Destination | | | | | | Total | | Total Crossing | | |
| | Outside of I-285 | | | Inside of I-285 | | | OD | GM | OD | GM | Percent Diff. |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | | | | | |
| Outside of I-285 | 1,518,896 | 1,525,378 | 0.4% | 650,781 | 643,142 | -1.2% | 2,169,677 | 2,168,520 | 830,306 | 827,612 | -0.3% |
| Inside of I-285 | 179,525 | 184,470 | 2.8% | 498,645 | 494,850 | -0.8% | 678,170 | 679,320 | | | |
| Total | 1,698,421 | 1,709,848 | 0.7% | 1,149,426 | 1,137,992 | -1.0% | 2,847,847 | 2,847,840 | | | |

Figure 3.4.1
Validation Cutlines and Topographic Barriers



As a final check of the ability of the calibrated home based work gravity model to replicated observed travel patterns, a comparison of the county-to-county work trips between the gravity model, the 2001-2002 Household Travel Survey (O-D), and the 2000 Census Journey-to-Work data was made. Tables 3.4.6 through 3.4.18 show these county by county comparisons. It is important to note that the reason for the major difference in total trips in the 2000 Census and the Gravity Model and O-D survey is that the Census trips account for only the home-to-work trip while the Gravity Model and O-D survey account for both the home-to-work trip and work-to-home trip. Since the survey was done prior to the expansion to 20 counties, the worker flows do not include any information on the 7 additional counties. The Gravity Model shows the distribution of the survey trip ends.

A review of the data in these tables shows that the calibrated gravity model generally provides reasonable estimates of the home based work trips for individual counties. There are several counties where the gravity model appears to underestimate the intra-county trips: Coweta County, Douglas County, and Rockdale County. It is important to note that all these counties are located on the edge of the regional travel demand model study area with relatively large traffic analysis zones. Thus, the calculation of intrazonal times would yield fairly large travel times for the closest three traffic analysis zones. These large intrazonal travel times would make accessibility to adjacent counties (Fulton and DeKalb) with large employment centers highly attractive.

In the case of Coweta County, the Atlanta Airport area with its large employee base is attracting resident workers from Coweta County. In the case of Douglas County, the large employment base of the Fulton Industrial Park area is located in Fulton County adjacent to the county line (Chattahoochee River) with easy access to residents of Douglas County. The Stonecrest Mall area and the Panola Industrial Park employment centers are located in DeKalb County in close proximity to the Rockdale County line.

These potential home based work gravity model problem areas could be addressed by adjusting the intrazonal times of large traffic analysis zones in those counties. However, the analysis of the major regional travel patterns, crossings of the Chattahoochee River, I-20, I-285, and GA 400/I-85, I-75, has shown that the overall performance of the home base work gravity model is well within the generally accepted criteria for model accuracy. Thus, adjustments to the intrazonal travel times in these outlying counties were not deemed warranted at this time.

Tables 3.4.19 through 3.4.25 show the comparison between the 2000 Census and the model for the 7 additional counties. These tables are different than the tables for the 13 counties because with no survey data available, the trip generation output had to be used for comparison. Again, the major difference in total trips is how the census accounts for trips versus the model. In terms of percentages, the model does reasonably well distributing trips compared to census; however, the model does appear to underestimate the number of intra-county trips for these additional counties. With no new data available in these 7 additional counties and how well the model performs in the original 13 counties, the results were deemed acceptable for regional planning purposes.

Table 3.4.6
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Cherokee County

| HBW Trips From Cherokee County | | | | | | |
|--------------------------------|-------------|--------|---------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 26,239 | 37.4% | 28,767 | 28.6% | 35,015 | 34.8% |
| Clayton | 257 | 0.4% | 244 | 0.2% | - | 0.0% |
| Cobb | 18,911 | 26.9% | 31,305 | 31.1% | 23,052 | 22.9% |
| Coweta | 23 | 0.0% | 117 | 0.1% | - | 0.0% |
| DeKalb | 2,898 | 4.1% | 3,911 | 3.9% | 4,900 | 4.9% |
| Douglas | 174 | 0.2% | 487 | 0.5% | 1,474 | 1.5% |
| Fayette | 41 | 0.1% | 47 | 0.0% | - | 0.0% |
| Forsyth | 1,961 | 2.8% | 3,673 | 3.7% | 4,158 | 4.1% |
| Fulton | 17,494 | 24.9% | 28,359 | 28.2% | 26,271 | 26.1% |
| Gwinnett | 2,037 | 2.9% | 3,038 | 3.0% | 5,722 | 5.7% |
| Henry | 37 | 0.1% | 43 | 0.0% | - | 0.0% |
| Paulding | 117 | 0.2% | 553 | 0.5% | - | 0.0% |
| Rockdale | 34 | 0.0% | 48 | 0.0% | - | 0.0% |
| Total | 70,223 | 100.0% | 100,590 | 100.0% | 100,593 | 100.0% |

Table 3.4.8
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Cobb County

| HBW Trips From Cobb County | | | | | | |
|----------------------------|-------------|--------|---------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 5,234 | 1.7% | 14,046 | 2.7% | 10,170 | 2.0% |
| Clayton | 3,166 | 1.0% | 3,982 | 0.8% | 2,853 | 0.6% |
| Cobb | 179,750 | 57.0% | 255,972 | 49.5% | 282,677 | 54.6% |
| Coweta | 228 | 0.1% | 1,060 | 0.2% | 474 | 0.1% |
| DeKalb | 18,098 | 5.7% | 35,559 | 6.9% | 28,053 | 5.4% |
| Douglas | 4,011 | 1.3% | 10,543 | 2.0% | 5,444 | 1.1% |
| Fayette | 483 | 0.2% | 894 | 0.2% | 1,403 | 0.3% |
| Forsyth | 1,529 | 0.5% | 2,516 | 0.5% | 3,321 | 0.6% |
| Fulton | 92,014 | 29.2% | 173,288 | 33.5% | 166,604 | 32.2% |
| Gwinnett | 8,723 | 2.8% | 11,674 | 2.3% | 13,054 | 2.5% |
| Henry | 324 | 0.1% | 619 | 0.1% | 201 | 0.0% |
| Paulding | 1,624 | 0.5% | 6,647 | 1.3% | 3,037 | 0.6% |
| Rockdale | 191 | 0.1% | 663 | 0.1% | 158 | 0.0% |
| Total | 315,375 | 100.0% | 517,463 | 100.0% | 517,449 | 100.0% |

Table 3.4.7
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Clayton County

| HBW Trips From Clayton County | | | | | | |
|-------------------------------|-------------|--------|---------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 148 | 0.2% | 82 | 0.1% | - | 0.0% |
| Clayton | 42,924 | 61.1% | 46,241 | 46.0% | 58,782 | 58.4% |
| Cobb | 4,053 | 5.8% | 4,971 | 4.9% | 1,760 | 1.7% |
| Coweta | 582 | 0.8% | 1,597 | 1.6% | 973 | 1.0% |
| DeKalb | 9,024 | 12.9% | 18,673 | 18.6% | 19,099 | 19.0% |
| Douglas | 567 | 0.8% | 1,210 | 1.2% | 699 | 0.7% |
| Fayette | 3,760 | 5.4% | 6,675 | 6.6% | 7,720 | 7.7% |
| Forsyth | 213 | 0.3% | 43 | 0.0% | - | 0.0% |
| Fulton | 40,271 | 57.3% | 62,304 | 61.9% | 50,810 | 50.5% |
| Gwinnett | 2,785 | 4.0% | 3,025 | 3.0% | 5,898 | 5.9% |
| Henry | 4,413 | 6.3% | 8,998 | 8.9% | 10,272 | 10.2% |
| Paulding | 45 | 0.1% | 117 | 0.1% | - | 0.0% |
| Rockdale | 652 | 0.9% | 2,176 | 2.2% | 95 | 0.1% |
| Total | 109,437 | 155.8% | 156,110 | 155.2% | 156,108 | 155.2% |

Table 3.4.9
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Coweta County

| HBW Trips From Coweta County | | | | | | |
|------------------------------|-------------|-------|--------|-------|-----------|-------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 26 | 0.0% | 30 | 0.0% | - | 0.0% |
| Clayton | 3,097 | 1.0% | 3,774 | 0.7% | 2,601 | 0.5% |
| Cobb | 1,136 | 0.4% | 2,380 | 0.5% | 2,633 | 0.5% |
| Coweta | 20,735 | 6.6% | 19,245 | 3.7% | 28,459 | 5.5% |
| DeKalb | 1,014 | 0.3% | 2,725 | 0.5% | 1,897 | 0.4% |
| Douglas | 220 | 0.1% | 2,011 | 0.4% | 520 | 0.1% |
| Fayette | 5,517 | 1.7% | 6,225 | 1.2% | 7,228 | 1.4% |
| Forsyth | 45 | 0.0% | 15 | 0.0% | - | 0.0% |
| Fulton | 8,855 | 2.8% | 21,042 | 4.1% | 15,800 | 3.1% |
| Gwinnett | 397 | 0.1% | 435 | 0.1% | - | 0.0% |
| Henry | 172 | 0.1% | 863 | 0.2% | - | 0.0% |
| Paulding | 15 | 0.0% | 175 | 0.0% | - | 0.0% |
| Rockdale | 17 | 0.0% | 216 | 0.0% | - | 0.0% |
| Total | 41,246 | 13.1% | 59,136 | 11.4% | 59,138 | 11.4% |

Table 3.4.10
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From DeKalb County

| HBW Trips From DeKalb County | | | | | | |
|------------------------------|-------------|--------|---------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 448 | 0.1% | 400 | 0.1% | 79 | 0.0% |
| Clayton | 5,644 | 1.7% | 12,068 | 2.5% | 6,051 | 1.3% |
| Cobb | 13,448 | 4.0% | 19,417 | 4.0% | 15,834 | 3.3% |
| Coweta | 241 | 0.1% | 705 | 0.1% | 225 | 0.0% |
| DeKalb | 149,919 | 45.0% | 201,899 | 41.8% | 205,728 | 42.6% |
| Douglas | 674 | 0.2% | 1,495 | 0.3% | 521 | 0.1% |
| Fayette | 680 | 0.2% | 1,380 | 0.3% | 1,476 | 0.3% |
| Forsyth | 1,629 | 0.5% | 757 | 0.2% | 1,356 | 0.3% |
| Fulton | 121,921 | 36.6% | 189,773 | 39.3% | 198,212 | 41.0% |
| Gwinnett | 34,747 | 10.4% | 42,253 | 8.7% | 45,938 | 9.5% |
| Henry | 1,174 | 0.4% | 4,738 | 1.0% | 2,924 | 0.6% |
| Paulding | 94 | 0.0% | 199 | 0.0% | 1,115 | 0.2% |
| Rockdale | 2,708 | 0.8% | 8,347 | 1.7% | 3,951 | 0.8% |
| Total | 333,327 | 100.0% | 483,431 | 100.0% | 483,409 | 100.0% |

Table 3.4.12
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Fayette County

| HBW Trips From Fayette County | | | | | | |
|-------------------------------|-------------|--------|--------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 8 | 0.0% | 28 | 0.0% | - | 0.0% |
| Clayton | 6,048 | 13.9% | 7,512 | 11.2% | 3,968 | 5.9% |
| Cobb | 1,124 | 2.6% | 2,476 | 3.7% | 1,622 | 2.4% |
| Coweta | 1,439 | 3.3% | 4,946 | 7.4% | 1,264 | 1.9% |
| DeKalb | 1,683 | 3.9% | 3,428 | 5.1% | 8,796 | 13.2% |
| Douglas | 245 | 0.6% | 1,142 | 1.7% | - | 0.0% |
| Fayette | 16,977 | 39.1% | 20,029 | 30.0% | 21,415 | 32.0% |
| Forsyth | 70 | 0.2% | 19 | 0.0% | - | 0.0% |
| Fulton | 14,745 | 33.9% | 23,436 | 35.1% | 27,827 | 41.6% |
| Gwinnett | 362 | 0.8% | 605 | 0.9% | 95 | 0.1% |
| Henry | 706 | 1.6% | 2,727 | 4.1% | 1,842 | 2.8% |
| Paulding | 7 | 0.0% | 85 | 0.1% | - | 0.0% |
| Rockdale | 40 | 0.1% | 399 | 0.6% | - | 0.0% |
| Total | 43,454 | 100.0% | 66,831 | 100.0% | 66,830 | 100.0% |

Table 3.4.11
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Douglas County

| HBW Trips From Douglas County | | | | | | |
|-------------------------------|-------------|-------|--------|-------|-----------|-------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 104 | 0.0% | 150 | 0.0% | - | 0.0% |
| Clayton | 1,196 | 0.4% | 1,910 | 0.4% | - | 0.0% |
| Cobb | 7,450 | 2.2% | 8,970 | 1.9% | 4,887 | 1.0% |
| Coweta | 156 | 0.0% | 1,292 | 0.3% | - | 0.0% |
| DeKalb | 2,211 | 0.7% | 3,406 | 0.7% | 5,059 | 1.0% |
| Douglas | 16,924 | 5.1% | 16,197 | 3.4% | 32,953 | 6.8% |
| Fayette | 204 | 0.1% | 882 | 0.2% | 674 | 0.1% |
| Forsyth | 104 | 0.0% | 32 | 0.0% | - | 0.0% |
| Fulton | 14,253 | 4.3% | 23,122 | 4.8% | 12,116 | 2.5% |
| Gwinnett | 747 | 0.2% | 607 | 0.1% | - | 0.0% |
| Henry | 87 | 0.0% | 315 | 0.1% | - | 0.0% |
| Paulding | 596 | 0.2% | 1,231 | 0.3% | 2,591 | 0.5% |
| Rockdale | 61 | 0.0% | 167 | 0.0% | - | 0.0% |
| Total | 44,093 | 13.2% | 58,281 | 12.1% | 58,280 | 12.1% |

Table 3.4.13
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Forsyth County

| HBW Trips From Forsyth County | | | | | | |
|-------------------------------|-------------|--------|--------|-------|-----------|-------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 457 | 1.1% | 1,577 | 2.4% | 889 | 1.3% |
| Clayton | 73 | 0.2% | 94 | 0.1% | - | 0.0% |
| Cobb | 1,790 | 4.1% | 3,471 | 5.2% | 4,301 | 6.4% |
| Coweta | 8 | 0.0% | 9 | 0.0% | 736 | 1.1% |
| DeKalb | 3,067 | 7.1% | 2,875 | 4.3% | 3,052 | 4.6% |
| Douglas | 57 | 0.1% | 51 | 0.1% | - | 0.0% |
| Fayette | 20 | 0.0% | 12 | 0.0% | - | 0.0% |
| Forsyth | 21,039 | 48.4% | 12,921 | 19.3% | 15,189 | 22.7% |
| Fulton | 15,251 | 35.1% | 23,900 | 35.8% | 23,228 | 34.8% |
| Gwinnett | 5,663 | 13.0% | 6,834 | 10.2% | 4,452 | 6.7% |
| Henry | 16 | 0.0% | 20 | 0.0% | - | 0.0% |
| Paulding | 16 | 0.0% | 28 | 0.0% | - | 0.0% |
| Rockdale | 79 | 0.2% | 54 | 0.1% | - | 0.0% |
| Total | 47,536 | 109.4% | 51,847 | 77.6% | 51,847 | 77.6% |

Table 3.4.14
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Fulton County

| HBW Trips From Fulton County | | | | | | |
|------------------------------|-------------|--------|---------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 1,129 | 0.3% | 2,806 | 0.5% | 1,305 | 0.2% |
| Clayton | 9,722 | 2.6% | 14,844 | 2.6% | 11,286 | 2.0% |
| Cobb | 24,991 | 6.7% | 46,023 | 8.0% | 37,438 | 6.5% |
| Coweta | 950 | 0.3% | 1,438 | 0.2% | - | 0.0% |
| DeKalb | 41,232 | 11.0% | 81,400 | 14.2% | 85,104 | 14.8% |
| Douglas | 1,192 | 0.3% | 3,094 | 0.5% | 319 | 0.1% |
| Fayette | 1,633 | 0.4% | 2,652 | 0.5% | 2,384 | 0.4% |
| Forsyth | 5,626 | 1.5% | 4,583 | 0.8% | 4,319 | 0.8% |
| Fulton | 265,870 | 70.9% | 388,299 | 67.5% | 398,280 | 69.3% |
| Gwinnett | 21,211 | 5.7% | 25,746 | 4.5% | 28,278 | 4.9% |
| Henry | 954 | 0.3% | 1,922 | 0.3% | 1,056 | 0.2% |
| Paulding | 128 | 0.0% | 445 | 0.1% | - | 0.0% |
| Rockdale | 571 | 0.2% | 1,818 | 0.3% | 5,289 | 0.9% |
| Total | 375,209 | 100.0% | 575,069 | 100.0% | 575,058 | 100.0% |

Table 3.4.15
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Gwinnett County

| HBW Trips From Gwinnett County | | | | | | |
|--------------------------------|-------------|-------|---------|-------|-----------|-------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 582 | 0.2% | 807 | 0.1% | 534 | 0.1% |
| Clayton | 1,913 | 0.5% | 3,518 | 0.6% | 3,960 | 0.7% |
| Cobb | 8,648 | 2.3% | 12,512 | 2.2% | 10,602 | 1.8% |
| Coweta | 227 | 0.1% | 197 | 0.0% | 846 | 0.1% |
| DeKalb | 51,481 | 13.7% | 92,378 | 16.1% | 101,118 | 17.6% |
| Douglas | 259 | 0.1% | 504 | 0.1% | 275 | 0.0% |
| Fayette | 256 | 0.1% | 391 | 0.1% | 129 | 0.0% |
| Forsyth | 3,977 | 1.1% | 5,923 | 1.0% | 2,308 | 0.4% |
| Fulton | 57,737 | 15.4% | 111,011 | 19.3% | 120,113 | 20.9% |
| Gwinnett | 169,000 | 45.0% | 290,387 | 50.5% | 282,971 | 49.2% |
| Henry | 491 | 0.1% | 2,022 | 0.4% | 375 | 0.1% |
| Paulding | 179 | 0.0% | 73 | 0.0% | - | 0.0% |
| Rockdale | 1,611 | 0.4% | 8,442 | 1.5% | 4,929 | 0.9% |
| Total | 296,361 | 79.0% | 528,164 | 91.8% | 528,163 | 91.8% |

Table 3.4.16
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Henry County

| HBW Trips From Henry County | | | | | | |
|-----------------------------|-------------|--------|---------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 74 | 0.1% | 27 | 0.0% | - | 0.0% |
| Clayton | 13,541 | 23.6% | 13,939 | 13.4% | 21,345 | 20.5% |
| Cobb | 1,365 | 2.4% | 2,249 | 2.2% | 6,127 | 5.9% |
| Coweta | 173 | 0.3% | 646 | 0.6% | - | 0.0% |
| DeKalb | 5,597 | 9.8% | 13,249 | 12.8% | 6,562 | 6.3% |
| Douglas | 200 | 0.3% | 435 | 0.4% | - | 0.0% |
| Fayette | 1,137 | 2.0% | 2,539 | 2.4% | 254 | 0.2% |
| Forsyth | 39 | 0.1% | 40 | 0.0% | - | 0.0% |
| Fulton | 14,157 | 24.7% | 29,174 | 28.1% | 29,653 | 28.5% |
| Gwinnett | 1,531 | 2.7% | 3,367 | 3.2% | 651 | 0.6% |
| Henry | 18,751 | 32.7% | 32,622 | 31.4% | 38,405 | 37.0% |
| Paulding | 33 | 0.1% | 37 | 0.0% | - | 0.0% |
| Rockdale | 784 | 1.4% | 5,573 | 5.4% | 903 | 0.9% |
| Total | 57,382 | 100.0% | 103,895 | 100.0% | 103,900 | 100.0% |

Table 3.4.17
Comparison of Census, Gravity Model, and O-D Survey
HBW Trips From Paulding County

| HBW Trips From Paulding County | | | | | | |
|--------------------------------|-------------|-------|--------|-------|-----------|-------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 459 | 0.8% | 1,024 | 1.0% | - | 0.0% |
| Clayton | 440 | 0.8% | 1,375 | 1.3% | 229 | 0.2% |
| Cobb | 14,850 | 25.9% | 28,244 | 27.2% | 23,155 | 22.3% |
| Coweta | 69 | 0.1% | 1,981 | 1.9% | 851 | 0.8% |
| DeKalb | 1,288 | 2.2% | 3,719 | 3.6% | 503 | 0.5% |
| Douglas | 2,865 | 5.0% | 12,708 | 12.2% | 7,634 | 7.3% |
| Fayette | 79 | 0.1% | 515 | 0.5% | - | 0.0% |
| Forsyth | 128 | 0.2% | 115 | 0.1% | - | 0.0% |
| Fulton | 7,432 | 13.0% | 25,474 | 24.5% | 41,168 | 39.6% |
| Gwinnett | 655 | 1.1% | 881 | 0.8% | - | 0.0% |
| Henry | 26 | 0.0% | 216 | 0.2% | 437 | 0.4% |
| Paulding | 10,094 | 17.6% | 11,151 | 10.7% | 13,579 | 13.1% |
| Rockdale | 24 | 0.0% | 153 | 0.1% | - | 0.0% |
| Total | 38,409 | 66.9% | 87,555 | 84.3% | 87,556 | 84.3% |

Table 3.4.18
Comparison of Census, Gravity Model and O-D Survey
HBW Trips from Rockdale County

| HBW Trips From Rockdale County | | | | | | |
|--------------------------------|-------------|--------|--------|--------|-----------|--------|
| To | 2000 Census | | GM | | OD Survey | |
| Cherokee | 15 | 0.1% | 13 | 0.0% | - | 0.0% |
| Clayton | 804 | 2.7% | 2,820 | 5.3% | 717 | 1.3% |
| Cobb | 570 | 1.9% | 986 | 1.8% | 727 | 1.4% |
| Coweta | 23 | 0.1% | 99 | 0.2% | - | 0.0% |
| DeKalb | 6,187 | 21.0% | 9,915 | 18.5% | 7,361 | 13.7% |
| Douglas | 56 | 0.2% | 148 | 0.3% | - | 0.0% |
| Fayette | 27 | 0.1% | 345 | 0.6% | 256 | 0.5% |
| Forsyth | 47 | 0.2% | 49 | 0.1% | - | 0.0% |
| Fulton | 4,792 | 16.2% | 12,039 | 22.4% | 8,972 | 16.7% |
| Gwinnett | 1,985 | 6.7% | 5,319 | 9.9% | 2,828 | 5.3% |
| Henry | 602 | 2.0% | 4,293 | 8.0% | 3,068 | 5.7% |
| Paulding | 9 | 0.0% | 14 | 0.0% | - | 0.0% |
| Rockdale | 14,378 | 48.7% | 17,654 | 32.9% | 29,766 | 55.4% |
| Total | 29,495 | 100.0% | 53,695 | 100.0% | 53,697 | 100.0% |

Table 3.4.19
Comparison of Census and Gravity Model
HBW Trips from Barrow

| HBW Trips from Barrow | | | | |
|-----------------------|---------------|---------------|---------------|---------------|
| To | CTPP | | MODEL | |
| | Trips | % | Trips | % |
| Barrow | 7,751 | 38.8% | 6,994 | 24.1% |
| Bartow | 19 | 0.1% | 11 | 0.0% |
| Carroll | 0 | 0.0% | 5 | 0.0% |
| Cherokee | 19 | 0.1% | 45 | 0.2% |
| Clayton | 41 | 0.2% | 228 | 0.8% |
| Cobb | 159 | 0.8% | 396 | 1.4% |
| Coweta | 0 | 0.0% | 10 | 0.0% |
| Dekalb | 1,177 | 5.9% | 2,892 | 10.0% |
| Douglas | 38 | 0.2% | 18 | 0.1% |
| Fayette | 24 | 0.1% | 18 | 0.1% |
| Forsyth | 270 | 1.3% | 565 | 1.9% |
| Fulton | 959 | 4.8% | 3,179 | 11.0% |
| Gwinnett | 8,229 | 41.1% | 10,432 | 36.0% |
| Hall | 692 | 3.5% | 2,271 | 7.8% |
| Henry | 14 | 0.1% | 77 | 0.3% |
| Newton | 60 | 0.3% | 314 | 1.1% |
| Paulding | 0 | 0.0% | 4 | 0.0% |
| Rockdale | 107 | 0.5% | 425 | 1.5% |
| Spalding | 0 | 0.0% | 15 | 0.1% |
| Walton | 443 | 2.2% | 1,098 | 3.8% |
| Total | 20,002 | 100.0% | 28,997 | 100.0% |

Table 3.4.20
Comparison of Census and Gravity Model
HBW Trips from Bartow

| HBW Trips from Bartow | | | | |
|-----------------------|---------------|---------------|---------------|---------------|
| To | CTPP | | MODEL | |
| | Trips | % | Trips | % |
| Barrow | 12 | 0.0% | 3 | 0.0% |
| Bartow | 20,692 | 63.3% | 21,720 | 45.2% |
| Carroll | 100 | 0.3% | 301 | 0.6% |
| Cherokee | 1,154 | 3.5% | 2,492 | 5.2% |
| Clayton | 174 | 0.5% | 350 | 0.7% |
| Cobb | 6,936 | 21.2% | 12,665 | 26.3% |
| Coweta | 33 | 0.1% | 68 | 0.1% |
| Dekalb | 678 | 2.1% | 1,314 | 2.7% |
| Douglas | 109 | 0.3% | 600 | 1.2% |
| Fayette | 5 | 0.0% | 56 | 0.1% |
| Forsyth | 130 | 0.4% | 438 | 0.9% |
| Fulton | 1,882 | 5.8% | 6,473 | 13.5% |
| Gwinnett | 392 | 1.2% | 569 | 1.2% |
| Hall | 38 | 0.1% | 84 | 0.2% |
| Henry | 26 | 0.1% | 24 | 0.0% |
| Newton | 28 | 0.1% | 7 | 0.0% |
| Paulding | 229 | 0.7% | 891 | 1.9% |
| Rockdale | 27 | 0.1% | 16 | 0.0% |
| Spalding | 20 | 0.1% | 5 | 0.0% |
| Walton | 7 | 0.0% | 7 | 0.0% |
| Total | 32,672 | 100.0% | 48,083 | 100.0% |

Table 3.4.21
Comparison of Census and Gravity Model
HBW Trips from Carroll

| HBW Trips from Carroll | | | | |
|------------------------|---------------|---------------|---------------|---------------|
| To | CTPP | | MODEL | |
| | Trips | % | Trips | % |
| Barrow | 0 | 0.0% | 7 | 0.0% |
| Bartow | 82 | 0.2% | 249 | 0.5% |
| Carroll | 24,611 | 65.7% | 26,410 | 50.8% |
| Cherokee | 52 | 0.1% | 116 | 0.2% |
| Clayton | 369 | 1.0% | 2,044 | 3.9% |
| Cobb | 2,044 | 5.5% | 4,136 | 8.0% |
| Coweta | 1,335 | 3.6% | 2,653 | 5.1% |
| Dekalb | 700 | 1.9% | 1,495 | 2.9% |
| Douglas | 3,438 | 9.2% | 3,253 | 6.3% |
| Fayette | 245 | 0.7% | 878 | 1.7% |
| Forsyth | 38 | 0.1% | 72 | 0.1% |
| Fulton | 3,570 | 9.5% | 8,936 | 17.2% |
| Gwinnett | 359 | 1.0% | 550 | 1.1% |
| Hall | 0 | 0.0% | 66 | 0.1% |
| Henry | 39 | 0.1% | 133 | 0.3% |
| Newton | 5 | 0.0% | 32 | 0.1% |
| Paulding | 493 | 1.3% | 721 | 1.4% |
| Rockdale | 36 | 0.1% | 69 | 0.1% |
| Spalding | 28 | 0.1% | 115 | 0.2% |
| Walton | 9 | 0.0% | 11 | 0.0% |
| Total | 37,453 | 100.0% | 51,946 | 100.0% |

Table 3.4.22
Comparison of Census and Gravity Model
HBW Trips from Hall

| HBW Trips from Hall | | | | |
|---------------------|---------------|---------------|---------------|---------------|
| To | CTPP | | MODEL | |
| | Trips | % | Trips | % |
| Barrow | 336 | 1.0% | 735 | 0.9% |
| Bartow | 25 | 0.1% | 67 | 0.1% |
| Carroll | 15 | 0.0% | 12 | 0.0% |
| Cherokee | 224 | 0.7% | 373 | 0.4% |
| Clayton | 66 | 0.2% | 233 | 0.3% |
| Cobb | 389 | 1.2% | 831 | 1.0% |
| Coweta | 7 | 0.0% | 16 | 0.0% |
| Dekalb | 1,716 | 5.3% | 3,513 | 4.2% |
| Douglas | 14 | 0.0% | 22 | 0.0% |
| Fayette | 0 | 0.0% | 28 | 0.0% |
| Forsyth | 1,577 | 4.8% | 2,908 | 3.5% |
| Fulton | 2,244 | 6.9% | 6,515 | 7.8% |
| Gwinnett | 7,189 | 22.0% | 13,593 | 16.3% |
| Hall | 46,680 | 142.9% | 54,193 | 64.8% |
| Henry | 4 | 0.0% | 42 | 0.1% |
| Newton | 4 | 0.0% | 98 | 0.1% |
| Paulding | 21 | 0.1% | 6 | 0.0% |
| Rockdale | 6 | 0.0% | 164 | 0.2% |
| Spalding | 0 | 0.0% | 5 | 0.0% |
| Walton | 0 | 0.0% | 223 | 0.3% |
| Total | 60,517 | 100.0% | 83,577 | 100.0% |

Table 3.4.23
Comparison of Census and Gravity Model
HBW Trips from Newton

| To | HBW Trips from Newton | | | |
|--------------|-----------------------|---------------|---------------|---------------|
| | CTPP | | MODEL | |
| | Trips | % | Trips | % |
| Barrow | 20 | 0.1% | 167 | 0.4% |
| Bartow | 5 | 0.0% | 12 | 0.0% |
| Carroll | 0 | 0.0% | 28 | 0.1% |
| Cherokee | 30 | 0.1% | 24 | 0.1% |
| Clayton | 480 | 1.7% | 2,263 | 5.8% |
| Cobb | 411 | 1.5% | 912 | 2.3% |
| Coweta | 50 | 0.2% | 80 | 0.2% |
| Dekalb | 3,567 | 12.9% | 5,877 | 14.9% |
| Douglas | 14 | 0.1% | 109 | 0.3% |
| Fayette | 28 | 0.1% | 288 | 0.7% |
| Forsyth | 43 | 0.2% | 54 | 0.1% |
| Fulton | 2,399 | 8.7% | 7,261 | 18.5% |
| Gwinnett | 1,320 | 4.8% | 3,353 | 8.5% |
| Hall | 38 | 0.1% | 121 | 0.3% |
| Henry | 387 | 1.4% | 1,777 | 4.5% |
| Newton | 11,545 | 41.8% | 9,161 | 23.3% |
| Paulding | 7 | 0.0% | 12 | 0.0% |
| Rockdale | 6,513 | 23.6% | 6,173 | 15.7% |
| Spalding | 40 | 0.1% | 332 | 0.8% |
| Walton | 755 | 2.7% | 1,339 | 3.4% |
| Total | 27,652 | 100.0% | 39,343 | 100.0% |

Table 3.4.24
Comparison of Census and Gravity Model
HBW Trips from Spalding

| To | HBW Trips from Spalding | | | |
|--------------|-------------------------|---------------|---------------|---------------|
| | CTPP | | MODEL | |
| | Trips | % | Trips | % |
| Barrow | 36 | 0.2% | 9 | 0.0% |
| Bartow | 22 | 0.1% | 17 | 0.0% |
| Carroll | 3 | 0.0% | 96 | 0.3% |
| Cherokee | 9 | 0.0% | 15 | 0.0% |
| Clayton | 2,113 | 9.1% | 3,476 | 10.0% |
| Cobb | 273 | 1.2% | 672 | 1.9% |
| Coweta | 342 | 1.5% | 820 | 2.4% |
| Dekalb | 583 | 2.5% | 1,532 | 4.4% |
| Douglas | 30 | 0.1% | 167 | 0.5% |
| Fayette | 1,468 | 6.3% | 2,204 | 6.3% |
| Forsyth | 28 | 0.1% | 31 | 0.1% |
| Fulton | 1,917 | 8.2% | 5,602 | 16.1% |
| Gwinnett | 185 | 0.8% | 419 | 1.2% |
| Hall | 0 | 0.0% | 30 | 0.1% |
| Henry | 2,426 | 10.4% | 2,660 | 7.6% |
| Newton | 22 | 0.1% | 175 | 0.5% |
| Paulding | 9 | 0.0% | 15 | 0.0% |
| Rockdale | 88 | 0.4% | 342 | 1.0% |
| Spalding | 13,715 | 58.9% | 16,515 | 47.4% |
| Walton | 0 | 0.0% | 40 | 0.1% |
| Total | 23,269 | 100.0% | 34,837 | 100.0% |

Table 3.4.25
Comparison of Census and Gravity Model
HBW Trips from Walton

| To | HBW Trips from Walton | | | |
|--------------|-----------------------|---------------|---------------|---------------|
| | CTPP | | MODEL | |
| | Trips | % | Trips | % |
| Barrow | 554 | 2.0% | 1,368 | 3.5% |
| Bartow | 20 | 0.1% | 14 | 0.0% |
| Carroll | 7 | 0.0% | 11 | 0.0% |
| Cherokee | 24 | 0.1% | 25 | 0.1% |
| Clayton | 254 | 0.9% | 1,086 | 2.8% |
| Cobb | 283 | 1.0% | 597 | 1.5% |
| Coweta | 0 | 0.0% | 46 | 0.1% |
| Dekalb | 2,978 | 11.0% | 5,342 | 13.8% |
| Douglas | 0 | 0.0% | 70 | 0.2% |
| Fayette | 6 | 0.0% | 89 | 0.2% |
| Forsyth | 121 | 0.4% | 294 | 0.8% |
| Fulton | 1,666 | 6.2% | 5,411 | 14.0% |
| Gwinnett | 7,037 | 26.0% | 10,092 | 26.2% |
| Hall | 124 | 0.5% | 730 | 1.9% |
| Henry | 42 | 0.2% | 538 | 1.4% |
| Newton | 1,089 | 4.0% | 2,434 | 6.3% |
| Paulding | 2 | 0.0% | 11 | 0.0% |
| Rockdale | 1,645 | 6.1% | 2,495 | 6.5% |
| Spalding | 12 | 0.0% | 98 | 0.3% |
| Walton | 11,204 | 41.4% | 7,820 | 20.3% |
| Total | 27,068 | 100.0% | 38,571 | 100.0% |

3.5. Calibration of Home-Based Other Gravity Model

Trip distribution of HBO trips was done similarly to HBW trips, which was explained in the preceding two sections. The number of HBO trip purposes were identical to HBW trip purposes. HBO trips were distributed over three the same (3) separate market groups. There was, however, one significant difference. The composite measures of time were based on off-peak period time skims in comparison with A.M. peak period time skims for the HBW trip purposes.

In calculating composite time, three different factors were used to weight the contribution of transit travel time. There was one factor for each HBO trip grouping, as follows:

| | |
|------------------------|-------|
| HBO Market Groups 1-2: | 0.19; |
| HBO Market Group 3: | 0.06; |
| HBO Market Group 4: | 0.03. |

Final highway skims used in computing the composite time included terminal time on top of interzonal and intrazonal travel times.

The overall process of calibrating and validating the HBO trip purposes was exactly the same as for HBW trips. Production and attraction trip ends came directly from the Atlanta Regional Commission's 2001-2002 Household Travel Survey. Composite times were calculated using terminal times and interzonal travel times from the Atlanta Regional Commission's base year 2000 highway and transit model networks. The gravity model calibration consisted of making adjustments to friction factors for each HBO trip purpose. Friction factor adjustments were made to achieve two desired outcomes. The first desired outcome was to get the average trip length of the gravity model within three percent (3%) of the average trip length observed in the Household Travel Survey data. The second desirable objective was getting the trip length frequency curve from the gravity model to generally replicate the trip length frequency curve of the observed origin-destination trip file that was extracted from the Household Travel Survey.

Results of the calibration process for the three HBO trip purposes are presented in Figures 3.5.1 through 3.5.3. They illustrate the comparison of the trip length frequency curves for each HBO income group or purpose. The line graphs show that trip length frequency distributions from the gravity model generally match their corresponding trip length frequency curve that was observed in the O-D Survey. In addition to the trip length frequency curves, computed average trip lengths for each of the three HBO trip purposes are within the three percent (3%) criteria. The average trip lengths for the gravity models for the three trip purposes are all essentially the same as the average trips lengths from the O-D Survey. For Market Group 1-2 trips, the average trip length from the gravity model was 16.87 minutes while the O-D Survey average of 16.93 minutes. The gravity model average trip length of 17.81 minutes for Market Group 3 was essentially the same as the 17.73 minute average for the O-D Survey. The average trip length for Group 4 calculated by the gravity model was 18.95 minutes while the O-D Survey average was 18.81 minutes.

The gravity model friction factors developed from this calibration process are shown graphically in Figures 3.5.4 through 3.5.6 for market groups 1-2, 3 and 4, respectively. Tables 3.5.1 through 3.5.3 indicate the actual calibrated friction factor values for individual composite time increments between 1 and 100 minutes.

Figure 3.5.1

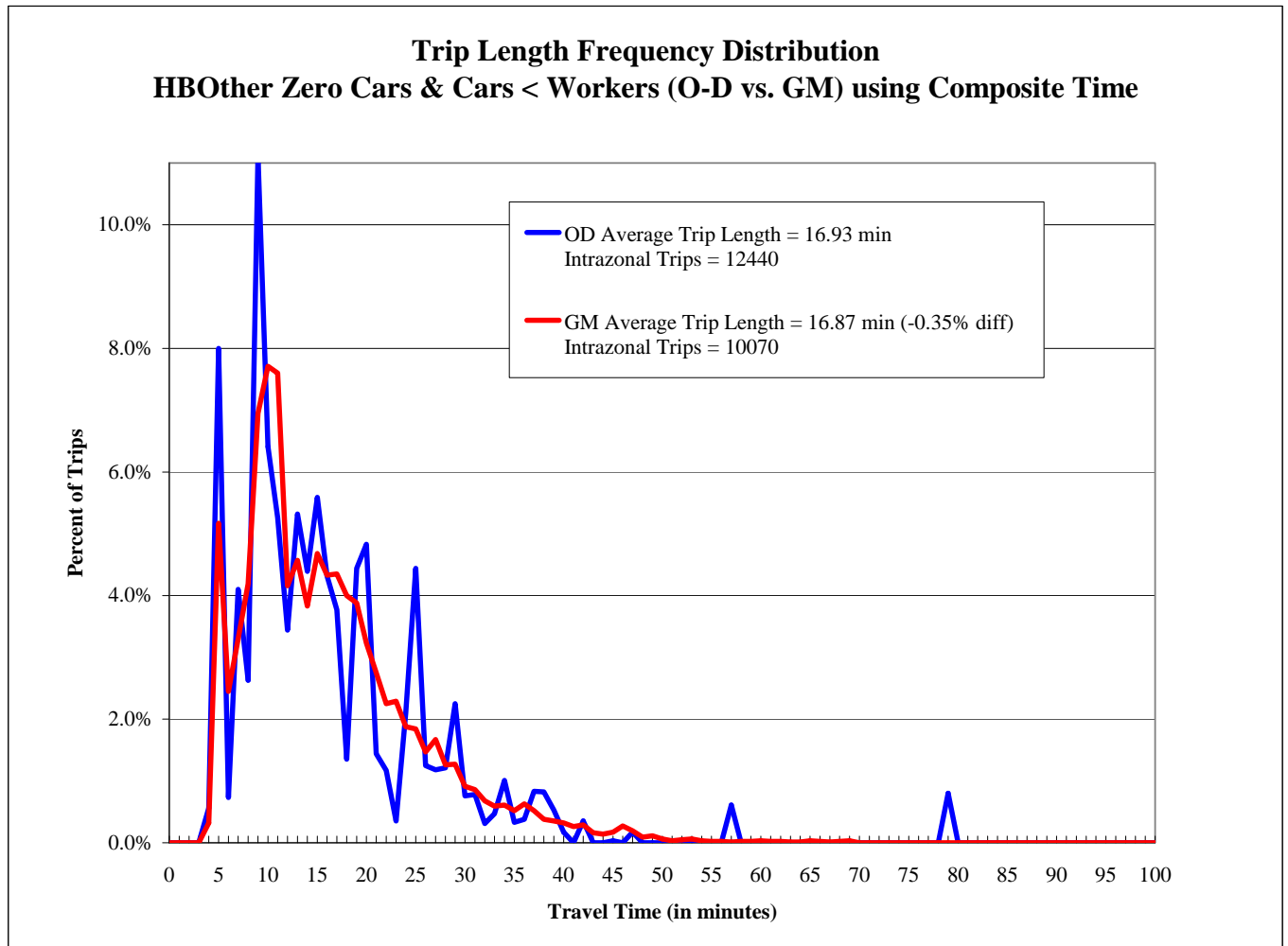


Figure 3.5.2

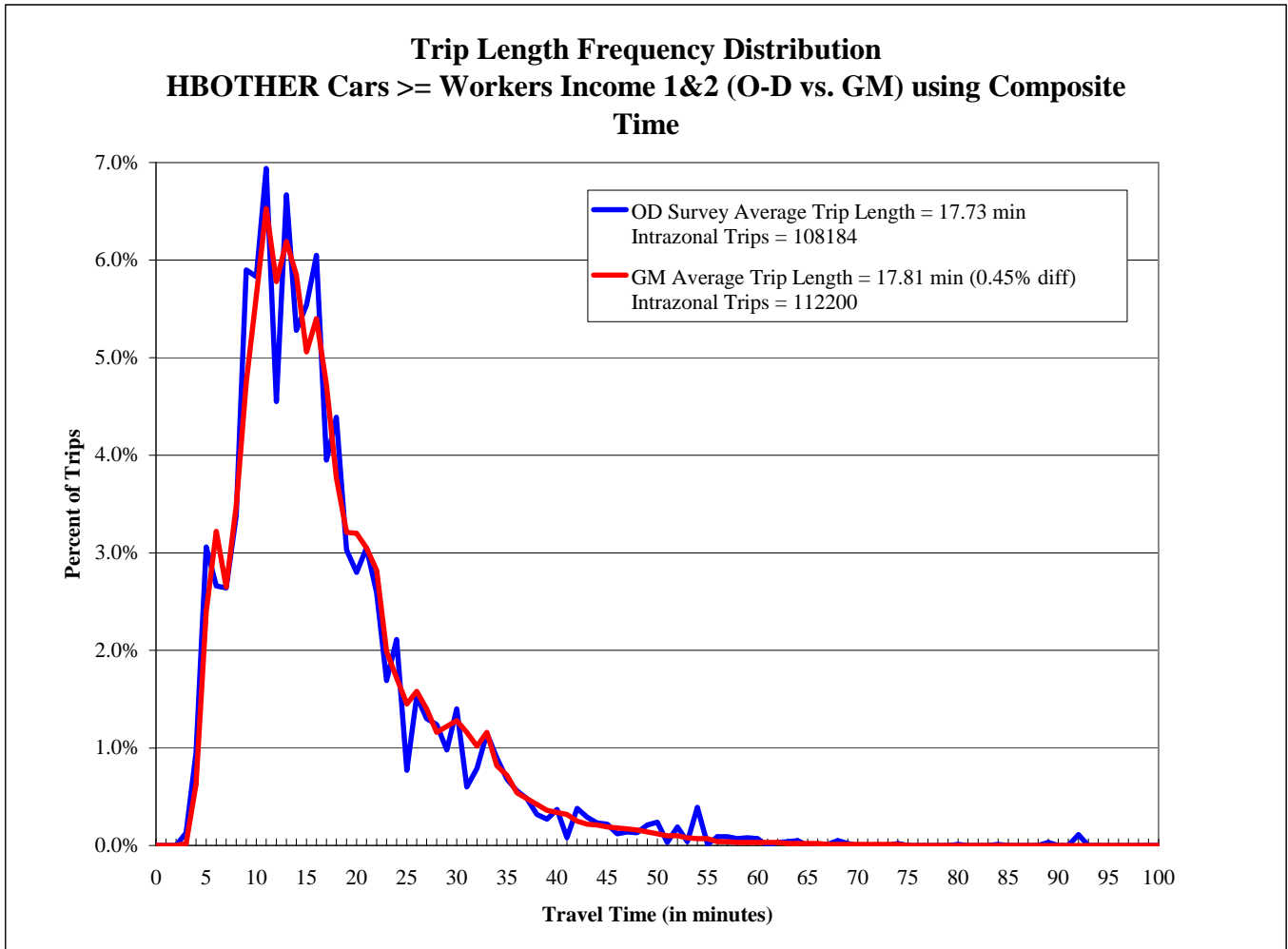


Figure 3.5.3

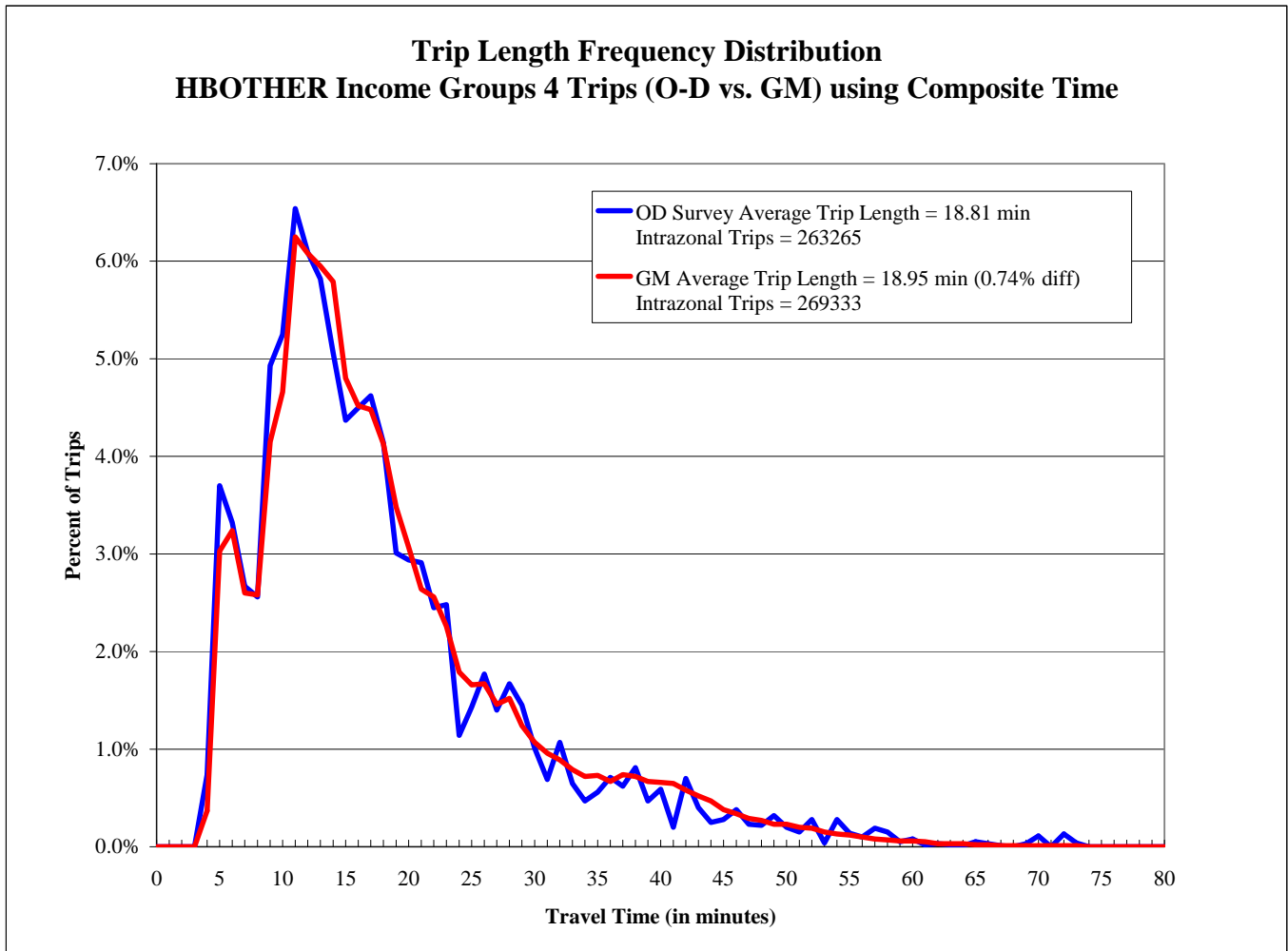


Figure 3.5.4
Home Based Other Calibrated Gravity
Model
Market Groups 1-2 Friction Factor Curve

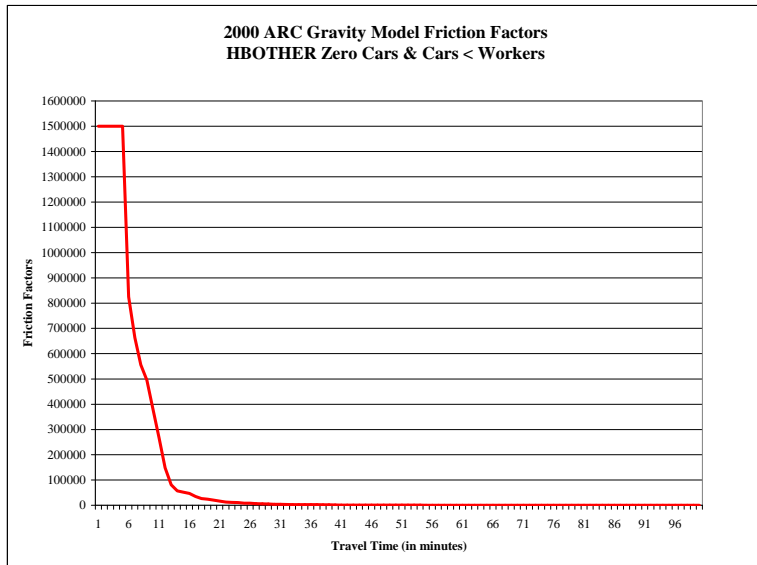


Table 3.5.1
Home Based Other Calibrated Gravity
Model
Market Groups 1-2 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1500000 | 26 | 7812 | 51 | 365 | 76 | 9 |
| 2 | 1500000 | 27 | 6355 | 52 | 337 | 77 | 8 |
| 3 | 1500000 | 28 | 5936 | 53 | 295 | 78 | 7 |
| 4 | 1500000 | 29 | 5092 | 54 | 257 | 79 | 6 |
| 5 | 1500000 | 30 | 4227 | 55 | 223 | 80 | 5 |
| 6 | 825000 | 31 | 3989 | 56 | 194 | 81 | 5 |
| 7 | 662731 | 32 | 3320 | 57 | 170 | 82 | 4 |
| 8 | 556085 | 33 | 2758 | 58 | 149 | 83 | 4 |
| 9 | 495144 | 34 | 2600 | 59 | 130 | 84 | 3 |
| 10 | 380880 | 35 | 2500 | 60 | 114 | 85 | 3 |
| 11 | 267363 | 36 | 2425 | 61 | 91 | 86 | 3 |
| 12 | 148353 | 37 | 2328 | 62 | 79 | 87 | 2 |
| 13 | 81051 | 38 | 1954 | 63 | 70 | 88 | 2 |
| 14 | 57000 | 39 | 1793 | 64 | 60 | 89 | 2 |
| 15 | 52000 | 40 | 1511 | 65 | 53 | 90 | 2 |
| 16 | 47000 | 41 | 1138 | 66 | 46 | 91 | 1 |
| 17 | 34630 | 42 | 1009 | 67 | 41 | 92 | 1 |
| 18 | 26560 | 43 | 871 | 68 | 36 | 93 | 1 |
| 19 | 23925 | 44 | 706 | 69 | 31 | 94 | 1 |
| 20 | 20350 | 45 | 685 | 70 | 28 | 95 | 1 |
| 21 | 16500 | 46 | 643 | 71 | 17 | 96 | 1 |
| 22 | 13268 | 47 | 575 | 72 | 15 | 97 | 1 |
| 23 | 11762 | 48 | 485 | 73 | 13 | 98 | 1 |
| 24 | 10862 | 49 | 430 | 74 | 11 | 99 | 1 |
| 25 | 8634 | 50 | 391 | 75 | 10 | 100 | 1 |

Figure 3.5.5
Home Based Other Calibrated Gravity
Model
Market Group 3 Friction Factor Curve

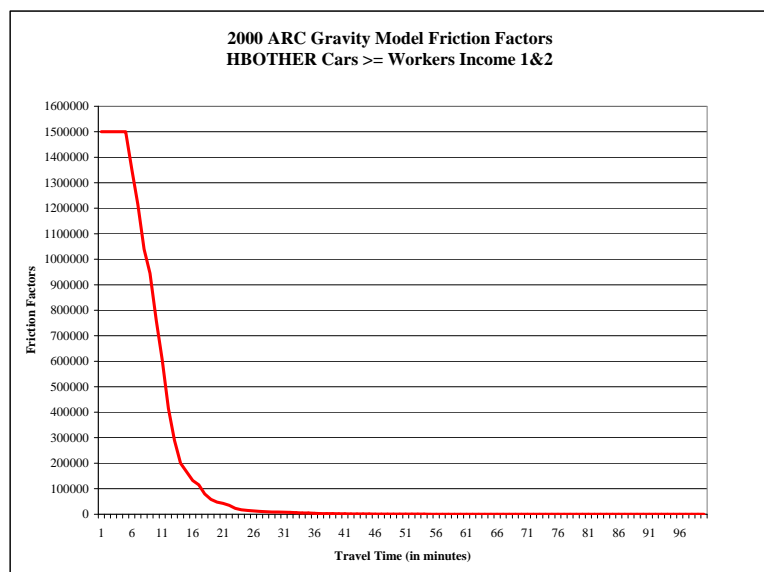


Table 3.5.2
Home Based Other Calibrated Gravity
Model
Market Group 3 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1500000 | 26 | 13283 | 51 | 345 | 76 | 16 |
| 2 | 1500000 | 27 | 11149 | 52 | 328 | 77 | 14 |
| 3 | 1500000 | 28 | 9384 | 53 | 294 | 78 | 13 |
| 4 | 1500000 | 29 | 8750 | 54 | 255 | 79 | 11 |
| 5 | 1500000 | 30 | 8300 | 55 | 222 | 80 | 9 |
| 6 | 1350000 | 31 | 7877 | 56 | 149 | 81 | 9 |
| 7 | 1215000 | 32 | 6805 | 57 | 138 | 82 | 8 |
| 8 | 1039500 | 33 | 5788 | 58 | 124 | 83 | 8 |
| 9 | 945000 | 34 | 4936 | 59 | 109 | 84 | 5 |
| 10 | 760810 | 35 | 4395 | 60 | 100 | 85 | 5 |
| 11 | 607463 | 36 | 3398 | 61 | 94 | 86 | 5 |
| 12 | 415000 | 37 | 2620 | 62 | 86 | 87 | 3 |
| 13 | 289800 | 38 | 2247 | 63 | 79 | 88 | 3 |
| 14 | 199625 | 39 | 1928 | 64 | 68 | 89 | 3 |
| 15 | 166023 | 40 | 1656 | 65 | 60 | 90 | 3 |
| 16 | 132178 | 41 | 1357 | 66 | 52 | 91 | 1 |
| 17 | 114937 | 42 | 1172 | 67 | 49 | 92 | 1 |
| 18 | 79200 | 43 | 1008 | 68 | 45 | 93 | 1 |
| 19 | 58447 | 44 | 873 | 69 | 40 | 94 | 1 |
| 20 | 47700 | 45 | 794 | 70 | 35 | 95 | 1 |
| 21 | 42570 | 46 | 718 | 71 | 31 | 96 | 1 |
| 22 | 35000 | 47 | 652 | 72 | 27 | 97 | 1 |
| 23 | 23000 | 48 | 597 | 73 | 24 | 98 | 1 |
| 24 | 17205 | 49 | 534 | 74 | 20 | 99 | 1 |
| 25 | 15074 | 50 | 444 | 75 | 18 | 100 | 1 |

Figure 3.5.6
Home Based Other Calibrated Gravity
Model
Market Group 4 Friction Factor Curve

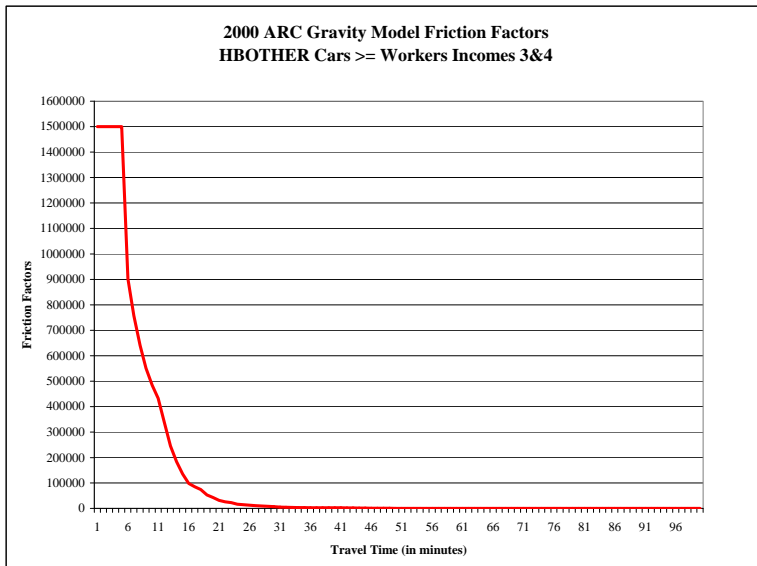


Table 3.5.3
Home Based Other Calibrated Gravity
Model
Market Group 4 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1500000 | 26 | 12614 | 51 | 650 | 76 | 14 |
| 2 | 1500000 | 27 | 10815 | 52 | 564 | 77 | 13 |
| 3 | 1500000 | 28 | 9628 | 53 | 493 | 78 | 11 |
| 4 | 1500000 | 29 | 8306 | 54 | 430 | 79 | 10 |
| 5 | 1500000 | 30 | 6846 | 55 | 373 | 80 | 8 |
| 6 | 902500 | 31 | 5352 | 56 | 302 | 81 | 8 |
| 7 | 757656 | 32 | 4662 | 57 | 263 | 82 | 6 |
| 8 | 640723 | 33 | 4050 | 58 | 231 | 83 | 6 |
| 9 | 550505 | 34 | 3510 | 59 | 202 | 84 | 5 |
| 10 | 484000 | 35 | 3303 | 60 | 177 | 85 | 5 |
| 11 | 432725 | 36 | 2906 | 61 | 140 | 86 | 5 |
| 12 | 337250 | 37 | 2800 | 62 | 105 | 87 | 3 |
| 13 | 245224 | 38 | 2700 | 63 | 90 | 88 | 3 |
| 14 | 183472 | 39 | 2600 | 64 | 80 | 89 | 3 |
| 15 | 135401 | 40 | 2500 | 65 | 70 | 90 | 3 |
| 16 | 98524 | 41 | 2375 | 66 | 57 | 91 | 1 |
| 17 | 85000 | 42 | 2197 | 67 | 45 | 92 | 1 |
| 18 | 74320 | 43 | 1894 | 68 | 40 | 93 | 1 |
| 19 | 53439 | 44 | 1640 | 69 | 35 | 94 | 1 |
| 20 | 42970 | 45 | 1373 | 70 | 31 | 95 | 1 |
| 21 | 31451 | 46 | 1189 | 71 | 27 | 96 | 1 |
| 22 | 26167 | 47 | 1028 | 72 | 24 | 97 | 1 |
| 23 | 22353 | 48 | 891 | 73 | 21 | 98 | 1 |
| 24 | 16425 | 49 | 775 | 74 | 18 | 99 | 1 |
| 25 | 14743 | 50 | 689 | 75 | 16 | 100 | 1 |

3.6. Validation of Home-Based Other Gravity Model

The distribution of HBO trips was already validated in terms of trip length distribution and average trip lengths. There are “area” biases to consider as well. Natural features, such as the Chattahoochee River, pose a potential obstacle to the geographic distribution of certain types of trips. When natural features are combined with political or service delivery boundaries, the presence of “area” bias in trip distribution can be even more significant.

“Area” bias formed by the Chattahoochee River did significantly affect the initial distribution of HBO trips. According to the origins and destinations of HBO trips observed crossing the Chattahoochee River in the O-D Survey, the gravity model distribution was 53% higher for trips produced in zones located south or east of the Chattahoochee River. For zones north or west of the river, the gravity model calculated 42% more trips crossing the Chattahoochee than were observed in the O-D Survey. The impact of “area” bias on the distribution of HBO trips crossing the Chattahoochee River is depicted in Table 3.6.1 using a compressed matrix of trips from the O-D Survey and another from the gravity model. Trip productions from zones south or east of the river and that were observed crossing the Chattahoochee River in the O-D Survey totaled 87,465. In contrast, the gravity model estimated 134,448 HBO production trips from the same zones crossing the Chattahoochee River.

**Table 3.6.1
Comparison of Gravity Model (Without Topo Penalty) and O-D Survey
HBO Trips Crossing the Chattahoochee River Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|-----------|--------------|----------------|-----------|--------------|-----------|-----------|----------------|---------|--------------|
| | North of River | | | South of River | | | OD | GM | OD | GM | Percent Diff |
| | OD | GM | Percent Diff | OD | GM | Percent Diff | | | | | |
| North of River | 1,145,111 | 1,085,191 | -5.2% | 141,838 | 201,707 | 42.2% | 1,286,949 | 1,286,898 | 229,303 | 336,155 | 46.6% |
| South of River | 87,465 | 134,448 | 53.7% | 2,595,666 | 2,548,577 | -1.8% | 2,683,131 | 2,683,025 | | | |
| Total | 1,232,576 | 1,219,639 | -1.0% | 2,737,504 | 2,750,284 | 0.5% | 3,970,080 | 3,969,923 | | | |

A topographic penalty or “Topo” penalty was incorporated in the gravity model process to compensate for the “area” bias created by the Chattahoochee River. The “Topo” penalty is a lump sum of time (in minutes) that is added to the composite time of interzonal times for all zonal pairs on opposite sides of the Chattahoochee River. The appropriate “Topo” penalties in minutes for the HBO market groups are listed below.

- Market Groups 1 & 2 – 2.0
- Market Group 3 – 3.5
- Market Group 4 – 3.0

With the “Topo” penalties added to composite times, gravity model estimates of HBO trips crossing the Chattahoochee River cutline were greatly improved. Gravity model results of trips crossing the Chattahoochee River cutline, using a “Topo” penalty application, are shown in Table 3.6.2 along with the number of trips observed crossing the river in the O-D Survey. The gravity model estimated a much improved 86,480 HBO trips crossing the Chattahoochee River from zones south and east of the river. This figure is only 1.1% lower than the 87,465 trips observed in the O-D Survey.

Table 3.6.2
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBO Trips Crossing the Chattahoochee River Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|-----------|---------------|----------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| | North of River | | | South of River | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of River | 1,145,111 | 1,139,803 | -0.5% | 141,838 | 147,084 | 3.7% | 1,286,949 | 1,286,887 | 229,303 | 233,564 | 1.9% |
| South of River | 87,465 | 86,480 | -1.1% | 2,595,666 | 2,596,514 | 0.0% | 2,683,131 | 2,682,994 | | | |
| Total | 1,232,576 | 1,226,283 | -0.5% | 2,737,504 | 2,743,598 | 0.2% | 3,970,080 | 3,969,881 | | | |

Three other lengthy cutline boundaries were used to validate the trip distribution model: I-20; I-285; and, Ga.400/I-85/I-75. The likelihood of “area” biases may be most obvious along the Chattahoochee River, but others may exist in the region. These other cutline boundaries were used to identify whether other notable “area” biases could be identified. They also tested whether the introduction of “Topo” penalties for trips crossing the Chattahoochee River had an adverse impact in travel movements away from the Chattahoochee River.

The number of trips crossing I-20 from the gravity model was 4% lower, overall, in comparison with those observed in the O-D Survey. It indicated that there was no obvious “area” bias in trip distribution along that cutline boundary. I-20 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.6.3. Gravity model trips crossing the cutline boundary that were produced in zones north of I-20 were 10.9% below their O-D Survey counterparts. For trips originating in zones south of I-20, gravity model estimates were essentially the same as those observed in the O-D Survey.

Table 3.6.3
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBO Trips Crossing the I-20 Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|---------------|---------------|-----------|---------------|---------------|---------|---------------|-----------|-----------|----------------|---------|---------------|
| | North of I-20 | | | South of I-20 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of I-20 | 2,773,783 | 2,789,971 | 0.6% | 149,573 | 133,252 | -10.9% | 2,923,356 | 2,923,223 | 377,048 | 362,041 | -4.0% |
| South of I-20 | 227,475 | 228,789 | 0.6% | 819,254 | 817,867 | -0.2% | 1,046,729 | 1,046,656 | | | |
| Total | 3,001,258 | 3,018,760 | 0.6% | 968,827 | 951,119 | -1.8% | 3,970,085 | 3,969,879 | | | |

The number of HBO trips crossing I-285 in the gravity model was 9.8% higher, overall, in comparison with those observed in the O-D Survey. That level of deviation does not indicate that there was an obvious “area” bias in trip distribution along that boundary. I-285 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.6.4. Gravity model trips crossing the cutline boundary that were produced from zones inside I-285 were 13.5% higher than their O-D Survey counterparts. For trips originating in zones outside of the I-285 boundary, gravity model estimates were 8.3% above those observed in the O-D Survey.

Table 3.6.4
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBO Trips Crossing the I-285 Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|------------------|------------------|-----------|---------------|-----------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| | Outside of I-285 | | | Inside of I-285 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| Outside of I-285 | 2,665,431 | 2,632,415 | -1.2% | 363,863 | 393,960 | 8.3% | 3,029,294 | 3,026,375 | 514,814 | 565,292 | 9.8% |
| Inside of I-285 | 150,951 | 171,332 | 13.5% | 796,498 | 778,956 | -2.2% | 947,449 | 950,288 | | | |
| Total | 2,816,382 | 2,803,747 | -0.4% | 1,160,361 | 1,172,916 | 1.1% | 3,976,743 | 3,976,663 | | | |

The total number of trips crossing the Ga. 400/I-85/I-75 cutline in the gravity model was 2.1% higher in comparison with HBO trips observed in the O-D Survey. That level of deviation indicates that there was not an obvious “area” bias in trip distribution along that boundary. Ga. 400/I-85/I-75 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.6.5. Gravity model trips crossing the cutline boundary that were produced from zones west of the boundary, were 5.8% higher than their O-D Survey counterparts. For trips originating in zones east of the Ga. 400/I-85/I-75 boundary, gravity model estimates were essentially the same as those observed in the O-D Survey.

**Table 3.6.5
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBO Trips Crossing the Ga. 400/I-85/I-75 Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|-------------------|-------------------------|-----------|---------------|-------------------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| | East of GA400/I-85/I-75 | | | West of GA400/I-85/I-75 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| East of GA400/ I- | 1,611,652 | 1,608,734 | -0.2% | 298,802 | 296,440 | -0.8% | 1,910,454 | 1,905,174 | 524,125 | 534,878 | 2.1% |
| West of GA400/ I- | 225,323 | 238,438 | 5.8% | 1,683,964 | 1,672,428 | -0.7% | 1,909,287 | 1,910,866 | | | |
| Total | 1,836,975 | 1,847,172 | 0.6% | 1,982,766 | 1,968,868 | -0.7% | 3,819,741 | 3,816,040 | | | |

3.7. Calibration of Home-Based Shop Gravity Model

The distribution of HBShop trips was done similarly to HBW trips, which was explained earlier. There is only one difference, the composite measures of time were based on off-peak period time skims in comparison with A.M. peak period travel time skims for the HBW trip purposes.

In calculating composite time, three different factors were used to weight the contribution of transit travel time. There was one factor for each HBShop trip market grouping, as follows:

HBShop Market Groups 1 & 2: 0.19;
 HBShop Market Group 3: 0.06;
 HBShop Market Group 4: 0.03.

Final highway skims used in computing the composite time included terminal time on top of interzonal and intrazonal travel times.

The overall process of calibrating and validating the HBShop trip purposes was exactly the same as for HBW trips. Production and attraction trip ends came directly from the Atlanta Regional Commission’s 2001-2002 Household Travel Survey. Travel times were calculated using terminal times and interzonal travel times from the Atlanta Regional Commission’s base year 2000 highway and transit model networks. The gravity model calibration consisted of making adjustments to friction factors for each HBShop trip purpose. Friction factor adjustments were made to achieve two desired outcomes. The first desired outcome was to get the average trip length of the gravity model within three percent (3%) of the average trip length observed in the Household Travel Survey data. The second desirable objective was getting the trip length frequency curve from the gravity model to generally replicate the trip length frequency curve of the observed origin-destination trip file that was extracted from the Household Travel Survey.

Results of the calibration process for the three HBShop trip purposes are presented in Figures 3.7.1 through 3.7.3. The figures illustrate the comparison of the trip length frequency curves for each HBShop market group or purpose. The line graphs show that trip length frequency distributions from the gravity model generally match their corresponding trip length frequency curve that was observed in the O-D Survey. In addition to the trip length frequency curves, computed average trip lengths for each of the three HBShop trip purposes are within the three percent (3%) criteria. For all of the market groups, the computed average trip lengths were practically identical to the average trip length from the O-D survey.

The gravity model friction factors developed from this calibration process are shown graphically in Figures 3.7.4 through 3.7.6 for market groups 1, 2 and 3-4, respectively. Tables 3.7.1 through 3.7.3 indicate the actual calibrated friction factor values for individual composite time increments between 1 and 100 minutes.

Figure 3.7.1

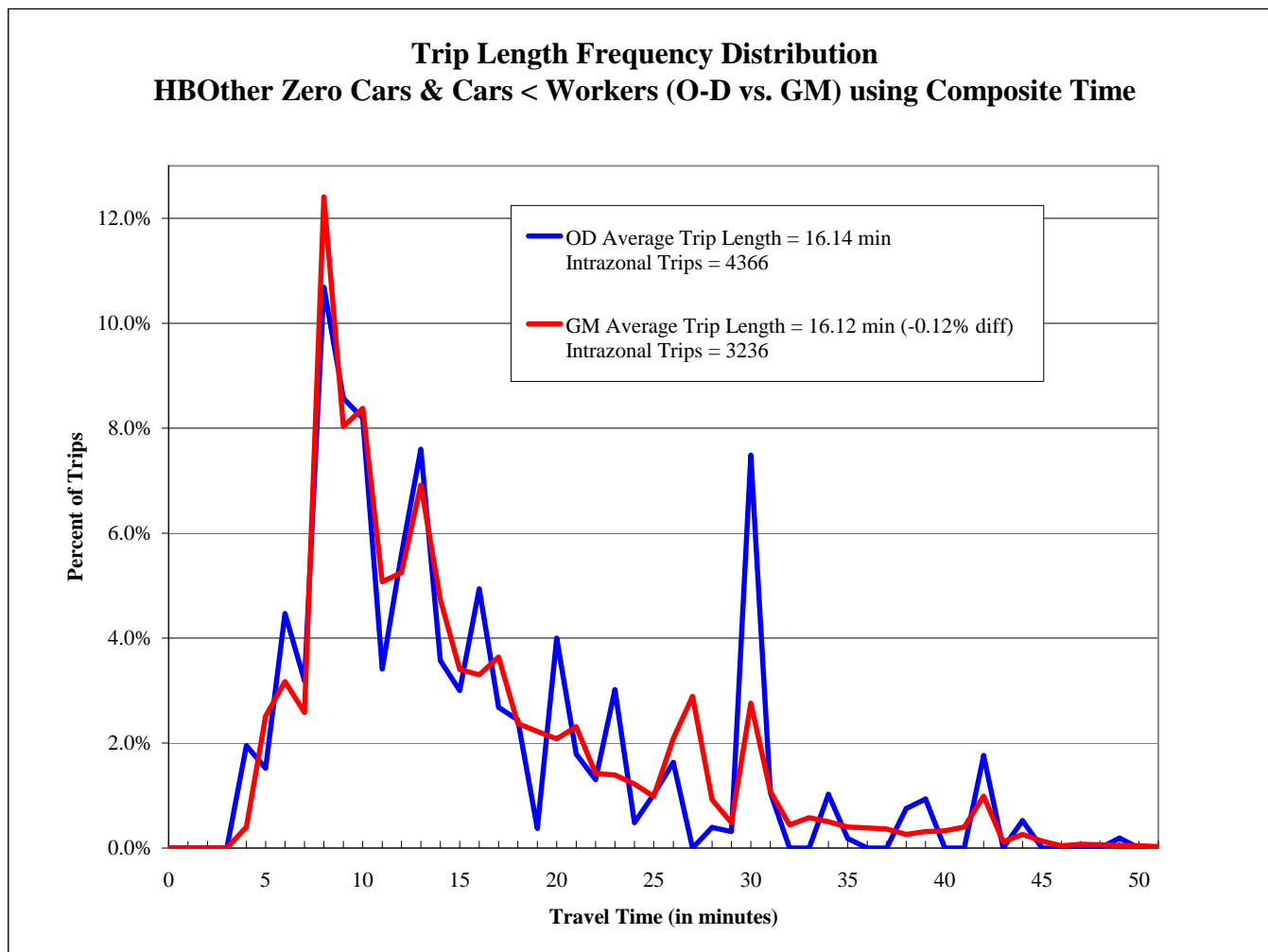


Figure 3.7.2

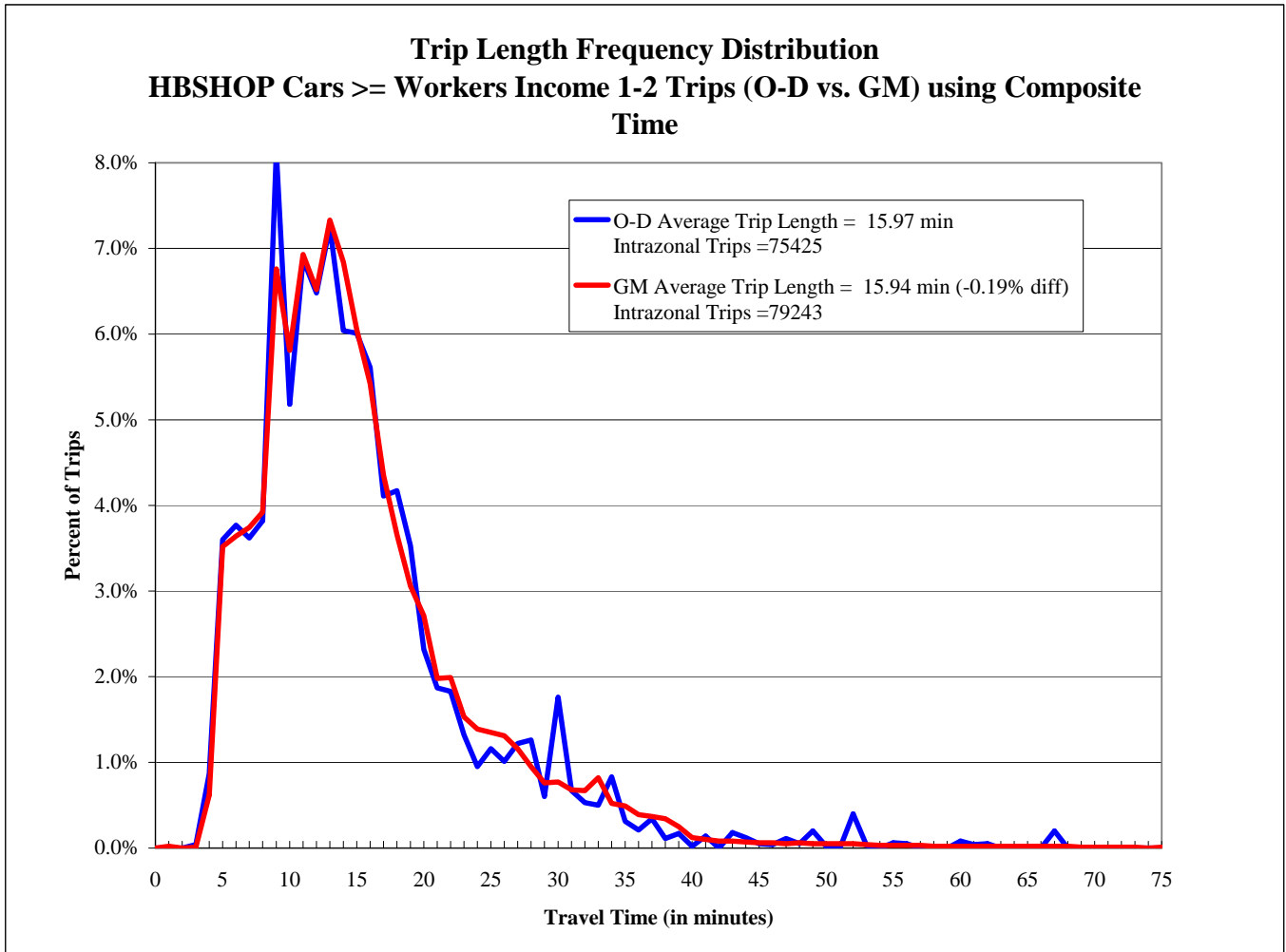


Figure 3.7.3

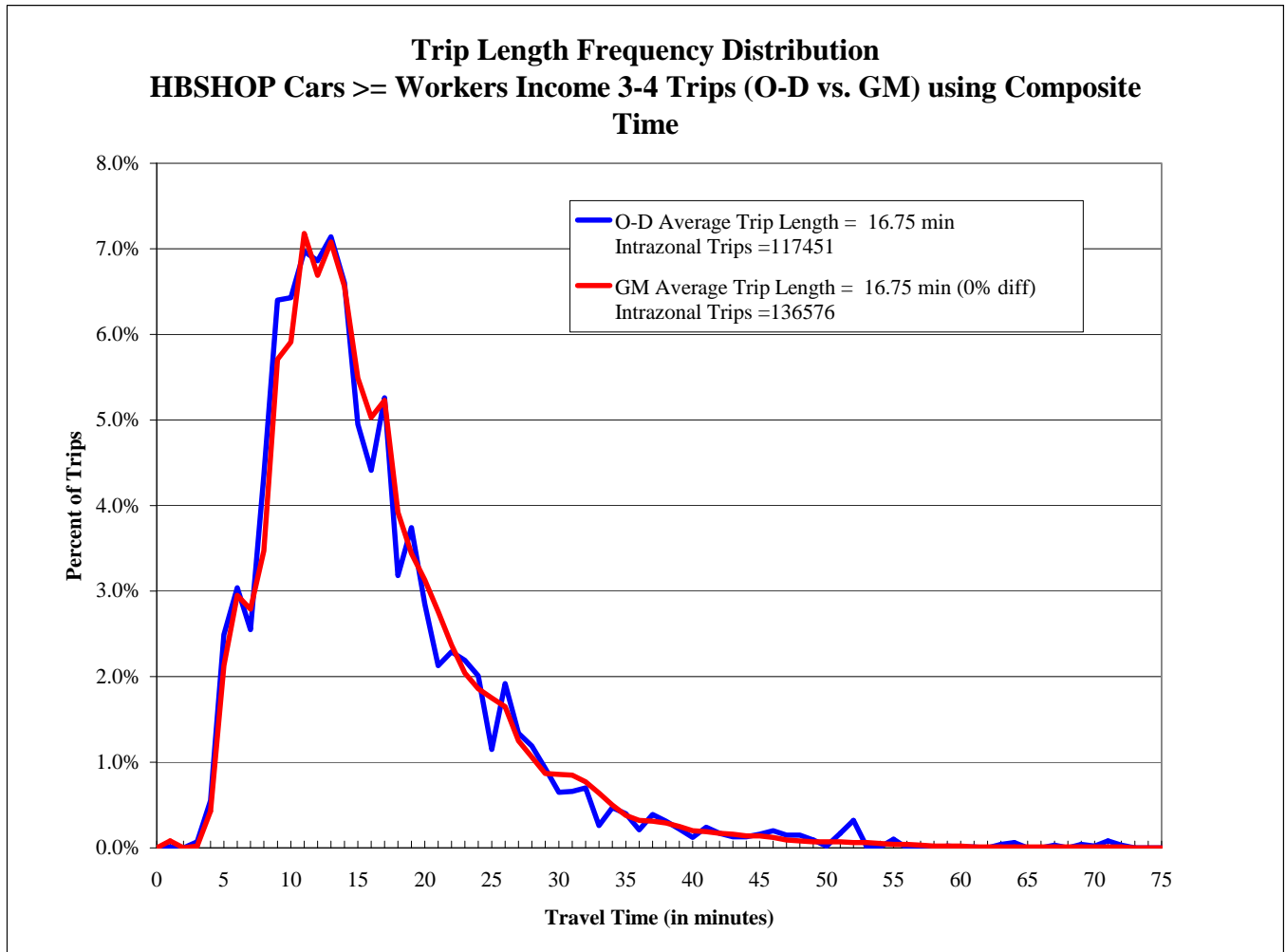


Figure 3.7.4
Home Based Shop Calibrated Gravity Model
Market Groups 1 & 2 Friction Factors Curve

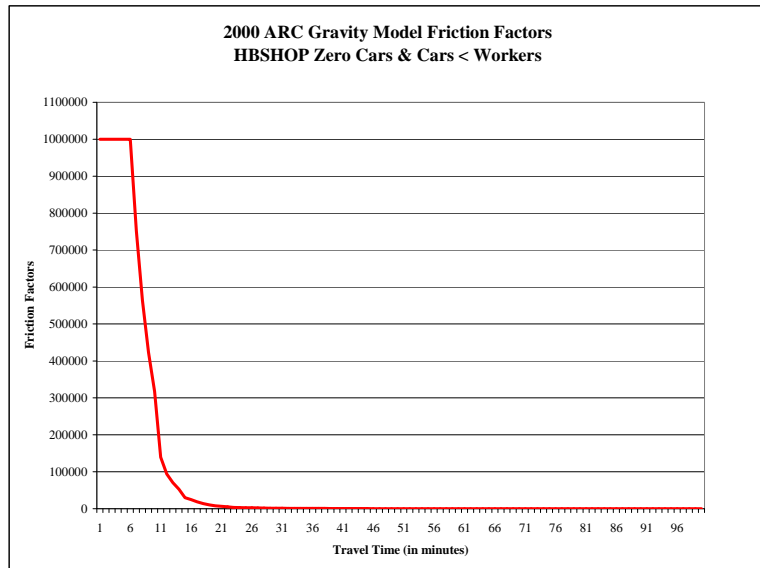


Table 3.7.1
Home Based Shop Calibrated Gravity Model
Market Groups 1 & 2 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1000000 | 26 | 2255 | 51 | 77 | 76 | 6 |
| 2 | 1000000 | 27 | 2070 | 52 | 69 | 77 | 4 |
| 3 | 1000000 | 28 | 1553 | 53 | 62 | 78 | 4 |
| 4 | 1000000 | 29 | 1165 | 54 | 56 | 79 | 4 |
| 5 | 1000000 | 30 | 982 | 55 | 50 | 80 | 4 |
| 6 | 1000000 | 31 | 910 | 56 | 45 | 81 | 4 |
| 7 | 751734 | 32 | 819 | 57 | 41 | 82 | 2 |
| 8 | 563800 | 33 | 737 | 58 | 37 | 83 | 2 |
| 9 | 422851 | 34 | 690 | 59 | 33 | 84 | 2 |
| 10 | 317139 | 35 | 667 | 60 | 30 | 85 | 2 |
| 11 | 139119 | 36 | 650 | 61 | 27 | 86 | 2 |
| 12 | 94167 | 37 | 584 | 62 | 24 | 87 | 2 |
| 13 | 70625 | 38 | 527 | 63 | 22 | 88 | 1 |
| 14 | 52969 | 39 | 473 | 64 | 20 | 89 | 1 |
| 15 | 29607 | 40 | 427 | 65 | 18 | 90 | 1 |
| 16 | 24556 | 41 | 384 | 66 | 16 | 91 | 1 |
| 17 | 18418 | 42 | 345 | 67 | 14 | 92 | 1 |
| 18 | 13814 | 43 | 311 | 68 | 12 | 93 | 1 |
| 19 | 10361 | 44 | 278 | 69 | 10 | 94 | 1 |
| 20 | 7771 | 45 | 250 | 70 | 8 | 95 | 1 |
| 21 | 6232 | 46 | 128 | 71 | 8 | 96 | 1 |
| 22 | 4673 | 47 | 115 | 72 | 8 | 97 | 1 |
| 23 | 3505 | 48 | 104 | 73 | 6 | 98 | 1 |
| 24 | 2900 | 49 | 94 | 74 | 6 | 99 | 1 |
| 25 | 2500 | 50 | 85 | 75 | 6 | 100 | 1 |

Figure 3.7.5
Home Based Shop Calibrated Gravity Model
Market Group 3 Friction Factors Curve

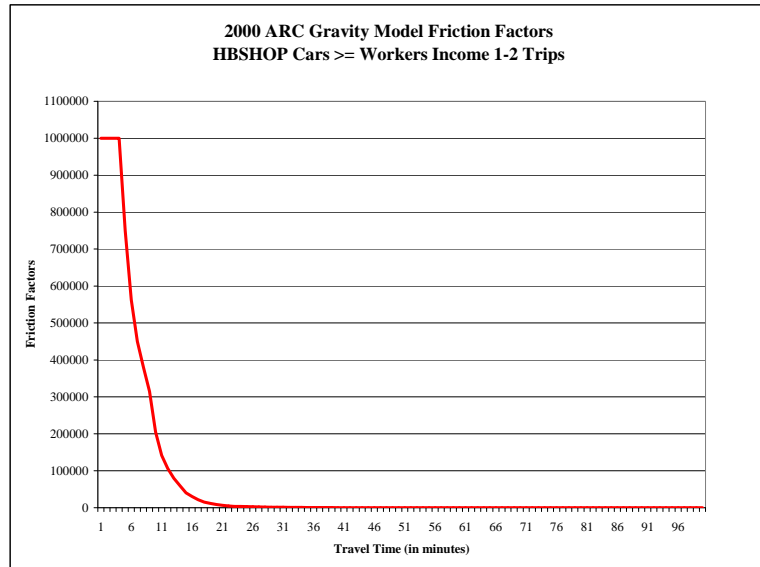


Table 3.7.2
Home Based Shop Calibrated Gravity Model
Market Group 3 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1000000 | 26 | 2569 | 51 | 29 | 76 | 3 |
| 2 | 1000000 | 27 | 1927 | 52 | 26 | 77 | 3 |
| 3 | 1000000 | 28 | 1518 | 53 | 23 | 78 | 3 |
| 4 | 1000000 | 29 | 1139 | 54 | 22 | 79 | 3 |
| 5 | 750000 | 30 | 1021 | 55 | 19 | 80 | 3 |
| 6 | 562500 | 31 | 944 | 56 | 17 | 81 | 3 |
| 7 | 450000 | 32 | 851 | 57 | 16 | 82 | 2 |
| 8 | 380000 | 33 | 766 | 58 | 14 | 83 | 2 |
| 9 | 315000 | 34 | 541 | 59 | 12 | 84 | 2 |
| 10 | 204676 | 35 | 486 | 60 | 12 | 85 | 2 |
| 11 | 141226 | 36 | 437 | 61 | 12 | 86 | 2 |
| 12 | 105920 | 37 | 393 | 62 | 11 | 87 | 2 |
| 13 | 79440 | 38 | 354 | 63 | 10 | 88 | 1 |
| 14 | 59580 | 39 | 320 | 64 | 10 | 89 | 1 |
| 15 | 40124 | 40 | 151 | 65 | 9 | 90 | 1 |
| 16 | 30093 | 41 | 82 | 66 | 9 | 91 | 1 |
| 17 | 21442 | 42 | 75 | 67 | 8 | 92 | 1 |
| 18 | 15278 | 43 | 67 | 68 | 8 | 93 | 1 |
| 19 | 11458 | 44 | 60 | 69 | 7 | 94 | 1 |
| 20 | 8164 | 45 | 54 | 70 | 5 | 95 | 1 |
| 21 | 6123 | 46 | 48 | 71 | 5 | 96 | 1 |
| 22 | 4592 | 47 | 43 | 72 | 5 | 97 | 1 |
| 23 | 3445 | 48 | 39 | 73 | 3 | 98 | 1 |
| 24 | 3100 | 49 | 36 | 74 | 3 | 99 | 1 |
| 25 | 2855 | 50 | 31 | 75 | 3 | 100 | 1 |

Figure 3.7.6
Home Based Shop Calibrated Gravity Model
Market Group 4 Friction Factors Curve

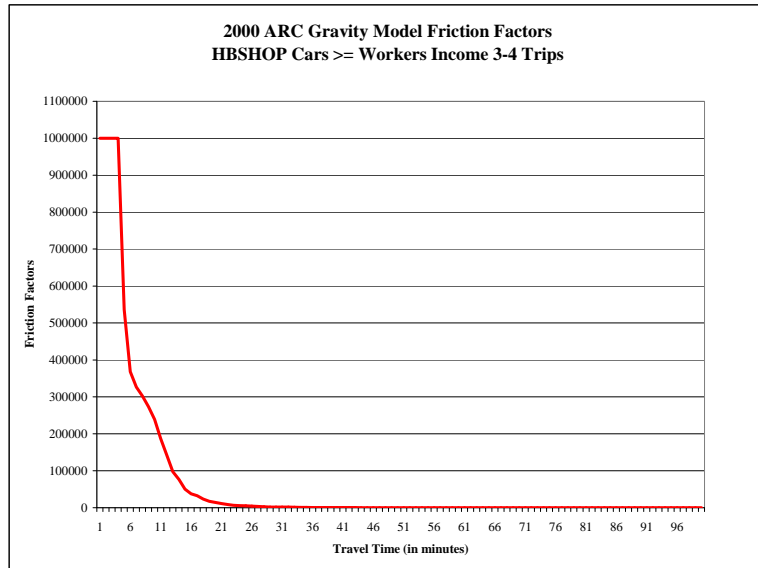


Table 3.7.3
Home Based Shop Calibrated Gravity Model
Market Group 4 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1000000 | 26 | 4112 | 51 | 63 | 76 | 3 |
| 2 | 1000000 | 27 | 3082 | 52 | 58 | 77 | 3 |
| 3 | 1000000 | 28 | 2317 | 53 | 51 | 78 | 3 |
| 4 | 1000000 | 29 | 1738 | 54 | 49 | 79 | 3 |
| 5 | 535870 | 30 | 1625 | 55 | 44 | 80 | 3 |
| 6 | 368000 | 31 | 1447 | 56 | 33 | 81 | 3 |
| 7 | 326600 | 32 | 1301 | 57 | 31 | 82 | 2 |
| 8 | 301990 | 33 | 1174 | 58 | 24 | 83 | 2 |
| 9 | 273212 | 34 | 765 | 59 | 18 | 84 | 2 |
| 10 | 239020 | 35 | 643 | 60 | 18 | 85 | 2 |
| 11 | 186930 | 36 | 458 | 61 | 14 | 86 | 2 |
| 12 | 142400 | 37 | 412 | 62 | 13 | 87 | 2 |
| 13 | 97091 | 38 | 373 | 63 | 12 | 88 | 1 |
| 14 | 76465 | 39 | 335 | 64 | 12 | 89 | 1 |
| 15 | 50129 | 40 | 248 | 65 | 11 | 90 | 1 |
| 16 | 37595 | 41 | 220 | 66 | 11 | 91 | 1 |
| 17 | 32353 | 42 | 200 | 67 | 10 | 92 | 1 |
| 18 | 23053 | 43 | 181 | 68 | 10 | 93 | 1 |
| 19 | 17290 | 44 | 163 | 69 | 9 | 94 | 1 |
| 20 | 14168 | 45 | 145 | 70 | 7 | 95 | 1 |
| 21 | 11156 | 46 | 131 | 71 | 7 | 96 | 1 |
| 22 | 8367 | 47 | 95 | 72 | 7 | 97 | 1 |
| 23 | 6277 | 48 | 86 | 73 | 3 | 98 | 1 |
| 24 | 5370 | 49 | 76 | 74 | 3 | 99 | 1 |
| 25 | 4769 | 50 | 66 | 75 | 3 | 100 | 1 |

3.8. Validation of Home-Based Shop Gravity Model

Although the HBSshop gravity models were already validated in terms of trip length distribution and average trip lengths, there are potential “area” biases to consider as well. “Area” bias from the Chattahoochee River did affect the initial distribution of HBSshop trips, although not as much as HBO trips. According to the origins and destinations of HBSshop trips observed crossing the Chattahoochee River in the O-D Survey, the overall gravity model distribution was 33.2% higher than the O-D Survey. For zones north or west of the river, the gravity model calculated 42.3% more trips crossing the Chattahoochee than were observed in the O-D Survey. The impacts of “area” bias on the distribution of HBSshop trips crossing the Chattahoochee River is depicted in Table 3.8.1 using a compressed matrix of trips from the O-D Survey and another from the gravity model. Trip productions from zones south or east of the river that were observed crossing the Chattahoochee River in the O-D Survey totaled 49,918. In contrast, the gravity model estimated 62,246 HBSshop production trips from zones south and east of the river crossed the Chattahoochee River.

**Table 3.8.1
Comparison of Gravity Model (Without Topo Penalty) and O-D Survey
HBSshop Trips Crossing the Chattahoochee River Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|---------|--------------|----------------|-----------|--------------|-----------|-----------|----------------|---------|--------------|
| | North of River | | | South of River | | | OD | GM | OD | GM | Percent Diff |
| | OD | GM | Percent Diff | OD | GM | Percent Diff | | | | | |
| North of River | 698,146 | 678,525 | -2.8% | 46,119 | 65,646 | 42.3% | 744,265 | 744,171 | 96,037 | 127,892 | 33.2% |
| South of River | 49,918 | 62,246 | 24.7% | 1,405,402 | 1,392,882 | -0.9% | 1,455,320 | 1,455,128 | | | |
| Total | 748,064 | 740,771 | -1.0% | 1,451,521 | 1,458,528 | 0.5% | 2,199,585 | 2,199,299 | | | |

A topographic penalty or “Topo” penalty was incorporated in the gravity model process to compensate for the “area” bias created by the Chattahoochee River. The “Topo” penalty is a lump sum of time (in minutes) that is added to the composite time of interzonal times for all zonal pairs on opposite sides of the Chattahoochee River. The appropriate “Topo” penalties for the HBSshop market groups are listed below in minutes.

- Market Groups 1 & 2 – 2.5
- Market Group 3 – 1.5
- Market Group 4 – 2.0

With the addition of the “Topo” penalties to the composite times, gravity model estimates of HBSshop trips crossing the Chattahoochee River cutline were greatly improved. Gravity model results of trips crossing the Chattahoochee River cutline, using a “Topo” penalty application, are shown in Table 3.8.2 along with the number of trips observed crossing the river in the O-D Survey. The gravity model estimated a much improved 45,111 HBSshop trips crossing the Chattahoochee River from zones south and east of the river. This figure is 9.6% fewer than the 49,919 trips observed in the O-D Survey.

**Table 3.8.2
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBSshop Trips Crossing the Chattahoochee River Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|---------|---------------|----------------|-----------|---------------|-----------|-----------|----------------|--------|---------------|
| | North of River | | | South of River | | | OD | GM | OD | GM | Percent Diff. |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | | | | | |
| North of River | 698,146 | 695,440 | -0.4% | 46,119 | 48,720 | 5.6% | 744,265 | 744,160 | 96,037 | 93,831 | -2.3% |
| South of River | 49,918 | 45,111 | -9.6% | 1,405,402 | 1,410,008 | 0.3% | 1,455,320 | 1,455,119 | | | |
| Total | 748,064 | 740,551 | -1.0% | 1,451,521 | 1,458,728 | 0.5% | 2,199,585 | 2,199,279 | | | |

“Area” bias findings from the other three cutline boundaries are reported below for the I-20, I-285, and Ga.400/I-85/I-75. The total number of trips crossing I-20 from the gravity model was 12% higher in comparison with those observed in the O-D Survey. It indicated that there was no obvious “area” bias in trip distribution along that cutline boundary. I-20 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.8.3. Gravity model trips crossing the cutline boundary that were produced in zones north I-20 were 9.5% above their O-D Survey counterparts. For trips originating in zones south of I-20, gravity model estimates were 13.2% higher than those observed in the O-D Survey.

**Table 3.8.3
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBSHOP Trips Crossing the I-20 Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|---------------|---------------|-----------|---------------|---------------|---------|---------------|-----------|-----------|----------------|---------|---------------|
| | North of I-20 | | | South of I-20 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of I-20 | 1,623,941 | 1,619,562 | -0.3% | 43,607 | 47,756 | 9.5% | 1,667,548 | 1,667,318 | 131,412 | 147,190 | 12.0% |
| South of I-20 | 87,805 | 99,434 | 13.2% | 444,234 | 432,528 | -2.6% | 532,039 | 531,962 | | | |
| Total | 1,711,746 | 1,718,996 | 0.4% | 487,841 | 480,284 | -1.5% | 2,199,587 | 2,199,280 | | | |

The total number of HBSHOP trips crossing I-285 in the gravity model was 11.9% higher in comparison with those observed in the O-D Survey. That level of deviation does not indicate that there was an obvious “area” bias in trip distribution along that boundary. I-285 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.8.4. Gravity model trips crossing the cutline boundary that were produced from zones inside I-285 were virtually the same as their O-D Survey counterparts. For trips originating in zones outside of the I-285 boundary, gravity model estimates were 24.6% above those observed in the O-D Survey.

**Table 3.8.4
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBSHOP Trips Crossing the I-285 Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|------------------|------------------|-----------|---------------|-----------------|---------|---------------|-----------|-----------|----------------|---------|---------------|
| | Outside of I-285 | | | Inside of I-285 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| Outside of I-285 | 1,558,985 | 1,534,736 | -1.6% | 96,441 | 120,191 | 24.6% | 1,655,426 | 1,654,927 | 195,455 | 218,784 | 11.9% |
| Inside of I-285 | 99,014 | 98,593 | -0.4% | 446,049 | 446,705 | 0.1% | 545,063 | 545,298 | | | |
| Total | 1,657,999 | 1,633,329 | -1.5% | 542,490 | 566,896 | 4.5% | 2,200,489 | 2,200,225 | | | |

The number of trips crossing the Ga. 400/I-85/I-75 cutline in the gravity model was 10.2% higher, overall, in comparison with HBSHOP trips observed in the O-D Survey. That level of deviation indicates there was not an obvious “area” bias in trip distribution along that boundary. Ga. 400/I-85/I-75 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.8.5. Gravity model trips crossing the cutline boundary that were produced from zones west of the boundary were 13.2% higher than their O-D Survey counterparts. For trips originating in zones east of the Ga. 400/I-85/I-75 boundary, gravity model estimates were 8.2% above those observed in the O-D Survey.

Table 3.8.5
Comparison of Gravity Model (Without Topo Penalty) and O-D Survey
HBSch Trips Crossing the Ga. 400/I-85/I-75 Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|-------------------|-------------------------|-----------|---------------|-------------------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| | East of GA400/I-85/I-75 | | | West of GA400/I-85/I-75 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| East of GA400/ I- | 944,986 | 933,852 | -1.2% | 121,040 | 131,002 | 8.2% | 1,066,026 | 1,064,854 | 203,682 | 224,548 | 10.2% |
| West of GA400/ I- | 82,642 | 93,546 | 13.2% | 979,954 | 965,462 | -1.5% | 1,062,596 | 1,059,008 | | | |
| Total | 1,027,628 | 1,027,398 | 0.0% | 1,100,994 | 1,096,464 | -0.4% | 2,128,622 | 2,123,862 | | | |

3.9. Calibration of Home-Based School Gravity Model

HBSch trips were distributed similarly to HBW trips, which was explained in a previous section. There were two significant differences. The first is the number of HBSch trip purposes. HBSch trips were distributed over just one separate market range, as opposed to three for HBW trips. Secondly, composite measures of travel time were based on off-peak period time skims in comparison with A.M. peak period time skims for the HBW trip purposes.

In calculating composite time, two different factors were used to weight the contribution of transit travel time. There was one factor for all of the HBSch trip market grouping, as follows:

HBSch Income Groups 1-4: 0.12.

Final highway skims used in computing the composite time included terminal time in addition to interzonal and intrazonal travel times.

The overall process of calibrating and validating the HBSch trip purposes was exactly the same as for HBW trips. Production and attraction trip ends came directly from the Atlanta Regional Commission's 2001-2002 Household Travel Survey. Travel times were calculated using terminal times and interzonal travel times from the Atlanta Regional Commission's base year 2000 highway and transit model networks. The gravity model calibration consisted of making adjustments to friction factors for each HBSch trip purpose. Friction factor adjustments were made to achieve two desired outcomes. The first desired outcome was to get the average trip length of the gravity model within three percent (3%) of the average trip length observed in the Household Travel Survey data. The second desirable objective was getting the trip length frequency curve from the gravity model to generally replicate the trip length frequency curve of the observed origin-destination trip file that was extracted from the Household Travel Survey.

Results of the calibration process for the two HBSch trip purposes are presented in Figure 3.9.1. Figure 3.9.1 illustrates the comparison of the trip length frequency curves for combined HBSch income groups or purposes. The line graphs show that trip length frequency distribution from the gravity model generally matches the corresponding trip length frequency curve that was observed in the O-D Survey. In addition to the trip length frequency curve, computed average trip length for the combined HBSch trip purpose is within the three percent (3%) criteria. The average trip length from the gravity model was 15.59 minutes which was practically the same as the O-D Survey average of 15.48 minutes. There is less than 1% difference between the two.

The gravity model friction factors developed from this calibration process are shown graphically in Figure 3.9.2 while Table 3.9.1 lists the actual calibrated friction factor values for individual composite time increments between 1 and 100 minutes.

Figure 3.9.1

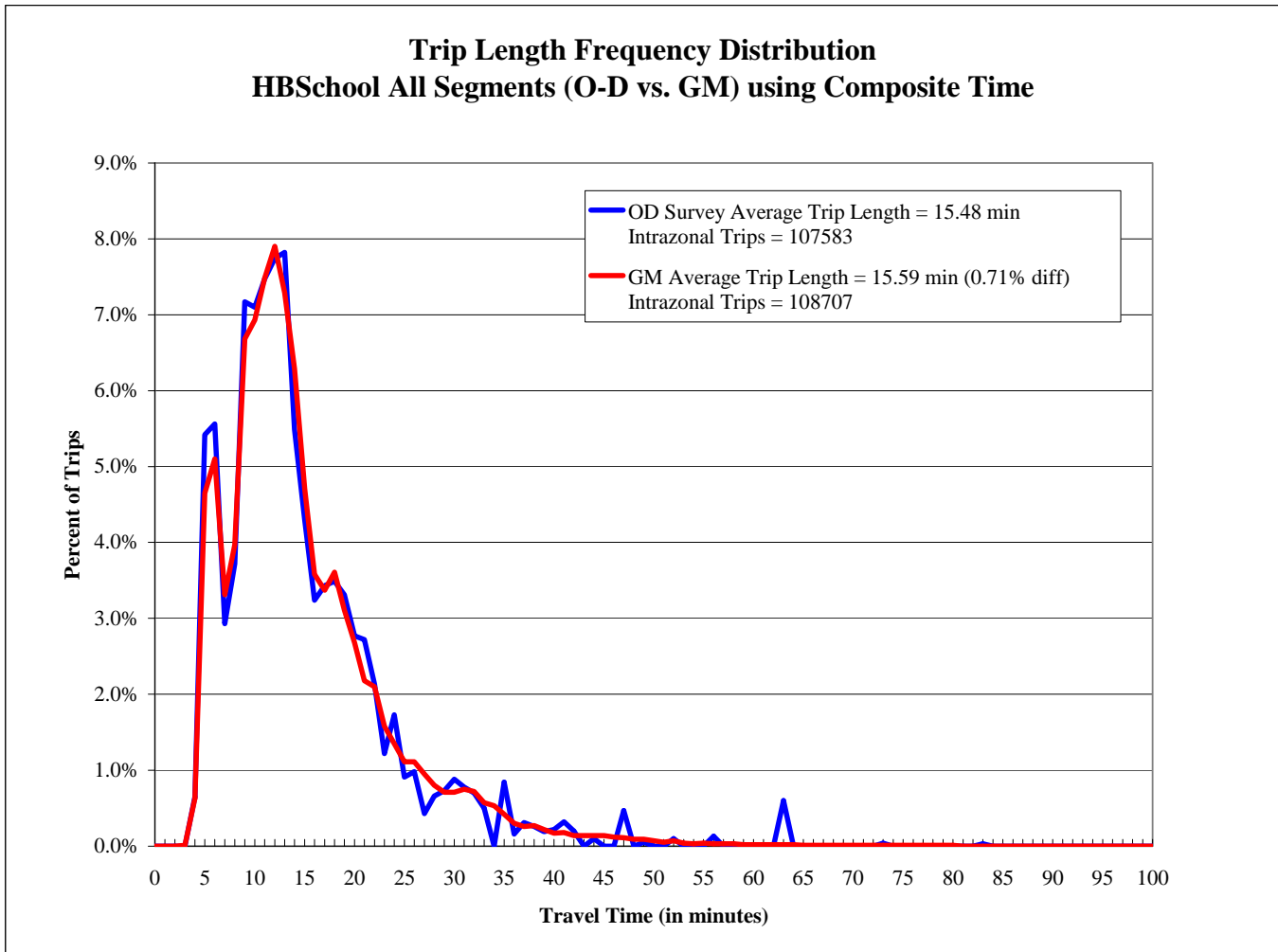


Figure 3.9.2
Home Based School Calibrated Gravity
Model
All Market Groups Friction Factors Curve

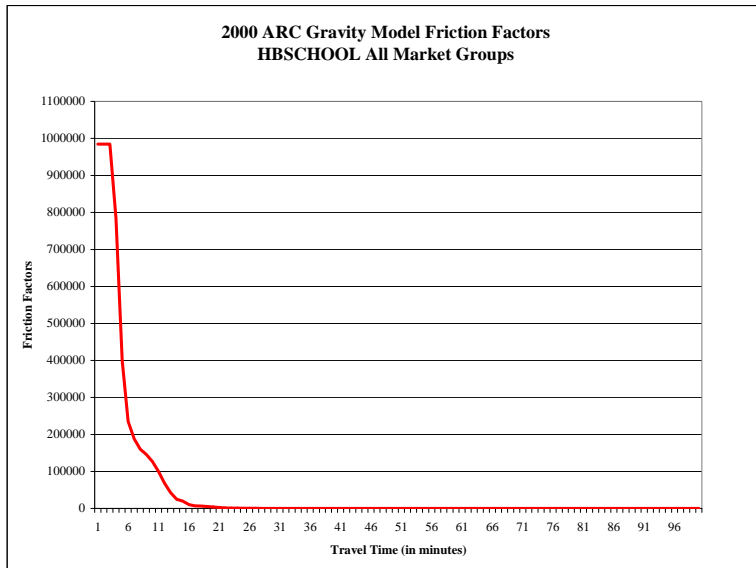


Table 3.9.1
Home Based School Calibrated Gravity
Model
All Market Groups Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 984609 | 26 | 693 | 51 | 20 | 76 | 4 |
| 2 | 984609 | 27 | 530 | 52 | 20 | 77 | 3 |
| 3 | 984609 | 28 | 418 | 53 | 20 | 78 | 3 |
| 4 | 784609 | 29 | 390 | 54 | 10 | 79 | 3 |
| 5 | 400000 | 30 | 366 | 55 | 10 | 80 | 3 |
| 6 | 235225 | 31 | 316 | 56 | 10 | 81 | 3 |
| 7 | 188180 | 32 | 274 | 57 | 10 | 82 | 1 |
| 8 | 159953 | 33 | 237 | 58 | 10 | 83 | 1 |
| 9 | 145800 | 34 | 208 | 59 | 10 | 84 | 1 |
| 10 | 127000 | 35 | 180 | 60 | 5 | 85 | 1 |
| 11 | 100000 | 36 | 121 | 61 | 5 | 86 | 1 |
| 12 | 67900 | 37 | 88 | 62 | 5 | 87 | 1 |
| 13 | 42500 | 38 | 80 | 63 | 5 | 88 | 1 |
| 14 | 25000 | 39 | 72 | 64 | 5 | 89 | 1 |
| 15 | 20000 | 40 | 48 | 65 | 5 | 90 | 1 |
| 16 | 10289 | 41 | 46 | 66 | 5 | 91 | 1 |
| 17 | 7331 | 42 | 43 | 67 | 5 | 92 | 1 |
| 18 | 6413 | 43 | 36 | 68 | 5 | 93 | 1 |
| 19 | 5498 | 44 | 36 | 69 | 4 | 94 | 1 |
| 20 | 4073 | 45 | 36 | 70 | 4 | 95 | 1 |
| 21 | 2874 | 46 | 30 | 71 | 4 | 96 | 1 |
| 22 | 1331 | 47 | 28 | 72 | 4 | 97 | 1 |
| 23 | 1132 | 48 | 25 | 73 | 4 | 98 | 1 |
| 24 | 932 | 49 | 24 | 74 | 4 | 99 | 1 |
| 25 | 733 | 50 | 20 | 75 | 4 | 100 | 1 |

3.10. Validation of Home-Based School Gravity Model

Although the HBSch gravity models were already validated in terms of trip length distribution and average trip lengths, potential “area” biases were investigated as well. “Area” bias formed by the Chattahoochee River dramatically affected the initial distribution of HBSch trips. According to the origins and destinations of HBSch trips observed crossing the Chattahoochee River in the O-D Survey, the gravity model distribution was 111.8% higher for trips produced in zones located north or west of the Chattahoochee River. For zones south or east of the river, the gravity model calculated 77.7% more trips crossing the Chattahoochee than were observed in the O-D Survey. The impacts of “area” bias on the distribution of HBSch trips crossing the Chattahoochee River is depicted in Table 3.10.1 using a compressed matrix of trips from the O-D Survey and another from the gravity model. Trip productions from zones north or west of the river and that were observed crossing the Chattahoochee River in the O-D Survey totaled 11,500. In contrast, the gravity model estimated 24,356 HBSch production trips from zones north and west of the river that crossed the Chattahoochee River.

**Table 3.10.1
Comparison of Gravity Model (Without Topo Penalty) and O-D Survey
HBSch Trips Crossing the Chattahoochee River Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|---------|--------------|----------------|---------|--------------|---------|---------|----------------|--------|--------------|
| | North of River | | | South of River | | | OD | GM | OD | GM | Percent Diff |
| | OD | GM | Percent Diff | OD | GM | Percent Diff | | | | | |
| North of River | 234,311 | 221,445 | -5.5% | 11,500 | 24,356 | 111.8% | 245,811 | 245,801 | 19,822 | 39,145 | 97.5% |
| South of River | 8,322 | 14,789 | 77.7% | 540,469 | 533,982 | -1.2% | 548,791 | 548,771 | | | |
| Total | 242,633 | 236,234 | -2.6% | 551,969 | 558,338 | 1.2% | 794,602 | 794,572 | | | |

A topographic penalty or “Topo” penalty was incorporated in the gravity model process to compensate for the “area” bias created by the Chattahoochee River. The “Topo” penalty is a lump sum of time (in minutes) that is added to the composite time of interzonal times for all zonal pairs on opposite sides of the Chattahoochee River. The appropriate “Topo” penalty for the HBSch market groups was calculated to be 4.0 minutes.

With the 4.0 minute “Topo” penalty added to composite times, gravity model estimates of HBSch trips crossing the Chattahoochee River cutline were greatly improved. Gravity Model results of trips crossing the Chattahoochee River cutline, using a “Topo” penalty application, are shown in Table 3.10.2 along with the number of trips observed crossing the river in the O-D Survey. Overall, total crossings from the gravity model improved from being 97.5% higher without “Topo” penalties to only 8.9% higher in comparison with the observed O-D trips. The gravity model estimated a much improved 14,261 HBSch trips crossing the Chattahoochee River from zones north and west of the river. This volume was 24% higher than the 11,500 trips observed in the O-D Survey but far better than if no “Topo” penalty was used.

Table 3.10.2
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBSch Trips Crossing the Chattahoochee River Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|---------|---------------|----------------|---------|---------------|---------|---------|----------------|--------|---------------|
| | North of River | | | South of River | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of River | 234,311 | 231,536 | -1.2% | 11,500 | 14,261 | 24.0% | 245,811 | 245,797 | 19,822 | 21,589 | 8.9% |
| South of River | 8,322 | 7,328 | -11.9% | 540,469 | 541,437 | 0.2% | 548,791 | 548,765 | | | |
| Total | 242,633 | 238,864 | -1.6% | 551,969 | 555,698 | 0.7% | 794,602 | 794,562 | | | |

“Area” bias findings from the other three cutline boundaries are reported below for the I-20, I-285, and Ga.400/I-85/I-75. The number of HBSch trips crossing I-20 from the gravity model was 21.7% higher, overall, in comparison with those observed in the O-D Survey. It indicated that there was no obvious “area” bias in trip distribution along that cutline boundary. I-20 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.10.3. Gravity model trips crossing the cutline boundary that were produced in zones north I-20, were 7.6% lower their O-D Survey counterparts. For trips originating in zones south of I-20, gravity model estimates were 52.7% higher than those observed in the O-D Survey.

Table 3.10.3
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBSch Trips Crossing the I-20 Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|---------------|---------------|---------|---------------|---------------|---------|---------------|---------|---------|----------------|--------|---------------|
| | North of I-20 | | | South of I-20 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of I-20 | 563,082 | 564,419 | 0.2% | 20,212 | 18,843 | -6.8% | 583,294 | 583,262 | 38,683 | 47,086 | 21.7% |
| South of I-20 | 18,471 | 28,243 | 52.9% | 192,838 | 183,057 | -5.1% | 211,309 | 211,300 | | | |
| Total | 581,553 | 592,662 | 1.9% | 213,050 | 201,900 | -5.2% | 794,603 | 794,562 | | | |

The number of HBSch trips crossing I-285 in the gravity model was 8.9% higher, overall, in comparison with those observed in the O-D Survey. That level of deviation does not indicate that there was an obvious “area” bias in trip distribution along that boundary. I-285 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.10.4. Gravity model trips crossing the cutline boundary, which were produced from zones inside I-285, were 9.2% higher than their O-D Survey counterparts. For trips originating in zones outside of the I-285 boundary, gravity model estimates were 8.7% above those observed in the O-D Survey.

Table 3.10.4
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
HBSch Trips Crossing the I-285 Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|------------------|------------------|---------|---------------|-----------------|---------|---------------|---------|---------|----------------|--------|---------------|
| | Outside of I-285 | | | Inside of I-285 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| Outside of I-285 | 582,265 | 578,247 | -0.7% | 45,498 | 49,479 | 8.7% | 627,763 | 627,726 | 64,779 | 70,526 | 8.9% |
| Inside of I-285 | 19,281 | 21,047 | 9.2% | 147,558 | 145,789 | -1.2% | 166,839 | 166,836 | | | |
| Total | 601,546 | 599,294 | -0.4% | 193,056 | 195,268 | 1.1% | 794,602 | 794,562 | | | |

The number of HBSch trips crossing the Ga. 400/I-85/I-75 cutline in the gravity model was 4.1% lower, overall, in comparison with HBSch trips observed in the O-D Survey. That level of deviation indicates that Ga. 400, I-85 and I-75, in combination, do not form a physical barrier that deters school trips. For the most part, Ga. 400, I-

85 and I-75 split political jurisdictions, instead of dividing them. As such, it is not surprising that a relatively high number of school trips were observed crossing this particular cutline boundary. While this amount of deviation between the observed and gravity model trip distributions is relatively high in comparison with the other trip purposes and cutlines, no adjustments was made to modify HBSch trips beyond the 4.0 minute Chattahoochee River "Topo" penalty. Ga.400/I-85/I-75 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.10.5. Gravity model trips crossing the cutline boundary that were produced from zones west of the boundary were 14.7% higher than their O-D Survey counterparts. For trips originating in zones east of the Ga. 400/I-85/I-75 boundary, gravity model estimates were 11% below those observed in the O-D Survey.

Table 3.10.5
Comparison of Gravity Model (With Topo Penalty) and O-D
Survey
HBSch Trips Crossing the Ga. 400/I-85/I-75 Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|-------------------|-------------------------|---------|---------------|-------------------------|---------|---------------|---------|---------|----------------|--------|---------------|
| | East of GA400/I-85/I-75 | | | West of GA400/I-85/I-75 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| East of GA400/ I- | 355,245 | 365,297 | 2.8% | 48,456 | 43,141 | -11.0% | 403,701 | 408,438 | 66,258 | 63,568 | -4.1% |
| West of GA400/ I- | 17,802 | 20,427 | 14.7% | 346,714 | 338,205 | -2.5% | 364,516 | 358,632 | | | |
| Total | 373,047 | 385,724 | 3.4% | 395,170 | 381,346 | -3.5% | 768,217 | 767,070 | | | |

3.11. Calibration of Home-Based University Gravity Model

Trip distribution of HBU trips was done similarly to HBW trips, which was explained earlier. There were two significant differences. The first is the number of HBU trip purposes. HBU trips were distributed over one household market group (1-4), as opposed to three (3) for HBW trips. Secondly, composite measures of travel time were based on off-peak period time skims in comparison with A.M. peak period time skims for the HBW trip purposes.

In calculating composite time, the factor used to weight the contribution of transit travel time was 0.12. Final highway skims used in computing the composite times included terminal time on top of interzonal and intrazonal travel times.

The overall process of calibrating and validating the HBU trip purpose was exactly the same as for HBW trips. Production and attraction trip ends came directly from the Atlanta Regional Commission's 2001-2002 Household Travel Survey. Travel times were calculated using terminal times and interzonal travel times from the Atlanta Regional Commission's base year 2000 highway and transit model networks. The gravity model calibration consisted of making adjustments to friction factors. Friction factor adjustments were made to achieve two desired outcomes. The first desired outcome was to get the average trip length of the gravity model within three percent (3%) of the average trip length observed in the Household Travel Survey data. The second desirable objective was getting the trip length frequency curve from the gravity model to generally replicate the trip length frequency curve of the observed origin-destination trip file that was extracted from the Household Travel Survey.

Results of the calibration process for the HBU trip purpose is presented in Figure 3.11.1. It illustrates the difference between the O-D Survey and gravity model trip length frequency curves. The line graphs show that the trip length frequency distribution from the gravity model generally matches its corresponding trip length frequency curve observed in the O-D Survey. In addition to the trip length frequency curves, computed average trip lengths for the HBU trip purpose are within the three percent (3%) criteria. The average trip length

from the gravity model was 28.81 minutes which was slightly lower than the O-D Survey average of 28.95 minutes but well within the 3% criteria.

The gravity model friction factors developed in the calibration process are shown graphically in Figure 3.11.2. Table 3.11.1 lists the actual calibrated friction factor values for individual composite time increments between 1 and 100 minutes.

Figure 3.11.1

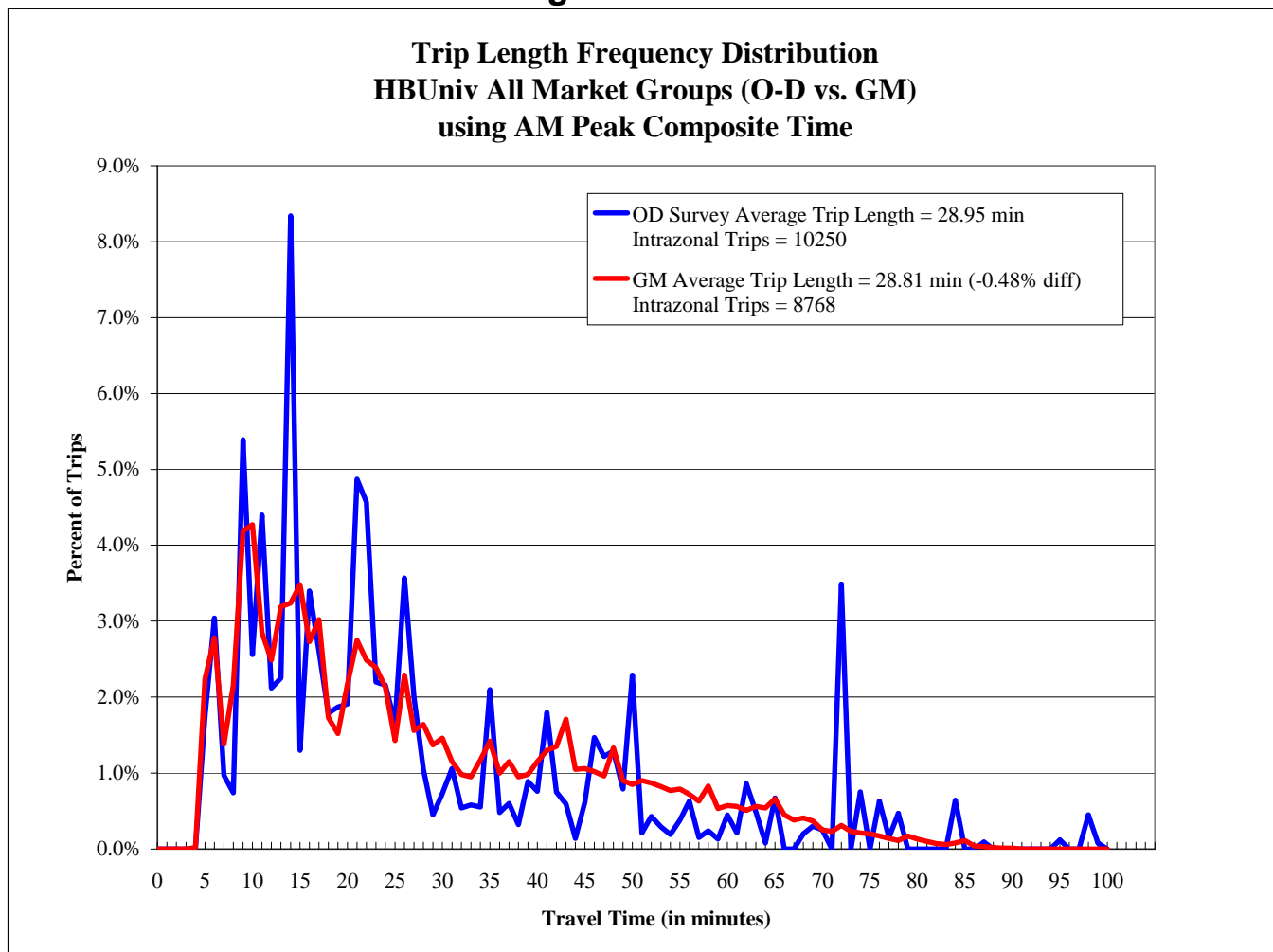


Figure 3.11.2
Home Based University Calibrated Gravity
Model
All Market Groups Friction Factors Curve

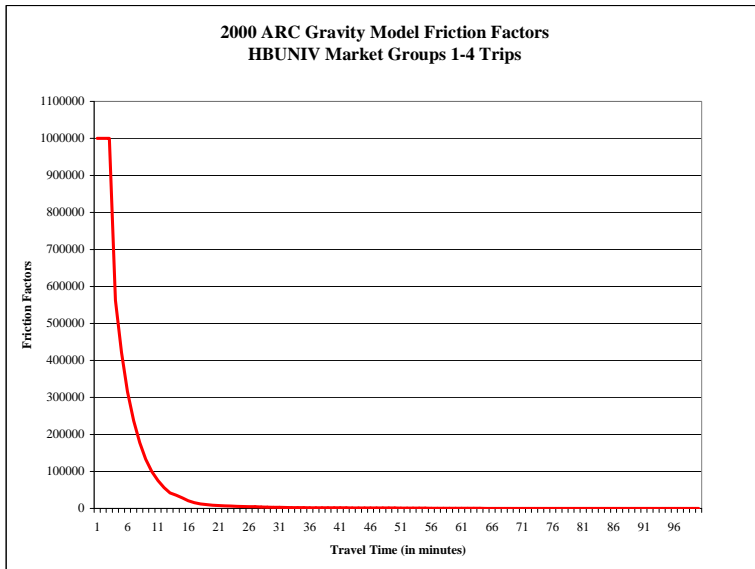


Table 3.11.1
Home Based University Calibrated Gravity
Model
All Market Groups Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1,000,000 | 26 | 4,989 | 51 | 1,197 | 76 | 156 |
| 2 | 1,000,000 | 27 | 4,816 | 52 | 1,162 | 77 | 143 |
| 3 | 1,000,000 | 28 | 4,293 | 53 | 1,132 | 78 | 106 |
| 4 | 562,500 | 29 | 3,484 | 54 | 1,032 | 79 | 106 |
| 5 | 421,875 | 30 | 3,265 | 55 | 921 | 80 | 92 |
| 6 | 316,406 | 31 | 2,939 | 56 | 851 | 81 | 91 |
| 7 | 237,305 | 32 | 2,641 | 57 | 790 | 82 | 76 |
| 8 | 177,979 | 33 | 2,492 | 58 | 770 | 83 | 68 |
| 9 | 133,484 | 34 | 2,350 | 59 | 750 | 84 | 67 |
| 10 | 100,113 | 35 | 2,253 | 60 | 726 | 85 | 63 |
| 11 | 75,085 | 36 | 2,157 | 61 | 696 | 86 | 57 |
| 12 | 56,314 | 37 | 2,100 | 62 | 667 | 87 | 37 |
| 13 | 42,235 | 38 | 2,004 | 63 | 624 | 88 | 34 |
| 14 | 36,000 | 39 | 1,898 | 64 | 542 | 89 | 15 |
| 15 | 28,600 | 40 | 1,805 | 65 | 494 | 90 | 15 |
| 16 | 20,957 | 41 | 1,726 | 66 | 428 | 91 | 4 |
| 17 | 15,717 | 42 | 1,605 | 67 | 397 | 92 | 4 |
| 18 | 12,298 | 43 | 1,543 | 68 | 375 | 93 | 4 |
| 19 | 10,222 | 44 | 1,483 | 69 | 325 | 94 | 2 |
| 20 | 8,914 | 45 | 1,434 | 70 | 295 | 95 | 2 |
| 21 | 7,865 | 46 | 1,392 | 71 | 262 | 96 | 2 |
| 22 | 7,260 | 47 | 1,350 | 72 | 237 | 97 | 2 |
| 23 | 6,622 | 48 | 1,313 | 73 | 229 | 98 | 1 |
| 24 | 5,980 | 49 | 1,277 | 74 | 196 | 99 | 1 |
| 25 | 5,454 | 50 | 1,234 | 75 | 182 | 100 | 1 |

3.12. Validation of Home-Based University Gravity Model

Although the HBU gravity model was already validated in terms of trip length distribution and average trip lengths, there are potential “area” biases to consider as well. “Area” bias formed by the Chattahoochee River dramatically affect some trip purposes. The distribution of HBU trips, however, appears not to have been significantly affected by the Chattahoochee River. According to the origins and destinations of HBU trips observed crossing the Chattahoochee River in the O-D Survey, the gravity model distribution was just 2.8% lower for trips produced in zones located north or west of the Chattahoochee River. For zones south or east of the river, the gravity model calculated 7% more trips crossing the Chattahoochee than were observed in the O-D Survey. The impacts of “area” bias on the distribution of HBU trips crossing the Chattahoochee River is depicted in Table 3.12.1 using a compressed matrix of trips from the O-D Survey and another from the gravity model. Trip productions from zones north or west of the river and that were observed crossing the Chattahoochee River in the O-D Survey totaled 10,847. In contrast, the gravity model estimated 10,548 HBU production trips from zones north and west of the river that crossed the Chattahoochee River.

**Table 3.12.1
Comparison of Gravity Model (Without Topo Penalty) and O-D Survey
HBU Trips Crossing the Chattahoochee River Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|--------|---------------|----------------|---------|---------------|---------|---------|----------------|--------|---------------|
| | North of River | | | South of River | | | OD | GM | OD | GM | Percent Diff. |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | | | | | |
| North of River | 45,505 | 45,802 | 0.7% | 10,847 | 10,548 | -2.8% | 56,352 | 56,350 | 19,108 | 19,386 | 1.5% |
| South of River | 8,261 | 8,838 | 7.0% | 107,988 | 107,415 | -0.5% | 116,249 | 116,253 | | | |
| Total | 53,766 | 54,640 | 1.6% | 118,835 | 117,963 | -0.7% | 172,601 | 172,603 | | | |

It appears that HBU gravity model trips are distributed reasonably well over the Chattahoochee River cutline boundary without a “Topo” penalty. Therefore, no “Topo” penalty was incorporated into the HBU gravity model process.

“Area” bias findings from the other three cutline boundaries are reported below for the I-20, I-285, and Ga.400/I-85/I-75. The number of HBU trips crossing I-20 from the gravity model was 61.5% higher, overall, in comparison with those observed in the O-D Survey. It indicated that there is possibly an “area” bias in trip distribution along that cutline boundary. I-20 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.12.2. Gravity model trips crossing the cutline boundary that were produced in zones north of I-20 were 53.8% above their O-D Survey counterparts. For trips originating in zones south of I-20, gravity model estimates were 65.1% higher than those observed in the O-D Survey.

While these differences between gravity model calculations and the O-D Survey are relatively large at the I-20 cutline boundary, in terms of the percentage deviation, no remediation procedures were incorporated in the HBU trip distribution process. There are two reasons for not implementing corrective measures. First, the sample size of HBU trips in the O-D Survey is very small in comparison with other trip purposes. In light of its sample size, the 60.4% deviation falls within an acceptable range of deviation. Second, the HBU trip purpose accounts for a small share of the total population of household-based trips. Any changes in the distribution of HBU trips would have a very small impact on the rest of the travel demand model.

**Table 3.12.2
Comparison of Gravity Model (No Topo Penalty)
and O-D Survey
HBU Trips Crossing the I-20 Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|---------------|---------------|---------|---------------|---------------|--------|---------------|---------|---------|----------------|--------|---------------|
| | North of I-20 | | | South of I-20 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of I-20 | 130,462 | 126,791 | -2.8% | 6,826 | 10,499 | 53.8% | 137,288 | 137,290 | 16,222 | 26,013 | 60.4% |
| South of I-20 | 9,396 | 15,514 | 65.1% | 25,917 | 19,801 | -23.6% | 35,313 | 35,315 | | | |
| Total | 139,858 | 142,305 | 1.7% | 32,743 | 30,300 | -7.5% | 172,601 | 172,605 | | | |

The total number of HBU trips crossing I-285 in the gravity model was essentially the same as those observed in the O-D Survey. That level of deviation indicates there was not an “area” bias in trip distribution along that boundary. I-285 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.12.3. Gravity model trips crossing the cutline boundary that were produced from zones inside I-285 were 8.4% higher than their O-D Survey counterparts. For trips originating in zones outside of the I-285 boundary, gravity model estimates were 2.4% lower those observed in the O-D Survey.

**Table 3.12.3
Comparison of Gravity Model (No Topo Penalty) and O-D Survey
HBU Trips Crossing the I-285 Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|------------------|------------------|---------|---------------|-----------------|--------|---------------|---------|---------|----------------|--------|---------------|
| | Outside of I-285 | | | Inside of I-285 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| Outside of I-285 | 94,184 | 94,878 | 0.7% | 28,659 | 27,969 | -2.4% | 122,843 | 122,847 | 38,446 | 38,575 | 0.3% |
| Inside of I-285 | 9,787 | 10,606 | 8.4% | 39,973 | 39,151 | -2.1% | 49,760 | 49,757 | | | |
| Total | 103,971 | 105,484 | 1.5% | 68,632 | 67,120 | -2.2% | 172,603 | 172,604 | | | |

The number of HBU trips crossing the Ga. 400/I-85/I-75 cutline in the gravity model was 6.2% lower, overall, in comparison with HBU trips observed in the O-D Survey. That level of deviation indicates that there is not an “area” bias along this cutline boundary. Ga.400/I-85/I-75 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.12.4. Gravity model trips crossing the cutline boundary that were produced from zones west of the boundary were 6.2% lower than their O-D Survey counterparts. For trips originating in zones east of the Ga. 400/I-85/I-75 boundary, gravity model estimates were 12% below those observed in the O-D Survey.

Table 3.12.4
Comparison of Gravity Model (No Topo Penalty) and O-D
Survey
HBU Trips Crossing the Ga. 400/I-85/I-75 Cutline Boundary

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|-------------------|-------------------------|--------|---------------|-------------------------|---------|---------------|---------|---------|----------------|--------|---------------|
| | East of GA400/I-85/I-75 | | | West of GA400/I-85/I-75 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| East of GA400/ I- | 49,285 | 53,769 | 9.1% | 35,302 | 31,082 | -12.0% | 84,587 | 84,851 | 44,836 | 40,027 | -10.7% |
| West of GA400/ I- | 9,534 | 8,945 | -6.2% | 70,498 | 71,001 | 0.7% | 80,032 | 79,946 | | | |
| Total | 58,819 | 62,714 | 6.6% | 105,800 | 102,083 | -3.5% | 164,619 | 164,797 | | | |

3.13. Calibration of Non-Home Based Gravity Model

NHB trips were distributed similarly to HBW trips, which were explained earlier. There were two important differences. The first is the number of NHB trip purposes. NHB trips were distributed over four household market segments as opposed to the three (3) for HBW trips. Secondly, composite measures of travel time were based on off-peak period time skims in comparison with A.M. peak period time skims for the HBW trip purposes.

In calculating composite time, the factor used to weight the contribution of transit travel time was 0.115. Final highway skims used in computing the composite times included terminal time and intrazonal travel times.

The overall process of calibrating and validating the NHB trip purpose was exactly the same as for HBW trips. Production and attraction trip ends came directly from the Atlanta Regional Commission's 2001-2002 Household Travel Survey. Travel times were calculated using terminal times and interzonal travel times from the Atlanta Regional Commission's base year 2000 highway and transit model networks. The gravity model calibration consisted of making adjustments to friction factors. Friction factor adjustments were made to achieve two desired outcomes. The first desired outcome was to get the average trip length of the gravity model within three percent (3%) of the average trip length observed in the Household Travel Survey data. The second desirable objective was getting the trip length frequency curve from the gravity model to generally replicate the trip length frequency curve of the observed origin-destination trip file that was extracted from the Household Travel Survey.

The results from the calibration of the NHB trips by each market segment are presented in Figures 3.13.1 – 3.13.4. These figures also illustrate the difference between the O-D Survey and gravity model trip length frequency curves. The line graphs show that the trip length frequency distributions from the gravity models generally match their corresponding trip length frequency curve observed in the O-D Survey. In addition to the trip length frequency curves, computed average trip lengths for the NHB trip purposes are within the three percent (3%) criteria. The average trip length from the gravity models are all within 1% of the average trip length from the O-D Survey for all of the market groups.

The gravity model friction factors developed in the calibration process are shown graphically in Figures 3.13.5 – 3.13.8. Tables 3.13.1 - 3.13.4 list the actual calibrated friction factor values for individual composite time increments between 1 and 100 minutes.

Figure 3.13.1
NHB Market Group 1 Trips (O-D vs. GM)

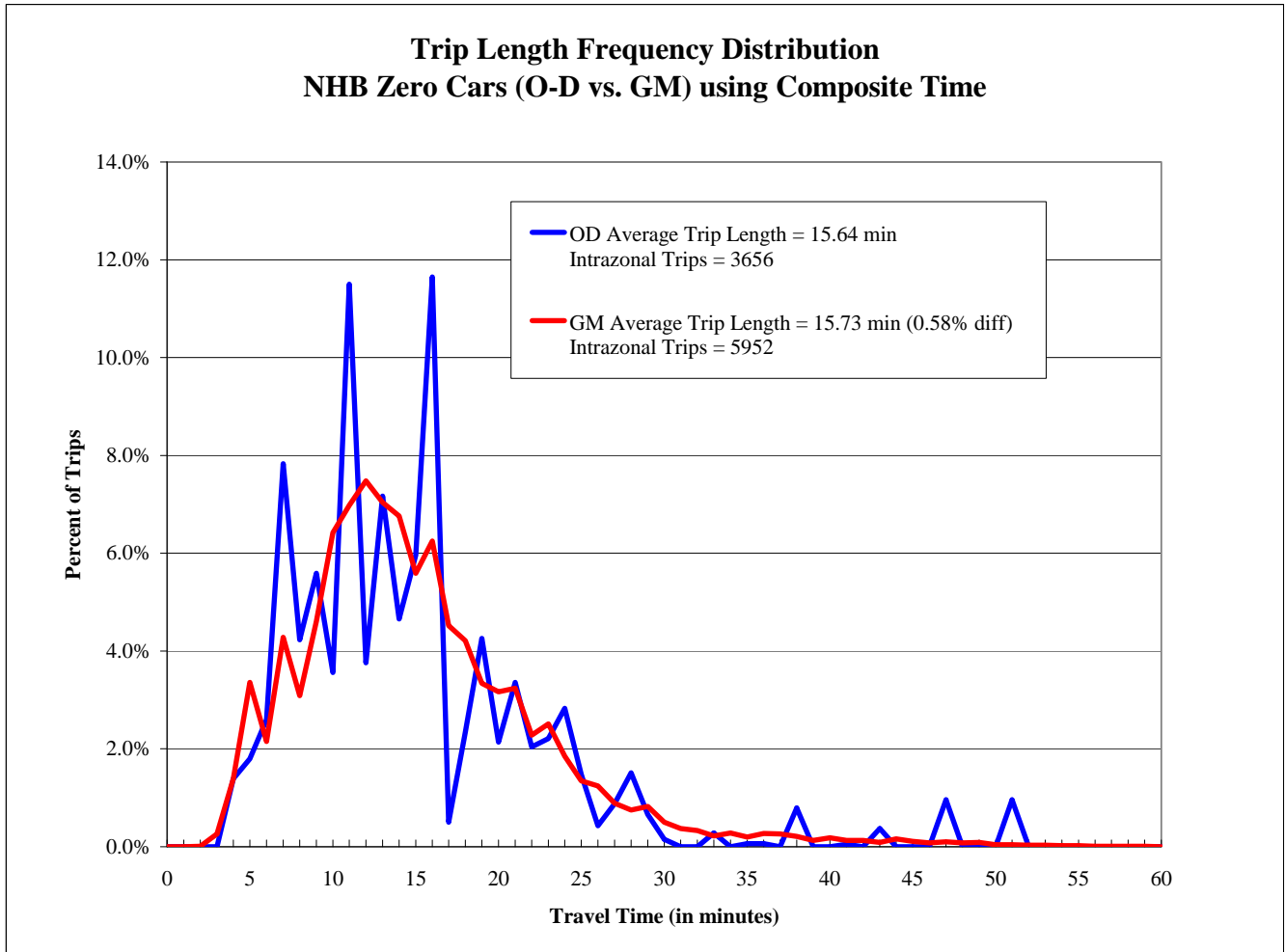


Figure 3.13.2
NHB Market Group 2 Trips (O-D vs. GM)

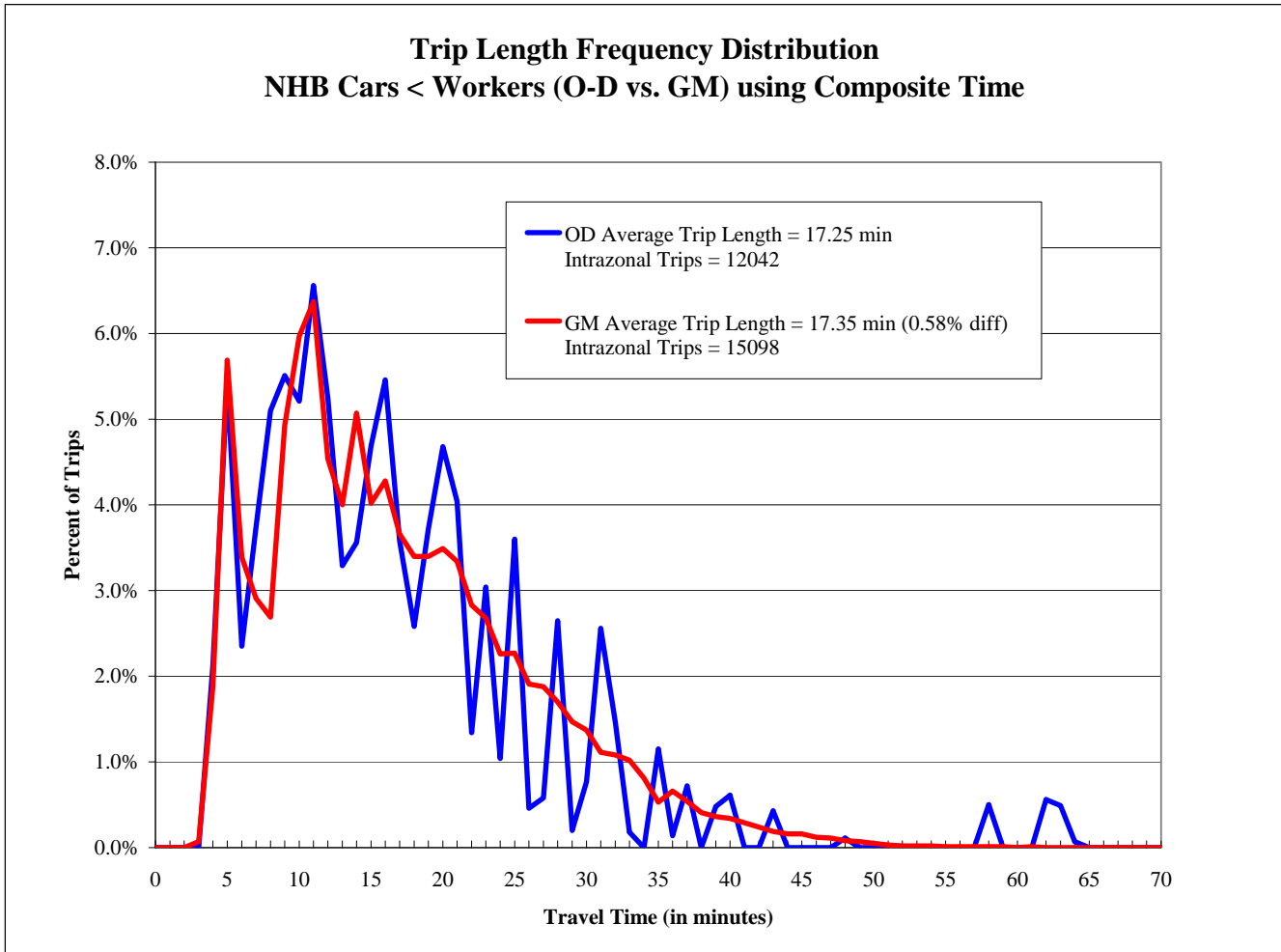


Figure 3.13.3
NHB Market Group 3 Trips (O-D vs. GM)

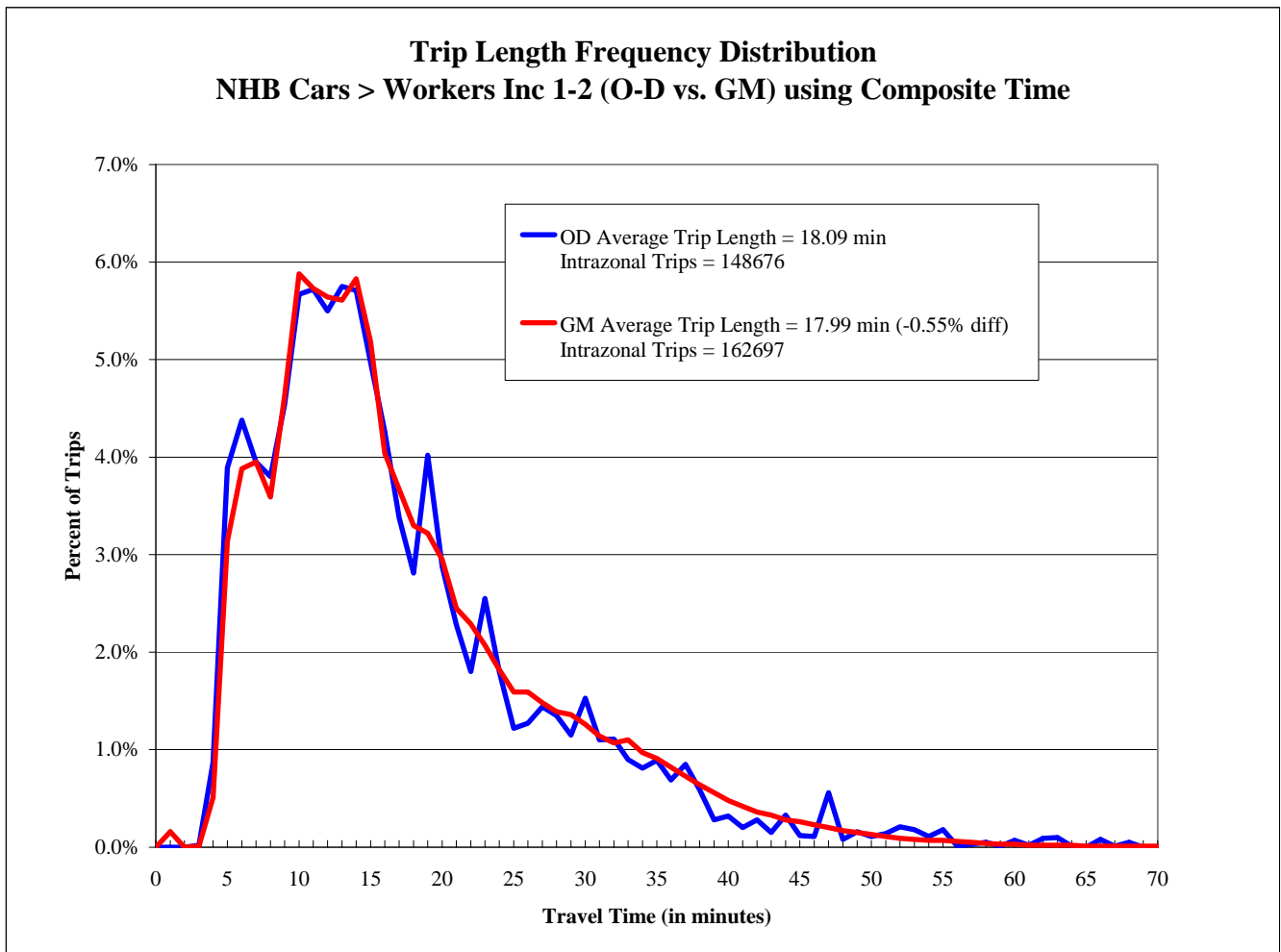


Figure 3.13.4
NHB Market Group 4 Trips (O-D vs. GM)

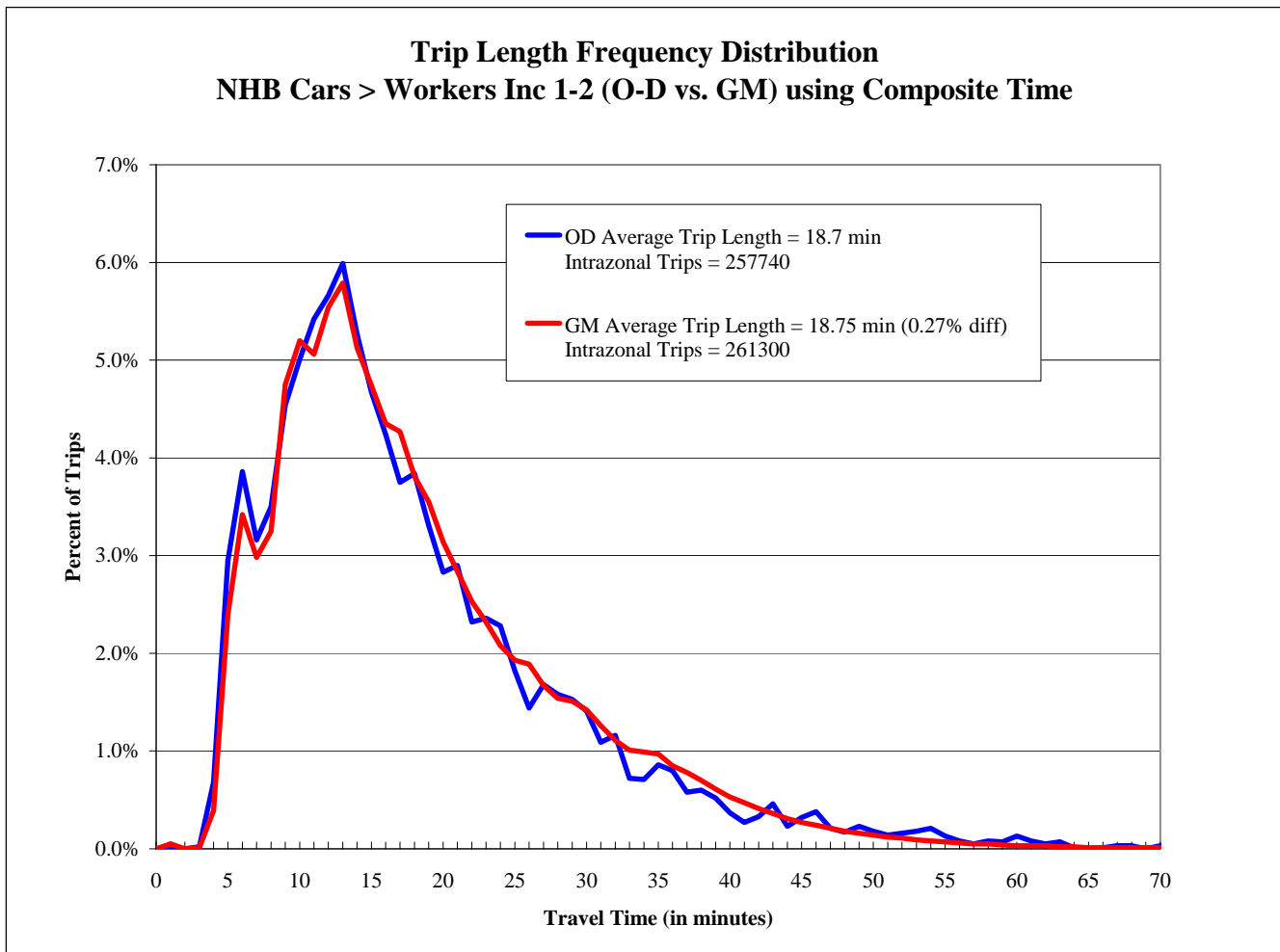


Figure 3.13.5
Non Home Based Calibrated Gravity Model
Market Group 1 Friction Factors Curve

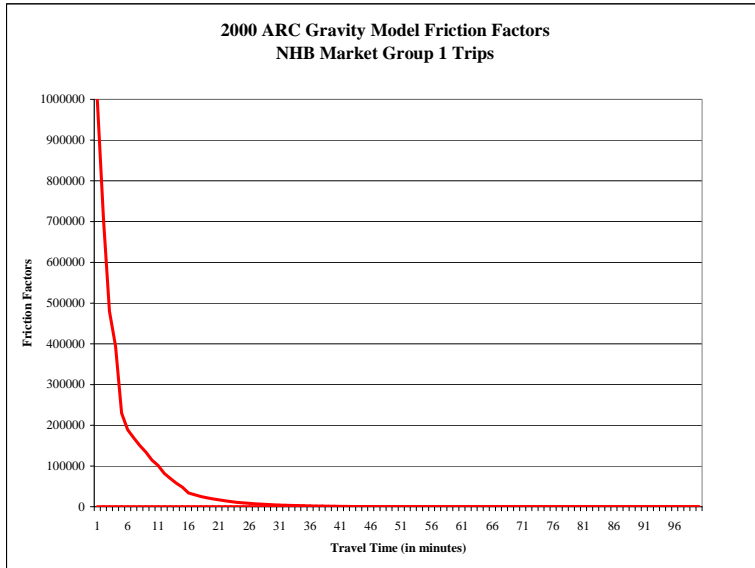


Table 3.13.1
Non Home Based Calibrated Gravity Model
Market Group 1 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 999999 | 26 | 8372 | 51 | 215 | 76 | 5 |
| 2 | 705000 | 27 | 7285 | 52 | 139 | 77 | 4 |
| 3 | 480000 | 28 | 6337 | 53 | 121 | 78 | 3 |
| 4 | 395000 | 29 | 5514 | 54 | 105 | 79 | 3 |
| 5 | 230000 | 30 | 4799 | 55 | 91 | 80 | 3 |
| 6 | 189000 | 31 | 4175 | 56 | 79 | 81 | 3 |
| 7 | 169000 | 32 | 3632 | 57 | 69 | 82 | 3 |
| 8 | 150000 | 33 | 3161 | 58 | 60 | 83 | 3 |
| 9 | 134000 | 34 | 2749 | 59 | 52 | 84 | 3 |
| 10 | 114276 | 35 | 2393 | 60 | 45 | 85 | 1 |
| 11 | 101462 | 36 | 2080 | 61 | 39 | 86 | 1 |
| 12 | 82135 | 37 | 1811 | 62 | 34 | 87 | 1 |
| 13 | 70000 | 38 | 1574 | 63 | 30 | 88 | 1 |
| 14 | 58000 | 39 | 1370 | 64 | 26 | 89 | 1 |
| 15 | 48000 | 40 | 1192 | 65 | 23 | 90 | 1 |
| 16 | 33703 | 41 | 987 | 66 | 20 | 91 | 1 |
| 17 | 29323 | 42 | 860 | 67 | 17 | 92 | 1 |
| 18 | 25510 | 43 | 747 | 68 | 15 | 93 | 1 |
| 19 | 22193 | 44 | 660 | 69 | 13 | 94 | 1 |
| 20 | 19309 | 45 | 624 | 70 | 11 | 95 | 1 |
| 21 | 16797 | 46 | 542 | 71 | 10 | 96 | 1 |
| 22 | 14615 | 47 | 470 | 72 | 9 | 97 | 1 |
| 23 | 12716 | 48 | 409 | 73 | 8 | 98 | 1 |
| 24 | 11063 | 49 | 358 | 74 | 7 | 99 | 1 |
| 25 | 9623 | 50 | 310 | 75 | 6 | 100 | 1 |

Figure 3.13.6
Non Home Based Calibrated Gravity Model
Market Group 2 Friction Factors Curve

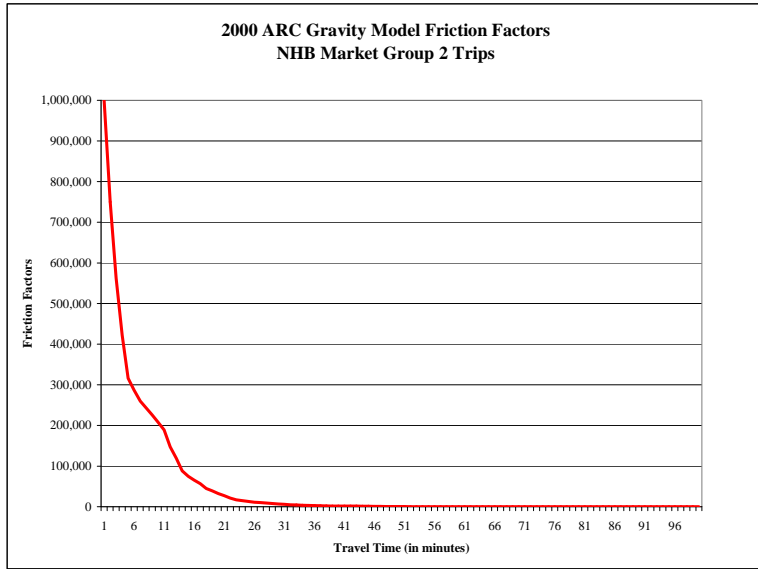


Table 3.13.2
Non Home Based Calibrated Gravity Model
Market Group 2 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 999999 | 26 | 11341 | 51 | 491 | 76 | 14 |
| 2 | 749999 | 27 | 10385 | 52 | 427 | 77 | 12 |
| 3 | 562499 | 28 | 9036 | 53 | 372 | 78 | 10 |
| 4 | 421874 | 29 | 7861 | 54 | 323 | 79 | 9 |
| 5 | 316406 | 30 | 6838 | 55 | 282 | 80 | 8 |
| 6 | 287140 | 31 | 5950 | 56 | 245 | 81 | 7 |
| 7 | 260150 | 32 | 5175 | 57 | 213 | 82 | 6 |
| 8 | 243000 | 33 | 4504 | 58 | 186 | 83 | 5 |
| 9 | 225980 | 34 | 3918 | 59 | 162 | 84 | 4 |
| 10 | 207557 | 35 | 3408 | 60 | 141 | 85 | 3 |
| 11 | 189135 | 36 | 2965 | 61 | 122 | 86 | 3 |
| 12 | 147378 | 37 | 2580 | 62 | 107 | 87 | 3 |
| 13 | 119466 | 38 | 2244 | 63 | 92 | 88 | 3 |
| 14 | 88204 | 39 | 1953 | 64 | 80 | 89 | 3 |
| 15 | 75003 | 40 | 1759 | 65 | 70 | 90 | 3 |
| 16 | 65252 | 41 | 1825 | 66 | 56 | 91 | 3 |
| 17 | 56770 | 42 | 1719 | 67 | 49 | 92 | 1 |
| 18 | 44900 | 43 | 1496 | 68 | 43 | 93 | 1 |
| 19 | 39062 | 44 | 1301 | 69 | 37 | 94 | 1 |
| 20 | 32480 | 45 | 1132 | 70 | 32 | 95 | 1 |
| 21 | 27405 | 46 | 985 | 71 | 28 | 96 | 1 |
| 22 | 21315 | 47 | 857 | 72 | 24 | 97 | 1 |
| 23 | 17220 | 48 | 746 | 73 | 21 | 98 | 1 |
| 24 | 14982 | 49 | 649 | 74 | 18 | 99 | 1 |
| 25 | 13035 | 50 | 564 | 75 | 16 | 100 | 1 |

Figure 3.13.7
Non Home Based Calibrated Gravity Model
Market Group 3 Friction Factors Curve

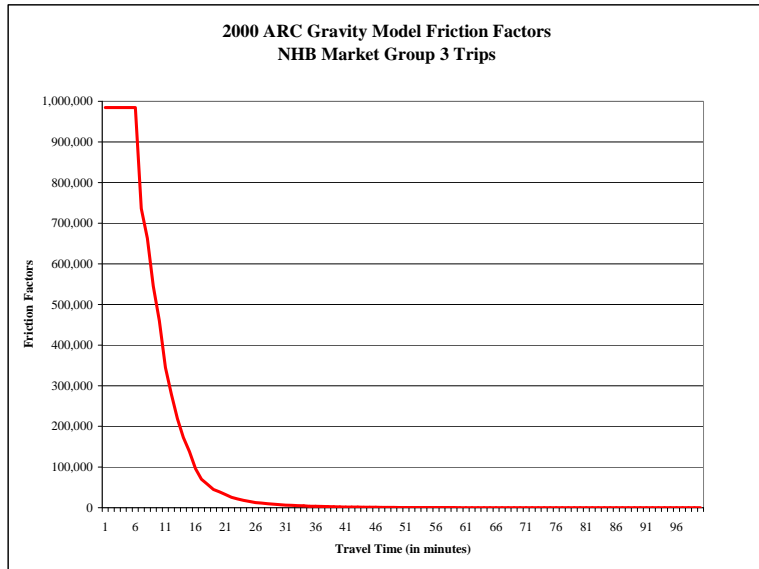


Table 3.13.3
Non Home Based Calibrated Gravity Model
Market Group 3 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 984609 | 26 | 12668 | 51 | 455 | 76 | 20 |
| 2 | 984609 | 27 | 11297 | 52 | 400 | 77 | 18 |
| 3 | 984609 | 28 | 9596 | 53 | 351 | 78 | 16 |
| 4 | 984609 | 29 | 8600 | 54 | 307 | 79 | 15 |
| 5 | 984609 | 30 | 7266 | 55 | 271 | 80 | 13 |
| 6 | 984609 | 31 | 6214 | 56 | 239 | 81 | 12 |
| 7 | 736250 | 32 | 5528 | 57 | 209 | 82 | 10 |
| 8 | 663049 | 33 | 5079 | 58 | 184 | 83 | 9 |
| 9 | 545000 | 34 | 4368 | 59 | 163 | 84 | 7 |
| 10 | 460000 | 35 | 3387 | 60 | 143 | 85 | 7 |
| 11 | 344592 | 36 | 3417 | 61 | 126 | 86 | 6 |
| 12 | 279722 | 37 | 2953 | 62 | 111 | 87 | 6 |
| 13 | 218598 | 38 | 2556 | 63 | 98 | 88 | 4 |
| 14 | 172776 | 39 | 2214 | 64 | 88 | 89 | 4 |
| 15 | 137899 | 40 | 1920 | 65 | 78 | 90 | 4 |
| 16 | 95865 | 41 | 1589 | 66 | 69 | 91 | 3 |
| 17 | 69971 | 42 | 1381 | 67 | 60 | 92 | 3 |
| 18 | 57121 | 43 | 1202 | 68 | 53 | 93 | 3 |
| 19 | 44562 | 44 | 1048 | 69 | 47 | 94 | 3 |
| 20 | 38627 | 45 | 914 | 70 | 42 | 95 | 3 |
| 21 | 32041 | 46 | 797 | 71 | 37 | 96 | 1 |
| 22 | 25359 | 47 | 698 | 72 | 32 | 97 | 1 |
| 23 | 21211 | 48 | 610 | 73 | 29 | 98 | 1 |
| 24 | 17804 | 49 | 534 | 74 | 26 | 99 | 1 |
| 25 | 14996 | 50 | 468 | 75 | 23 | 100 | 1 |

Figure 3.13.8
Non Home Based Calibrated Gravity Model
Market Group 4 Friction Factors Curve

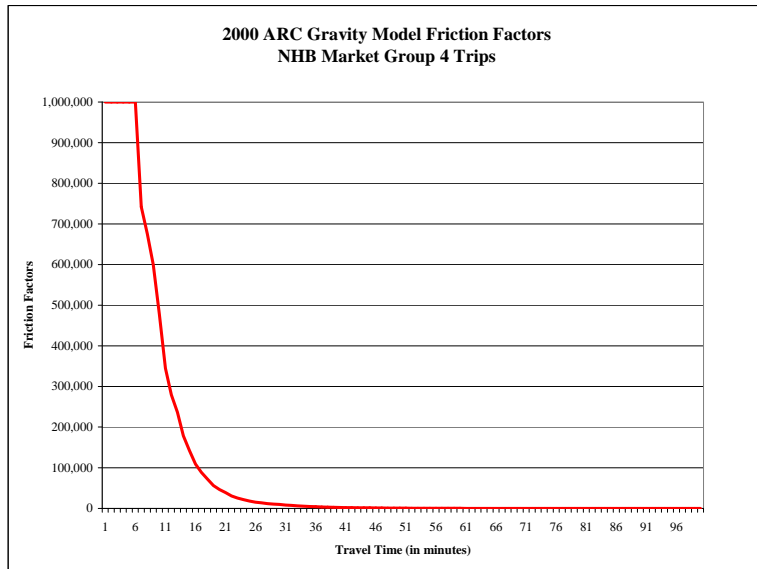


Table 3.13.4
Non Home Based Calibrated Gravity Model
Market Group 4 Friction Factors

| Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor | Time ¹ (minutes) | Friction Factor |
|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|--------------------------------|--------------------|
| 1 | 1000000 | 26 | 15222 | 51 | 517 | 76 | 23 |
| 2 | 1000000 | 27 | 13575 | 52 | 454 | 77 | 21 |
| 3 | 1000000 | 28 | 11531 | 53 | 399 | 78 | 16 |
| 4 | 1000000 | 29 | 10334 | 54 | 348 | 79 | 15 |
| 5 | 1000000 | 30 | 9702 | 55 | 308 | 80 | 13 |
| 6 | 1000000 | 31 | 8297 | 56 | 272 | 81 | 12 |
| 7 | 742000 | 32 | 7110 | 57 | 237 | 82 | 10 |
| 8 | 675000 | 33 | 6103 | 58 | 209 | 83 | 9 |
| 9 | 599500 | 34 | 5249 | 59 | 185 | 84 | 7 |
| 10 | 477873 | 35 | 4522 | 60 | 163 | 85 | 7 |
| 11 | 344592 | 36 | 4107 | 61 | 143 | 86 | 6 |
| 12 | 279722 | 37 | 3547 | 62 | 127 | 87 | 6 |
| 13 | 236414 | 38 | 3070 | 63 | 111 | 88 | 4 |
| 14 | 178363 | 39 | 2660 | 64 | 100 | 89 | 4 |
| 15 | 142359 | 40 | 2308 | 65 | 89 | 90 | 4 |
| 16 | 108862 | 41 | 2005 | 66 | 78 | 91 | 3 |
| 17 | 88285 | 42 | 1743 | 67 | 68 | 92 | 3 |
| 18 | 72072 | 43 | 1516 | 68 | 61 | 93 | 3 |
| 19 | 56226 | 44 | 1321 | 69 | 53 | 94 | 3 |
| 20 | 46417 | 45 | 1153 | 70 | 47 | 95 | 3 |
| 21 | 38502 | 46 | 1006 | 71 | 42 | 96 | 1 |
| 22 | 30473 | 47 | 881 | 72 | 37 | 97 | 1 |
| 23 | 25487 | 48 | 770 | 73 | 33 | 98 | 1 |
| 24 | 21394 | 49 | 674 | 74 | 29 | 99 | 1 |
| 25 | 18020 | 50 | 590 | 75 | 26 | 100 | 1 |

3.14. Validation of Non-Home Based Gravity Model

Although the NHB gravity model was already validated in terms of trip length distribution and average trip lengths, there are potential “area” biases to consider as well. “Area” bias formed by the Chattahoochee River significantly affected NHB trips. According to the origins and destinations of NHB trips observed crossing the Chattahoochee River in the O-D Survey, the gravity model distribution was 45.2% greater for trips produced in zones located north or west of the Chattahoochee River. For zones south or east of the river, the gravity model calculated 23.1% more trips crossing the Chattahoochee than were observed in the O-D Survey. The impacts of “area” bias on the distribution of NHB trips crossing the Chattahoochee River is depicted in Table 3.14.1 using a compressed matrix of trips from the O-D Survey and another from the gravity model. Trip productions from zones north or west of the river and that were observed crossing the Chattahoochee River in the O-D Survey totaled 153,818. In contrast, the gravity model estimated 223,375 NHB production trips from zones north and west of the river that crossed the Chattahoochee River.

**Table 3.14.1
Comparison of Gravity Model (Without Topo Penalty) and O-D Survey
NHB Trips Crossing the Chattahoochee River Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|-----------|--------------|----------------|-----------|--------------|-----------|-----------|----------------|---------|--------------|
| | North of River | | | South of River | | | | | | | |
| | OD | GM | Percent Diff | OD | GM | Percent Diff | OD | GM | OD | GM | Percent Diff |
| North of River | 1,061,485 | 991,838 | -6.6% | 153,818 | 223,375 | 45.2% | 1,215,303 | 1,215,213 | 323,799 | 432,560 | 33.6% |
| South of River | 169,981 | 209,185 | 23.1% | 2,658,495 | 2,619,136 | -1.5% | 2,828,476 | 2,828,321 | | | |
| Total | 1,231,466 | 1,201,023 | -2.5% | 2,812,313 | 2,842,511 | 1.1% | 4,043,779 | 4,043,534 | | | |

A topographic penalty or “Topo” penalty was incorporated in the gravity model process to compensate for the “area” bias created by the Chattahoochee River. The “Topo” penalty is a lump sum of time (in minutes) that is added to the composite time of interzonal times for all zonal pairs on opposite sides of the Chattahoochee River. The appropriate “Topo” penalties in minutes for the NHB market groups are listed below.

- Market Group 1 – 3.0
- Market Group 2 – 1.0
- Market Group 3 – 3.0
- Market Group 4 – 2.0

With the “Topo” penalties added to composite times, gravity model estimates of NHB trips crossing the Chattahoochee River cutline were greatly improved. Gravity model results of trips crossing the Chattahoochee River cutline, using a “Topo” penalty application, are shown in Table 3.14.2 along with the number of trips observed crossing the river in the O-D Survey. The gravity model estimated 177,959 NHB trips crossing the Chattahoochee River from zones north and west of the river which was much better than the 223,375 computed when “Topo” penalties were not applied. This volume is still 15.7% higher than the 153,818 trips observed in the O-D Survey but far better than without a “Topo” penalty.

**Table 3.14.2
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
NHB Trips Crossing the Chattahoochee River Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|----------------|----------------|-----------|---------------|----------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| | North of River | | | South of River | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of River | 1,061,485 | 1,037,231 | -2.3% | 153,818 | 177,959 | 15.7% | 1,215,303 | 1,215,190 | 323,799 | 336,939 | 4.1% |
| South of River | 169,981 | 158,980 | -6.5% | 2,658,495 | 2,669,310 | 0.4% | 2,828,476 | 2,828,290 | | | |
| Total | 1,231,466 | 1,196,211 | -2.9% | 2,812,313 | 2,847,269 | 1.2% | 4,043,779 | 4,043,480 | | | |

“Area” bias findings from the other three cutline boundaries are reported below for the I-20, I-285, and Ga.400/I-85/I-75. The number of NHB trips crossing I-20 from the gravity model was 10.3% higher, overall, in comparison with those observed in the O-D Survey. This comparison indicated that the level of deviation fell within a reasonable range. I-20 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.14.3. Gravity model trips crossing the cutline boundary that were produced in zones north I-20 were 2.6% above their O-D Survey counterparts. For trips originating in zones south of I-20, gravity model estimates were 18.4% higher than those observed in the O-D Survey.

**Table 3.14.3
Comparison of Gravity Model (With Topo Penalty) and
O-D Survey**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|---------------|---------------|-----------|---------------|---------------|---------|---------------|-----------|-----------|----------------|---------|---------------|
| | North of I-20 | | | South of I-20 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| North of I-20 | 2,991,293 | 2,986,381 | -0.2% | 178,796 | 183,512 | 2.6% | 3,170,089 | 3,169,893 | 346,940 | 382,654 | 10.3% |
| South of I-20 | 168,144 | 199,142 | 18.4% | 765,545 | 674,446 | -11.9% | 933,689 | 873,588 | | | |
| Total | 3,159,437 | 3,185,523 | 0.8% | 944,341 | 857,958 | -9.1% | 4,103,778 | 4,043,481 | | | |

The number of NHB trips crossing I-285 in the gravity model was 8.8% higher, overall, in comparison with those observed in the O-D Survey. That level of deviation indicates there was not an “area” bias in trip distribution along that boundary. I-285 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.14.4. Gravity model trips crossing the cutline boundary that were produced from zones inside I-285 were 2.6% lower than their O-D Survey counterparts. For trips originating in zones outside of the I-285 boundary, gravity model estimates were 22.1% above those observed in the O-D Survey.

**Table 3.14.4
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
NHB Trips Crossing the I-285 Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|------------------|------------------|-----------|---------------|-----------------|-----------|---------------|-----------|-----------|----------------|---------|---------------|
| | Outside of I-285 | | | Inside of I-285 | | | | | | | |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | OD | GM | OD | GM | Percent Diff. |
| Outside of I-285 | 2,353,216 | 2,286,879 | -2.8% | 296,902 | 362,520 | 22.1% | 2,650,118 | 2,649,399 | 642,414 | 699,053 | 8.8% |
| Inside of I-285 | 345,512 | 336,533 | -2.6% | 1,053,882 | 1,063,434 | 0.9% | 1,399,394 | 1,399,967 | | | |
| Total | 2,698,728 | 2,623,412 | -2.8% | 1,350,784 | 1,425,954 | 5.6% | 4,049,512 | 4,049,366 | | | |

The number of NHB trips crossing the Ga. 400/I-85/I-75 cutline in the gravity model was 7.8% greater, overall, in comparison with NHB trips observed in the O-D Survey. That level of deviation indicates that there is not an “area” bias along this cutline boundary. Ga.400/I-85/I-75 cutline boundary findings, comparing gravity model crossings with O-D Study crossings, are displayed in Table 3.14.5. Gravity model trips crossing the cutline boundary that were produced from zones west of the boundary were 10% higher than their O-D Survey counterparts. For trips originating in zones east of the Ga. 400/I-85/I-75 boundary, gravity model estimates were 5.5% over those observed in the O-D Survey.

**Table 3.14.5
Comparison of Gravity Model (With Topo Penalty) and O-D Survey
NHB Trips Crossing the Ga. 400/I-85/I-75 Cutline Boundary**

| Origin | Destination | | | | | | Total | | Total Crossing | | |
|-------------------|-------------------------|------------------|---------------|-------------------------|------------------|---------------|------------------|------------------|----------------|---------|---------------|
| | East of GA400/I-85/I-75 | | | West of GA400/I-85/I-75 | | | OD | GM | OD | GM | Percent Diff. |
| | OD | GM | Percent Diff. | OD | GM | Percent Diff. | | | | | |
| East of GA400/ I- | 1,419,688 | 1,388,677 | -2.2% | 295,561 | 311,731 | 5.5% | 1,715,249 | 1,700,408 | 601,431 | 648,139 | 7.8% |
| West of GA400/ I- | 305,870 | 336,408 | 10.0% | 1,628,622 | 1,585,241 | -2.7% | 1,934,492 | 1,921,649 | | | |
| Total | 1,725,558 | 1,725,085 | 0.0% | 1,924,183 | 1,896,972 | -1.4% | 3,649,741 | 3,622,057 | | | |

3.15. All Trip Purposes

Following is a summary of the calibrated gravity model for all trip purposes combined using county-level tabulations. Table 3.15.1 shows the total number of household-based trips used to calibrate and validate the new gravity model. The county totals represent weighted survey trips from the Atlanta Regional Commission’s 2001-2002 Household Travel Survey of the 13-county study area. There were a total of 15, 133, 500 trips (expanded) in the survey trip file. The highest number of trips (3,631,800) was produced in Fulton County. Fulton County was followed by Cobb County, DeKalb County and Gwinnett County.

**Table 3.15.1
Total Trips By County (Weighted Survey Trips)
Used in Gravity Model Calibration**

| County | Total Productions | % of Total |
|--------------|-------------------|-------------|
| Cherokee | 519,000 | 3% |
| Clayton | 883,000 | 6% |
| Cobb | 2,664,000 | 18% |
| Coweta | 308,100 | 2% |
| DeKalb | 2,649,100 | 18% |
| Douglas | 330,500 | 2% |
| Fayette | 364,900 | 2% |
| Forsyth | 312,500 | 2% |
| Fulton | 3,631,800 | 24% |
| Gwinnett | 2,453,400 | 16% |
| Henry | 464,500 | 3% |
| Paulding | 254,900 | 2% |
| Rockdale | 297,800 | 2% |
| Total | 15,133,500 | 100% |

A summary of travel patterns computed by the calibrated gravity model for all trip purposes combined are shown in Tables 3.15.2 through 3.15.14. For all thirteen counties, the highest movement is the intra-county volume of travel. For each county, except Paulding, the distribution of intra-county trips exceeds 50%. In Paulding County, 41% of the trips produced there also have their destinations inside the county. The county with the highest share of internal trips is Gwinnett where 76% of its productions were also attracted to a place inside the county.

Table 3.15.2
County-to-County Trip Table
O-D Survey and Gravity
Model
All Trip Purposes Combined

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 324,932 | 65.0% | 280,474 | 56.0% |
| Clayton | 0 | 0.0% | 436 | 0.0% |
| Cobb | 86,179 | 17.0% | 123,229 | 25.0% |
| Coweta | 0 | 0.0% | 215 | 0.0% |
| DeKalb | 10,521 | 2.0% | 7,336 | 1.0% |
| Douglas | 1,474 | 0.0% | 745 | 0.0% |
| Fayette | 0 | 0.0% | 93 | 0.0% |
| Forsyth | 10,714 | 2.0% | 11,805 | 2.0% |
| Fulton | 59,419 | 12.0% | 69,092 | 14.0% |
| Gwinnett | 6,801 | 1.0% | 5,454 | 1.0% |
| Henry | 111 | 0.0% | 84 | 0.0% |
| Paulding | 117 | 0.0% | 1,182 | 0.0% |
| Rockdale | 0 | 0.0% | 74 | 0.0% |
| Total | 500,268 | 100.0% | 500,217 | 100.0% |

Table 3.15.3
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Clayton County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 244 | 0.0% | 191 | 0.0% |
| Clayton | 498,929 | 63.0% | 452,611 | 57.0% |
| Cobb | 5,771 | 1.0% | 9,764 | 1.0% |
| Coweta | 5,164 | 1.0% | 3,029 | 0.0% |
| DeKalb | 39,909 | 5.0% | 51,584 | 6.0% |
| Douglas | 3,615 | 0.0% | 2,646 | 0.0% |
| Fayette | 40,247 | 5.0% | 45,807 | 6.0% |
| Forsyth | 0 | 0.0% | 79 | 0.0% |
| Fulton | 129,048 | 16.0% | 166,280 | 21.0% |
| Gwinnett | 8,141 | 1.0% | 5,964 | 1.0% |
| Henry | 65,372 | 8.0% | 53,943 | 7.0% |
| Paulding | 0 | 0.0% | 179 | 0.0% |
| Rockdale | 354 | 0.0% | 4,676 | 1.0% |
| Total | 796,793 | 100.0% | 796,753 | 100.0% |

Table 3.15.4
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Cobb County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|------------------|---------------|------------------|---------------|
| Cherokee | 57,711 | 2.0% | 75,080 | 3.0% |
| Clayton | 6,145 | 0.0% | 8,372 | 0.0% |
| Cobb | 1,911,603 | 77.0% | 1,815,154 | 73.0% |
| Coweta | 591 | 0.0% | 1,866 | 0.0% |
| DeKalb | 62,579 | 3.0% | 82,365 | 3.0% |
| Douglas | 24,882 | 1.0% | 32,751 | 1.0% |
| Fayette | 3,809 | 0.0% | 1,757 | 0.0% |
| Forsyth | 7,401 | 0.0% | 4,831 | 0.0% |
| Fulton | 354,509 | 14.0% | 406,096 | 16.0% |
| Gwinnett | 31,914 | 1.0% | 25,050 | 1.0% |
| Henry | 2,155 | 0.0% | 1,205 | 0.0% |
| Paulding | 16,996 | 1.0% | 25,301 | 1.0% |
| Rockdale | 778 | 0.0% | 1,095 | 0.0% |
| Total | 2,481,074 | 100.0% | 2,480,922 | 100.0% |

Table 3.15.5
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Coweta County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 290 | 0.0% | 109 | 0.0% |
| Clayton | 8,402 | 3.0% | 10,122 | 4.0% |
| Cobb | 4,772 | 2.0% | 3,980 | 1.0% |
| Coweta | 191,200 | 66.0% | 172,575 | 60.0% |
| DeKalb | 3,512 | 1.0% | 5,403 | 2.0% |
| Douglas | 520 | 0.0% | 4,669 | 2.0% |
| Fayette | 37,072 | 13.0% | 43,940 | 15.0% |
| Forsyth | 0 | 0.0% | 32 | 0.0% |
| Fulton | 35,143 | 12.0% | 43,582 | 15.0% |
| Gwinnett | 6,163 | 2.0% | 754 | 0.0% |
| Henry | 625 | 0.0% | 1,677 | 1.0% |
| Paulding | 0 | 0.0% | 478 | 0.0% |
| Rockdale | 0 | 0.0% | 338 | 0.0% |
| Total | 287,699 | 100.0% | 287,658 | 100.0% |

Table 3.15.6
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
DeKalb County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|------------------|---------------|------------------|---------------|
| Cherokee | 789 | 0.0% | 1,583 | 0.0% |
| Clayton | 31,102 | 1.0% | 41,311 | 2.0% |
| Cobb | 54,820 | 2.0% | 57,076 | 2.0% |
| Coweta | 1,161 | 0.0% | 1,048 | 0.0% |
| DeKalb | 1,569,749 | 64.0% | 1,473,958 | 60.0% |
| Douglas | 13,830 | 1.0% | 4,071 | 0.0% |
| Fayette | 4,194 | 0.0% | 3,875 | 0.0% |
| Forsyth | 4,302 | 0.0% | 2,038 | 0.0% |
| Fulton | 609,488 | 25.0% | 650,352 | 26.0% |
| Gwinnett | 140,480 | 6.0% | 173,944 | 7.0% |
| Henry | 15,513 | 1.0% | 21,644 | 1.0% |
| Paulding | 1,115 | 0.0% | 411 | 0.0% |
| Rockdale | 11,473 | 0.0% | 26,666 | 1.0% |
| Total | 2,458,014 | 100.0% | 2,457,977 | 100.0% |

Table 3.15.7
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Douglas County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 0 | 0.0% | 378 | 0.0% |
| Clayton | 979 | 0.0% | 4,104 | 1.0% |
| Cobb | 23,070 | 8.0% | 37,071 | 13.0% |
| Coweta | 0 | 0.0% | 2,397 | 1.0% |
| DeKalb | 11,208 | 4.0% | 7,936 | 3.0% |
| Douglas | 202,547 | 73.0% | 168,956 | 61.0% |
| Fayette | 746 | 0.0% | 2,255 | 1.0% |
| Forsyth | 0 | 0.0% | 69 | 0.0% |
| Fulton | 27,355 | 10.0% | 48,111 | 17.0% |
| Gwinnett | 0 | 0.0% | 1,133 | 0.0% |
| Henry | 3,335 | 1.0% | 626 | 0.0% |
| Paulding | 9,328 | 3.0% | 5,840 | 2.0% |
| Rockdale | 601 | 0.0% | 291 | 0.0% |
| Total | 279,168 | 100.0% | 279,167 | 100.0% |

Table 3.15.8
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Fayette County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 0 | 0.0% | 54 | 0.0% |
| Clayton | 13,669 | 4.0% | 36,635 | 11.0% |
| Cobb | 2,630 | 1.0% | 3,690 | 1.0% |
| Coweta | 9,173 | 3.0% | 15,759 | 5.0% |
| DeKalb | 12,978 | 4.0% | 6,975 | 2.0% |
| Douglas | 0 | 0.0% | 1,869 | 1.0% |
| Fayette | 255,372 | 73.0% | 227,606 | 65.0% |
| Forsyth | 0 | 0.0% | 25 | 0.0% |
| Fulton | 48,721 | 14.0% | 47,257 | 14.0% |
| Gwinnett | 1,660 | 0.0% | 942 | 0.0% |
| Henry | 3,993 | 1.0% | 6,621 | 2.0% |
| Paulding | 0 | 0.0% | 108 | 0.0% |
| Rockdale | 0 | 0.0% | 611 | 0.0% |
| Total | 348,196 | 100.0% | 348,151 | 100.0% |

Table 3.15.9
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Forsyth County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 2,597 | 1.0% | 7,033 | 2.0% |
| Clayton | 0 | 0.0% | 193 | 0.0% |
| Cobb | 5,594 | 2.0% | 9,692 | 3.0% |
| Coweta | 736 | 0.0% | 20 | 0.0% |
| DeKalb | 6,866 | 2.0% | 6,851 | 2.0% |
| Douglas | 0 | 0.0% | 121 | 0.0% |
| Fayette | 0 | 0.0% | 32 | 0.0% |
| Forsyth | 193,371 | 67.0% | 172,503 | 60.0% |
| Fulton | 61,046 | 21.0% | 69,769 | 24.0% |
| Gwinnett | 13,851 | 5.0% | 20,803 | 7.0% |
| Henry | 3,138 | 1.0% | 46 | 0.0% |
| Paulding | 0 | 0.0% | 43 | 0.0% |
| Rockdale | 0 | 0.0% | 81 | 0.0% |
| Total | 287,199 | 100.0% | 287,186 | 100.0% |

Table 3.15.10
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Fulton County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|------------------|---------------|------------------|---------------|
| Cherokee | 10,993 | 0.0% | 17,997 | 1.0% |
| Clayton | 77,832 | 2.0% | 85,202 | 2.0% |
| Cobb | 173,768 | 5.0% | 219,479 | 6.0% |
| Coweta | 6,614 | 0.0% | 4,142 | 0.0% |
| DeKalb | 368,979 | 11.0% | 444,030 | 13.0% |
| Douglas | 14,157 | 0.0% | 14,439 | 0.0% |
| Fayette | 22,389 | 1.0% | 16,132 | 0.0% |
| Forsyth | 20,816 | 1.0% | 23,128 | 1.0% |
| Fulton | 2,592,832 | 76.0% | 2,461,362 | 72.0% |
| Gwinnett | 94,519 | 3.0% | 108,894 | 3.0% |
| Henry | 17,585 | 1.0% | 9,314 | 0.0% |
| Paulding | 1,992 | 0.0% | 1,385 | 0.0% |
| Rockdale | 8,704 | 0.0% | 5,603 | 0.0% |
| Total | 3,411,179 | 100.0% | 3,411,106 | 100.0% |

Table 3.15.11
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Gwinnett County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|------------------|---------------|------------------|---------------|
| Cherokee | 962 | 0.0% | 1,783 | 0.0% |
| Clayton | 6,493 | 0.0% | 6,337 | 0.0% |
| Cobb | 28,479 | 1.0% | 28,044 | 1.0% |
| Coweta | 1,541 | 0.0% | 227 | 0.0% |
| DeKalb | 263,383 | 12.0% | 283,763 | 13.0% |
| Douglas | 1,725 | 0.0% | 836 | 0.0% |
| Fayette | 328 | 0.0% | 637 | 0.0% |
| Forsyth | 11,463 | 1.0% | 14,922 | 1.0% |
| Fulton | 213,357 | 10.0% | 237,816 | 11.0% |
| Gwinnett | 1,698,710 | 76.0% | 1,642,904 | 73.0% |
| Henry | 2,858 | 0.0% | 3,707 | 0.0% |
| Paulding | 0 | 0.0% | 119 | 0.0% |
| Rockdale | 9,235 | 0.0% | 17,231 | 1.0% |
| Total | 2,238,534 | 100.0% | 2,238,325 | 100.0% |

Table 3.15.12
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Henry County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 160 | 0.0% | 59 | 0.0% |
| Clayton | 75,179 | 17.0% | 56,227 | 13.0% |
| Cobb | 7,422 | 2.0% | 3,337 | 1.0% |
| Coweta | 234 | 0.0% | 812 | 0.0% |
| DeKalb | 17,613 | 4.0% | 33,273 | 8.0% |
| Douglas | 0 | 0.0% | 655 | 0.0% |
| Fayette | 4,111 | 1.0% | 6,698 | 2.0% |
| Forsyth | 0 | 0.0% | 55 | 0.0% |
| Fulton | 49,730 | 12.0% | 47,581 | 11.0% |
| Gwinnett | 1,534 | 0.0% | 5,852 | 1.0% |
| Henry | 268,908 | 62.0% | 261,438 | 61.0% |
| Paulding | 193 | 0.0% | 49 | 0.0% |
| Rockdale | 6,492 | 2.0% | 15,454 | 4.0% |
| Total | 431,578 | 100.0% | 431,491 | 100.0% |

Table 3.15.13
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Paulding County

| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|--------------------|----------------|---------------|----------------|---------------|
| Cherokee | 1,101 | 1.0% | 1,985 | 1.0% |
| Clayton | 229 | 0.0% | 1,557 | 1.0% |
| Cobb | 60,550 | 28.0% | 74,399 | 34.0% |
| Coweta | 1,702 | 1.0% | 4,903 | 2.0% |
| DeKalb | 2,638 | 1.0% | 4,569 | 2.0% |
| Douglas | 17,302 | 8.0% | 23,847 | 11.0% |
| Fayette | 0 | 0.0% | 588 | 0.0% |
| Forsyth | 0 | 0.0% | 134 | 0.0% |
| Fulton | 43,817 | 20.0% | 29,445 | 13.0% |
| Gwinnett | 1,324 | 1.0% | 1,067 | 0.0% |
| Henry | 437 | 0.0% | 254 | 0.0% |
| Paulding | 90,276 | 41.0% | 76,429 | 35.0% |
| Rockdale | 0 | 0.0% | 175 | 0.0% |
| Total | 219,375 | 100.0% | 219,352 | 100.0% |

Table 3.15.14
County-to-County Trip Table
O-D Survey and Gravity Model
All Trip Purposes Combined
Rockdale County

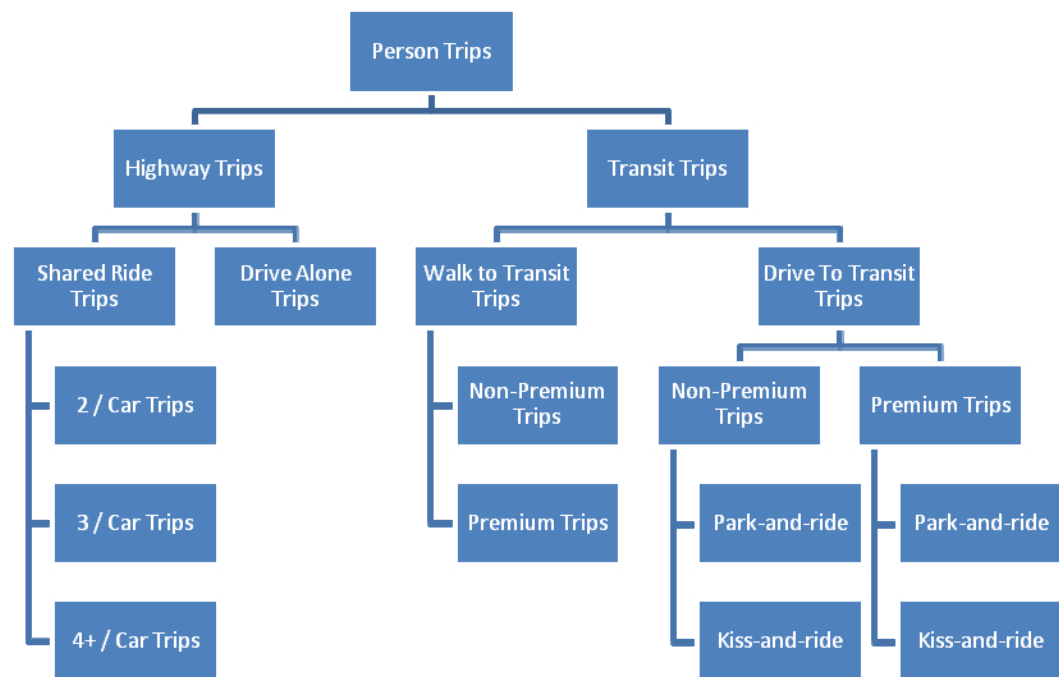
| Destination County | O-D Survey | % of Total | Gravity Model | % of Total |
|---------------------------|-------------------|-------------------|----------------------|-------------------|
| Cherokee | 160 | 0.0% | 34 | 0.0% |
| Clayton | 3,154 | 1.0% | 6,499 | 2.0% |
| Cobb | 853 | 0.0% | 1,676 | 1.0% |
| Coweta | 0 | 0.0% | 120 | 0.0% |
| DeKalb | 22,876 | 8.0% | 38,360 | 14.0% |
| Douglas | 61 | 0.0% | 254 | 0.0% |
| Fayette | 511 | 0.0% | 593 | 0.0% |
| Forsyth | 0 | 0.0% | 68 | 0.0% |
| Fulton | 14,503 | 5.0% | 20,788 | 7.0% |
| Gwinnett | 5,366 | 2.0% | 15,791 | 6.0% |
| Henry | 9,481 | 3.0% | 16,881 | 6.0% |
| Paulding | 0 | 0.0% | 21 | 0.0% |
| Rockdale | 226,638 | 80.0% | 182,483 | 64.0% |
| Total | 283,603 | 100.0% | 283,569 | 100.0% |

4. Mode Choice

4.1 Introduction

The ARC mode choice models use an underlying nested logit structure (Figure 4.1) to predict the probability individuals in the Atlanta metropolitan area will select one of several different modes of transportation. Initial system variables and coefficients were estimated with the ALOGIT statistical estimation package using input data from the household travel survey. ARC conducted a regional transit on-board survey in 2009-2010 to get a better understanding of transit travel behavior. While the full expansion of the survey was not available in time for this model version, the survey was used to make important updates to the mode choice model.

**Figure 4.1
Nesting Structure**



4.2 Survey Expansion

A preliminary expansion of the survey data was performed to tabulate new transit targets by trip purpose, mode of access, and socioeconomic class. The preliminary expansion factors were determined as follows:

- Unlinked trip weights were computed on a non-directional route basis by comparing daily ridership to survey observations.

- Unlinked to linked trip weights were computed as the reciprocal of the number of transit vehicles boarded during the origin to destination trip.

The preliminary expansion of trips by mode of access and socioeconomic class is provided in Table 4.1. With a base year model of 2005, a downward adjustment was necessary to create 2005 calibration targets. This adjustment is provided in Table 4.2.

Table 4.1 Year 2009-2010 Survey Linked Trips

| Mode of Access | Zero Auto | Autos < Workers | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
|----------------|-----------|-----------------|--------------------------|--------------------------|---------|
| Walk | 91,926 | 31,746 | 33,125 | 10,937 | 167,734 |
| Kiss and ride | 19,242 | 15,602 | 15,585 | 6,264 | 56,693 |
| Park and ride | 1,681 | 9,960 | 23,023 | 24,820 | 59,484 |
| Total | 112,849 | 57,308 | 71,733 | 42,021 | 283,911 |

Table 4.2 Adjustments for Year 2005

| Control Totals | Year 2009 | Year 2005 | % Change |
|----------------|-----------|-----------|----------|
| Unlinked Trips | 454,239 | 409,862 | -10.8% |
| Linked Trips | 283,911 | 254,171 | -11.7% |

Unlinked control totals provided by regional transit operators (MARTA, CCT, GRTA, GCT)

4.2 Transit Path Parameters

With the preliminary expanded survey database, an initial assignment of the survey trip tables was performed to obtain a general assessment of the transit path builder. This initial assignment led to several modifications to the treatment of access connectors and path building parameters.

In the previous model version, the walk access connectors were limited to 0.4 miles. A cumulative distribution (Figure 4.2) plot of the survey revealed that this restriction potentially eliminated approximately 30% of the transit market. As a result, the maximum walk distance was extended to 1 mile. As part of this, the manner in which the walk times are computed was also updated. Previously, an average zonal walk time was computed and applied to all connectors to/from a zone. However, with the connectors extended to 1 mile, it was necessary to differentiate between nearby transit stops and ones that could be up to a 20 minute walk. Therefore, the distance used for the walk time computation was modified to be the straight line distance from the zone centroid to the transit stop.

Similarly, the drive access connectors to minor park-n-ride lots were extended from 10 minutes to 20 minutes based on analysis of the survey records to appropriately capture the markets.

As part of the survey assignment, modifications were made to the path building parameters to obtain better assignment accuracy. Adjustments were made to the weight times for walk access/egress, all walk time, and drive access time. The revised parameters are provided in Table 4.3.

Figure 4.2 Cumulative Walk Access Distance

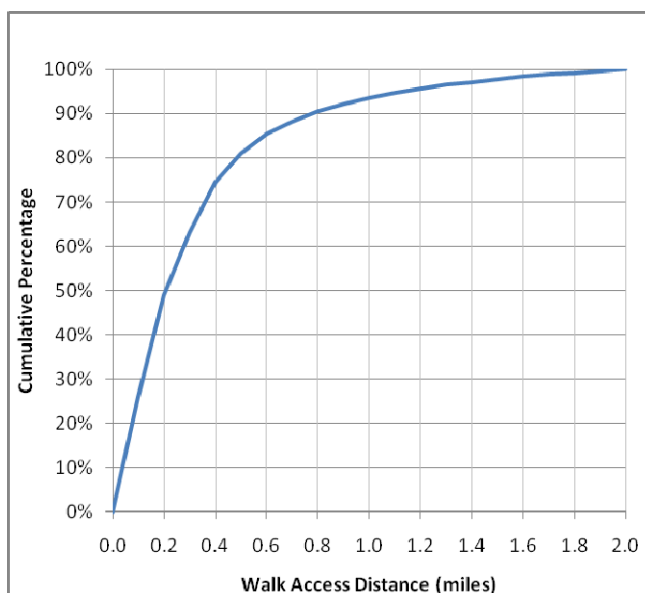


Table 4.3 Transit Path Parameters

| Path Parameter | Original Settings | Revised Settings |
|---------------------------------|-------------------|------------------|
| Initial wait time (non-premium) | 2.50 | 2.50 |
| Initial wait time (premium) | 1.75 | 1.75 |
| Walk time | 2.50 | 2.00 |
| All walk time (sidewalk proxy) | 2.50 | 5.00 |
| Drive time | 2.50 | 2.00 |
| In-vehicle time (non-premium) | 1.00 | 1.00 |
| In-vehicle time (premium) | 0.70 | 0.70 |
| Transfer time (non-premium) | 2.50 | 2.50 |
| Transfer time (premium) | 1.75 | 1.75 |

4.3 Calibration/Validation

Calibration of the mode choice models entails adjusting the bias coefficients until the estimated modal shares match the target shares by purpose, strata, and sub-mode. This was done using the self-calibration subroutine within the mode choice model. The subroutine is an iterative process which compares the model shares to the observed shares and adjusts the bias coefficients accordingly. Each trip purpose was calibrated using this methodology.

4.3.1 Transfer Penalty

In the previous model version, transfer penalties were implied in how the alternative specific constants were applied. The issue with the application of the previous model is that the transfer penalty varied by transit sub-mode as shown in Table 4.4. The structure of this format would likely not be acceptable by FTA for a New Starts type of analysis. A better approach for reflecting the undesirability of transferring is to recognize that customers are less to make a transfer for specific types of trips (e.g. a trip involving park-and-ride) than for reasons related to a particular transit technology. In the revised model, the implied transfer penalty by transit mode was removed and replaced with a transfer penalty for walk access trips (5 minutes) and a transfer penalty for drive access trips (10 minutes). These transfer penalties are applied to all transit modes equally both in the transit path builder and mode choice.

Table 4.4 Previous Model Transfer Penalties

| Sub-Mode | HBW Implied Transfer Penalty | HBO Implied Transfer Penalty | NHB Implied Transfer Penalty |
|------------------|------------------------------|------------------------------|------------------------------|
| Local Bus | 0 | 0 | 0 |
| Express Bus | 37 | 42 | 43 |
| BRT | 21 | 25 | 27 |
| Heavy/Light Rail | 6 | 11 | 5 |
| Commuter Rail | 6 | 11 | 5 |

4.3.2 Pedestrian Environment Factor

The existing model had sub-mode constants that added more benefit (i.e., 30 minutes or more) to certain modes than what is considered acceptable by FTA (i.e., 12 to 15 minutes). The intent of the large mode specific constants was to match observed MARTA rail trips and boardings which occur in the more urban areas of the Atlanta region but resulted in factors that complicate the analysis of user benefits.

To improve the model's representation of the geographic nature of transit travel and better represent the split between rail and bus travel, a pedestrian environment factor was introduced to differentiate between suburban and urban locations that for the most part mimicked the implied rail preferences without explicitly favoring any one mode over another.

This approach also helps to reflect the fact that transit ridership is higher in urban settings than it is in less dense environments. This reflects not just density but also the fact that suburban land uses and street topologies often require circuitous walk paths with little or no provision of sidewalks to provide access to transit stops. These characteristics make walking to and from transit in the suburbs less appealing. By contrast, urban settings in Atlanta typically include more direct walk access opportunities with sidewalks and pedestrian crossings.

To differentiate between the varying walk access opportunities across the region, a proxy of the walkability of each zone was generated based on the census blocks per square mile. The idea for this proxy is that areas with a higher number of census blocks per square mile are more likely to have a complete street grid (usually with sidewalks) that allow easy access to transit stations and stops.

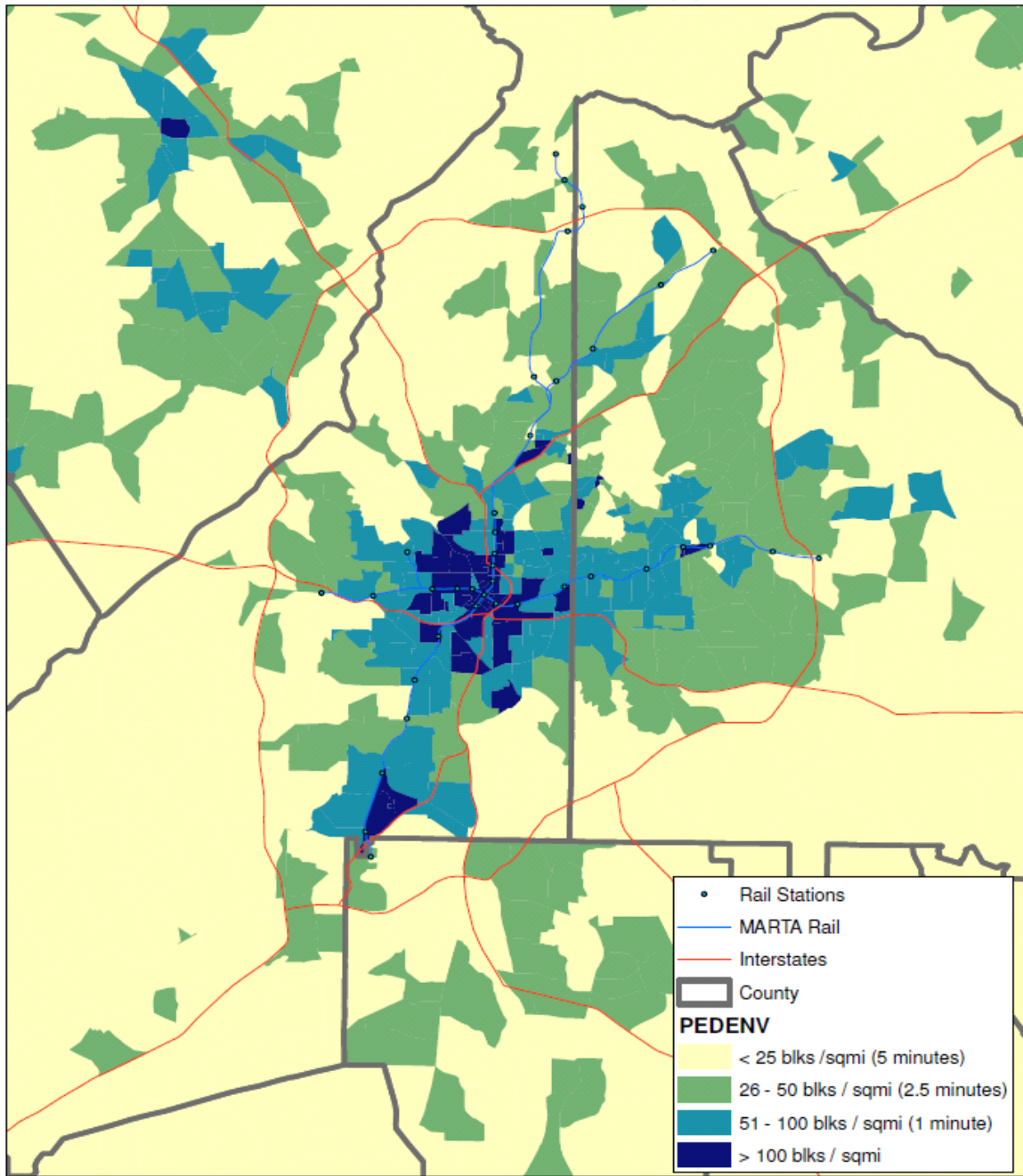
This variable is applied by adding time to the modeled walk access and egress times as follows:

- Blocks per square mile < 25: 5 minutes additional time
- Blocks per square mile between 25 and 50: 2.5 minutes additional time

-
- Blocks per square mile between 50 and 100: 1.0 minutes additional time
 - Blocks per square mile > 100: no additional time

The time is added to both the production end and attraction end of a zone interchange. Consequently, if the production zone and attraction zone are both located in the lowest (least walkable) grouping, a maximum of 10 minutes is added to the walk time. For drive access trips, only the attraction zone was considered for application of the additional time. An illustration of how it is applied is provided in Figure 4.3.

Figure 4.3 Pedestrian Environment Application Plot



4.3.3 CBD Constant for Walk Access and Drive Access Modes

After accounting for the effects of walk distance and convenience by area, the CBD generates a larger transit market share than can be explained by the level-of-service variables included in the model. There are a number of reasons why taking transit to the CBD may be perceived as more attractive than a non-CBD location. These include having related places of business in close proximity to the ultimate destination (e.g., being able to walk to a restaurant for lunch) and better surrounding transit accessibility that reduce the importance of having a car available for other trips made during the day.

The existing model included a CBD transit bias which attempted to account for this effect. This constant was modified to incorporate a drive-to-transit CBD add-on benefit. This was done because drive access trips are much more oriented to the CBD. This constant improved model accuracy for drive trips to terminal MARTA rail stations that serve as major park-n-ride lots. The CBD transit constants are applied to all transit sub-modes. The equivalent benefit of IVTT is provided in Table 4.5.

Table 4.5 CBD Equivalent IVTT Benefit

| CBD Bias | HBW | HBO | NHB |
|-------------------------|------------|------------|------------|
| Any Transit | 10 | 28 | 25 |
| Drive to Transit Add-On | 30 | 10 | 10 |

4.3.4 Alternative Specific Constants

An alternative specific constant is used to help model the unmeasured attributes of various transit modes such as reliability, comfort, passenger amenities, etc. Upon incorporation of the changes described above, the alternative specific constants were recalibrated to match the revised regional control totals stratified by purpose and socioeconomic class. As already discussed, transit transfer penalties by sub-mode were removed. The recalibrated model revealed a sizable reduction of the large mode specific constants that existed in the previous model. The final calibrated constants are now much closer to desirable values. The heavy rail constants now have an impact of between 14 and 19 minutes of equivalent IVTT as shown in Table 4.6.

Table 4.6 Alternative Specific Constants Equivalent IVTT Minutes

| Alternative | HBW | HBO | NHB |
|--------------------|------------|------------|------------|
| Express Bus | 5 | 9 | 9 |
| BRT | 11 | 16 | 16 |
| Heavy/Light Rail | 14 | 19 | 19 |
| Commuter Rail | 14 | 19 | 19 |

4.3.5 Mode Choice Results

After utilizing the calibration subroutine, the results were summarized by purpose, socioeconomic class, mode of access, presence of transfer, and transit sub-mode and compared to the revised calibration targets values from the preliminary expansion of the on board survey data. The comparisons for HBW, HBO, NHB, and total are provided below in tables 4.7 through 4.10.

The focus of this model calibration has been to ensure the model accurately reflects subtotals by socioeconomic stratification, mode of access, and transit sub-mode while approximately matching the detailed breakdowns of the individual cells grayed out in each table. At the same time, the calibration sought to maintain a model structure that does not include unreasonable sub-mode bias constants.

This model version has a much better understanding of transit customers across socioeconomic class, particularly for households with zero autos. The model predicts 98,000 zero auto transit trips while the observed total was 101,000. The other socioeconomic classes were similarly well represented in the model both in total and by trip purpose. The updates resulted in a more accurate estimation of transit usage by trip purpose. The model now estimates 142,000 transit HBW trips compared to 140,000 observed (< 2% difference). The model also predicted each of the non-work purposes to less than 2,000 difference in transit trips from the observed.

Comparisons by mode of access indicate that the model reliably demonstrates how patrons access the transit system. The total observed walk access trips was 150,000 and the model predicted 148,000. Both the observed and modeled total drive access trips were approximately 104,000. When reviewed in more detail, the model also closely predicted the mode of access by socioeconomic class and by transit sub-mode.

The full set of mode choice coefficients and constants is provided in Table 4.11 expressed as equivalent IVTT.

Table 4.7 HBW Observed Versus Estimated Mode Choice Results

| OBSERVED | | | | | |
|---------------------------|---------------|---------------|--------------------------|--------------------------|----------------|
| HBW | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | 9,942 | 3,685 | 3,074 | 465 | 17,166 |
| Walk local transfer | 4,661 | 1,624 | 1,009 | 139 | 7,433 |
| Walk MARTA no transfer | 4,090 | 2,920 | 2,694 | 1,905 | 11,609 |
| Walk MARTA transfer | 18,013 | 7,623 | 6,328 | 1,188 | 33,152 |
| Walk express no transfer | 85 | 43 | 45 | 49 | 222 |
| Walk express transfer | 218 | 88 | 71 | 50 | 427 |
| Subtotal walk local | 14,603 | 5,309 | 4,083 | 604 | 24,599 |
| Subtotal walk MARTA | 22,103 | 10,543 | 9,022 | 3,093 | 44,761 |
| Subtotal walk express | 303 | 131 | 116 | 99 | 649 |
| Subtotal Walk | 37,009 | 15,983 | 13,221 | 3,796 | 70,009 |
| Drive local no transfer | 2,600 | 1,871 | 1,536 | 424 | 6,431 |
| Drive local transfer | 624 | 333 | 291 | 44 | 1,292 |
| Drive MARTA no transfer | 2,258 | 8,796 | 15,430 | 15,537 | 42,021 |
| Drive MARTA transfer | 3,196 | 3,271 | 3,645 | 1,539 | 11,651 |
| Drive express no transfer | 47 | 1,067 | 2,100 | 4,788 | 8,002 |
| Drive express transfer | 83 | 186 | 343 | 489 | 1,101 |
| Subtotal drive local | 3,224 | 2,204 | 1,827 | 468 | 7,723 |
| Subtotal drive MARTA | 5,454 | 12,067 | 19,075 | 17,076 | 53,672 |
| Subtotal drive express | 130 | 1,253 | 2,443 | 5,277 | 9,103 |
| Subtotal Drive | 8,808 | 15,524 | 23,345 | 22,821 | 70,498 |
| Total local | 17,827 | 7,513 | 5,910 | 1,072 | 32,322 |
| Total MARTA | 27,557 | 22,610 | 28,097 | 20,169 | 98,433 |
| Total express | 433 | 1,384 | 2,559 | 5,376 | 9,752 |
| Total | 45,817 | 31,507 | 36,566 | 26,617 | 140,507 |
| ESTIMATED | | | | | |
| HBW | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | 6,669 | 3,724 | 2,860 | 1,042 | 14,295 |
| Walk local transfer | 4,888 | 1,889 | 1,185 | 347 | 8,309 |
| Walk MARTA no transfer | 3,455 | 1,897 | 2,153 | 642 | 8,147 |
| Walk MARTA transfer | 19,212 | 7,848 | 6,784 | 1,446 | 35,290 |
| Walk express no transfer | 185 | 148 | 113 | 42 | 488 |
| Walk express transfer | 1,735 | 562 | 268 | 61 | 2,626 |
| Subtotal walk local | 11,557 | 5,613 | 4,045 | 1,389 | 22,604 |
| Subtotal walk MARTA | 22,667 | 9,745 | 8,937 | 2,088 | 43,437 |
| Subtotal walk express | 1,920 | 710 | 381 | 103 | 3,114 |
| Subtotal Walk | 36,144 | 16,068 | 13,363 | 3,580 | 69,155 |
| Drive local no transfer | 1,000 | 1,596 | 1,275 | 1,407 | 5,278 |
| Drive local transfer | 291 | 414 | 273 | 386 | 1,364 |
| Drive MARTA no transfer | 4,485 | 8,818 | 16,617 | 14,855 | 44,775 |
| Drive MARTA transfer | 1,297 | 2,318 | 2,783 | 3,095 | 9,493 |
| Drive express no transfer | 1,024 | 1,865 | 3,396 | 3,557 | 9,842 |
| Drive express transfer | 560 | 635 | 547 | 766 | 2,508 |
| Subtotal drive local | 1,291 | 2,010 | 1,548 | 1,793 | 6,642 |
| Subtotal drive MARTA | 5,782 | 11,136 | 19,400 | 17,950 | 54,268 |
| Subtotal drive express | 1,584 | 2,500 | 3,943 | 4,323 | 12,350 |
| Subtotal Drive | 8,657 | 15,646 | 24,891 | 24,066 | 73,260 |
| Total local | 12,848 | 7,623 | 5,593 | 3,182 | 29,246 |
| Total MARTA | 28,449 | 20,881 | 28,337 | 20,038 | 97,705 |
| Total express | 3,504 | 3,210 | 4,324 | 4,426 | 15,464 |
| Total | 44,801 | 31,714 | 38,254 | 27,646 | 142,415 |
| ESTIMATED - OBSERVED | | | | | |
| HBW | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | -3,273 | 39 | -214 | 577 | -2,871 |
| Walk local transfer | 227 | 265 | 176 | 208 | 876 |
| Walk MARTA no transfer | -635 | -1,023 | -541 | -1,263 | -3,462 |
| Walk MARTA transfer | 1,199 | 225 | 456 | 258 | 2,138 |
| Walk express no transfer | 100 | 105 | 68 | -7 | 266 |
| Walk express transfer | 1,517 | 474 | 197 | 11 | 2,199 |
| Subtotal walk local | -3,046 | 304 | -38 | 785 | -1,995 |
| Subtotal walk MARTA | 564 | -798 | -85 | -1,005 | -1,324 |
| Subtotal walk express | 1,617 | 579 | 265 | 4 | 2,465 |
| Subtotal Walk | -865 | 85 | 142 | -216 | -854 |
| Drive local no transfer | -1,600 | -275 | -261 | 983 | -1,153 |
| Drive local transfer | -333 | 81 | -18 | 342 | 72 |
| Drive MARTA no transfer | 2,227 | 22 | 1,187 | -682 | 2,754 |
| Drive MARTA transfer | -1,899 | -953 | -862 | 1,556 | -2,158 |
| Drive express no transfer | 977 | 798 | 1,296 | -1,231 | 1,840 |
| Drive express transfer | 477 | 449 | 204 | 277 | 1,407 |
| Subtotal drive local | -1,933 | -194 | -279 | 1,325 | -1,081 |
| Subtotal drive MARTA | 328 | -931 | 325 | 874 | 596 |
| Subtotal drive express | 1,454 | 1,247 | 1,500 | -954 | 3,247 |
| Subtotal Drive | -530 | -530 | -530 | -530 | -530 |
| Total local | -4,979 | 110 | -317 | 2,110 | -3,076 |
| Total MARTA | 892 | -1,729 | 240 | -131 | -728 |
| Total express | 3,071 | 1,826 | 1,765 | -950 | 5,712 |
| Total | -1,016 | 207 | 1,688 | 1,029 | 1,908 |

Table 4.8 HBO Observed Versus Estimated Mode Choice Results

| OBSERVED | | | | | |
|---------------------------|---------------|---------------|--------------------------|--------------------------|---------------|
| HBO | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | 13,868 | 2,759 | 3,380 | 290 | 20,297 |
| Walk local transfer | 4,361 | 959 | 1,392 | 108 | 6,820 |
| Walk MARTA no transfer | 2,961 | 926 | 1,446 | 791 | 6,124 |
| Walk MARTA transfer | 14,609 | 3,853 | 5,563 | 726 | 24,751 |
| Walk express no transfer | 0 | 13 | 0 | 0 | 13 |
| Walk express transfer | 45 | 24 | 26 | 0 | 95 |
| Subtotal walk local | 18,229 | 3,718 | 4,772 | 398 | 27,117 |
| Subtotal walk MARTA | 17,570 | 4,779 | 7,009 | 1,517 | 30,875 |
| Subtotal walk express | 45 | 37 | 26 | 0 | 108 |
| Subtotal Walk | 35,844 | 8,534 | 11,807 | 1,915 | 58,100 |
| Drive local no transfer | 3,190 | 1,038 | 1,672 | 121 | 6,021 |
| Drive local transfer | 785 | 309 | 507 | 59 | 1,660 |
| Drive MARTA no transfer | 1,517 | 2,999 | 5,261 | 3,377 | 13,154 |
| Drive MARTA transfer | 2,480 | 1,577 | 2,091 | 381 | 6,529 |
| Drive express no transfer | 30 | 54 | 54 | 101 | 239 |
| Drive express transfer | 24 | 30 | 20 | 10 | 84 |
| Subtotal drive local | 3,975 | 1,347 | 2,179 | 180 | 7,681 |
| Subtotal drive MARTA | 3,997 | 4,576 | 7,352 | 3,758 | 19,683 |
| Subtotal drive express | 54 | 84 | 74 | 111 | 323 |
| Subtotal Drive | 8,026 | 6,007 | 9,605 | 4,049 | 27,687 |
| Total local | 22,204 | 5,065 | 6,951 | 578 | 34,798 |
| Total MARTA | 21,567 | 9,355 | 14,361 | 5,275 | 50,558 |
| Total express | 99 | 121 | 100 | 111 | 431 |
| Total | 43,870 | 14,541 | 21,412 | 5,964 | 85,787 |
| ESTIMATED | | | | | |
| HBO | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | 12,445 | 4,316 | 4,990 | 995 | 22,746 |
| Walk local transfer | 4,826 | 905 | 1,263 | 202 | 7,196 |
| Walk MARTA no transfer | 3,156 | 1,164 | 1,907 | 296 | 6,523 |
| Walk MARTA transfer | 13,994 | 2,396 | 4,411 | 454 | 21,255 |
| Walk express no transfer | 96 | 59 | 49 | 21 | 225 |
| Walk express transfer | 204 | 26 | 38 | 7 | 275 |
| Subtotal walk local | 17,271 | 5,221 | 6,253 | 1,197 | 29,942 |
| Subtotal walk MARTA | 17,150 | 3,560 | 6,318 | 750 | 27,778 |
| Subtotal walk express | 300 | 85 | 87 | 28 | 500 |
| Subtotal Walk | 34,721 | 8,866 | 12,658 | 1,975 | 58,220 |
| Drive local no transfer | 2,072 | 1,308 | 1,822 | 737 | 5,939 |
| Drive local transfer | 837 | 243 | 359 | 166 | 1,605 |
| Drive MARTA no transfer | 3,181 | 2,724 | 5,491 | 1,897 | 13,293 |
| Drive MARTA transfer | 1,781 | 928 | 1,560 | 491 | 4,760 |
| Drive express no transfer | 124 | 113 | 149 | 115 | 501 |
| Drive express transfer | 23 | 4 | 14 | 3 | 44 |
| Subtotal drive local | 2,909 | 1,551 | 2,181 | 903 | 7,544 |
| Subtotal drive MARTA | 4,962 | 3,652 | 7,051 | 2,388 | 18,053 |
| Subtotal drive express | 147 | 117 | 163 | 118 | 545 |
| Subtotal Drive | 8,018 | 5,320 | 9,395 | 3,409 | 26,142 |
| Total local | 20,180 | 6,772 | 8,434 | 2,100 | 37,486 |
| Total MARTA | 22,112 | 7,212 | 13,369 | 3,138 | 45,831 |
| Total express | 447 | 202 | 250 | 146 | 1,045 |
| Total | 42,739 | 14,186 | 22,053 | 5,384 | 84,362 |
| ESTIMATED - OBSERVED | | | | | |
| HBO | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | -1,423 | 1,557 | 1,610 | 705 | 2,449 |
| Walk local transfer | 465 | -54 | -129 | 94 | 376 |
| Walk MARTA no transfer | 195 | 238 | 461 | -495 | 399 |
| Walk MARTA transfer | -615 | -1,457 | -1,152 | -272 | -3,496 |
| Walk express no transfer | 96 | 46 | 49 | 21 | 212 |
| Walk express transfer | 159 | 2 | 12 | 7 | 180 |
| Subtotal walk local | -958 | 1,503 | 1,481 | 799 | 2,825 |
| Subtotal walk MARTA | -420 | -1,219 | -691 | -767 | -3,097 |
| Subtotal walk express | 255 | 48 | 61 | 28 | 392 |
| Subtotal Walk | -1,123 | 332 | 851 | 60 | 120 |
| Drive local no transfer | -1,118 | 270 | 150 | 616 | -82 |
| Drive local transfer | 52 | -66 | -148 | 107 | -55 |
| Drive MARTA no transfer | 1,664 | -275 | 230 | -1,480 | 139 |
| Drive MARTA transfer | -699 | -649 | -531 | 110 | -1,769 |
| Drive express no transfer | 94 | 59 | 95 | 14 | 262 |
| Drive express transfer | -1 | -26 | -6 | -7 | -40 |
| Subtotal drive local | -1,066 | 204 | 2 | 723 | -137 |
| Subtotal drive MARTA | 965 | -924 | -301 | -1,370 | -1,630 |
| Subtotal drive express | 93 | 33 | 89 | 7 | 222 |
| Subtotal Drive | -530 | -530 | -530 | -530 | -530 |
| Total local | -2,024 | 1,707 | 1,483 | 1,522 | 2,688 |
| Total MARTA | 545 | -2,143 | -992 | -2,137 | -4,727 |
| Total express | 348 | 81 | 150 | 35 | 614 |
| Total | -1,131 | -355 | 641 | -580 | -1,425 |

Table 4.9 NHB Observed Versus Estimated Mode Choice Results

| OBSERVED | | | | | |
|---------------------------|---------------|---------------|--------------------------|--------------------------|---------------|
| NHB | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | 2,658 | 900 | 825 | 124 | 4,507 |
| Walk local transfer | 699 | 278 | 276 | 27 | 1,280 |
| Walk MARTA no transfer | 2,581 | 1,500 | 2,137 | 3,599 | 9,817 |
| Walk MARTA transfer | 3,486 | 1,192 | 1,379 | 317 | 6,374 |
| Walk express no transfer | 0 | 17 | 0 | 10 | 27 |
| Walk express transfer | 19 | 16 | 11 | 4 | 50 |
| Subtotal walk local | 3,357 | 1,178 | 1,101 | 151 | 5,787 |
| Subtotal walk MARTA | 6,067 | 2,692 | 3,516 | 3,916 | 16,191 |
| Subtotal walk express | 19 | 33 | 11 | 14 | 77 |
| Subtotal Walk | 9,443 | 3,903 | 4,628 | 4,081 | 22,055 |
| Drive local no transfer | 538 | 376 | 338 | 39 | 1,291 |
| Drive local transfer | 138 | 57 | 93 | 24 | 312 |
| Drive MARTA no transfer | 623 | 647 | 818 | 790 | 2,878 |
| Drive MARTA transfer | 588 | 260 | 343 | 90 | 1,281 |
| Drive express no transfer | 10 | 9 | 21 | 12 | 52 |
| Drive express transfer | 0 | 4 | 0 | 4 | 8 |
| Subtotal drive local | 676 | 433 | 431 | 63 | 1,603 |
| Subtotal drive MARTA | 1,211 | 907 | 1,161 | 880 | 4,159 |
| Subtotal drive express | 10 | 13 | 21 | 16 | 60 |
| Subtotal Drive | 1,897 | 1,353 | 1,613 | 959 | 5,822 |
| Total local | 4,033 | 1,611 | 1,532 | 214 | 7,390 |
| Total MARTA | 7,278 | 3,599 | 4,677 | 4,796 | 20,350 |
| Total express | 29 | 46 | 32 | 30 | 137 |
| Total | 11,340 | 5,256 | 6,241 | 5,040 | 27,877 |
| ESTIMATED | | | | | |
| NHB | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | 1,669 | 968 | 1,271 | 1,192 | 5,100 |
| Walk local transfer | 836 | 274 | 281 | 231 | 1,622 |
| Walk MARTA no transfer | 2,049 | 967 | 1,598 | 1,423 | 6,037 |
| Walk MARTA transfer | 4,427 | 1,390 | 1,344 | 1,052 | 8,213 |
| Walk express no transfer | 30 | 36 | 38 | 59 | 163 |
| Walk express transfer | 55 | 29 | 23 | 31 | 138 |
| Subtotal walk local | 2,505 | 1,242 | 1,552 | 1,423 | 6,722 |
| Subtotal walk MARTA | 6,476 | 2,357 | 2,942 | 2,475 | 14,250 |
| Subtotal walk express | 85 | 65 | 61 | 90 | 301 |
| Subtotal Walk | 9,066 | 3,664 | 4,555 | 3,988 | 21,273 |
| Drive local no transfer | 379 | 228 | 254 | 152 | 1,013 |
| Drive local transfer | 111 | 25 | 35 | 26 | 197 |
| Drive MARTA no transfer | 926 | 603 | 942 | 500 | 2,971 |
| Drive MARTA transfer | 97 | 56 | 62 | 29 | 244 |
| Drive express no transfer | 13 | 24 | 21 | 25 | 83 |
| Drive express transfer | 0 | 0 | 0 | 0 | 0 |
| Subtotal drive local | 490 | 253 | 289 | 178 | 1,210 |
| Subtotal drive MARTA | 1,023 | 659 | 1,004 | 529 | 3,215 |
| Subtotal drive express | 13 | 24 | 21 | 25 | 83 |
| Subtotal Drive | 1,526 | 936 | 1,314 | 732 | 4,508 |
| Total local | 2,995 | 1,495 | 1,841 | 1,601 | 7,932 |
| Total MARTA | 7,499 | 3,016 | 3,946 | 3,004 | 17,465 |
| Total express | 98 | 89 | 82 | 115 | 384 |
| Total | 10,592 | 4,600 | 5,869 | 4,720 | 25,781 |
| ESTIMATED - OBSERVED | | | | | |
| NHB | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| Walk local no transfer | -989 | 68 | 446 | 1,068 | 593 |
| Walk local transfer | 137 | -4 | 5 | 204 | 342 |
| Walk MARTA no transfer | -532 | -533 | -539 | -2,176 | -3,780 |
| Walk MARTA transfer | 941 | 198 | -35 | 735 | 1,839 |
| Walk express no transfer | 30 | 19 | 38 | 49 | 136 |
| Walk express transfer | 36 | 13 | 12 | 27 | 88 |
| Subtotal walk local | -852 | 64 | 451 | 1,272 | 935 |
| Subtotal walk MARTA | 409 | -335 | -574 | -1,441 | -1,941 |
| Subtotal walk express | 66 | 32 | 50 | 76 | 224 |
| Subtotal Walk | -377 | -239 | -73 | -93 | -782 |
| Drive local no transfer | -159 | -148 | -84 | 113 | -278 |
| Drive local transfer | -27 | -32 | -58 | 2 | -115 |
| Drive MARTA no transfer | 303 | -44 | 124 | -290 | 93 |
| Drive MARTA transfer | -491 | -204 | -281 | -61 | -1,037 |
| Drive express no transfer | 3 | 15 | 0 | 13 | 31 |
| Drive express transfer | 0 | -4 | 0 | -4 | -8 |
| Subtotal drive local | -186 | -180 | -142 | 115 | -393 |
| Subtotal drive MARTA | -188 | -248 | -157 | -351 | -944 |
| Subtotal drive express | 3 | 11 | 0 | 9 | 23 |
| Subtotal Drive | -530 | -530 | -530 | -530 | -530 |
| Total local | -1,038 | -116 | 309 | 1,387 | 542 |
| Total MARTA | 221 | -583 | -731 | -1,792 | -2,885 |
| Total express | 69 | 43 | 50 | 85 | 247 |
| Total | -748 | -656 | -372 | -320 | -2,096 |

Table 4.10 Total Observed Versus Estimated Mode Choice Results

| OBSERVED | | | | | |
|---------------------------|----------------|---------------|--------------------------|--------------------------|----------------|
| | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| TOTAL | | | | | |
| Walk local no transfer | 26,468 | 7,344 | 7,279 | 879 | 41,970 |
| Walk local transfer | 9,721 | 2,861 | 2,677 | 274 | 15,533 |
| Walk MARTA no transfer | 9,632 | 5,346 | 6,277 | 6,295 | 27,550 |
| Walk MARTA transfer | 36,108 | 12,668 | 13,270 | 2,231 | 64,277 |
| Walk express no transfer | 85 | 73 | 45 | 59 | 262 |
| Walk express transfer | 282 | 128 | 108 | 54 | 572 |
| Subtotal walk local | 36,189 | 10,205 | 9,956 | 1,153 | 57,503 |
| Subtotal walk MARTA | 45,740 | 18,014 | 19,547 | 8,526 | 91,827 |
| Subtotal walk express | 367 | 201 | 153 | 113 | 834 |
| Subtotal Walk | 82,296 | 28,420 | 29,656 | 9,792 | 150,164 |
| Drive local no transfer | 6,328 | 3,285 | 3,546 | 584 | 13,743 |
| Drive local transfer | 1,547 | 699 | 891 | 127 | 3,264 |
| Drive MARTA no transfer | 4,398 | 12,442 | 21,509 | 19,704 | 58,053 |
| Drive MARTA transfer | 6,264 | 5,108 | 6,079 | 2,010 | 19,461 |
| Drive express no transfer | 87 | 1,130 | 2,175 | 4,901 | 8,293 |
| Drive express transfer | 107 | 220 | 363 | 503 | 1,193 |
| Subtotal drive local | 7,875 | 3,984 | 4,437 | 711 | 17,007 |
| Subtotal drive MARTA | 10,662 | 17,550 | 27,588 | 21,714 | 77,514 |
| Subtotal drive express | 194 | 1,350 | 2,538 | 5,404 | 9,486 |
| Subtotal Drive | 18,731 | 22,884 | 34,563 | 27,829 | 104,007 |
| Total local | 44,064 | 14,189 | 14,393 | 1,864 | 74,510 |
| Total MARTA | 56,402 | 35,564 | 47,135 | 30,240 | 169,341 |
| Total express | 561 | 1,551 | 2,691 | 5,517 | 10,320 |
| Total | 101,027 | 51,304 | 64,219 | 37,621 | 254,171 |
| ESTIMATED | | | | | |
| | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| TOTAL | | | | | |
| Walk local no transfer | 20,783 | 9,008 | 9,121 | 3,229 | 42,141 |
| Walk local transfer | 10,550 | 3,068 | 2,729 | 780 | 17,127 |
| Walk MARTA no transfer | 8,660 | 4,028 | 5,658 | 2,361 | 20,707 |
| Walk MARTA transfer | 37,633 | 11,634 | 12,539 | 2,952 | 64,758 |
| Walk express no transfer | 311 | 243 | 200 | 122 | 876 |
| Walk express transfer | 1,994 | 617 | 329 | 99 | 3,039 |
| Subtotal walk local | 31,333 | 12,076 | 11,850 | 4,009 | 59,268 |
| Subtotal walk MARTA | 46,293 | 15,662 | 18,197 | 5,313 | 85,465 |
| Subtotal walk express | 2,305 | 860 | 529 | 221 | 3,915 |
| Subtotal Walk | 79,931 | 28,598 | 30,576 | 9,543 | 148,648 |
| Drive local no transfer | 3,451 | 3,132 | 3,351 | 2,296 | 12,230 |
| Drive local transfer | 1,239 | 682 | 667 | 578 | 3,166 |
| Drive MARTA no transfer | 8,592 | 12,145 | 23,050 | 17,252 | 61,039 |
| Drive MARTA transfer | 3,175 | 3,302 | 4,405 | 3,615 | 14,497 |
| Drive express no transfer | 1,161 | 2,002 | 3,566 | 3,697 | 10,426 |
| Drive express transfer | 583 | 639 | 561 | 769 | 2,552 |
| Subtotal drive local | 4,690 | 3,814 | 4,018 | 2,874 | 15,396 |
| Subtotal drive MARTA | 11,767 | 15,447 | 27,455 | 20,867 | 75,536 |
| Subtotal drive express | 1,744 | 2,641 | 4,127 | 4,466 | 12,978 |
| Subtotal Drive | 18,201 | 21,902 | 35,600 | 28,207 | 103,910 |
| Total local | 36,023 | 15,890 | 15,868 | 6,883 | 74,664 |
| Total MARTA | 58,060 | 31,109 | 45,652 | 26,180 | 161,001 |
| Total express | 4,049 | 3,501 | 4,656 | 4,687 | 16,893 |
| Total | 98,132 | 50,500 | 66,176 | 37,750 | 252,558 |
| ESTIMATED - OBSERVED | | | | | |
| | Zero Auto | Auto < Worker | Autos >= Workers Inc 1-2 | Autos >= Workers Inc 3-4 | Total |
| TOTAL | | | | | |
| Walk local no transfer | -5,685 | 1,664 | 1,842 | 2,350 | 171 |
| Walk local transfer | 829 | 207 | 52 | 506 | 1,594 |
| Walk MARTA no transfer | -972 | -1,318 | -619 | -3,934 | -6,843 |
| Walk MARTA transfer | 1,525 | -1,034 | -731 | 721 | 481 |
| Walk express no transfer | 226 | 170 | 155 | 63 | 614 |
| Walk express transfer | 1,712 | 489 | 221 | 45 | 2,467 |
| Subtotal walk local | -4,856 | 1,871 | 1,894 | 2,856 | 1,765 |
| Subtotal walk MARTA | 553 | -2,352 | -1,350 | -3,213 | -6,362 |
| Subtotal walk express | 1,938 | 659 | 376 | 108 | 3,081 |
| Subtotal Walk | -2,365 | 178 | 920 | -249 | -1,516 |
| Drive local no transfer | -2,877 | -153 | -195 | 1,712 | -1,513 |
| Drive local transfer | -308 | -17 | -224 | 451 | -98 |
| Drive MARTA no transfer | 4,194 | -297 | 1,541 | -2,452 | 2,986 |
| Drive MARTA transfer | -3,089 | -1,806 | -1,674 | 1,605 | -4,964 |
| Drive express no transfer | 1,074 | 872 | 1,391 | -1,204 | 2,133 |
| Drive express transfer | 476 | 419 | 198 | 266 | 1,359 |
| Subtotal drive local | -3,185 | -170 | -419 | 2,163 | -1,611 |
| Subtotal drive MARTA | 1,105 | -2,103 | -133 | -847 | -1,978 |
| Subtotal drive express | 1,550 | 1,291 | 1,589 | -938 | 3,492 |
| Subtotal Drive | -530 | -982 | 1,037 | 378 | -97 |
| Total local | -8,041 | 1,701 | 1,475 | 5,019 | 154 |
| Total MARTA | 1,658 | -4,455 | -1,483 | -4,060 | -8,340 |
| Total express | 3,488 | 1,950 | 1,965 | -830 | 6,573 |
| Total | -2,895 | -804 | 1,957 | 129 | -1,613 |

Table 4.11: Mode Choice Model Parameters (Equivalent IVTT)

| General Coefficients | HBW | | | | | HBO | | | | | NHB | | | | |
|---|----------|------------------|---------------------------------|----------------------------------|------------------|----------|------------------|---------------------------------|----------------------------------|------------------|----------|------------------|---------------------------------|----------------------------------|------------------|
| IVTT Coefficient | -0.0250 | | | | | -0.0177 | | | | | -0.0200 | | | | |
| Walk access time (vs. IVTT) | 2 | | | | | 2 | | | | | 2 | | | | |
| Drive access time (vs. IVTT) | 2 | | | | | 2 | | | | | 2 | | | | |
| First Wait <7 (vs. IVTT) | 2.5 | | | | | 2.5 | | | | | 2.5 | | | | |
| First Wait >7 (vs. IVTT) | 1 | | | | | 2.5 | | | | | 1 | | | | |
| Transfer Time (vs. IVTT) | 2 | | | | | 2 | | | | | 2 | | | | |
| Transfer for Walk Access (min IVTT) | 5 | | | | | 5 | | | | | 5 | | | | |
| Transfer for Drive Access (min IVTT) | 10 | | | | | 10 | | | | | 10 | | | | |
| CBD Constant (min IVTT) | -10 | | | | | -28.3 | | | | | -25 | | | | |
| Drive Access CBD Add-On Constant (min IVTT) | -30 | | | | | -10.0 | | | | | -10 | | | | |
| SE-Based Coefficients | Zero Car | Cars <Workers | Cars ≥workers, low income | Cars ≥workers, high income | | Zero Car | Cars <Workers | Cars ≥workers, low income | Cars ≥workers, high income | | Zero Car | Cars <Workers | Cars ≥workers, low income | Cars ≥workers, high income | |
| Cost (\$/hr) | 1.60 | 7.39 | 5.14 | 16.13 | | 0.53 | 2.43 | 1.69 | 5.30 | | 0.80 | 3.69 | 2.56 | 8.05 | |
| Transit constant (min IVTT) | -209 | -56 | 17 | 74 | | -429 | 0 | 55 | 181 | | -222 | 32 | 103 | 158 | |
| Drive to transit constant (min IVTT) | 88 | 52 | 47 | 25 | | 85 | 42 | 48 | 27 | | 90 | 72 | 73 | 87 | |
| Park and ride constant (min IVTT) | -11 | -14 | -14 | -5 | | -16 | -19 | -19 | -9 | | -16 | -19 | -19 | -9 | |
| Shared ride constant (min IVTT) | -24 | -9 | 79 | 79 | | -136 | -19 | 12 | 5 | | -85 | -21 | 23 | 24 | |
| Shared ride 3 constant (min IVTT) | 1 | 7 | 11 | 9 | | 21 | 21 | 16 | 12 | | 18 | 17 | 12 | 9 | |
| Shared ride 4 constant (min IVTT) | 9 | 14 | 32 | 29 | | 35 | 24 | 19 | 13 | | 27 | 20 | 16 | 11 | |
| Sub-Mode Constants | Local | Express | BRT | MARTA | Commuter Rail | Local | Express | BRT | MARTA | Commuter Rail | Local | Express | BRT | MARTA | Commuter Rail |
| Walk access trips w/o transfer | 0 | -5 | -10.5 | -14 | -14 | 0 | -9 | -16 | -19 | -19 | 0 | -9 | -16 | -19 | -19 |
| Walk access trips w transfer (min IVTT) | 0 | -5 | -10.5 | -14 | -14 | 0 | -9 | -16 | -19 | -19 | 0 | -9 | -16 | -19 | -19 |
| Drive access trips w/o transfer | 0 | -5 | -10.5 | -14 | -14 | 0 | -9 | -16 | -19 | -19 | 0 | -9 | -16 | -19 | -19 |
| Drive access trips w transfer (min IVTT) | 0 | -5 | -10.5 | -14 | -14 | 0 | -9 | -16 | -19 | -19 | 0 | -9 | -16 | -19 | -19 |

4.3.4 Application Results

This section discusses the results of applying the three modal choice models and comparing these results with the observed data. The estimated transit trips, including the estimated air passenger trips, were assigned to the transit network and the daily boardings on the MARTA rail system were determined. The estimated and observed MARTA rail daily boardings are shown in Table 4.12. The total estimated boardings are within one percent of the actual boardings.

A couple of measures used to determine the quality of a highway assignment are maximum desired deviation curves and link scatter plots. A similar approach was used for the MARTA rail station boardings to get an idea of how these measures compare on the transit side. Figure 4.4 shows a scatter plot of observed rail station boardings versus modeled. With the exception of a few outliers, the modeled boardings generally fall in line with the observed boardings. Figure 4.5 shows a scatter plot of regional bus boardings. Again, the modeled boardings generally follow the observed boardings.

**Table 4.12
Observed and Estimated Daily Weekday Boardings on MARTA Stations**

| MARTA Station | Model | Observed | % Diff |
|-----------------------|---------------|---------------|---------------|
| Five Points | 16,600 | 20,900 | -20.6% |
| TOTAL | 16,600 | 20,900 | -20.6% |
| EAST LINE | | | |
| Georgia State | 3,300 | 2,700 | 22.2% |
| MLK Jr. Memorial | 3,200 | 1,700 | 88.2% |
| InmanPark | 5,000 | 2,300 | 117.4% |
| CandlerPark | 3,400 | 1,000 | 240.0% |
| EastLake | 1,700 | 1,000 | 70.0% |
| Decatur | 2,700 | 2,500 | 8.0% |
| Avondale | 3,600 | 4,900 | -26.5% |
| Kensington | 6,200 | 7,600 | -18.4% |
| IndianCreek | 4,700 | 5,700 | -17.5% |
| TOTAL | 33,800 | 29,400 | 15.0% |
| WEST LINE | | | |
| Omni | 1,800 | 2,800 | -35.7% |
| VineCity | 1,200 | 1,000 | 20.0% |
| Ashby | 4,900 | 1,600 | 206.3% |
| Westlake | 1,300 | 2,200 | -40.9% |
| Holmes | 6,800 | 7,100 | -4.2% |
| Bankhead | 1,800 | 2,000 | -10.0% |
| TOTAL | 17,800 | 16,700 | 6.6% |
| NORTHEAST LINE | | | |
| Lenox | 2,600 | 5,000 | -48.0% |
| Brookhaven | 2,100 | 3,300 | -36.4% |
| Chamblee | 2,900 | 3,500 | -17.1% |
| Doraville | 5,600 | 5,300 | 5.7% |
| TOTAL | 13,200 | 17,100 | -22.8% |

| MARTA Station | Model | Actual | % Diff |
|-------------------------|----------------|----------------|--------------|
| NORTH LINE | | | |
| Buckhead | 3,400 | 1,900 | 78.9% |
| MedicalCtr | 2,500 | 2,100 | 19.0% |
| Dunwoody | 2,600 | 4,200 | -38.1% |
| SandySprings | 2,000 | 1,900 | 5.3% |
| NorthSprings | 4,300 | 4,300 | 0.0% |
| TOTAL | 14,800 | 14,400 | 2.8% |
| NORTH TRUNK LINE | | | |
| PeachtreeCtr | 6,500 | 6,800 | -4.4% |
| CivicCtr | 3,500 | 1,700 | 105.9% |
| NorthAve | 4,400 | 4,500 | -2.2% |
| Midtown | 7,200 | 3,400 | 111.8% |
| ArtsCtr | 7,600 | 8,300 | -8.4% |
| Lindbergh | 9,400 | 8,000 | 17.5% |
| TOTAL | 38,600 | 32,700 | 18.0% |
| SOUTH LINE | | | |
| Garnett | 2,700 | 1,800 | 50.0% |
| WestEnd | 5,200 | 6,300 | -17.5% |
| OaklandCity | 7,300 | 3,200 | 128.1% |
| FtMcPherson | 6,400 | 4,900 | 30.6% |
| EastPoint | 3,100 | 4,000 | -22.5% |
| CollegePark | 9,000 | 8,300 | 8.4% |
| Airport | 10,300 | 10,700 | -3.7% |
| TOTAL | 44,000 | 39,200 | 12.2% |
| GRAND TOTAL | 178,800 | 170,400 | 4.9% |

Figure 4.4
MARTA Rail Station Entries Observed vs. Estimated Trend Line

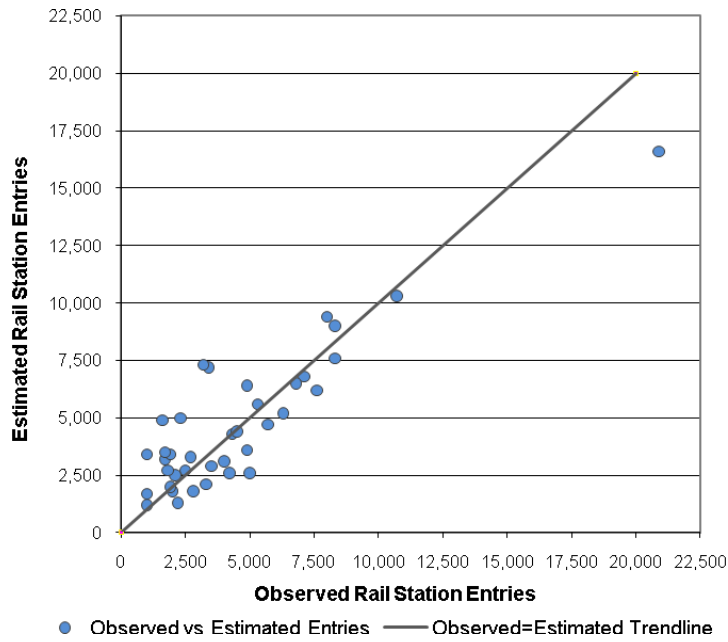
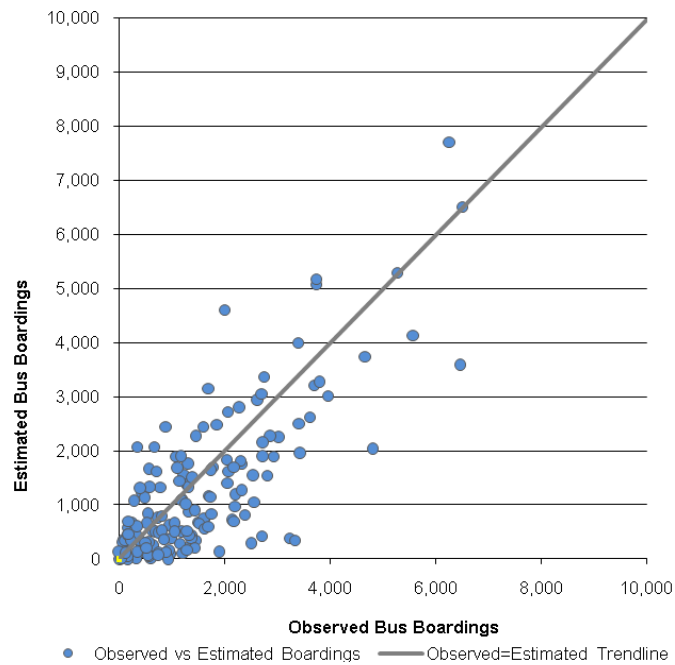


Figure 4.5
Regional Bus Boardings Observed vs. Estimated Trend Line



4.2 Estimating the Percent Walk

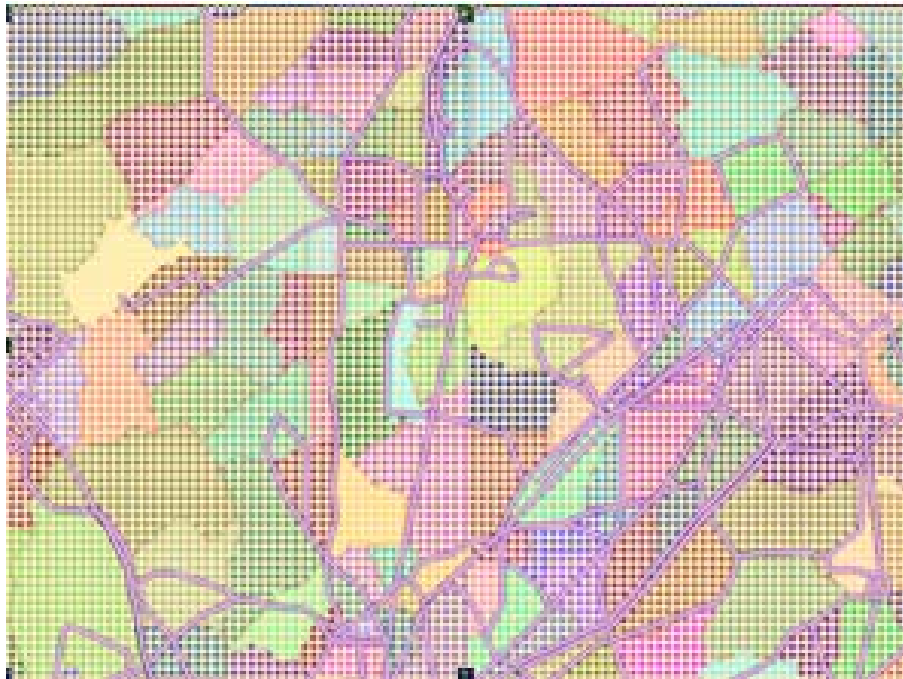
The ARC travel demand model applies TP+ procedures to estimate the percentage of each Traffic Analysis Zone (TAZ) that is walk accessible to transit. The following is a summary of the steps in this estimation process:

- ARC TAZ ID numbers are attached to a grid cell database covering the modeled area. Grid cells are 1/8-mile apart and each is assigned to one TAZ.
- Determine which grid cells are within 1.0-miles (airline distance) of a transit stop.
- For each TAZ, calculate walk accessibility percent by dividing the number of transit accessible grid cells by the total grid cells.
- Calculate average zonal walk time for each TAZ using the grid cells that are within walking distance of transit.

4.2.1 Step One: Grid Cell Database

The geographic area that is included in the ARC model was divided into 1/8-mile X 1/8-mile grid cells, which are represented by the centroid points of each cell. Each grid cell centroid was assigned the ARC TAZ ID that it is within. Figure 4.6 displays a sample of the grid cell centroids, color coded by the TAZ ID.

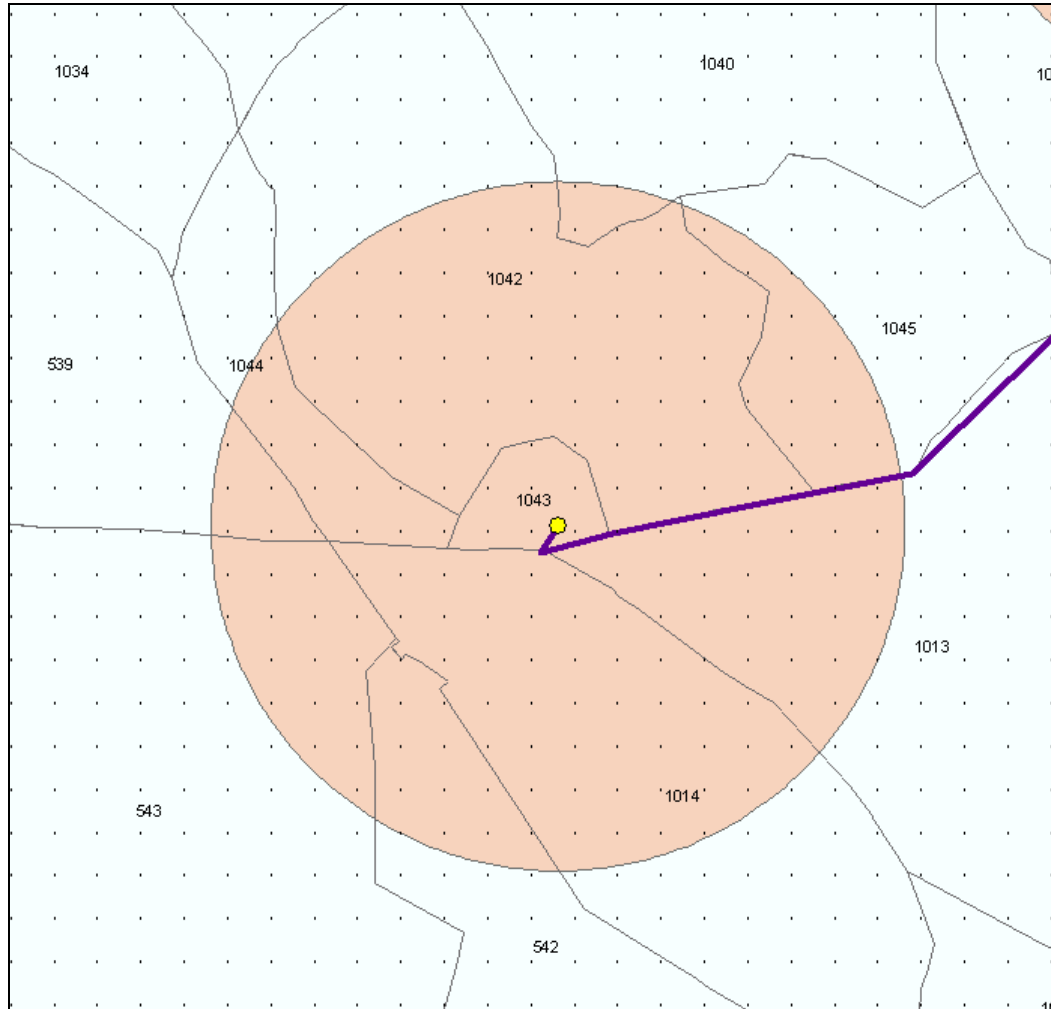
Figure 4.6
ARC 1/8-mile Grid Cell Centroids



4.2.2 Step Two: Determine Grid Cells Within 1.0-miles of Transit

To determine the percentage of each TAZ that has walk access to transit, each grid cell is evaluated to determine if it is within 1.0-miles of a transit stop. Stops that are coded in the transit route files are used for this process, except local bus routes where all nodes along routes are assumed to be stops. Figure 4.7 displays 1.0-mile transit stop buffers relative to an ARC TAZ boundary layer and its associated grid centroids. The grid points that are within the stop buffers are flagged as being walk accessible to transit.

Figure 4.7
Grid Cell Centroids and 1.0-Mile Stop Buffers



4.2.3 Step Three: Calculate Percent Walk Access

The percentage of a TAZ that has walk access to transit is calculated by dividing the number of transit accessible grid cells within a TAZ by the total number of grid cells within that TAZ. This is done for each TAZ.

$$\% \text{ Walk Access to Transit} = \# \text{ Grids within 1.0-mile transit stop buffer} / \# \text{ Grids within the TAZ}$$

Using TAZ 1042 from Figure 4.7, the % Walk Access would be calculated as follows:

$$\# \text{ Grids within TAZ 1042 within 1.0-miles of Transit} = 63$$

$$\# \text{ Grids within TAZ 1042} = 91$$

$$\% \text{ Walk Access} = 63 / 91 = 69.2\%$$

5. External/Internal Model

The External Travel Model forecasts trips for passenger cars and commercial vehicles. The model produces trips for internal-external and external-external movements. ARC has spent considerable time and effort maintaining and updating the External Travel Models. The initial External and Truck Models were developed based on a survey conducted by ARC in 1994-1995 at 30 sites on the periphery of the 13-county travel model study area. The roads were selected so that the survey sites captured nearly all of the high volume facilities where traffic enters and exits the region. Based on the data the following External Travel submodels were developed for 57 locations.

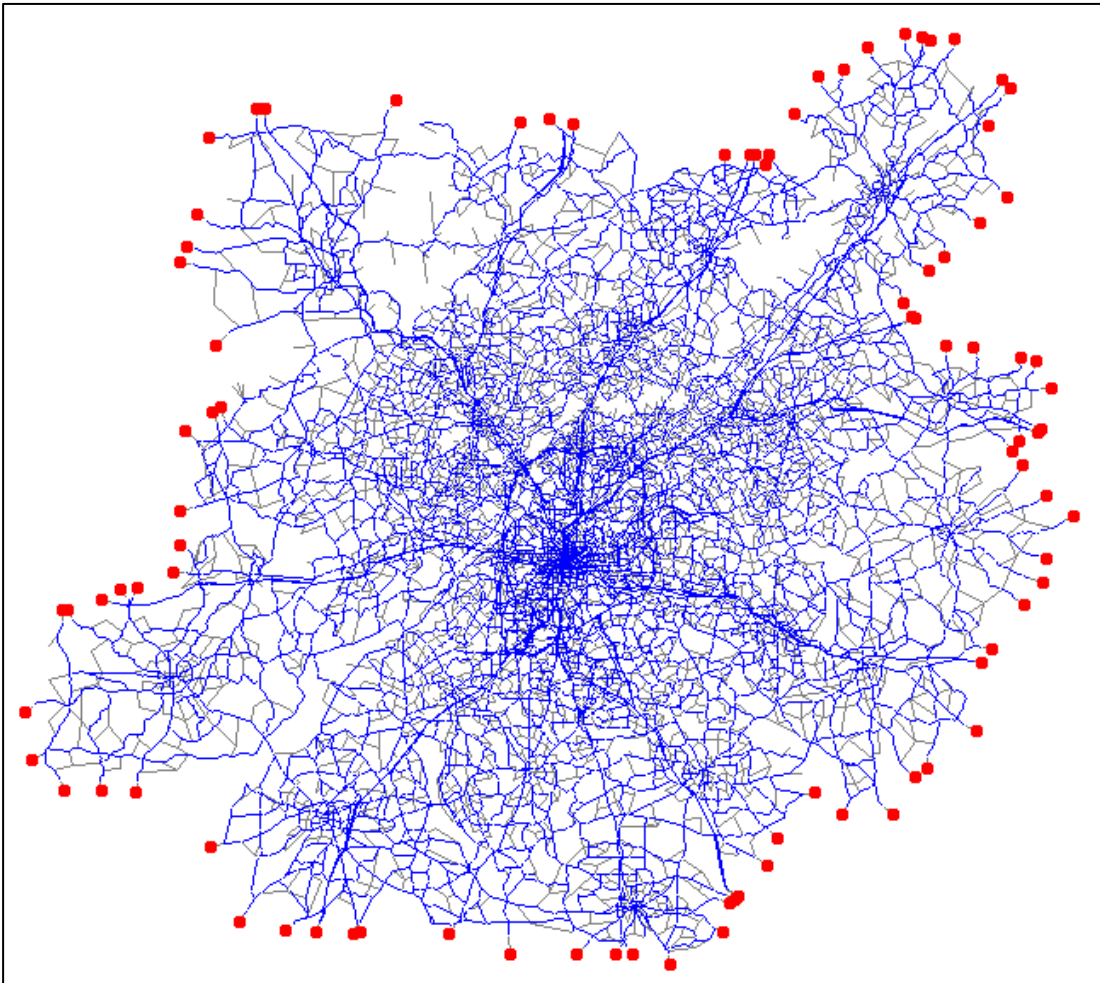
- External-External Passenger Car
- Internal-External
- Work Trips by Interstate Facilities
- Non-Work Trips by Interstate Facilities
- Work Trips by Non-Interstate Facilities
- Non-Work Trips by Non-Interstate Facilities

A new survey has not yet been conducted with the expansion of the modeling area to 20 counties due to time and budget constraints. With no survey available at the new model boundaries, the models developed from the previous survey were used. There were several modifications made to the external models. The most significant involves the new commercial vehicle/truck model. This model replaces the old truck model. Also, the previous external model used a 1995 trip table generated from the survey for creation of the external to external (E-E) trips. It was required to create a new E-E base trip table. This was done using the 1995 trip table to establish patterns between facility types and movements through the region. Finally, a slightly different methodology was used for future year external station forecast volumes.

Figure 5.0 identifies the locations of the external stations. A detailed description of the survey results and initial model design is contained in the Transportation Solutions for A New Century – Appendix IV-V Model Documentation for the 2025 RTP, March 2000.

There have been several refinements to the External Models in the past two years. The Models were converted from TRANPLAN to the TP+ platform. The models were also updated based on 2000 traffic counts and 2000 census population estimates for the internal traffic analysis zones and for surrounding counties. The number of externals is now 91, numbered 2028-2118.

Figure 5.0
External Stations



5.1. Update of the External Travel Model

With the expansion to 20 counties, the methodology for external station forecasting was slightly modified. Previously, a trip table was used to determine each external station's travel shed. The travel shed was defined by the zones which had a significant number of trips to and from that external station. Since no trip table was available at the new external stations, the method for creating the travel sheds had to be updated. Now, the travel shed for an external station consists of all zones within 45 minutes of the station. These sheds are built within the model script.

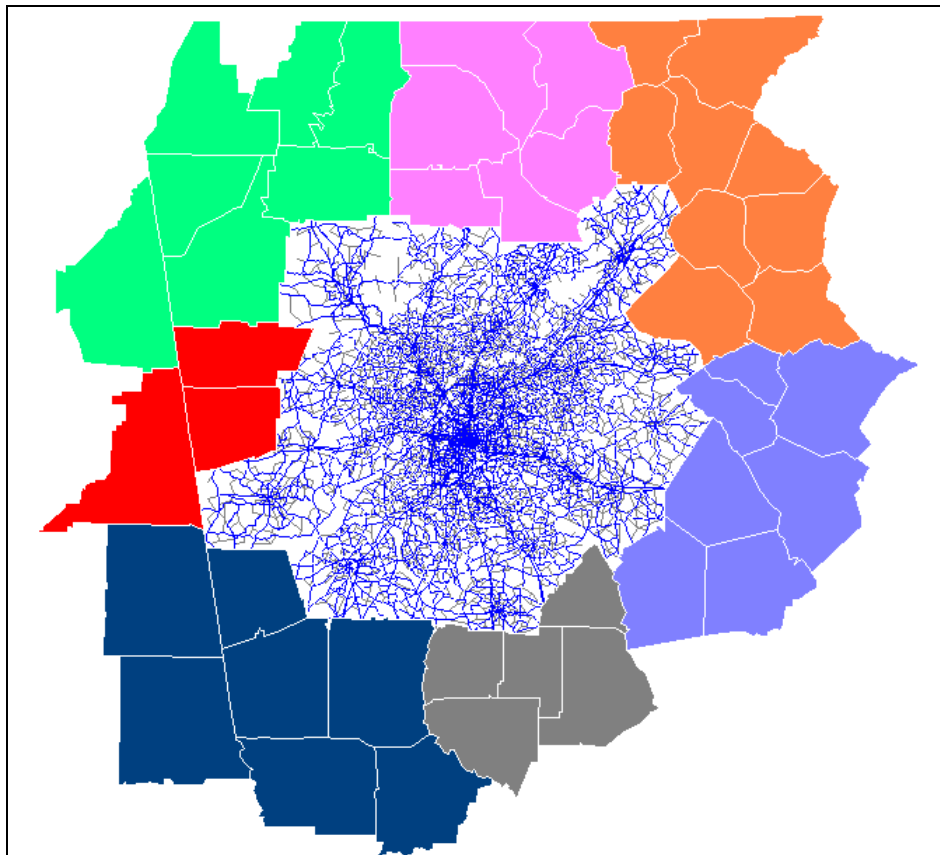
The procedure to forecast future year traffic at the external stations was also slightly modified. Counties outside the model area are still used to help determine the amount of traffic growth at the stations. However, these external counties were grouped together to form large areas that influence a number of external stations. Figure 5.1 shows these external groupings.

Previously, the formula for the external station forecast only included population as a variable in calculating future traffic. The employment of the internal zones has now been added to that formula since it is also a contributing factor to external traffic. The formula used for the forecast is below:

- Fut_int = future year internal zone travel shed population & employment
- Fut_ext = future year external county travel shed population
- Bas_int = year 2000 internal zone travel shed population & employment
- Bas_ext = year 2000 external county travel shed population

Forecast volume = 2000 AADT * (1.2)*(fut_int + fut_ext) / (bas_int + bas_ext)

Figure 5.1
External County Groupings



The external model also requires the percentage splits by vehicle type and purpose (work, non-work, etc.). In the previous model, these values were obtained from the survey data. With no new survey, these values were extracted from a few different sources. As part of the new truck and commercial vehicle model, manual vehicle classification counts were taken at 13 external stations. Since most of the external volume travels on interstates or arterials, these were the types of roads chosen for the manual counts at the external stations. In some cases, GDOT ATR counts were available and were used to split external traffic. For the remaining stations, averages were calculated based on facility types. Figure 5.2 shows a list of the external stations with the vehicle type percentage splits.

**Figure 5.2
External Stations**

| Station # | Name | 2000 AADT | % PSGR CAR | % COMVEH | % MEDTRK | % HVYTRK |
|-----------|---------------------|-----------|------------|----------|----------|----------|
| 2028 | SR 113 | 9,229 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2029 | Chulio Rd/Euharlee | 1,122 | 79.7% | 10.8% | 8.8% | 0.7% |
| 2030 | SR 20/US 411 | 18,660 | 74.5% | 10.3% | 7.2% | 8.0% |
| 2031 | SR 293 | 1,400 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2032 | SR 140 | 9,420 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2033 | US 41 | 8,160 | 84.6% | 11.4% | 2.9% | 1.1% |
| 2034 | I-75 | 53,129 | 64.5% | 4.1% | 4.2% | 27.2% |
| 2035 | US 411 | 5,343 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2036 | SR 108 | 2,844 | 77.0% | 10.4% | 9.0% | 3.6% |
| 2037 | I-575 (SR 5) | 19,529 | 84.7% | 6.4% | 5.0% | 3.9% |
| 2038 | SR 372 | 4,438 | 81.2% | 10.2% | 7.9% | 0.7% |
| 2039 | SR 9 | 8,543 | 81.7% | 11.0% | 6.6% | 0.7% |
| 2040 | Hopewell Rd | 1,643 | 74.9% | 12.6% | 11.2% | 1.3% |
| 2041 | SR 400/US 19 | 24,000 | 88.4% | 5.6% | 3.6% | 2.3% |
| 2042 | Blue Ridge Overlook | 1,660 | 74.9% | 12.6% | 11.1% | 1.3% |
| 2043 | SR 53 | 7,752 | 92.9% | 3.7% | 2.6% | 0.9% |
| 2044 | SR 136 | 2,914 | 79.3% | 10.5% | 7.7% | 2.5% |
| 2045 | SR 60 | 10,160 | 79.3% | 8.8% | 7.0% | 4.9% |
| 2046 | SR 115 | 1,800 | 74.9% | 12.6% | 11.2% | 1.3% |
| 2047 | SR 52 | 2,158 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2048 | SR 284 | 1,340 | 74.9% | 12.6% | 11.2% | 1.3% |
| 2049 | US 129 | 8,740 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2050 | SR 254 | 864 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2051 | Skitt Mtn Rd | 1,714 | 74.9% | 12.6% | 11.1% | 1.3% |
| 2052 | US 23/SR 365 | 11,120 | 82.0% | 6.3% | 5.1% | 6.6% |
| 2053 | SR 51/Cornelia Hwy | 2,176 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2054 | SR 51 | 6,600 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2055 | SR 52 | 925 | 74.9% | 12.6% | 11.1% | 1.3% |
| 2056 | SR 82 | 1,120 | 74.9% | 12.6% | 11.2% | 1.3% |
| 2057 | SR 11/US 129 | 9,440 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2058 | SR 60/SR 332 | 2,200 | 74.1% | 10.0% | 10.1% | 5.8% |
| 2059 | SR 53 | 6,940 | 74.2% | 10.0% | 10.1% | 5.8% |
| 2060 | I-85 | 39,468 | 69.7% | 4.1% | 4.8% | 21.3% |
| 2061 | SR 124 | 2,429 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2062 | SR 53 | 6,280 | 80.9% | 10.9% | 6.3% | 1.9% |
| 2063 | Jefferson Hwy | 4,200 | 79.2% | 10.5% | 7.7% | 2.6% |
| 2064 | Double Bridges Rd | 1,020 | 74.9% | 12.6% | 11.3% | 1.2% |
| 2065 | SR 82 | 1,371 | 78.0% | 10.5% | 8.5% | 2.9% |
| 2066 | SR 330 (Tallassee | 1,800 | 74.9% | 12.6% | 11.2% | 1.3% |
| 2067 | Atlanta Hwy | 7,488 | 81.1% | 10.9% | 6.8% | 1.2% |
| 2068 | SR 316/US 29 | 17,356 | 85.9% | 5.4% | 3.6% | 5.1% |



**Figure 5.2
External Stations (cont'd)**

| Station # | Name | 2000 AADT | % PSGR CAR | % COMVEH | % MEDTRK | % HVYTRK |
|-----------|--------------------|-----------|------------|----------|----------|----------|
| 2069 | Barber Creek Rd | 757 | 75.0% | 12.6% | 11.1% | 1.3% |
| 2070 | SR 53 | 3,700 | 79.2% | 10.5% | 7.7% | 2.6% |
| 2071 | US 78 | 11,380 | 76.2% | 9.3% | 8.0% | 6.5% |
| 2072 | Snows Mill Rd | 940 | 82.9% | 11.2% | 5.4% | 0.5% |
| 2073 | SR 186 | 957 | 74.8% | 12.6% | 11.2% | 1.4% |
| 2074 | SR 83 | 2,420 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2075 | Monroe Hwy | 500 | 74.9% | 12.6% | 11.2% | 1.4% |
| 2076 | Pannell/Prospect R | 638 | 74.9% | 12.5% | 11.1% | 1.4% |
| 2077 | US 278 | 2,371 | 74.9% | 12.6% | 11.0% | 1.5% |
| 2078 | I-20 | 23,429 | 73.0% | 4.1% | 4.9% | 18.0% |
| 2079 | SR 142 | 3,840 | 79.3% | 10.5% | 7.7% | 2.6% |
| 2080 | SR 11 | 2,671 | 79.2% | 10.5% | 7.7% | 2.6% |
| 2081 | Henderson Mill Rd | 2,218 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2082 | SR 212 | 4,300 | 79.3% | 10.5% | 7.7% | 2.6% |
| 2083 | SR 36 | 2,667 | 79.3% | 10.5% | 7.7% | 2.6% |
| 2084 | Keys Ferry Rd | 1,820 | 92.9% | 3.6% | 2.6% | 0.9% |
| 2085 | Old Jackson Rd | 760 | 74.9% | 12.6% | 11.2% | 1.3% |
| 2086 | SR 42/US 23 | 9,353 | 81.7% | 9.3% | 5.4% | 3.6% |
| 2087 | I-75 | 88,300 | 74.4% | 2.3% | 4.6% | 18.7% |
| 2088 | Jackson Rd | 1,740 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2089 | SR 16 | 8,772 | 74.4% | 10.6% | 8.6% | 6.4% |
| 2090 | SR 36 | 860 | 74.9% | 12.5% | 11.1% | 1.4% |
| 2091 | Macon Rd | 3,600 | 79.2% | 10.5% | 7.7% | 2.6% |
| 2092 | US 41 | 14,414 | 83.4% | 8.8% | 4.1% | 3.7% |
| 2093 | SR 155 | 13,743 | 83.4% | 8.8% | 5.2% | 2.6% |
| 2094 | SR 362 | 7,100 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2095 | SR 18 | 1,880 | 92.8% | 3.7% | 2.6% | 0.9% |
| 2096 | SR 85 | 5,280 | 91.3% | 4.5% | 3.2% | 1.1% |
| 2097 | SR 54 | 1,762 | 92.8% | 3.7% | 2.6% | 0.9% |
| 2098 | US 41 | 5,914 | 81.6% | 9.6% | 5.9% | 2.9% |
| 2099 | I-85 | 37,604 | 71.4% | 7.7% | 4.8% | 16.1% |
| 2100 | US 29 | 2,838 | 92.8% | 3.7% | 2.6% | 0.9% |
| 2101 | Corinth Rd | 1,200 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2102 | SR 34 | 5,085 | 75.1% | 10.1% | 10.6% | 4.2% |
| 2103 | SR 1 | 4,400 | 79.2% | 10.5% | 7.5% | 2.8% |
| 2104 | Stoney Pt | 780 | 74.9% | 12.6% | 11.3% | 1.3% |
| 2105 | SR 100 | 880 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2106 | SR 100/SR 5 | 3,857 | 79.3% | 10.5% | 7.7% | 2.6% |
| 2107 | SR 166 | 5,243 | 81.6% | 9.6% | 6.1% | 2.7% |
| 2108 | SR 100 | 2,400 | 74.9% | 12.6% | 11.2% | 1.3% |
| 2109 | SR 166 | 1,200 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2110 | I-20 | 39,577 | 65.2% | 2.3% | 6.0% | 26.5% |
| 2111 | US 27 | 10,100 | 83.4% | 8.8% | 5.2% | 2.6% |
| 2112 | SR 1 BUS | 9,083 | 81.6% | 9.6% | 5.9% | 3.0% |
| 2113 | SR 78 | 5,871 | 80.3% | 10.8% | 7.8% | 1.1% |
| 2114 | SR 113 | 3,015 | 79.3% | 10.5% | 7.7% | 2.6% |
| 2115 | SR 120 | 3,386 | 72.3% | 15.0% | 8.2% | 4.5% |
| 2116 | Vinson Mtn Rd | 1,560 | 74.9% | 12.6% | 11.3% | 1.2% |
| 2117 | SR 101 | 2,275 | 74.9% | 12.6% | 11.1% | 1.4% |
| 2118 | US 278 | 10,060 | 87.2% | 6.2% | 2.8% | 3.7% |

Forecasts of population for the external counties were based on the 2010 projections of population by Georgia's Office of Planning Budget (OPB). Population was interpolated and extrapolated for other planning years based on current 2000 population data and the 2010 population forecasts. With the model boundary expansion, there were four external counties in Alabama. The 2000 population data came from the 2000 Census while the 2010 projections came from the US Census Bureau and Center for Business and Economic Research at the University of Alabama.

**Table 5.3
Forecasted Population for the External Counties**

| Zone | COUNTY | Census 2000 Population | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
|------|--------------|------------------------|---------|---------|---------|---------|---------|---------|
| 2119 | BANKS | 14,422 | 15,926 | 17,429 | 18,933 | 20,436 | 21,940 | 23,443 |
| 2120 | BUTTS | 19,522 | 23,447 | 27,371 | 31,296 | 35,220 | 39,145 | 43,069 |
| 2121 | CHAMBERS, AL | 35,567 | 35,961 | 36,355 | 36,749 | 37,143 | 37,537 | 37,931 |
| 2122 | CHATTOOGA | 25,470 | 26,977 | 28,483 | 29,990 | 31,496 | 33,003 | 34,509 |
| 2123 | CHEROKEE, AL | 24,525 | 26,423 | 28,320 | 30,218 | 32,115 | 34,013 | 35,910 |
| 2124 | CLARKE | 101,489 | 102,662 | 103,834 | 105,007 | 106,179 | 107,352 | 108,524 |
| 2125 | CLEBURNE, AL | 14,123 | 14,766 | 15,409 | 16,052 | 16,695 | 17,338 | 17,981 |
| 2126 | DAWSON | 15,999 | 20,121 | 24,242 | 28,364 | 32,485 | 36,607 | 40,728 |
| 2127 | FANNIN | 19,798 | 22,817 | 25,835 | 28,854 | 31,872 | 34,891 | 37,909 |
| 2128 | FLOYD | 90,565 | 92,727 | 94,889 | 97,051 | 99,213 | 101,375 | 103,537 |
| 2129 | FRANKLIN | 20,285 | 22,034 | 23,783 | 25,532 | 27,281 | 29,030 | 30,779 |
| 2130 | GILMER | 23,456 | 26,610 | 29,764 | 32,918 | 36,072 | 39,226 | 42,380 |
| 2131 | GORDON | 44,104 | 49,182 | 54,259 | 59,337 | 64,414 | 69,492 | 74,569 |
| 2132 | GREENE | 14,406 | 16,200 | 17,994 | 19,788 | 21,582 | 23,376 | 25,170 |
| 2133 | HABERSHAM | 35,902 | 40,296 | 44,690 | 49,084 | 53,478 | 57,872 | 62,266 |
| 2134 | HARALSON | 25,690 | 27,848 | 30,005 | 32,163 | 34,320 | 36,478 | 38,635 |
| 2135 | HARRIS | 23,695 | 26,671 | 29,647 | 32,623 | 35,599 | 38,575 | 41,551 |
| 2136 | HEARD | 11,012 | 11,770 | 12,527 | 13,285 | 14,042 | 14,800 | 15,557 |
| 2137 | JACKSON | 41,589 | 50,065 | 58,540 | 67,016 | 75,491 | 83,967 | 92,442 |
| 2138 | JASPER | 11,426 | 13,097 | 14,768 | 16,439 | 18,110 | 19,781 | 21,452 |
| 2139 | LAMAR | 15,912 | 17,298 | 18,684 | 20,070 | 21,456 | 22,842 | 24,228 |
| 2140 | LUMPKIN | 21,016 | 24,005 | 26,993 | 29,982 | 32,970 | 35,959 | 38,947 |
| 2141 | MADISON | 25,730 | 27,437 | 29,143 | 30,850 | 32,556 | 34,263 | 35,969 |
| 2142 | MERIWETHER | 22,534 | 22,867 | 23,199 | 23,532 | 23,864 | 24,197 | 24,529 |
| 2143 | MONROE | 21,757 | 23,200 | 24,642 | 26,085 | 27,527 | 28,970 | 30,412 |
| 2144 | MORGAN | 15,457 | 17,889 | 20,320 | 22,752 | 25,183 | 27,615 | 30,046 |
| 2145 | MURRAY | 36,506 | 40,865 | 45,223 | 49,582 | 53,940 | 58,299 | 62,657 |
| 2146 | OCONEE | 26,225 | 29,148 | 32,070 | 34,993 | 37,915 | 40,838 | 43,760 |
| 2147 | OGLETHORPE | 12,635 | 13,802 | 14,968 | 16,135 | 17,301 | 18,468 | 19,634 |
| 2148 | PICKENS | 22,983 | 29,263 | 35,542 | 41,822 | 48,101 | 54,381 | 60,660 |
| 2149 | PIKE | 13,688 | 15,663 | 17,637 | 19,612 | 21,586 | 23,561 | 25,535 |
| 2150 | POLK | 38,127 | 40,634 | 43,140 | 45,647 | 48,153 | 50,660 | 53,166 |
| 2151 | PUTNAM | 18,812 | 19,810 | 20,807 | 21,805 | 22,802 | 23,800 | 24,797 |
| 2152 | RABUN | 15,050 | 15,990 | 16,930 | 17,870 | 18,810 | 19,750 | 20,690 |
| 2153 | RANDOLPH, AL | 22,380 | 23,600 | 24,819 | 26,039 | 27,258 | 28,478 | 29,697 |
| 2154 | STEPHENS | 25,435 | 26,192 | 26,949 | 27,706 | 28,463 | 29,220 | 29,977 |
| 2155 | TALBOT | 6,498 | 7,227 | 7,955 | 8,684 | 9,412 | 10,141 | 10,869 |
| 2156 | TOWNS | 9,319 | 10,493 | 11,666 | 12,840 | 14,013 | 15,187 | 16,360 |
| 2157 | TROUP | 58,779 | 61,342 | 63,904 | 66,467 | 69,029 | 71,592 | 74,154 |
| 2158 | UNION | 17,289 | 19,439 | 21,588 | 23,738 | 25,887 | 28,037 | 30,186 |
| 2159 | UPSON | 27,597 | 28,030 | 28,462 | 28,895 | 29,327 | 29,760 | 30,192 |
| 2160 | WALKER | 61,053 | 64,010 | 66,966 | 69,923 | 72,879 | 75,836 | 78,792 |
| 2161 | WHITE | 19,944 | 24,282 | 28,619 | 32,957 | 37,294 | 41,632 | 45,969 |
| 2162 | WHITFIELD | 83,525 | 89,564 | 95,602 | 101,641 | 107,679 | 113,718 | 119,756 |

6. Commercial Vehicle and Truck Models

6.1. Introduction

This report documents the development of a new set of regional truck and commercial trip forecasting models for the Atlanta Regional Commission (ARC). In recent years, ARC has been updating various parts of its regional travel forecasting model. The existing truck model was developed in the mid-1990's from survey data. Light-duty commercial trips were not explicitly modeled as a separate category, but were partially covered under what the existing model calls "Light Trucks". In this report, the "existing" truck model refers to the most recent ARC model version, completed in April 2005.

As used in this report, the term "truck model" actually refers to two separate models: one for heavy trucks and one for medium trucks. As defined here, these categories represent a change from the existing model. Segmentation of these two categories is based on the Federal Highway Administration's (FHWA) "F-13" classification scheme. "Heavy" trucks are defined as vehicles with either a single or multiple trailer combination (F8 – F13 in the FHWA scheme). "Medium" trucks include buses (FHWA's F4), vehicles with two axles and six tires (F5), and single-unit vehicle with three or four axles (F6, F7). The existing model uses a category called "light trucks". That terminology is no longer used, to avoid confusion with the more commonly used definition of "light trucks": pickups, vans, minivans, and sport-utility vehicles (SUVs). This change in truck categories from the existing model's weight-based definition was necessitated by the fact that the new model is more closely tied to count data, and truck counts are maintained by classification, using the FHWA scheme. Most truck counts use automatic counting equipment, which counts axles. The FHWA classification system is illustrated in Figure 6.1.

The light truck category is now replaced, more or less, by a new category of trips: "Commercial". This refers to those trips that are mainly business-oriented and are not personal transportation, but do not involve a medium or heavy truck, as described above. Light trucks, vans, and SUVs used for personal transportation are not included here. But the Commercial category does include passenger cars, light trucks, vans, and SUVs that are used for business purposes.

This is a new category of trip that has not been commonly recognized in regional travel demand models but which is currently becoming the focus of attention in several urban areas. It includes package delivery vehicles, postal vehicles, couriers, equipment repair and service technicians, craftsmen (carpenters, plumbers, etc.), government workers, taxis, police, fire, and rescue vehicles, and many other types of light-duty vehicles. Planners are beginning to realize that business-related travel is very poorly identified in home-interview surveys. In fact, the extreme difficulty in identifying such trips and surveying their travel patterns has doubtless kept many planners from including these trips in the modeling process.

Simple observation of the traffic stream on any roadway will reveal the basic fact that Commercial trips represent a category of travel that is too large to ignore. Exclusion of these trips results in either underestimating traffic volumes, or (perhaps worse) implicitly incorporating their volume within some other category, most likely non-home-based personal travel. Since Commercial trips obviously have different travel characteristics than most personal travel, accounting for these trips in a separate category will improve the accuracy of the model.

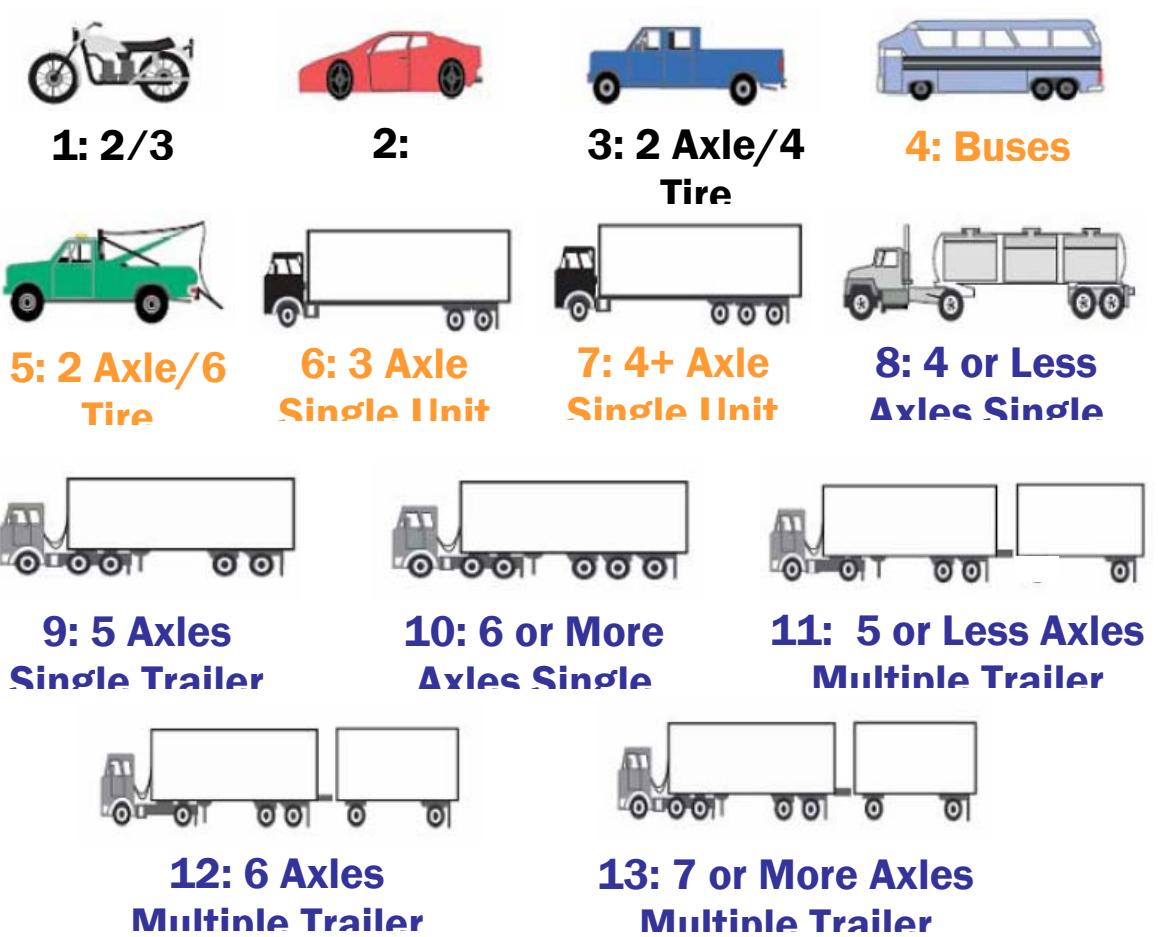
Truck and commercial vehicle modeling has taken on more importance in recent years, for a couple of reasons. Perhaps the primary reason is that trucks contribute disproportionately to the region's mobile source emission inventory, especially for NO_x and particulates. The need to meet increasingly stringent regional emission budgets has caused most planning agencies to examine every possible emission source in greater detail. Another reason is an increasing emphasis on goods movement and the role of the region's transportation system in facilitating goods movement, and by implication, the economy.

Atlanta's role as a hub for goods movement throughout the southeastern U.S. makes this even more critical than in other cities.

A survey of truck travel was undertaken in the Atlanta area in 1996 and that was used to develop the existing truck model. However, that survey's coding of vehicle types was not sufficiently detailed to be used in this project. Instead, an innovative approach that addresses this problem in an indirect fashion was used. This new approach relies almost entirely on counts conducted throughout the region. The availability and relative accuracy of classification counts makes them a reliable and usable source of data for truck modeling. The new approach involves using these counts as a basis for synthesizing a truck trip table. That table is then used to "inform" the model, providing a more credible basis for adjusting the model's parameters. In addition, the method provides a systematic calibration adjustment that helps the model to achieve relatively high accuracy of assigned truck volumes on a link-by-link basis.

For Commercial travel, the same approach is used, except that classification count data is unavailable for this category of trips. Given the variety of vehicles in this group, automated count procedures have not yet been developed. Thus, these vehicles must be counted manually. The cost to perform enough counts for model development is prohibitive, so an alternate technique is used. A limited number of counts are collected and this data is used to synthesize other counts, enabling model development.

**Figure 6.1
FHWA 13-Bin
Vehicle Classification**



6.2. Review of the State of the Art in Truck Modeling Issues

A brief review of the state of the art in truck trip modeling was conducted. Two recent reports greatly facilitated this effort: Travel Model Improvement Program's Quick Response Freight Manual and NCHRP Synthesis 298, Truck Trip Generation Data. These reports provide an excellent overview of current practice and key issues concerning truck trip modeling.

The first issue is: what is the context of the model? There are three levels of analysis detail: 1) national or statewide analyses of tax payments, pavement condition, or general rail vs. truck movement; 2) regional analyses concerned with link volumes, emissions, and corridor studies; and 3) local studies in which traffic engineers are looking at noise, geometrics, pavement, or loading facilities. These are very different kinds of analyses, calling for different kinds of models. Most of the focus of the literature is on regional truck models, and that is the level that this report is concerned with.

One of the most important issues is the definition of just what is a "truck". Models based on registration data use gross vehicle weight (GVW) definitions. Models based on classification counts use the number of axles as their criterion. These two definitions are not consistent with each other and create difficulties in comparing models and results. The selection of an appropriate definition also hinges on the purpose of the truck analysis: is it mainly for motor carrier/tax policy, pavement analysis, or emissions calculation?

Another key issue is the structure of the model. So-called "commodity-based" models attempt to analyze the flow of all goods from their source, through various transformations, and then on to the final consumer. This kind of analysis permits the explicit consideration of trade-offs among different freight modes (e.g., highway, air, rail, water). Many planners consider this the "ultimate" in freight modeling, but it is generally considered a goal that might be attained in the future, not something that is truly practical today. The alternative is a "vehicle-based" model, which simply estimates truck trips. This is the form taken by almost all operational truck trip models. The literature considers this to be a reasonable interim approach until such time as commodity-based models become more widely used and accepted.

The difficulty in conducting truck trip surveys is well known. One problem is that almost all regional travel models consider the basic unit of travel to be the "trip": a movement between an origin and a destination. For many trucks, however, the unit of travel is instead a "tour": a series of connected trips throughout the day. This not only complicates the survey itself, but it makes it extremely difficult to translate tour movements into the origin/destination trip approach taken by most models. An even more significant problem is simply one of participation. Trucking firms treat travel data as proprietary information and are not willing to have this information made available to the public (or their competitors). These firms are not accustomed to working with public planning agencies and often distrust or misunderstand the purpose of the surveys. Even when the trucking company is cooperative, truck drivers themselves usually view surveys as nothing more than an unwarranted and unnecessary intrusion on their workday. Thus, it should come as no surprise that reliable, usable data is rarely achieved in trucking surveys. A possible exception is that roadside intercept surveys, if conducted in a safe and efficient manner, can be very useful in obtaining data on truck trip movements that are external or completely through the region.

Those analysts lucky enough to obtain usable data on truck trips are being confronted with another obstacle: the measures of land use that are causally related to truck activity are generally not among the data items that are available at the traffic zone level, or are forecasted. As a result, in almost all cases, planners try to relate truck travel to the variables that are available. The outcome is usually a relatively crude model that relates truck trips to employment and population. The results are usually less than satisfactory, but are justified by noting that "trucks are only 5% of all trips". While this may be true in total, trucks do account for a higher share of traffic on the major roadways and heavy trucks also utilize a greater share of roadway capacity than their volumes indicate.

In summary, the state of the art in truck trip models is still in its infancy, but starting to improve. Substantial enhancements in these models will need to await the widespread acceptance and use of

automated, non-intrusive data collection technology (perhaps GPS-based) and the development of traffic-zone-level data that is more closely related to goods movement. In recent years, more planning agencies are paying greater attention to these needs.

6.3. Factors Affecting Truck Forecasting

The above issues relate mainly to the development of a model which can adequately describe today's truck travel. Forecasting truck trips proves to be even more difficult than forecasting personal travel, for a number of reasons. Creating a model that accounts for all the factors that are likely to affect future truck travel would effectively require a crystal ball. One needs only to look at the last 10 years to understand some of these factors.

One of the most important phenomena to affect truck travel over the past two decades is the change in goods movement technology. Containerization has affected practically all aspects of goods movement, including ship, rail, and truck. Containerized freight movement now represents the majority of goods moved at all U.S. ports, for example. In a related development, trailer on flat car (TOFC) and container on flat car (COFC) have created tremendous opportunities for intermodal coordination and efficiency that did not exist until fairly recently.

Another similar development (also related to the above) is the sharp rise in freight labor productivity. Over the past 20 years, the number of truck trips per trucking industry employee has risen sharply. The nature of American industry has changed in recent years and improvements necessitated by international competition have practically revolutionized the freight industry. One example of this is just-in-time (JIT) delivery, in which industries reduce their warehousing space because they no longer stockpile materials used in production. These materials are delivered by suppliers on the day (sometimes at the hour) they are needed and they move directly from the loading dock onto the production line. JIT requires a veritable ballet of truck movements, organized and scheduled with great precision and timing. Obviously, it also increases the number of truck trips serving a manufacturing plant. This kind of operation barely existed ten years ago and now it is commonly used throughout the manufacturing sector, particularly for motor vehicle assembly.

As if recent changes in technology and productivity weren't drastic enough, the past decade has also seen major political changes that affect goods movement. The increase in the global nature of the U.S. economy, aided by actions such as the North American Free Trade Agreement (NAFTA), has had a profound effect on all forms of freight movement. One of the earliest impacts of NAFTA was a sharp increase in truck traffic across the borders with Canada and Mexico, as U.S. companies sought to improve their operations by using facilities in those countries.

Finally, the past few years have seen sharp up and down swings in the price of motor fuel. This has obviously had a major effect on the trucking industry and has provided other types of transport companies, especially railroads, with an opportunity to take market share away from trucks.

Many other external factors have been seen to strongly influence truck travel in recent years, including: deregulation, the shift in retail to "big box" stores, changes in truck weight and size limits, increased emphasis on truck safety, and more centralized warehousing and distribution.

The above commentary serves to highlight how difficult truck forecasting can be, especially in light of the limited resources typically devoted to it. Forecasting freight is certainly no less challenging (and probably more so) than forecasting personal travel. While there will doubtless continue to be changes in technology and productivity in the future, it is not feasible to incorporate them into the model or to estimate their impact at this time. This suggests a need to continually revisit and update any truck model at regular intervals.

6.4. Review of Other Truck Models

Other truck trip models from other urban areas were examined as part of this task. These include Washington, DC, Baltimore, New Orleans, Raleigh, NC, several Ohio cities, and Lehigh Valley, PA. Although these models represent a variety of different environments, a few typical practices can be identified:

- Trucks are often segmented into two groups: heavy and medium. "Medium" sometimes includes light-duty commercial vehicles, but an emerging practice is to use a separate model for commercial light trucks, vans, and automobiles.
- External trip ends have often been defined using an "off-model" procedure. An emerging practice is to estimate an external share based on the zone's distance to the cordon.
- Truck models are frequently based on very old survey data (e.g., 1960's).
- Truck generation models are relatively simple regression equations using population (or households) and employment by different types, with no constant term. The coefficient on population is smaller than that on employment.
- Zonal productions and attractions are set equal to each other.
- Special time of day or assignment procedures for trucks (e.g., to prevent trucks from using certain roadways) are rarely used.

6.5. Commercial Count Model

6.5.1 Collection of Count Data

The basic methodology of this study relies on developing a trip table from counts. The main problem is that counts of Commercial traffic are not commonly available. Worse, it is difficult to obtain such counts due to the difficulty in defining just what a Commercial vehicle is and what is a suitable manner for counting these type of vehicles.

The consultant developed a procedure that leverages the database of daily counts conducted by the Georgia Department of Transportation (GDOT). These counts were available at approximately 2,800 locations throughout the ARC 20-county modeled area for 2000.

For this project, consulting staff conducted new counts of Commercial traffic at 165 of those locations. The best way to define "Commercial" for the purposes of these counts was that a Commercial vehicle is any vehicle that displays any text, logo, or trademark, or that is transporting equipment of an obviously commercial nature. Some of those vehicles are doubtless being used for personal use at times. It is assumed that this overestimation error is equal to the underestimation error of some unmarked vehicles being used for non-personal use. This definition was coordinated with the FHWA commercial vehicle category descriptions so as to avoid duplication with the Medium and Heavy Truck categories.

The size of the sample was calculated as shown in Chapter 5 of the Travel Survey Manual, prepared by Cambridge Systematics, June 1996, for the TMIP project. The equation is:

$$N = CV^2 * z^2 / d^2$$

Where:

N = sample size

CV = coefficient of variation for the statistic of interest (mean/standard deviation)

z = z-statistic for the desired confidence level; for 95% confidence, z = 1.96

d = relative precision (error)

The statistic of interest in this survey is the percent of vehicles that are Commercial ("%COM"). From data in other areas, the CV for %COM is 0.33. In order to have a relative precision of, $\pm 5\%$ of the mean %COM with a confidence level of 95%, then the required sample size is 168. The final sample of 165 should be sufficient.

The counts were conducted during summer and fall of 2005, at a variety of locations throughout the ARC 20-county modeled area. Staff attempted to achieve a representative sample of links stratified by functional class group (freeway, arterial, collector) and area type (urban, suburban, rural). Table 6.1 shows the development of the stratification table for the counts. Counts were conducted for 4 hours, in the middle of the day. Prior research by others had indicated that 4-6 hours' worth of this kind of data is, in general, sufficiently representative of a typical weekday's activity, for the purpose of defining the percentage of traffic that is Commercial. A detailed description of the methodology to determine and select the number of data sites is documented in "Summary of Data Collection Methodology for Commercial Vehicle Data for the Atlanta Region, August 2005."

The ARC network for the 13 counties for year 2000 was stratified by area type and facility type. Area type was aggregated into three categories, urban, suburban and rural while the facility types were aggregated into the three categories freeways/expressways, arterials and collectors. Ramps were excluded. The number of miles by facility and area type by the number of lanes was summarized by the number of lanes. This is because the cost estimates to collect the information was determined by the number of lanes. Then the percentage of miles by each category was calculated. Then through a set of iterations,

an initial sample size was determined by facility type and area type. The original goal was to collect information on 168 sites. Data was collected for 166 sites.

Table 6.1
Summarize 2000 Network by Number of Lanes by Facility & Area Type

Link Miles by Number of Lanes

Fwy/Expwy

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|-----|-----|-----|-----|-----|-----|-------|
| Urban | 143 | 88 | 91 | 106 | 147 | 41 | 616 |
| Suburban | 87 | 123 | 75 | 100 | 33 | 7 | 425 |
| Rural | 53 | 197 | 116 | 17 | 16 | 0 | 399 |
| Total | 283 | 408 | 282 | 223 | 196 | 48 | 1,440 |

Link Miles by Number of Lanes

Arterial

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|-------|-------|-----|----|---|-----|-------|
| Urban | 484 | 693 | 160 | 22 | 3 | 0 | 1,362 |
| Suburban | 1,423 | 826 | 61 | 1 | 0 | 0 | 2,311 |
| Rural | 3,915 | 300 | 7 | 1 | 0 | 0 | 4,223 |
| Total | 5,822 | 1,819 | 228 | 24 | 3 | 0 | 7,896 |

Link Miles by Number of Lanes

Collector

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|-------|-----|----|---|---|-----|-------|
| Urban | 712 | 236 | 4 | 3 | 0 | 0 | 955 |
| Suburban | 1,203 | 119 | 2 | 0 | 0 | 0 | 1,324 |
| Rural | 1,028 | 37 | 7 | 0 | 0 | 0 | 1,072 |
| Total | 2,943 | 392 | 13 | 3 | 0 | 0 | 3,351 |

Link Miles by Number of Lanes

Total

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|-------|-------|-----|-----|-----|-----|--------|
| Urban | 1,339 | 1,017 | 255 | 131 | 150 | 41 | 2,933 |
| Suburban | 2,713 | 1,068 | 138 | 101 | 33 | 7 | 4,060 |
| Rural | 4,996 | 534 | 130 | 18 | 16 | 0 | 5,694 |
| Total | 9,048 | 2,619 | 523 | 250 | 199 | 48 | 12,687 |

Estimate Percent of Miles by Facility and Area Type

Percent of Miles

Fwy/Expwy

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|------|------|------|------|------|------|-------|
| Urban | 1.1% | 0.7% | 0.7% | 0.8% | 1.2% | 0.3% | 4.9% |
| Suburban | 0.7% | 1.0% | 0.6% | 0.8% | 0.3% | 0.1% | 3.3% |
| Rural | 0.4% | 1.6% | 0.9% | 0.1% | 0.1% | 0.0% | 3.1% |
| Total | 2.2% | 3.2% | 2.2% | 1.8% | 1.5% | 0.4% | 11.4% |

Percent of Miles

Arterial

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|-------|-------|------|------|------|------|-------|
| Urban | 3.8% | 5.5% | 1.3% | 0.2% | 0.0% | 0.0% | 10.7% |
| Suburban | 11.2% | 6.5% | 0.5% | 0.0% | 0.0% | 0.0% | 18.2% |
| Rural | 30.9% | 2.4% | 0.1% | 0.0% | 0.0% | 0.0% | 33.3% |
| Total | 45.9% | 14.3% | 1.8% | 0.2% | 0.0% | 0.0% | 62.2% |

Percent of Miles
Collector

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|-------|------|------|------|------|------|-------|
| Urban | 5.6% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 7.5% |
| Suburban | 9.5% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 10.4% |
| Rural | 8.1% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 8.4% |
| Total | 23.2% | 3.1% | 0.1% | 0.0% | 0.0% | 0.0% | 26.4% |

Link Miles by Number of Lanes
Total

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|-------|-------|------|------|------|------|--------|
| Urban | 10.6% | 8.0% | 2.0% | 1.0% | 1.2% | 0.3% | 23.1% |
| Suburban | 21.4% | 8.4% | 1.1% | 0.8% | 0.3% | 0.1% | 32.0% |
| Rural | 39.4% | 4.2% | 1.0% | 0.1% | 0.1% | 0.0% | 44.9% |
| Total | 71.3% | 20.6% | 4.1% | 2.0% | 1.6% | 0.4% | 100.0% |

Initial Count Samples = 168

Fwy/Expwy

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|---|---|---|---|---|-----|-------|
| Urban | 2 | 1 | 1 | 1 | 2 | 1 | 8 |
| Suburban | 1 | 2 | 1 | 1 | 0 | 0 | 6 |
| Rural | 1 | 3 | 2 | 0 | 0 | 0 | 5 |
| Total | 4 | 5 | 4 | 3 | 3 | 1 | 19 |

Arterial

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|----|----|---|---|---|-----|-------|
| Urban | 6 | 9 | 2 | 0 | 0 | 0 | 18 |
| Suburban | 19 | 11 | 1 | 0 | 0 | 0 | 31 |
| Rural | 52 | 4 | 0 | 0 | 0 | 0 | 56 |
| Total | 77 | 24 | 3 | 0 | 0 | 0 | 105 |

Collector

| | 1 | 2 | 3 | 4 | 5 | 6+7 | Total |
|----------|----|---|---|---|---|-----|-------|
| Urban | 9 | 3 | 0 | 0 | 0 | 0 | 13 |
| Suburban | 16 | 2 | 0 | 0 | 0 | 0 | 18 |
| Rural | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 39 | 5 | 0 | 0 | 0 | 0 | 44 |

When this process was initiated, ARC was in the process of expanding the modeling domain to 20 counties to meet federal air quality conformity standards. Since the revised model will be developed and applied at the 20 county level, a review of the 20 county GDOT network for new additional ARC counties by facility type and area type was performed. Based on this review, revisions were made to the samples. The following table shows the initial number of potential samples based on area and facility type.

**Table 6.2
Summary of Initial Number of Data Samples by Area and Facility type**

Initial

| | Fwy/Expwy | | | | | Arterial | | | Collector | | | Total | | | | | Total |
|----------|-----------|---|---|---|----|----------|----|-----|-----------|---|----|-------|---|---|----|-----|-------|
| | 10 | 8 | 1 | 4 | 2 | 6 | 4 | 2 | 6 | 4 | 2 | 10 | 8 | 6 | 4 | 2 | |
| Urban | 1 | 2 | 1 | 1 | 2 | 2 | 9 | 6 | 0 | 3 | 10 | 1 | 2 | 3 | 13 | 18 | 37 |
| Suburban | 0 | 1 | 1 | 2 | 1 | 1 | 11 | 19 | 0 | 2 | 16 | 0 | 1 | 2 | 15 | 36 | 54 |
| Rural | 0 | 0 | 2 | 2 | 1 | 0 | 4 | 52 | 0 | 0 | 14 | 0 | 0 | 2 | 6 | 67 | 75 |
| Total | 1 | 3 | 4 | 5 | 4 | 3 | 24 | 77 | 0 | 5 | 40 | 1 | 3 | 7 | 34 | 121 | 166 |
| | | | | | 17 | | | 104 | | | 45 | | | | | | |

In order to ensure that there was a geographical representation for the 20 county area, the daily 2000 vmt by county was summarized and reviewed.

**Table 6.3
Daily VMT by County for Year 2000**

| County | Rural | Small Urban / Urbanized | Grand Total |
|---------------|--------------|------------------------------------|--------------------|
| Barrow | 1,091,492 | 272,557 | 1,364,049 |
| Bartow | 2,331,528 | 2,101,296 | 4,432,824 |
| Carroll | 2,014,480 | 1,159,977 | 3,174,457 |
| Cherokee | 2,238,929 | 1,834,784 | 4,073,713 |
| Clayton | 254,361 | 6,842,825 | 7,097,186 |
| Cobb | 1,836 | 17,392,199 | 17,394,035 |
| Coweta | 2,521,985 | 940,419 | 3,462,404 |
| DeKalb | 0 | 20,124,110 | 20,124,110 |
| Douglas | 618,516 | 3,353,665 | 3,972,181 |
| Fayette | 870,639 | 1,357,128 | 2,227,767 |
| Forsyth | 3,000,131 | 0 | 3,000,131 |
| Fulton | 633,745 | 30,872,667 | 31,506,412 |
| Gwinnett | 2,880,554 | 13,614,937 | 16,495,491 |
| Hall | 2,085,557 | 2,212,696 | 4,298,253 |
| Henry | 2,932,162 | 1,740,398 | 4,672,560 |
| Newton | 1,692,974 | 570,780 | 2,263,754 |
| Paulding | 1,690,371 | 0 | 1,690,371 |
| Rockdale | 216,196 | 2,116,132 | 2,332,328 |
| Spalding | 897,889 | 763,207 | 1,661,096 |
| Walton | 703,958 | 1,715,954 | 2,419,912 |
| Total | 28,677,303 | 108,985,731 | 137,663,034 |

Source: Georgia Department of Transportation

The percent of vmt by county was used as an initial guide to determine a potential number of samples for each county. The sites were then selected based on area type, facility type and number of lanes.

**Table 6.4
Number of Samples by County**

| County | Rural | Small Urban / Urbanized | Initial | Final |
|---------------|--------------|------------------------------------|----------------|--------------|
| Barrow | 1.2 | 0.3 | 1.6 | 2 |
| Bartow | 2.6 | 2.6 | 5.2 | 6 |
| Carroll | 2.3 | 1.4 | 3.7 | 4 |
| Cherokee | 2.6 | 2.2 | 4.8 | 7 |
| Clayton | 0.3 | 8.4 | 8.6 | 12 |
| Cobb | 0.0 | 21.2 | 21.2 | 17 |
| Coweta | 2.8 | 1.1 | 4.0 | 5 |
| DeKalb | 0.0 | 24.6 | 24.6 | 20 |
| Douglas | 0.7 | 4.1 | 4.8 | 7 |
| Fayette | 1.0 | 1.7 | 2.7 | 4 |
| Forsyth | 3.4 | 0.0 | 3.4 | 5 |
| Fulton | 0.7 | 37.7 | 38.4 | 35 |
| Gwinnett | 3.2 | 16.6 | 19.9 | 17 |
| Hall | 2.4 | 2.7 | 5.1 | 5 |
| Henry | 3.3 | 2.1 | 5.4 | 7 |
| Newton | 1.9 | 0.7 | 2.6 | 3 |
| Paulding | 1.9 | 0.0 | 1.9 | 2 |
| Rockdale | 0.2 | 2.6 | 2.8 | 4 |
| Spalding | 1.0 | 0.9 | 2.0 | 2 |
| Walton | 0.8 | 2.1 | 1.8 | 2 |
| Total | 32.5 | 133.0 | 164.3 | 166 |

Although there are more arterial and collector lane miles, the freeways and expressways carry more traffic, so the number of samples were revised to account for this. The final number of samples by area and facility type are listed in Table 6.5.

**Table 6.5
Summary of Final Number of Data Samples by Area and Facility type**

Final

| | Fwy/Expwy | | | | | Arterial | | | Collector | | | Total | | | | | Total | |
|--------------|-----------|----------|-----------|-----------|----------|----------|-----------|-----------|-----------|----------|-----------|----------|----------|-----------|-----------|-----------|------------|--|
| | 10+ | 8 | 6 | 4 | 2 | 6 | 4 | 2 | 6 | 4 | 2 | 10 | 8 | 6 | 4 | 2 | | |
| Urban | 5 | 2 | 7 | 0 | 0 | 3 | 12 | 4 | 0 | 5 | 12 | 5 | 2 | 10 | 17 | 16 | 50 | |
| Suburban | 4 | 4 | 1 | 5 | 0 | 2 | 12 | 9 | 0 | 2 | 14 | 4 | 4 | 3 | 19 | 23 | 53 | |
| Rural | 0 | 0 | 6 | 8 | 0 | 0 | 9 | 31 | 0 | 0 | 9 | 0 | 0 | 6 | 17 | 40 | 63 | |
| Total | 9 | 6 | 14 | 13 | 0 | 5 | 33 | 44 | 0 | 7 | 35 | 9 | 6 | 19 | 53 | 79 | 166 | |
| | | | | | | 42 | | | | | | 42 | | | | | | |

Table 6.6 lists the data sites surveyed by county. As previously mentioned, all of the selected sites were locations where GDOT has a count station so that daily traffic numbers would be available. In addition, some sites were selected that were at the external stations for new ARC 20 county model area.

The final database resulted in 165 observations of the total Commercial (COM) traffic volume. In addition, a total vehicle count was made at the same time. This permits the calculation of a “percent Commercial” value on each link. Additional data for each link was assembled from the year 2000 coded network. This included the county, facility type, area type, number of lanes, year 2000 weekday count, and whether the road is one- or two-way. Table 6.6 shows a tab of %COM by county.

**Table 6.6
Percent COM by County**

| <u>County</u> | <u>% COM</u> |
|---------------|--------------|
| Barrow | 5.7% |
| Bartow | 6.1% |
| Carroll | 6.3% |
| Cherokee | 8.8% |
| Clayton | 6.2% |
| Cobb | 7.0% |
| Coweta | 7.2% |
| Dekalb | 7.2% |
| Douglas | 6.5% |
| Fayette | 9.1% |
| Forsyth | 8.3% |
| Fulton | 7.3% |
| Gwinnett | 7.3% |
| Hall | 8.7% |
| Henry | 6.7% |
| Newton | 6.8% |
| Paulding | 12.1% |
| Rockdale | 10.2% |
| Spalding | 3.0% |
| Walton | 9.0% |
| Total | 7.2% |

The overall share of 7.2% is very similar to the overall %COM from the Baltimore (7.7%) and Washington (7.9%) surveys and slightly higher than that from the ODOT surveys (5.8%). In the outer counties, the slightly higher share may be related to a higher level of construction currently going on in those areas, and/or the lower total volume of traffic on those roads.

6.5.2 Development of Count Model

The premise of this analysis was that it should be possible to use this data to develop a model of the percent Commercial traffic. For each observation, the dependent variable is the percent Commercial traffic and the independent variables are as described above. If a model could be developed to estimate the percent Commercial, it could then be applied to the approximately 2,800 daily count links (5,600 one-way observations). This would produce a count database that could be used in the adaptable assignment process.

Two different types of models were developed: a cross-classification model and a logit model. The cross-classification model is simply a table of the survey data, stratified by facility type group and area type group, as shown in Table 6.6.

**Table 6.6
Cross-Classification Model**

| | Freeway | Arterial | Collector | Total |
|----------|----------------|-----------------|------------------|--------------|
| CBD | 6.4% | 6.9% | 4.0% | 6.3% |
| Urban | 6.9% | 7.3% | 7.0% | 7.0% |
| Suburban | 7.8% | 7.3% | 9.0% | 7.7% |
| Rural | 4.8% | 10.0% | | 6.9% |
| Total | 6.9% | 7.9% | 7.8% | 7.2% |

The look-up table has the advantage of simplicity, but is not terribly rigorous. Based on experience in other areas, the consultant decided to test a logit model. Since the dependent variable is a fraction (0.0 to 1.0), the logit structure is well-suited for this purpose. The logit function is $p = 1/(1+e^U)$, where p is the probability to be estimated (in this case, the percent Commercial) and U is the “utility” of Commercial traffic, expressed as a linear function of the available independent variables, plus a constant term (“bias coefficient”). The model uses separate bias coefficients for each county type and for each facility type/area type combination. Although logit models are most commonly developed using discrete choice data, it is possible to estimate coefficients using aggregate data such as in this case. The results for the best logit model is shown in Table 6.7, with the results of the cross-classification model.

**Table 6.7
Count Model Evaluation**

| Statistic | Model Type | |
|---------------------------------|-----------------------------|--------------|
| | Cross-Classification | Logit |
| Percent RMSE | 33.4% | 29.9% |
| R ² | 0.33 | 0.45 |
| Rho ² w/r/t zero | N/A | 0.5943 |
| Rho ² w/r/t constant | N/A | 0.5775 |
| Percent overestimated | 48% | 55% |
| Total error | 0% | 0% |

Percent RMSE = square root of the mean squared error/sum of the observed COM volume (lower is better)

R² = square of the correlation coefficient, estimated vs. observed (closer to 1.0 is better)

Rho² w/r/t zero = fraction of base likelihood explained by model, compared to a model with zero coefficients (for logit models only) (closer to 1.0 is better)

Rho² w/r/t constant = fraction of base likelihood explained by model, compared to a model with only constant terms (for logit models only) (closer to 1.0 is better)

Percent overestimated = percent of cases where error > 0 (closer to 0 is better)

Total error = (estimated total COM volume/observed total COM volume) – 1 (closer to 0 is better)

As this table shows, the cross-classification model didn't do a poor job of explaining the variation in the data. But the logit model performed better, at the cost of somewhat greater complexity. The consultant

believes that this is an acceptable trade-off in this particular case. The model was estimated using the Excel Solver function, so more detailed statistics are not available. Table 6.8 shows the logit model.

Table 6.8
Logit Commercial Count Model

$$\text{Percent Commercial} = 1/(1 + e^U)$$

Where:

$$U = 0.1290 * \ln(\text{count}) - 0.0655 * \text{lanes} + \text{FT/AT bias} + \text{county bias}$$

FT/AT bias = bias constant related to link facility type group and area type

county bias = bias constant related to county group

The bias coefficients are as follows:

| Facility Type | Area Type Group | | | |
|---------------|-----------------|--------------|-----------------|--------------|
| | <u>CBD</u> | <u>Urban</u> | <u>Suburban</u> | <u>Rural</u> |
| | 1 | 2 | 3 | 4 |
| 1 | 0.1770 | 0.0810 | -0.0052 | 0.5626 |
| 2 | <i>0.20</i> | 0.3593 | 0.1048 | -0.4918 |
| 11 | <i>0.20</i> | <i>0.10</i> | 0.0204 | 0.4811 |
| 12 | <i>0.20</i> | 0.1125 | 0.1384 | 0.1092 |
| 13 | 0.1967 | 0.1195 | 0.1606 | -0.1238 |
| 14 | <i>0.20</i> | -0.0595 | 0.0052 | -0.13 |
| 15 | <i>0.20</i> | 0.2776 | 0.0415 | -0.1460 |
| 17 | 0.7717 | 0.2890 | -0.0409 | -0.15 |
| 18 | <i>0.75</i> | 0.2412 | 0.2828 | -0.15 |

Note: values shown in italics were estimated by interpolation/extrapolation, since no observed data existed for these cells.

| <u>County Group</u> | <u>Group Code</u> | <u>Coefficient</u> |
|--|-------------------|--------------------|
| high density (DeKalb, Fulton) | 1 | 1.2279 |
| medium density (Clayton, Cobb, Gwinnett) | 2 | 1.2383 |
| low density (all others) | 3 | 1.1674 |

The negative coefficient on lanes means that the wider roads have higher %COM values, a result which is consistent with the Baltimore, Washington, and Ohio models. This is somewhat counteracted by the effect of the ln(count) variable, whose positive coefficient says that higher-volume roads have lower %COM values. Maybe in Atlanta the volume of COM trips is not much different between major and minor roads, thus making the %COM higher on the minor roads. The natural log of COUNT00 worked better than the count itself.

When reading these tables, keep in mind that algebraically higher values of the bias coefficient mean a lower %COM share.

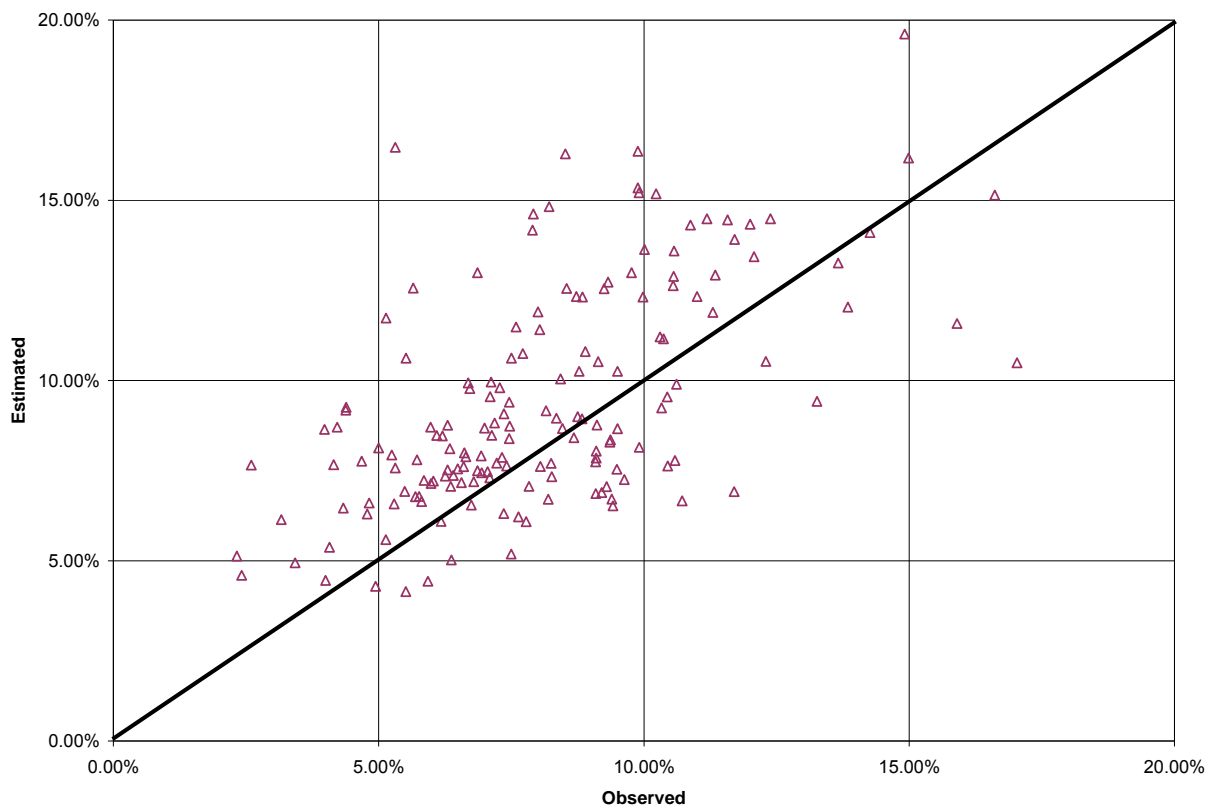
A scatterplot of the estimated and observed results indicated a bias in the model. The initial logit model overestimated %COM at the low end and underestimated it at the high end. Further analysis of the data

suggested that the daily count plays a stronger role than was initially assumed. So a count-based adjustment to be applied to the results of the logit model was developed. The resulting model becomes:

$$\%COM \text{ revised} = \%COM (\text{logit model}) * 11.0686 / \ln(\text{count})$$

The resulting scatterplot, shown in Figure 6.2, looks reasonable. Although the points are not as tightly packed around the diagonal line as one might like, the points do generally have the same slope as the diagonal line. This reflects a lower bias that makes the revised model more suitable.

Figure 6.2
Scatterplot for Adjusted Logit Model



6.5.3 Application

A TP+ setup file (see Appendix A) was prepared to apply this model to the 2000 highway network. The model produced a count in the COMCNT00 field for 5,696 directional links, with a total count of 5,959,663. The range of estimates for percent Commercial by link was 4.2% - 54.7%. Once the percent Commercial is calculated, it is multiplied by the total weekday counted volume to obtain the (weekday) Commercial count.

The resulting estimated counts were reviewed and it was discovered that in a few cases, the values on adjacent links were inconsistent. In these cases, the estimated count was removed. This is necessary because inconsistent counts have the potential to disrupt the model development process.

6.6. Development of Truck Model

6.6.1 Approach

This study takes an innovative approach to the problem of estimating truck trips. The premise of this approach is that it is usually very difficult to obtain statistically valid survey data on truck movements, due to the diversity of truck travel, the difficulty of conducting the surveys, and the low survey response rates. Even when surveys have been properly conducted, as ARC did in 1996, they often have problems with the definition of vehicle types, geocoding, etc. that make them difficult to use for model calibration.

Thus, the traditional method of calibrating truck trip rates is often not workable. However, it should be possible to obtain relatively accurate counts of truck volumes by type on a number of roadway segments throughout the region. A number of researchers have addressed the problem of using count data to "work backwards" to obtain a zone-to-zone matrix of trips. The consultant has developed a way to do this, called *adaptable assignment*, that is quick, simple, and easily understood. If the current ARC model can be revised (or replaced with a model from the literature) such that the total estimated truck trips more closely match the truck counts, then the adaptable assignment process can be applied. This will produce a new truck trip table, whose differences from the initial table can be analyzed to identify where changes to the initial model are needed. This can be done separately for medium and heavy trucks.

This same approach has recently been used to develop truck trip models in Washington, Baltimore, and several cities in Ohio. A variation of this approach was also used to forecast truck trip volumes for the new travel model for the New York metropolitan area.

6.6.2 Starting Model

An important element of this approach is to start with an estimated trip table that is "in the ballpark". The decision was made to start with the existing model and modify it as needed for this project. The existing ARC model's definition of Heavy Trucks (HTK) is roughly equivalent to the new model's definition of Heavy Trucks and Medium Trucks (MTK). So the existing ARC HTK model was used, with the coefficients split 45% to MTK and 55% to HTK, which represents the ratio of the count totals for those vehicle types.

External trips were estimated as a share of the total trip ends in each zone, with that share declining as the zone's distance to the cordon increased. The external trip ends at the cordon stations by vehicle type were used as a control total.

Trips were distributed using off-peak highway skims with intrazonal and terminal times. F factors were borrowed from the QRFM report for I/I trips and from the MWCOG MTK External model for external trips.

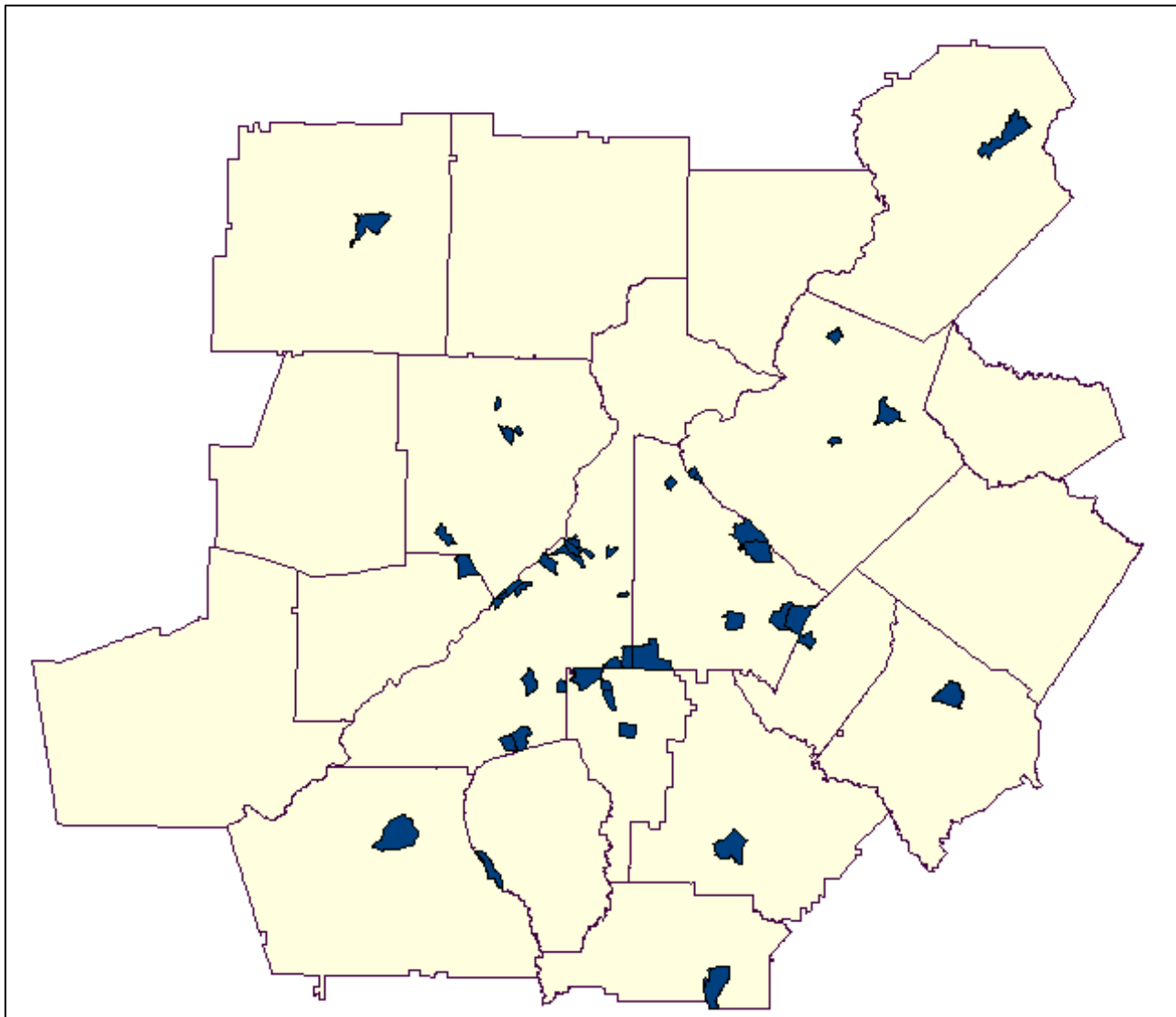
The MTK and HTK trip tables were assigned to the highway network using largely the same protocol as in the existing ARC model. The major difference was that passenger car equivalents (PCEs) were used in the volume/capacity calculation to reflect the greater influence of trucks on V/C. A PCE of 1.5 was used for MTK and 2.0 for HTK.

The resulting MTK and HTK link volumes were compared to the count data and adjustments were made to the starting model so as to better match these counts. Trip generation adjustment factors were incorporated by area type and the model was modified to reflect "truck zones".

Truck zones are areas in which there is strong reason to believe that the truck trip activity is higher than the standard trip rates would indicate. It was determined by the project team that the most important zones are few enough in number that they can be identified individually and classified in a way that allows the interim model to account for them. Although no data are available to specifically determine the increase in truck trips for such areas, a reasonable estimate can be made by those who know the region and confirmed or revised in the adaptable assignment process.

The main purpose of identifying truck zones is to highlight zones whose average truck trips per employee is likely to be higher than that of non-truck zones. This includes truck stops, warehouses, transfer terminals, and the like. ARC staff identified 46 such zones across the 20-county modeled area, as shown below.

**Figure 6.3
Truck Zones**



6.6.3 Trip Generation

The starting truck trip generation model is shown in Table 6.9.

As applied to ARC's new 2000 zonal data, this model estimates 280,000 daily medium truck trips and 213,000 daily heavy truck trips. Of the medium truck trips, 243,000 are I/I and 37,000 are external. Of the heavy truck trips, 167,000 are I/I and 46,000 are external. As shown in Table 6.9, the trip rates, the area type adjustments, and the truck zone factors constitute the starting model. As the area type adjustments suggest, the truck trip rate per employee is higher in the less developed areas.

**Table 6.9
Starting Truck Generation Model**

$$\text{MTK} = (0.104 * \text{INDEMP} + 0.178 * \text{RETEMP} + 0.030 * \text{OFFEMP} + 0.058 * \text{HH}) * \text{AT factor}$$

$$\text{HTK} = (0.095 * \text{INDEMP} + 0.081 * \text{RETEMP} + 0.028 * \text{OFFEMP} + 0.053 * \text{HH}) * \text{AT factor}$$

INDEMP is Industrial Employment (Construction, Manufacturing, TCU, Wholesale)
RETEMP is Retail Employment
OFFEMP is Office Employment (FIRE, Government, Service)
HH is Households

Factor for area type:

| Area Type | MTK | HTK |
|-----------|------|------|
| 1 | 0.50 | 0.50 |
| 2 | 0.75 | 0.70 |
| 3 | 1.00 | 0.75 |
| 4 | 1.05 | 0.80 |
| 5 | 1.10 | 0.90 |
| 6 | 1.20 | 1.10 |
| 7 | 1.30 | 1.30 |

If a zone is a truck zone, multiply HTK trips by 3.

6.6.4 External Model

The method for estimating external truck trips assumes that the generation model estimates total trip ends, both I/I and external (which includes I/X and X/I). The external share of the total trip ends is then modeled as a function of the zone's distance to the model's cordon, along the highway network. Zones that are closer to the edge of the modeled region will generally have a higher share of external trips than other zones.

In addition, the external trip ends at the internal zones that are calculated in this manner are balanced to match the total external trip ends at the external stations. In this way, the external truck trip volumes at the cordon are conserved and are assumed to be the "correct" volumes.

The proposed external share model is shown in Figure 6.4 and Table 6.10. This calculation is performed for each internal zone. This model was adapted from a similar model calibrated from survey data for Berks County, PA and Baltimore, MD and has been adapted to other areas as well.

Figure 6.4
External Model

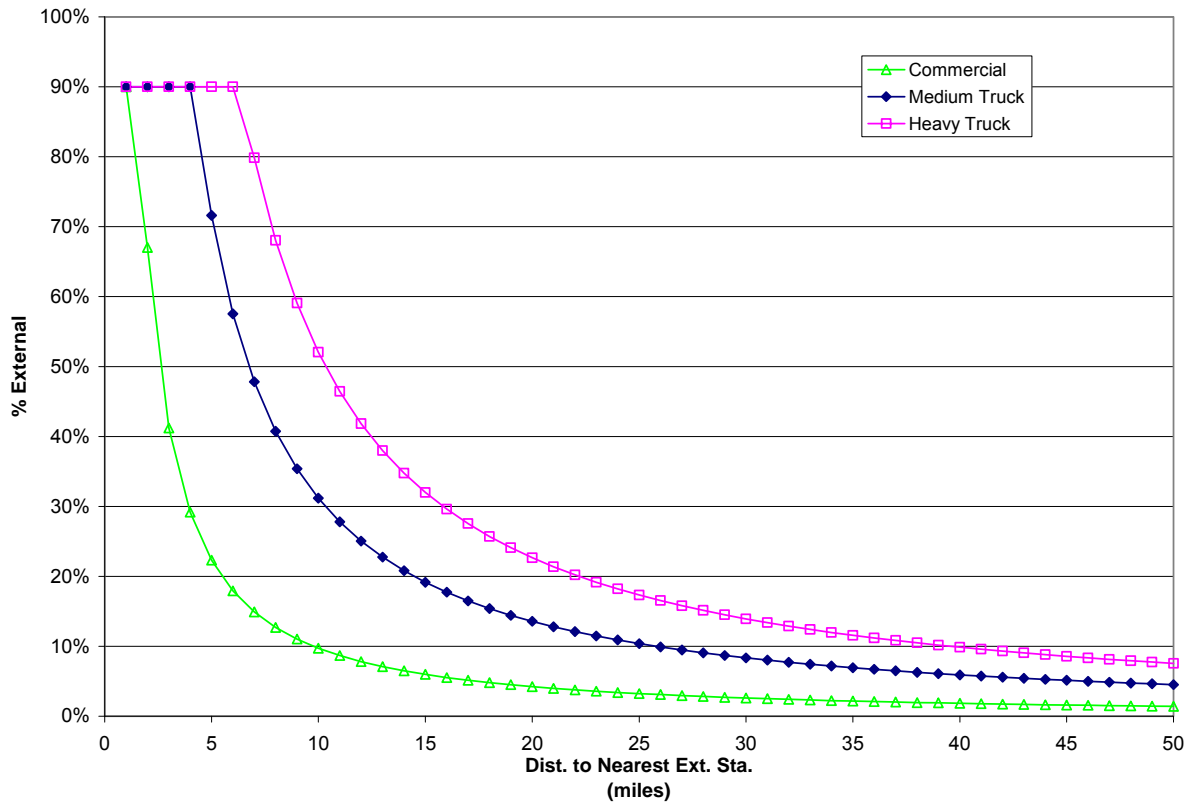


Table 6.10
External Truck Model

$$\text{Percent External (MTK)} = \max(0.90, 4.94 * D^{-1.2})$$

$$\text{Percent External (HTK)} = \max(0.90, 8.25 * D^{-1.2})$$

Where:

D = distance to nearest external station (via highway net), miles

6.6.5 Through Trips

At the external stations, the split of truck trips by type into external vs. through was estimated. This analysis was based on 2000 total weekday volumes posted on the network and a preliminary 2000 total through trip table provided by ARC. The percentage of total through trips by station were first calculated. It is estimated that medium trucks are less likely to make through trips than the general stream of traffic, since medium trucks are typically short-haul delivery vehicles. In contrast, heavy trucks should be *more* likely to make through trips, since they are frequently long-haul carriers.

In addition, the through trip percentage (through trips/total trips at cordon) logically varies by facility type. Freeways have by far the largest through trip percentage, because they are the major routes through the region. However, local roads typically have few, if any, through trips. Based on the relationships and assumptions described above, a look-up table was developed to estimate the external trip share (= 100%

- through trip share) for each station, as shown in Table 6.11. Due to the importance of I-75 and I-85 to truck traffic, separate percentages were used for those roadways.

Table 6.11
External Shares by Road Type

| <u>Facility Type</u> | <u>MTK External %</u> | <u>HTK External %</u> | <u>COM External %</u> | <u>Description</u> |
|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 1 | 80% | 70% | 93% | Interstate/freeway |
| 11 | 90% | 75% | 95% | Expressway |
| 12 | 90% | 75% | 95% | Principal arterial I |
| 13 | 95% | 80% | 98% | Principal arterial II |
| 15 | 100% | 100% | 100% | Minor arterial I |
| 17 | 100% | 100% | 100% | Major Collector |
| 18 | 100% | 100% | 100% | Minor Collector |
| I-75 | 80% | 50% | 93% | |
| I-85 | 85% | 60% | 93% | |

Applying this table to the truck trip volumes at the external stations produces the estimated 2000 truck external trip ends at the external stations, as shown in Table 6.12.

**Table 6.12
2000 External Truck/Commercial Trip Ends**

| | FTYPE | 2000 AADT | Pass Car | Com Veh | Med Trk | Hvy Trk | Com Ext | Med Ext | Hvy Ext | Com EE | Med EE | Hvy EE | |
|----|-------|--------------|-------------|------------|------------|---------|------------|------------|---------|-----------|--------|--------|-----|
| Rd | 15 | 9,229 | 7,529 | 885 | 565 | 248 | 885 | 565 | 248 | 0 | 0 | 0 | |
| | 15 | 1,122 | 895 | 121 | 99 | 8 | 121 | 99 | 8 | 0 | 0 | 0 | |
| | 12 | 18,660 | 13,902 | 1,922 | 1,347 | 1,489 | 1,827 | 1,213 | 1,117 | 95 | 134 | 372 | |
| | 15 | 1,400 | 1,049 | 176 | 156 | 19 | 176 | 156 | 19 | 0 | 0 | 0 | |
| | 15 | 9,420 | 7,685 | 903 | 576 | 253 | 903 | 576 | 253 | 0 | 0 | 0 | |
| | 15 | 8,160 | 6,907 | 930 | 234 | 90 | 930 | 234 | 90 | 0 | 0 | 0 | |
| | 1 | 53,129 | 34,428 | 2,178 | 2,224 | 14,517 | 2,030 | 1,778 | 7,264 | 148 | 446 | 7253 | |
| | 15 | 5,343 | 4,359 | 512 | 327 | 144 | 512 | 327 | 144 | 0 | 0 | 0 | |
| | 15 | 2,844 | 2,191 | 295 | 256 | 102 | 295 | 256 | 102 | 0 | 0 | 0 | |
| | 1 | 19,529 | 16,541 | 1,250 | 974 | 764 | 1,164 | 779 | 535 | 86 | 195 | 229 | |
| | 15 | 4,438 | 3,604 | 453 | 350 | 31 | 453 | 350 | 31 | 0 | 0 | 0 | |
| | 15 | 8,543 | 6,984 | 941 | 560 | 60 | 941 | 560 | 60 | 0 | 0 | 0 | |
| | 15 | 1,643 | 1,231 | 207 | 184 | 22 | 207 | 184 | 22 | 0 | 0 | 0 | |
| | k | 13 | 24,000 | 21,228 | 1,344 | 866 | 564 | 1,317 | 823 | 451 | 27 | 43 | 113 |
| | | 15 | 1,660 | 1,244 | 209 | 185 | 22 | 209 | 185 | 22 | 0 | 0 | 0 |
| 15 | | 7,752 | 7,200 | 283 | 201 | 68 | 283 | 201 | 68 | 0 | 0 | 0 | |
| 15 | | 2,914 | 2,309 | 305 | 225 | 74 | 305 | 225 | 74 | 0 | 0 | 0 | |
| 13 | | 10,160 | 8,047 | 894 | 708 | 501 | 876 | 673 | 401 | 18 | 35 | 100 | |
| 15 | | 1,800 | 1,349 | 227 | 201 | 24 | 227 | 201 | 24 | 0 | 0 | 0 | |
| 15 | | 2,158 | 1,617 | 272 | 240 | 30 | 272 | 240 | 30 | 0 | 0 | 0 | |
| 15 | | 1,340 | 1,004 | 169 | 150 | 18 | 169 | 150 | 18 | 0 | 0 | 0 | |
| 15 | | 8,740 | 7,130 | 838 | 534 | 235 | 838 | 534 | 235 | 0 | 0 | 0 | |
| 15 | | 864 | 648 | 109 | 96 | 12 | 109 | 96 | 12 | 0 | 0 | 0 | |
| 15 | | 1,714 | 1,285 | 216 | 191 | 23 | 216 | 191 | 23 | 0 | 0 | 0 | |
| 11 | | 11,120 | 9,130 | 701 | 566 | 736 | 666 | 509 | 552 | 35 | 57 | 184 | |
| y | | 15 | 2,176 | 1,631 | 274 | 242 | 30 | 274 | 242 | 30 | 0 | 0 | 0 |
| | | 15 | 6,600 | 5,385 | 633 | 404 | 177 | 633 | 404 | 177 | 0 | 0 | 0 |
| | | 15 | 925 | 693 | 117 | 103 | 12 | 117 | 103 | 12 | 0 | 0 | 0 |
| | 15 | 1,120 | 839 | 141 | 125 | 15 | 141 | 125 | 15 | 0 | 0 | 0 | |
| | 15 | 9,440 | 7,702 | 905 | 578 | 253 | 905 | 578 | 253 | 0 | 0 | 0 | |
| | 15 | 2,200 | 1,632 | 220 | 222 | 127 | 220 | 222 | 127 | 0 | 0 | 0 | |

| Station | Name | FTYPE | 2000 AADT | Pass Car | Com Veh | Med Trk | Hvy Trk | Com Ext | Med Ext | Hvy Ext | Com EE | Med EE | Hvy EE |
|---------|-----------------------|-------|-----------|----------|---------|---------|---------|---------|---------|---------|--------|--------|--------|
| 2060 | I-85 | 1 | 39,468 | 27,549 | 1,618 | 1,914 | 8,426 | 1,505 | 1,627 | 5,057 | 113 | 287 | 3369 |
| 2061 | SR 124 | 15 | 2,429 | 1,821 | 306 | 271 | 33 | 306 | 271 | 33 | 0 | 0 | 0 |
| 2062 | SR 53 | 15 | 6,280 | 5,078 | 684 | 398 | 119 | 684 | 398 | 119 | 0 | 0 | 0 |
| 2063 | Jefferson Hwy | 15 | 4,200 | 3,327 | 440 | 324 | 108 | 440 | 324 | 108 | 0 | 0 | 0 |
| 2064 | Double Bridges Rd | 18 | 1,020 | 764 | 129 | 115 | 12 | 129 | 115 | 12 | 0 | 0 | 0 |
| 2065 | SR 82 | 15 | 1,371 | 1,070 | 144 | 117 | 40 | 144 | 117 | 40 | 0 | 0 | 0 |
| 2066 | SR 330 (Tallassee Rd) | 15 | 1,800 | 1,349 | 227 | 201 | 24 | 227 | 201 | 24 | 0 | 0 | 0 |
| 2067 | Atlanta Hwy | 15 | 7,488 | 6,072 | 818 | 511 | 87 | 818 | 511 | 87 | 0 | 0 | 0 |
| 2068 | SR 316/US 29 | 11 | 17,356 | 14,926 | 937 | 620 | 890 | 889 | 558 | 668 | 48 | 62 | 222 |
| 2069 | Barber Creek Rd | 15 | 757 | 567 | 95 | 84 | 10 | 95 | 84 | 10 | 0 | 0 | 0 |
| 2070 | SR 53 | 15 | 3,700 | 2,931 | 388 | 285 | 95 | 388 | 285 | 95 | 0 | 0 | 0 |
| 2071 | US 78 | 13 | 11,380 | 8,672 | 1,058 | 912 | 738 | 1,037 | 866 | 590 | 21 | 46 | 148 |
| 2072 | Snows Mill Rd | 15 | 940 | 780 | 105 | 51 | 5 | 105 | 51 | 5 | 0 | 0 | 0 |
| 2073 | SR 186 | 15 | 957 | 717 | 121 | 107 | 13 | 121 | 107 | 13 | 0 | 0 | 0 |
| 2074 | SR 83 | 15 | 2,420 | 1,814 | 305 | 270 | 33 | 305 | 270 | 33 | 0 | 0 | 0 |
| 2075 | Monroe Hwy | 15 | 500 | 375 | 63 | 56 | 7 | 63 | 56 | 7 | 0 | 0 | 0 |
| 2076 | Pannell/Prospect Rd | 15 | 638 | 478 | 80 | 71 | 9 | 80 | 71 | 9 | 0 | 0 | 0 |
| 2077 | US 278 | 13 | 2,371 | 1,777 | 299 | 261 | 36 | 293 | 248 | 29 | 6 | 13 | 7 |
| 2078 | I-20 | 1 | 23,429 | 17,103 | 961 | 1,149 | 4,216 | 893 | 917 | 2,951 | 68 | 232 | 1265 |
| 2079 | SR 142 | 15 | 3,840 | 3,042 | 402 | 296 | 98 | 402 | 296 | 98 | 0 | 0 | 0 |
| 2080 | SR 11 | 15 | 2,671 | 2,116 | 280 | 206 | 69 | 280 | 206 | 69 | 0 | 0 | 0 |
| 2081 | Henderson Mill Rd | 15 | 2,218 | 1,662 | 279 | 247 | 30 | 279 | 247 | 30 | 0 | 0 | 0 |
| 2082 | SR 212 | 15 | 4,300 | 3,407 | 450 | 332 | 110 | 450 | 332 | 110 | 0 | 0 | 0 |
| 2083 | SR 36 | 15 | 2,667 | 2,113 | 279 | 206 | 68 | 279 | 206 | 68 | 0 | 0 | 0 |
| 2084 | Keys Ferry Rd | 15 | 1,820 | 1,692 | 66 | 47 | 16 | 66 | 47 | 16 | 0 | 0 | 0 |
| 2085 | Old Jackson Rd | 15 | 760 | 570 | 96 | 85 | 10 | 96 | 85 | 10 | 0 | 0 | 0 |
| 2086 | SR 42/US 23 | 13 | 9,353 | 7,641 | 870 | 502 | 340 | 853 | 477 | 272 | 17 | 25 | 68 |
| 2087 | I-75 | 1 | 88,300 | 65,695 | 2,031 | 4,028 | 16,546 | 1,888 | 3,218 | 8,267 | 143 | 810 | 8279 |
| 2088 | Jackson Rd | 15 | 1,740 | 1,304 | 219 | 193 | 24 | 219 | 193 | 24 | 0 | 0 | 0 |
| 2089 | SR 16 | 15 | 8,772 | 6,526 | 930 | 756 | 559 | 930 | 756 | 559 | 0 | 0 | 0 |
| 2090 | SR 36 | 15 | 860 | 645 | 108 | 96 | 12 | 108 | 96 | 12 | 0 | 0 | 0 |
| 2091 | Macon Rd | 15 | 3,600 | 2,852 | 377 | 278 | 92 | 377 | 278 | 92 | 0 | 0 | 0 |
| 2092 | US 41 | 11 | 14,414 | 12,021 | 1,274 | 591 | 530 | 1,208 | 532 | 398 | 66 | 59 | 132 |
| 2093 | SR 155 | 13 | 13,743 | 11,462 | 1,215 | 717 | 351 | 1,190 | 681 | 281 | 25 | 36 | 70 |
| 2094 | SR 362 | 15 | 7,100 | 5,793 | 681 | 435 | 191 | 681 | 435 | 191 | 0 | 0 | 0 |
| 2095 | SR 18 | 15 | 1,880 | 1,745 | 69 | 49 | 17 | 69 | 49 | 17 | 0 | 0 | 0 |

| Station | Name | FTYPE | 2000 AADT | Pass Car | Com Veh | Med Trk | Hvy Trk | Com Ext | Med Ext | Hvy Ext | Com EE | Med EE | Hvy EE |
|-----------|---------------|-------|-----------|----------|---------|---------|---------|---------|---------|---------|--------|--------|--------|
| 2096 | SR 85 | 15 | 5,280 | 4,821 | 235 | 167 | 56 | 235 | 167 | 56 | 0 | 0 | 0 |
| 2097 | SR 54 | 15 | 1,762 | 1,636 | 65 | 46 | 15 | 65 | 46 | 15 | 0 | 0 | 0 |
| 2098 | US 41 | 13 | 5,914 | 4,825 | 567 | 347 | 174 | 556 | 330 | 139 | 11 | 17 | 35 |
| 2099 | I-85 | 1 | 37,604 | 26,849 | 2,896 | 1,795 | 6,064 | 2,693 | 1,528 | 3,637 | 203 | 267 | 2427 |
| 2100 | US 29 | 15 | 2,838 | 2,636 | 104 | 74 | 25 | 104 | 74 | 25 | 0 | 0 | 0 |
| 2101 | Corinth Rd | 15 | 1,200 | 899 | 151 | 133 | 17 | 151 | 133 | 17 | 0 | 0 | 0 |
| 2102 | SR 34 | 15 | 5,085 | 3,819 | 514 | 540 | 211 | 514 | 540 | 211 | 0 | 0 | 0 |
| 2103 | SR 1 | 13 | 4,400 | 3,486 | 461 | 329 | 123 | 452 | 313 | 98 | 9 | 16 | 25 |
| 2104 | Stoney Pt | 17 | 780 | 585 | 98 | 88 | 10 | 98 | 88 | 10 | 0 | 0 | 0 |
| 2105 | SR 100 | 15 | 880 | 660 | 111 | 98 | 12 | 111 | 98 | 12 | 0 | 0 | 0 |
| 2106 | SR 100/SR 5 | 15 | 3,857 | 3,056 | 404 | 297 | 99 | 404 | 297 | 99 | 0 | 0 | 0 |
| 2107 | SR 166 | 15 | 5,243 | 4,277 | 503 | 320 | 141 | 503 | 320 | 141 | 0 | 0 | 0 |
| 2108 | SR 100 | 15 | 2,400 | 1,799 | 302 | 268 | 32 | 302 | 268 | 32 | 0 | 0 | 0 |
| 2109 | SR 166 | 15 | 1,200 | 899 | 151 | 133 | 17 | 151 | 133 | 17 | 0 | 0 | 0 |
| 2110 | I-20 | 1 | 39,577 | 25,804 | 910 | 2,384 | 10,479 | 846 | 1,911 | 7,336 | 64 | 473 | 3143 |
| 2111 | US 27 | 12 | 10,100 | 8,423 | 893 | 528 | 258 | 848 | 475 | 194 | 45 | 53 | 64 |
| 2112 | SR 1 BUS | 12 | 9,083 | 7,410 | 871 | 532 | 268 | 827 | 479 | 201 | 44 | 53 | 67 |
| 2113 | SR 78 | 15 | 5,871 | 4,714 | 635 | 456 | 67 | 635 | 456 | 67 | 0 | 0 | 0 |
| 2114 | SR 113 | 15 | 3,015 | 2,389 | 316 | 232 | 77 | 316 | 232 | 77 | 0 | 0 | 0 |
| 2115 | SR 120 | 15 | 3,386 | 2,448 | 508 | 278 | 152 | 508 | 278 | 152 | 0 | 0 | 0 |
| 2116 | Vinson Mtn Rd | 17 | 1,560 | 1,169 | 197 | 176 | 19 | 197 | 176 | 19 | 0 | 0 | 0 |
| 2117 | SR 101 | 15 | 2,275 | 1,705 | 287 | 253 | 31 | 287 | 253 | 31 | 0 | 0 | 0 |
| 2118 | US 278 | 11 | 10,060 | 8,778 | 622 | 286 | 375 | 591 | 257 | 281 | 31 | 29 | 94 |
| Trip Ends | | | 706,995 | 543,070 | 49,529 | 40,928 | 73,754 | 48,206 | 37,540 | 46,088 | 1,323 | 3,388 | 27,666 |
| Trips | | | | | | | | 48,206 | 37,540 | 46,088 | 662 | 1,694 | 13,833 |

6.6.6 Trip Distribution

The ARC truck survey suggested that the average trip length for MTK trips should be about 19.9 miles and for HTK trips 22.8 miles. This HTK figure seems very low, compared to the MTK figure and to other models, for which the HTK trip length is considerably higher than the MTK trip length. Thus, it was assumed that the HTK trip length should be in the range of 25-26 miles (especially given the expansion of the modeled area to 20 counties).

These were used as target values for the calibration of a new set of F (friction) factors for internal trips. For internal trips, the negative exponential function was used to define F factors. Its equation is as follows:

$$F = \alpha * e^{(\gamma t)}$$

where:

t = travel time, minutes

α , γ = calibrated coefficients

Various coefficient values were tested, using the newly estimated trip ends, until coefficients were found that produced a trip table that had the target average trip lengths, for 2000.

For external trips, the negative exponential function did not produce reasonable looking average trip lengths. Thus, a power function was used:

$$F = \alpha * t^\beta$$

where:

t = travel time, minutes

α , β = calibrated coefficients

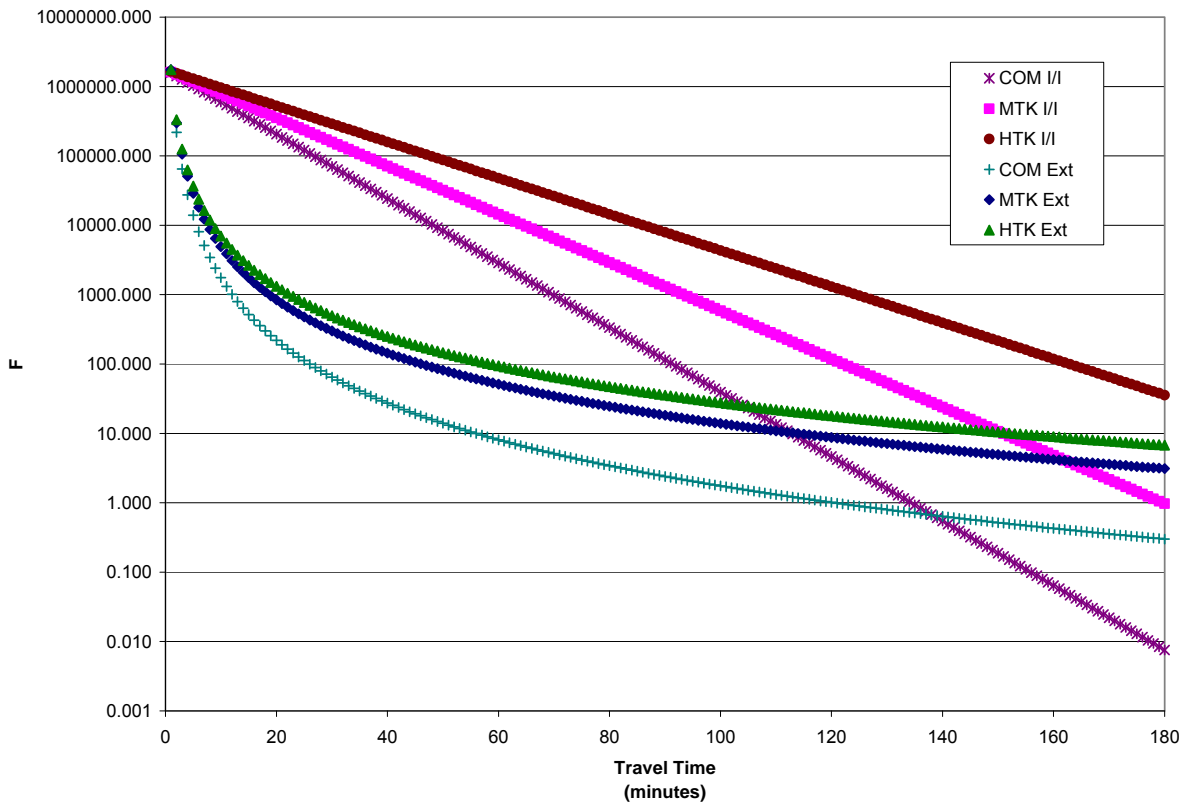
It should be noted that both the negative exponential and power functions are simply special cases of the gamma function, which is commonly used to define F factors: $F = \alpha * t^\beta * e^{(\gamma t)}$.

F factors were computed for travel times from 1 to 180 minutes. Table 6.13 shows the final F factor coefficients and Figure 6.5 shows the resulting F factor curves. The estimated trip lengths are 15.0 miles for MTK and 25.4 miles for HTK.

Table 6.13
F Factor Equation Coefficients

| | α | β | γ |
|-----------------------|-----------|---------|----------|
| Commercial I/I | 1,750,000 | | -0.107 |
| Medium Truck I/I | 1,750,000 | | -0.08 |
| Heavy Truck I/I | 1,750,000 | | -0.06 |
| Commercial External | 1,750,000 | -3.00 | |
| Medium Truck External | 1,750,000 | -2.55 | |
| Heavy Truck External | 1,750,000 | -2.40 | |

**Figure 6.5
Truck/Commercial F Factors**



6.6.7 Through Trip Synthesis

For through (X/X) trips, the first step was to examine the 2000 total X/X daily vehicle trip table provided by ARC. This was found to be inadequate for describing truck X/X movements. Instead, the external station locations where X/X truck trips should be expected were examined. Then, by inspecting the external station geography and making assumptions about likely X/X patterns (as well as *unlikely* patterns), an "X/X pattern file" was developed. This was used to create a seed matrix, which was then Fratedared to match the estimated number of daily X/X truck trip ends at each station, by truck type. The resulting tables were assigned to the network and the loading patterns examined to confirm that they represent a reasonable set of X/X truck volume patterns on the roadways. The final X/X 2000 daily truck totals are 1,694 MTK and 13,833 HTK. These volumes are not significant in the context of the entire model, but they become somewhat more important for analyses that focus on the major through roadways in the region. They also contribute disproportionately to truck VMT.

6.6.8 Time of Day

Since truck and commercial counts are not available by time of day, it is not possible to estimate a specific time of day model, or to validate it. Instead, the existing ARC truck time of day fractions and those of other similar truck models were reviewed. Although many other models use the same four time periods as the ARC model (AM peak, midday, PM peak, night), allowances must be made for the fact that some of these other models use slightly different definitions for the hours that make up those periods. From an examination of the various TOD fractions available, a set of fractions were devised that should be representative. In general, the proposed TOD fractions are lower in the midday and much higher in the nighttime hours than the existing ARC model. If a sufficient number of classification counts were

available by time of day, it would be helpful to re-visit these fractions and derive values that more closely match the actual data.

Table 6.14
Time of Day Fractions

| | ARC Model Time Periods | | | |
|-----------------------------|------------------------|--------------|-----------|-------------|
| | AM 6-10 | MD 10a-3p | PM 3-7 | NT 7p-6a |
| <i>Commercial</i> | | | | |
| Existing BMC | 25.1% | 28.9% | 29.4% | 16.6% |
| ODOT | 17.0% | 39.2% | 36.4% | 7.4% |
| Existing ARC (I/I, Ext LTK) | 30.7% | 45.7% | 17.4% | 6.2% |
| <i>Proposed</i> | 23% | 39% | 27% | 11% |
| <i>Medium Truck</i> | | | | |
| Existing BMC | 27.3% | 36.0% | 22.9% | 13.8% |
| Existing ARC (I/I, Ext HTK) | 29.9% | 49.1% | 16.0% | 5.1% |
| <i>Proposed</i> | 23% | 39% | 27% | 11% |
| <i>Heavy Truck</i> | | | | |
| ODOT (MTK+HTK) | 16.3% | 35.8% | 24.2% | 23.7% |
| Existing BMC | 22.5% | 32.6% | 18.3% | 26.6% |
| Existing ARC (I/I, Ext HTK) | 29.9% | 49.1% | 16.0% | 5.1% |
| <i>Proposed</i> | 22% | 34% | 20% | 24% |
| Existing ARC EE Truck | 21.9% | 26.9% | 28.5% | 22.7% |

Note:

BMC period definitions are: 6-10, 10a-3p, 3-7, 7p-6a

ODOT period definitions are: 6-9, 9a-2p, 2-6, 6p-6a

6.6.9 Assignment

The existing ARC model already incorporated several advanced features relating to the assignment of truck trips, including:

- separate assignments by time period
- coding of truck-prohibited links
- separate impedance calculation for trucks, incorporating tolls at a higher value of time than for passenger cars
- assigning trucks to their own path and maintaining the volumes separately on the output network
- separate loading of through trips

In addition, the assignment method included two untypical features: a special truck penalty on one particular link and a technique to assign some heavy trucks to a path that does not go inside the I-285 perimeter.

The only new feature that was added by this study was to incorporate “passenger car equivalents” (PCEs). This adjusts the volume/capacity calculation so as to represent the true impact of trucks on capacity. According to the Highway Capacity Manual and other sources, large trucks “use up” more roadway capacity than other vehicles, due to their large size and slow acceleration. Thus, the accuracy

of ARC's capacity-restrained assignment should be improved if truck volumes could be temporarily factored upwards by a factor to represent their disproportional impact on the V/C calculation.

The question remains as to what PCE values to use. A review of the literature and discussions with other planners suggests that the PCE for heavy trucks is in the range of 2.0 – 4.0. Medium trucks perform more like passenger cars and should thus have a smaller PCE. The model project team recommends that values given in the 2000 Highway Capacity Manual of 1.5 and 2.0 should be used for medium and heavy trucks, respectively.

6.6.10 Validation

The interim model described above was applied to year 2000 conditions, using the input data for the new 20-county modeled area. The resulting daily assigned truck volumes were compared to the counts posted in the network, in total (sum of MTK+HTK).

The total error was +19% and the %RMSE was 89%. These do not indicate a high degree of accuracy, although they are clearly better than the existing model for 2000, which has a total error of -27% and a %RMSE of 117%. In any case, it is apparent that the starting model's results can be improved upon.

The starting model provides a reasonable basis for the subsequent analysis. This model is then applied for 2000 to develop the truck trip tables to be used as the starting point for the adaptable assignment process. This is described in the next section.

6.7. Adaptable Assignment

6.7.1 Approach

The premise of adaptable assignment is that it is possible to systematically compare the traffic counts to the assigned volumes and then use that comparison to adjust the starting trip table for each O/D pair. The resulting O/D volumes will produce assignments that more closely match the counts. However, it is entirely possible that the adjustment for some O/D pairs will counteract the adjustment for other O/D pairs. Thus, the process must be iterated several times until a balance has been achieved and little additional assignment accuracy can be expected.

Having applied the adaptable assignment procedure to several different models, the consultant has discovered that its use is not a deterministic process. In particular, the “strength” of the adjustment and the appropriate number of iterations must be ascertained by trial and error. Typically, the iterations are increased until the improvement in accuracy between iterations is very small and the trip table changes stabilize.

In addition, the output trip table must be examined carefully to determine how it differs from the input trip table. Understanding these differences makes it possible to use them to develop adjustments to the starting model, so that its estimates will better reflect the count data.

Various tests of the adaptable assignment process were run to determine suitable values for its various parameters and options. The best results were achieved by using 10 iterations, with the adapted trip table being Fratared after the last iteration, so that the external station totals will match the counts. This analysis was initially conducted using daily volumes, in the interest of saving processing time. However, it was subsequently discovered that the analysis had to be conducted by time period, in order to achieve sufficiently accurate results.

6.7.2 Uses of the Calibration Adjustment

As noted above, the adaptable assignment process produces a new vehicle trip table. The difference between this table and the starting trip table is called the *delta table*. In effect, the delta table is an O/D matrix of calibration adjustments that, when added to the starting trip table, produce a table that matches the counts fairly closely. Analysis of this delta table can provide clues as to how to modify the starting model, so as to make it more accurate.

Specifically, the trip end summary of this delta table (separately for medium and heavy trucks) was examined. This was then compared to the land use data to see if there was a systematic employment- or household-based adjustment that would improve the model. The finding was that the adjustments were positive in the suburban and rural areas and negative in the downtown areas. This suggested that the trip rate factor on HHs should be increased and the factor on office employment should be decreased.

Next, the delta trip ends were cross-tabulated and compared to the starting model trip ends by truck zone and area type. This analysis indicated that the HTK trips should be increased in the “truck zones” and that area type-based factors were necessary.

After several iterations of this analysis, some adjustments to the initial trip generation model to make it more suitable were developed. The revised model is the one shown in Table 6.9. In general, these adjustments reduce the number of trips in the more developed areas and increase the trips in the less developed areas. This is logical -- since the developed areas have more employees, it would make sense that the truck trip rate per employee might be less in those areas.

Although adaptable assignment helped identify a number of changes that make the initial model more accurate, the resulting accuracy is still not as good as one would like to see. One must recognize the limitations of all relatively simplistic regional travel models, which use fairly basic, available zone-level

variables. It is the project team's experience that *no* travel forecasting model can replicate the millions of individual decisions that take place each day, so as to estimate link-level volumes that match the counts with a very high degree of accuracy. Traffic counts may be somewhat consistent from day to day, but they do include a certain degree of randomness that cannot be reproduced perfectly by a travel model that is limited to relatively simple inputs and relatively simple relationships. However, that observation does not invalidate the use of this model, or any regional travel model, for planning purposes.

As described above, adaptable assignment can be used to "inform" a model, to make it more accurate with respect to the counts. However, no matter how accurate the starting model becomes, the adaptable process will always create a non-zero delta table. This final delta table represents a set of calibration adjustments that are necessary in order to match the counts with a higher degree of accuracy.

This adjustment table becomes an integral part of the model. It is always added to the trip table output by the starting model, to become the final trip table for assignment purposes. The project team believes that this method of assignment calibration is superior to most other techniques and produces results that are not only more accurate in the base year, but more credible in the forecast years.

Table 6.15 presents the final delta trip tables for medium and heavy trucks, compressed to districts. The total delta (net difference) is about 24,000 trips for medium trucks and 3,400 trips for heavy trucks. The most desirable characteristic of a delta trip table is that it is small, relative to the starting table. For medium trucks, the total delta is 9% of the starting trip table; for heavy trucks, the delta is about 3%. Smaller fractions are better and these are quite acceptable. The second half of Table 6.15 shows the final truck trip tables, including the calibration adjustment.

**Table 6.15
Final Delta Trip Tables**

Date: 4/13/2006
Time: 14:48

Atlanta Regional Commission Travel Model
2000 Commercial Vehicle Calibration Adjustment Table

| | | Destination District | | | | | | | | | | | |
|-------|-------------|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Total |
| O | 1 Fulton | 77681 | -9562 | -9054 | -8408 | -217 | -758 | -385 | 348 | -2463 | -3347 | -787 | 43048 |
| r | 2 DeKalb | -8429 | 43745 | -5496 | -5740 | -150 | -393 | -189 | -562 | -939 | -2494 | -594 | 18759 |
| i | 3 Cobb | -7808 | -5582 | 26127 | -2371 | -40 | -1150 | 584 | -264 | 1128 | -1090 | -438 | 9096 |
| g | 4 Gwinnett | -8343 | -4328 | -2504 | 11425 | -1415 | -288 | -54 | -365 | -186 | -395 | -648 | -7101 |
| i | 5 Hall | -248 | -238 | -66 | -1690 | 23492 | 0 | 0 | -260 | -2 | -20 | 550 | 21518 |
| n | 6 Cherokee | -848 | -433 | -1123 | -352 | 5 | 8276 | -146 | 455 | -41 | -61 | 166 | 5898 |
| | 7 NW | -475 | -213 | 963 | -75 | 0 | 6 | 19272 | -3 | 187 | -70 | 655 | 20247 |
| D | 8 NE | 348 | -472 | -399 | -179 | -197 | 473 | -8 | 15459 | -16 | 765 | 870 | 16644 |
| i | 9 SW | 1554 | -1087 | -88 | -182 | -6 | -31 | 60 | -8 | 36249 | 169 | 751 | 37381 |
| s | 10 SE | -4441 | -3177 | -993 | -44 | -23 | -68 | -47 | 265 | 429 | 47262 | 127 | 39290 |
| t | 11 External | -978 | -678 | -583 | -742 | 619 | 201 | 853 | 867 | 887 | 105 | -199 | 352 |
| Total | | 48013 | | 6784 | | 22068 | | 19940 | | 35233 | | 453 | 205132 |
| | | | 17975 | | -8358 | | 6268 | | 15932 | | 40824 | | |

Date: 4/13/2006
 Time: 14:48

Atlanta Regional Commission Travel Model
 2000 Medium Truck Calibration Adjustment Table

| | | Destination District | | | | | | | | | | | Total |
|-------|-------------|----------------------|-------|-------|-------|------|------|------|------|------|------|------|-------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Total |
| O | 1 Fulton | 4800 | 2488 | 869 | 954 | 23 | -251 | 5 | -1 | -352 | -826 | -28 | 7681 |
| r | 2 DeKalb | -2708 | -691 | -948 | 100 | 129 | -157 | -58 | -207 | -405 | -624 | -124 | -5693 |
| i | 3 Cobb | -1056 | -2095 | 3126 | -848 | -4 | -170 | 172 | -92 | 486 | -444 | -224 | -1149 |
| g | 4 Gwinnett | -232 | -469 | -1054 | 11437 | 586 | -60 | -28 | 79 | -103 | -237 | 23 | 9942 |
| i | 5 Hall | 128 | 137 | -6 | 994 | 1295 | 9 | 1 | 202 | -1 | -10 | -93 | 2656 |
| n | 6 Cherokee | -280 | -148 | -21 | -12 | 10 | 19 | 17 | 74 | 3 | -42 | 7 | -373 |
| | 7 NW | 10 | -116 | 1025 | -35 | 1 | 4 | 1692 | 0 | 354 | -31 | 281 | 3185 |
| D | 8 NE | -57 | -259 | -156 | 279 | 89 | 73 | 0 | 820 | -12 | 27 | 309 | 1113 |
| i | 9 SW | -596 | 938 | 355 | 24 | 1 | 18 | 301 | 1 | 1569 | -40 | 519 | 3090 |
| s | 10 SE | -1215 | 2490 | -184 | 886 | 14 | -29 | -8 | 51 | 291 | 1125 | 421 | 3842 |
| t | 11 External | -456 | -136 | -190 | 64 | -180 | -2 | 309 | 411 | 270 | 236 | -407 | -81 |
| Total | | -1662 | 2139 | 2816 | 13843 | 1964 | -546 | 2403 | 1338 | 2100 | -866 | 684 | 24213 |

Date: 4/13/2006
 Time: 14:48

Atlanta Regional Commission Travel Model
 2000 Heavy Truck Calibration Adjustment Table

| | | Destination District | | | | | | | | | | | Total |
|-------|-------------|----------------------|-------|------|-------|------|------|------|------|------|------|-------|-------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Total |
| O | 1 Fulton | -1482 | -2378 | -634 | -1041 | -43 | -155 | 170 | -152 | 1484 | 5246 | 517 | 1532 |
| r | 2 DeKalb | -2782 | -961 | -868 | -625 | -24 | -98 | 13 | -142 | 19 | 1066 | 132 | -4270 |
| i | 3 Cobb | -1762 | -1545 | 1063 | 253 | 11 | -216 | 286 | -48 | 974 | 1630 | 521 | 1167 |
| g | 4 Gwinnett | -1218 | 854 | -473 | -1492 | -218 | -114 | -16 | -223 | 30 | -47 | 73 | -2844 |
| i | 5 Hall | -72 | -49 | -28 | -276 | -1 | -4 | -2 | -27 | 1 | -31 | 270 | -219 |
| n | 6 Cherokee | -451 | -252 | -319 | -204 | -1 | 58 | 77 | 12 | 24 | -23 | 147 | -932 |
| | 7 NW | 29 | -102 | 403 | 25 | -2 | 135 | 419 | 12 | 74 | 121 | 452 | 1566 |
| D | 8 NE | -273 | -187 | -166 | -209 | 0 | -24 | 2 | 148 | -7 | 210 | 215 | -291 |
| i | 9 SW | 1514 | 188 | 889 | -8 | 0 | 19 | 49 | 13 | 229 | -138 | 259 | 3014 |
| s | 10 SE | 1474 | -161 | 743 | -101 | -30 | -2 | 164 | 178 | 497 | 1112 | 915 | 4789 |
| t | 11 External | 445 | 97 | 487 | 172 | 364 | 186 | 552 | 316 | 266 | 565 | -3522 | -72 |
| Total | | -4578 | -4496 | 1097 | -3506 | 56 | -215 | 1714 | 87 | 3591 | 9711 | -21 | 3440 |

Date: 4/13/2006
 Time: 14:48

Atlanta Regional Commission Travel Model
 2000 Commercial Vehicle Daily Trips
 With Calibration Adjustment

| | | Destination District | | | | | | | | | | | |
|-------|-------------|----------------------|--------|--------|--------|-------|-------|-------|-------|--------|--------|-------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Total |
| O | 1 Fulton | 181251 | 26963 | 23060 | 10024 | 395 | 3306 | 1031 | 5657 | 7198 | 16025 | 1735 | 276645 |
| r | 2 DeKalb | 28235 | 104121 | 4746 | 17766 | 317 | 394 | 249 | 1178 | 1087 | 11893 | 1012 | 170998 |
| i | 3 Cobb | 24344 | 4649 | 98976 | 2445 | 62 | 7111 | 7639 | 505 | 6057 | 1910 | 1405 | 155103 |
| g | 4 Gwinnett | 10039 | 19267 | 2407 | 82052 | 2367 | 294 | 83 | 7425 | 223 | 3243 | 1869 | 129269 |
| i | 5 Hall | 382 | 283 | 70 | 2445 | 45896 | 81 | 5 | 1591 | 10 | 28 | 2934 | 53725 |
| n | 6 Cherokee | 3179 | 308 | 7104 | 211 | 81 | 19698 | 1232 | 1550 | 82 | 86 | 925 | 34456 |
| | 7 NW | 964 | 212 | 8144 | 91 | 4 | 1407 | 37678 | 35 | 2419 | 101 | 2326 | 53381 |
| D | 8 NE | 5678 | 1328 | 491 | 7578 | 1551 | 1561 | 27 | 34713 | 34 | 2937 | 3818 | 59716 |
| i | 9 SW | 11672 | 1101 | 4981 | 238 | 5 | 76 | 2341 | 26 | 86876 | 7205 | 4015 | 118536 |
| s | 10 SE | 14926 | 11594 | 2005 | 3723 | 31 | 93 | 130 | 2341 | 7066 | 117716 | 5078 | 164703 |
| t | 11 External | 1400 | 875 | 1228 | 1728 | 2923 | 956 | 2493 | 3714 | 4072 | 4882 | 454 | 24725 |
| Total | | 282070 | 170701 | 153212 | 128301 | 53632 | 34977 | 52908 | 58735 | 115124 | 166026 | 25571 | 1241257 |

Date: 4/13/2006
 Time: 14:48

Atlanta Regional Commission Travel Model
 2000 Medium Truck Daily Trips
 With Calibration Adjustment

| | | Destination District | | | | | | | | | | | |
|-------|-------------|----------------------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Total |
| O | 1 Fulton | 28086 | 12059 | 10218 | 7035 | 486 | 989 | 687 | 1423 | 2715 | 4995 | 2072 | 70765 |
| r | 2 DeKalb | 6951 | 11654 | 2522 | 6841 | 490 | 170 | 216 | 303 | 505 | 3525 | 1136 | 34313 |
| i | 3 Cobb | 8206 | 1342 | 18723 | 1186 | 89 | 1726 | 2010 | 230 | 2170 | 990 | 1337 | 38009 |
| g | 4 Gwinnett | 5780 | 6218 | 1093 | 26864 | 1792 | 211 | 67 | 1989 | 192 | 1175 | 2186 | 47567 |
| i | 5 Hall | 477 | 419 | 69 | 2160 | 4994 | 51 | 4 | 583 | 16 | 36 | 1627 | 10436 |
| n | 6 Cherokee | 847 | 134 | 1952 | 238 | 63 | 1556 | 361 | 332 | 108 | 45 | 590 | 6226 |
| | 7 NW | 598 | 90 | 2785 | 70 | 10 | 361 | 4328 | 35 | 825 | 79 | 1423 | 10604 |
| D | 8 NE | 1351 | 373 | 218 | 2138 | 461 | 309 | 25 | 2966 | 20 | 503 | 2232 | 10596 |
| i | 9 SW | 2435 | 1918 | 1857 | 369 | 22 | 86 | 782 | 34 | 10377 | 1899 | 2929 | 22708 |
| s | 10 SE | 4454 | 6750 | 1222 | 2457 | 78 | 66 | 103 | 502 | 2178 | 13747 | 3893 | 35450 |
| t | 11 External | 1751 | 1236 | 1404 | 2347 | 1602 | 600 | 1483 | 2417 | 2795 | 3763 | 1279 | 20677 |
| Total | | 60936 | 42193 | 42063 | 51705 | 10087 | 6125 | 10066 | 10814 | 21901 | 30757 | 20704 | 307351 |

Date: 4/13/2006
 Time: 14:48

Atlanta Regional Commission Travel Model
 2000 Heavy Truck Daily Trips
 With Calibration Adjustment

| | | Destination District | | | | | | | | | | Total | |
|-------|-------------|----------------------|-------|-------|-------|------|------|------|------|-------|-------|-------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Total |
| O | 1 Fulton | 14221 | 4957 | 6303 | 3362 | 271 | 615 | 1087 | 736 | 4418 | 11239 | 3895 | 51104 |
| r | 2 DeKalb | 4422 | 6735 | 1842 | 3832 | 172 | 104 | 359 | 387 | 1109 | 4906 | 2151 | 26019 |
| i | 3 Cobb | 4954 | 1166 | 8935 | 2058 | 112 | 698 | 1564 | 166 | 2382 | 3238 | 2681 | 27954 |
| g | 4 Gwinnett | 3153 | 5485 | 1251 | 5993 | 446 | 87 | 167 | 902 | 476 | 1421 | 3124 | 22505 |
| i | 5 Hall | 230 | 237 | 67 | 440 | 1221 | 12 | 4 | 207 | 42 | 57 | 2438 | 4955 |
| n | 6 Cherokee | 379 | 61 | 763 | 66 | 24 | 655 | 349 | 111 | 114 | 157 | 989 | 3668 |
| | 7 NW | 679 | 166 | 1528 | 190 | 7 | 356 | 1522 | 35 | 375 | 307 | 2077 | 7242 |
| D | 8 NE | 632 | 361 | 167 | 870 | 188 | 115 | 41 | 847 | 54 | 604 | 2601 | 6480 |
| i | 9 SW | 4381 | 1158 | 2177 | 352 | 16 | 118 | 361 | 83 | 4383 | 1572 | 3690 | 18291 |
| s | 10 SE | 7078 | 3705 | 2401 | 1401 | 43 | 140 | 430 | 536 | 2231 | 9026 | 5806 | 32797 |
| t | 11 External | 3009 | 1686 | 2132 | 2518 | 2122 | 835 | 1873 | 2331 | 3147 | 4600 | 10021 | 34274 |
| Total | | 43138 | 25717 | 27566 | 21082 | 4622 | 3735 | 7757 | 6341 | 18731 | 37127 | 39473 | 235289 |

Note:

NW = Bartow, Paulding
 NE = Forsyth, Barrow, Walton
 SW = Douglas, Carroll, Coweta, Fayette
 SE = Clayton, Spalding, Henry, Rockdale, Newton

It is also clear from these tables that the intra-district cells are mostly positive, while many of the inter-district cells are negative. This reflects the tendency of adaptable assignment to add more short trips than long trips. Mechanically, this is because adaptable assignment factors the starting trips to match the counts, and the majority of the trips from any zone tend to go to nearby zones. Thus, the process tends to magnify these short trips. The reduction in longer trips suggests that those trips are contributing disproportionately to the links that are initially overestimated.

The average trip length of both types of truck trips is reduced, when the delta table is included, as shown in Table 6.16. These slight drops in average trip length are typical and are of no great concern.

Table 6.16
Starting and Final Travel Times

| | COM | MTK | HTK |
|---------------------|------|------|------|
| Starting Trip Table | 27.5 | 33.2 | 41.3 |
| Final Trip Table | 23.0 | 31.9 | 39.9 |
| Percent Change | -16% | -4% | -3% |

Note: figures are in minutes and include External and X/X trips.

It should also be noted that in the delta trip matrix, the individual cell values include fractional amounts of trips and in many cases are negative. Special care must be taken in forecasting to ensure that when these delta values are added to the model's initial estimates, that the resulting value does not become negative for any cell. Such values should be re-set to zero. Also, the delta tables include all matrix cells, including I/I, I/X, X/I, and X/X values. Both the starting model and the delta tables maintain trips separately by period: AM peak, midday, PM peak, and night.

As noted above, the medium and heavy truck delta tables now become an integral part of the truck model. They must always be added to the results of the model, in order to produce the final trip table.

6.7.3 Accuracy

As the final step in the development of the truck model, the truck delta tables were added to the tables from the starting model and the resulting tables were assigned to the ARC 2000 network. The assignment procedure was modified slightly from ARC's standard process, as mentioned above, so as to include truck PCEs.

The resulting assigned volumes were compared to the new medium and heavy truck counts, producing the reports shown in Tables 6.17 and 6.18. These reports tabulate the assignment error by facility type group (1=freeway, 2=arterial, 3=collector/local) and zonal area type (1-7).

The total error is +7% for medium trucks and +15% for heavy trucks, while the %RMSE values are 37% and 64%, respectively. This is a large improvement over the starting model alone and is substantially better than the current ARC model. For comparison, the combined MTK/HTK error of the new model is +14%, with a %RMSE of 49%. The current ARC model's total truck error is -27%, with a %RMSE of 117%.

There is little difference in the estimated/observed ratio, when stratified by the various fields shown in these reports. The %RMSE values tend to be better (lower) for the higher-type, higher-volume facilities, but this is to be expected. There is no discernable bias in the error by area type.

The project team believes that the adaptable assignment process is at least as valid as the count data. The result of this process is a model that both matches the counts and displays reasonable sensitivity to changes. The new model's coefficients and the inclusion of special factors for truck

zones should produce more logical and defensible trip patterns. This is a major improvement in accuracy and credibility, compared to the existing truck model.

Table 6.17
Assignment Report: Medium Trucks

CROSSTAB ROW=_ftg COL=ATYPE VAR=_cnt (Count)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|-------|--------|--------|--------|---------|--------|--------|---------|
| 1 - 1 | 2,037 | 15,269 | 14,491 | 15,935 | 83,108 | 20,490 | 14,531 | 165,861 |
| 2 - 2 | 0 | 4,745 | 27,981 | 15,421 | 47,171 | 13,330 | 12,761 | 121,409 |
| 3 - 3 | 171 | 4,626 | 2,924 | 1,910 | 4,694 | 237 | 1,010 | 15,572 |
| 1 - 3 | 2,208 | 24,640 | 45,396 | 33,266 | 134,973 | 34,057 | 28,302 | 302,842 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=MTKvol (Assigned Volume)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|-------|--------|--------|--------|---------|--------|--------|---------|
| 1 - 1 | 2,169 | 19,130 | 14,271 | 19,792 | 89,467 | 26,696 | 13,646 | 185,171 |
| 2 - 2 | 0 | 4,878 | 28,564 | 14,918 | 49,323 | 13,338 | 13,588 | 124,609 |
| 3 - 3 | 167 | 4,602 | 2,823 | 1,494 | 4,791 | 380 | 1,027 | 15,284 |
| 1 - 3 | 2,336 | 28,610 | 45,658 | 36,204 | 143,581 | 40,414 | 28,261 | 325,064 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=_links (Number of Counted Links)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|----|----|----|-----|----|----|--------|
| 1 - 1 | 6 | 17 | 17 | 28 | 61 | 26 | 10 | 165 |
| 2 - 2 | 0 | 7 | 48 | 24 | 137 | 47 | 76 | 339 |
| 3 - 3 | 1 | 10 | 10 | 13 | 38 | 4 | 6 | 82 |
| 1 - 3 | 7 | 34 | 75 | 65 | 236 | 77 | 92 | 586 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=_bad ("Bad" Links)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|---|---|---|----|---|---|--------|
| 1 - 1 | 1 | 4 | 1 | 4 | 10 | 6 | 0 | 26 |
| 2 - 2 | 0 | 1 | 2 | 0 | 6 | 0 | 5 | 14 |
| 3 - 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 |
| 1 - 3 | 1 | 5 | 3 | 7 | 18 | 6 | 5 | 45 |

Note: "bad" links are those whose error lies above the FHWA error tolerance line

CROSSTAB ROW=_ftg COL=ATYPE VAR=_sqerr (Squared Error)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|--------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| 1 - 1 | 40,244 | 1,612,779 | 467,556 | 2,767,979 | 6,157,083 | 6,918,312 | 944,841 | 18,908,794 |
| 2 - 2 | 0 | 27,363 | 654,473 | 170,081 | 793,558 | 19,350 | 265,425 | 1,930,250 |
| 3 - 3 | 16 | 2,096 | 3,247 | 52,572 | 9,863 | 7,569 | 1,871 | 77,234 |
| 1 - 3 | 40,260 | 1,642,238 | 1,125,276 | 2,990,632 | 6,960,504 | 6,945,231 | 1,212,137 | 20,916,278 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=MTKvol/_cnt (Assigned/Count Ratio)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|------|------|------|------|------|------|------|--------|
| 1 - 1 | 1.06 | 1.25 | 0.98 | 1.24 | 1.08 | 1.30 | 0.94 | 1.12 |
| 2 - 2 | 0.00 | 1.03 | 1.02 | 0.97 | 1.05 | 1.00 | 1.06 | 1.03 |
| 3 - 3 | 0.98 | 0.99 | 0.97 | 0.78 | 1.02 | 1.60 | 1.02 | 0.98 |
| 1 - 3 | 1.06 | 1.16 | 1.01 | 1.09 | 1.06 | 1.19 | 1.00 | 1.07 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=_bad/_links (Proportion of "Bad" Links)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|------|------|------|------|------|------|------|--------|
| 1 - 1 | 0.17 | 0.24 | 0.06 | 0.14 | 0.16 | 0.23 | 0.00 | 0.16 |
| 2 - 2 | 0.00 | 0.14 | 0.04 | 0.00 | 0.04 | 0.00 | 0.07 | 0.04 |
| 3 - 3 | 0.00 | 0.00 | 0.00 | 0.23 | 0.05 | 0.00 | 0.00 | 0.06 |
| 1 - 3 | 0.14 | 0.15 | 0.04 | 0.11 | 0.08 | 0.08 | 0.05 | 0.08 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=sqrt(_sqerr/_links) (RMSE)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|--|------|-------|-------|-------|-------|-------|-------|--------|
| 1 - 1 | | 81.9 | 308.0 | 165.8 | 314.4 | 317.7 | 515.8 | 307.4 | 338.5 |
| 2 - 2 | | 0.0 | 62.5 | 116.8 | 84.2 | 76.1 | 20.3 | 59.1 | 75.5 |
| 3 - 3 | | 4.0 | 14.5 | 18.0 | 63.6 | 16.1 | 43.5 | 17.7 | 30.7 |
| 1 - 3 | | 75.8 | 219.8 | 122.5 | 214.5 | 171.7 | 300.3 | 114.8 | 188.9 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=sqrt(_sqerr/_links)/(_cnt/_links) (% RMSE)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|--|------|------|------|------|------|------|------|--------|
| 1 - 1 | | 0.24 | 0.34 | 0.19 | 0.55 | 0.23 | 0.65 | 0.21 | 0.34 |
| 2 - 2 | | 0.00 | 0.09 | 0.20 | 0.13 | 0.22 | 0.07 | 0.35 | 0.21 |
| 3 - 3 | | 0.02 | 0.03 | 0.06 | 0.43 | 0.13 | 0.73 | 0.10 | 0.16 |
| 1 - 3 | | 0.24 | 0.30 | 0.20 | 0.42 | 0.30 | 0.68 | 0.37 | 0.37 |

Rows represent facility type groups: 1 = Freeway, 2 = Arterial, 3 = Collector/Local.
Columns represent ARC zonal area type codes.

Table 6.18 Assignment Report: Heavy Trucks

CROSSTAB ROW=_ftg COL=ATYPE VAR=_cnt (Count)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|-------|--------|--------|--------|---------|--------|--------|---------|
| 1 - 1 | 2,572 | 27,239 | 11,873 | 41,349 | 127,165 | 56,050 | 55,346 | 321,594 |
| 2 - 2 | 0 | 409 | 3,580 | 2,632 | 13,219 | 4,678 | 5,585 | 30,103 |
| 3 - 3 | 0 | 158 | 568 | 248 | 1,734 | 59 | 113 | 2,880 |
| 1 - 3 | 2,572 | 27,806 | 16,021 | 44,229 | 142,118 | 60,787 | 61,044 | 354,577 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=HTKvol (Assigned Volume)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|-------|--------|--------|--------|---------|--------|--------|---------|
| 1 - 1 | 3,171 | 38,157 | 12,822 | 46,201 | 140,598 | 56,945 | 47,549 | 345,443 |
| 2 - 2 | 0 | 869 | 11,500 | 5,051 | 23,835 | 7,568 | 9,131 | 57,954 |
| 3 - 3 | 0 | 483 | 699 | 285 | 2,725 | 616 | 434 | 5,242 |
| 1 - 3 | 3,171 | 39,509 | 25,021 | 51,537 | 167,158 | 65,129 | 57,114 | 408,639 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=_links (Number of Counted Links)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|----|----|----|-----|----|----|--------|
| 1 - 1 | 6 | 15 | 17 | 28 | 62 | 27 | 10 | 165 |
| 2 - 2 | 0 | 7 | 42 | 24 | 105 | 45 | 57 | 280 |
| 3 - 3 | 0 | 6 | 9 | 9 | 17 | 2 | 4 | 47 |
| 1 - 3 | 6 | 28 | 68 | 61 | 184 | 74 | 71 | 492 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=_bad ("Bad" Links)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|----|----|----|----|----|----|--------|
| 1 - 1 | 3 | 5 | 6 | 6 | 15 | 3 | 0 | 38 |
| 2 - 2 | 0 | 4 | 32 | 12 | 56 | 18 | 21 | 143 |
| 3 - 3 | 0 | 5 | 2 | 3 | 7 | 2 | 4 | 23 |
| 1 - 3 | 3 | 14 | 40 | 21 | 78 | 23 | 25 | 204 |

Note: "bad" links are those whose error lies above the FHWA error tolerance line

CROSSTAB ROW=_ftg COL=ATYPE VAR=_sqerr (Squared Error)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---------|------------|-----------|------------|------------|-----------|------------|-------------|
| 1 - 1 | 360,169 | 21,557,822 | 893,513 | 20,496,056 | 29,277,211 | 8,702,615 | 12,319,771 | 93,607,157 |
| 2 - 2 | 0 | 63,790 | 4,213,560 | 710,111 | 3,313,530 | 806,062 | 1,482,914 | 10,589,967 |
| 3 - 3 | 0 | 22,431 | 17,837 | 4,241 | 173,843 | 156,865 | 27,543 | 402,760 |
| 1 - 3 | 360,169 | 21,644,043 | 5,124,910 | 21,210,408 | 32,764,584 | 9,665,542 | 13,830,228 | 104,599,884 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=HTKvol/_cnt (Assigned/Count Ratio)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|------|------|------|------|------|-------|------|--------|
| 1 - 1 | 1.23 | 1.40 | 1.08 | 1.12 | 1.11 | 1.02 | 0.86 | 1.07 |
| 2 - 2 | 0.00 | 2.12 | 3.21 | 1.92 | 1.80 | 1.62 | 1.63 | 1.93 |
| 3 - 3 | 0.00 | 3.06 | 1.23 | 1.15 | 1.57 | 10.44 | 3.84 | 1.82 |
| 1 - 3 | 1.23 | 1.42 | 1.56 | 1.17 | 1.18 | 1.07 | 0.94 | 1.15 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=_bad/_links (Proportion of "Bad" Links)

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|------|------|------|------|------|------|------|--------|
| 1 - 1 | 0.50 | 0.33 | 0.35 | 0.21 | 0.24 | 0.11 | 0.00 | 0.23 |
| 2 - 2 | 0.00 | 0.57 | 0.76 | 0.50 | 0.53 | 0.40 | 0.37 | 0.51 |
| 3 - 3 | 0.00 | 0.83 | 0.22 | 0.33 | 0.41 | 1.00 | 1.00 | 0.49 |
| 1 - 3 | 0.50 | 0.50 | 0.59 | 0.34 | 0.42 | 0.31 | 0.35 | 0.41 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=sqrt(_sqerr/_links) (RMSE)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|--|-------|--------|-------|-------|-------|-------|--------|--------|
| 1 - 1 | | 245.0 | 1198.8 | 229.3 | 855.6 | 687.2 | 567.7 | 1109.9 | 753.2 |
| 2 - 2 | | 0.0 | 95.5 | 316.7 | 172.0 | 177.6 | 133.8 | 161.3 | 194.5 |
| 3 - 3 | | 0.0 | 61.1 | 44.5 | 21.7 | 101.1 | 280.1 | 83.0 | 92.6 |
| 1 - 3 | | 245.0 | 879.2 | 274.5 | 589.7 | 422.0 | 361.4 | 441.4 | 461.1 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=sqrt(_sqerr/_links)/(_cnt/_links) (% RMSE)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|--|------|------|------|------|------|------|------|--------|
| 1 - 1 | | 0.57 | 0.66 | 0.33 | 0.58 | 0.34 | 0.27 | 0.20 | 0.39 |
| 2 - 2 | | 0.00 | 1.63 | 3.72 | 1.57 | 1.41 | 1.29 | 1.65 | 1.81 |
| 3 - 3 | | 0.00 | 2.32 | 0.71 | 0.79 | 0.99 | 9.49 | 2.94 | 1.51 |
| 1 - 3 | | 0.57 | 0.89 | 1.17 | 0.81 | 0.55 | 0.44 | 0.51 | 0.64 |

Rows represent facility type groups: 1 = Freeway, 2 = Arterial, 3 = Collector/Local.
Columns represent ARC zonal area type codes.

6.8. Commercial Vehicle Trips

Development of the Commercial (COM) vehicle trip model proceeded in exactly the same fashion as for the truck models, except that instead of actual classification counts, synthesized counts were used, as described in Section 6.5.2. The starting trip generation model was borrowed from a similar model recently developed for the Washington, DC area (Metropolitan Washington COG). The starting F factors were taken as those of the existing ARC internal light truck model.

The same protocol described above was used. The starting model was applied and the resulting assigned link volumes compared to the synthesized counts. The generation model was then adjusted so as to better match the counts and the distribution model was adjusted so as to better match an average trip length of 14.9 miles, which represents the average light truck/commercial trip length from the ARC survey. As part of this effort, the trip rate was decreased on office employment and increased on HHs. Also, area type adjustment factors were developed that decreased the trip rate in urbanized areas and increased the trip rate in suburban/rural areas. Both adjustments mirrored those made to the MTK and HTK models.

The starting COM trip generation model is shown in Table 6.19. This model estimates 1,035,000 daily COM trips: 987,000 internal and 48,000 external. It should be noted that the COM total is more than twice the total of MTK plus HTK. Since COM trips are almost all passenger cars and light duty trucks, it is important from an emissions viewpoint to clearly separate them from MTK and HTK, and important from a mode choice perspective to clearly separate them from NHB trips.

Table 6.19
Starting COM Generation Model

$$\text{COM} = (0.230 * \text{INDEMP} + 0.407 * \text{RETEMP} + 0.125 * \text{OFFEMP} + 0.330 * \text{HH}) * \text{factor}$$

INDEMP is Industrial Employment
 RETEMP is Retail Employment
 OFFEMP is Office Employment
 HH is Households

Factor for area type:

| Area Type | COM |
|-----------|------|
| 1 | 0.70 |
| 2 | 0.80 |
| 3 | 0.90 |
| 4 | 1.00 |
| 5 | 1.10 |
| 6 | 1.20 |
| 7 | 1.40 |

The external model uses the same form as for trucks, as shown in Table 6.20 and Figure 6.4.

Table 6.20
External COM Model

$$\text{Percent External (COM)} = \max(0.90, 1.54 * D^{-1.2})$$

Where:

D = distance to nearest external station (via highway net), miles

The COM external shares at the cordon stations are shown in Table 6.11. These are higher than for the truck trips, since through COM trips are logically expected to be fairly low. Table 6.12 shows the COM external and through trip ends at each station.

Table 6.13 shows the F factor coefficients used for COM trips. As noted above, the existing ARC light truck F factors were used to start and were then adjusted to achieve more reasonable-looking trip patterns and average trip length. The final COM F factors are graphed in Figure 6.5.

The through trip methodology for COM trips was the same as for MTK and HTK. However, the COM X/X trips are much smaller in number: 662. COM trips are mainly local in nature and so a lot of external and through COM trips should not be expected.

COM trips are assigned in the same fashion as SOV trips – that is, they are all assumed to be single-occupant passenger cars and light trucks. The starting COM model was validated in the same manner as the MTK/HTK models. The assignment error was +27% and the %RMSE was 112%. As with the truck models, it is clear that these results can be improved upon.

The adaptable assignment procedure was applied to COM trips, producing a delta table. The sum of this table is about 205,000, which is 20% of the starting trip table's total. This is a higher percentage than is normally desirable, but various attempts to modify this figure proved unworkable (i.e., they ended up with higher overall errors). The delta table and final COM trip table are shown in Table 6.15.

As with the truck trips, the calibration adjustment process resulted in a shorter trip length. As Table 6.16 shows, the difference was more dramatic for COM trips than for the truck trips: -16%. This is typical of such analyses.

The time of day fractions assumed for COM trips are shown in Table 6.14.

The final assignment results for COM indicate an error of -1% and a %RMSE of 24%. These are both considerably better than the starting model and for the truck models. Table 6.21 presents the assignment accuracy report for COM trips.

Table 6.21 Assignment Report: Commercial Trips

CROSSTAB ROW=_ftg COL=ATYPE VAR=_cnt (Total Count)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|---------|---------|---------|---------|-----------|---------|---------|-----------|
| 1 - 1 | 1 | 156,648 | 283,266 | 363,191 | 280,988 | 894,612 | 160,229 | 66,619 | 2,205,553 |
| 2 - 2 | 2 | 71,357 | 112,148 | 447,406 | 374,340 | 1,218,933 | 442,422 | 427,071 | 3,093,677 |
| 3 - 3 | 3 | 10,681 | 41,728 | 91,729 | 80,066 | 314,703 | 33,976 | 37,972 | 610,855 |
| 1 - 3 | 3 | 238,686 | 437,142 | 902,326 | 735,394 | 2,428,248 | 636,627 | 531,662 | 5,910,085 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=COMvol (Assigned Volume)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|---------|---------|---------|---------|-----------|---------|---------|-----------|
| 1 - 1 | 1 | 162,933 | 281,769 | 379,260 | 285,820 | 870,818 | 200,469 | 76,074 | 2,257,143 |
| 2 - 2 | 2 | 69,203 | 108,609 | 440,916 | 362,989 | 1,216,403 | 426,246 | 416,067 | 3,040,433 |
| 3 - 3 | 3 | 12,127 | 41,424 | 85,676 | 75,628 | 295,300 | 31,773 | 37,321 | 579,249 |
| 1 - 3 | 3 | 244,263 | 431,802 | 905,852 | 724,437 | 2,382,521 | 658,488 | 529,462 | 5,876,825 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=_links (Number of Counted Links)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|-----|-----|-----|-----|-------|-----|-------|--------|
| 1 - 1 | 1 | 21 | 42 | 66 | 65 | 194 | 77 | 46 | 511 |
| 2 - 2 | 2 | 53 | 85 | 366 | 334 | 1,373 | 597 | 921 | 3,729 |
| 3 - 3 | 3 | 32 | 72 | 178 | 193 | 613 | 74 | 112 | 1,274 |
| 1 - 3 | 3 | 106 | 199 | 610 | 592 | 2,180 | 748 | 1,079 | 5,514 |

CROSSTAB ROW=_ftg COL=ATYPE VAR=_bad (Number of "Bad" Links)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 7 |
|-------|---|---|----|----|----|-----|----|----|--------|
| 1 - 1 | 1 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 11 |
| 2 - 2 | 2 | 1 | 7 | 10 | 9 | 53 | 28 | 48 | 156 |
| 3 - 3 | 3 | 3 | 3 | 21 | 38 | 70 | 7 | 9 | 151 |
| 1 - 3 | 3 | 4 | 10 | 34 | 47 | 123 | 43 | 57 | 318 |

Note: "bad" links are those whose error lies above the FHWA error tolerance line

CROSSTAB ROW=_ftg COL=ATYPE VAR=_sqerr (Squared Error)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 |
|-------|---|------------|------------|------------|------------|-------------|------------|------------|-------------|
| 1 - 1 | 1 | 11,934,517 | 27,065,235 | 24,335,017 | 16,091,772 | 80,450,784 | 50,685,948 | 7,402,487 | 217,965,760 |
| 2 - 2 | 2 | 2,805,158 | 7,671,041 | 25,939,270 | 24,377,681 | 36,296,290 | 15,616,822 | 8,547,896 | 121,254,158 |
| 3 - 3 | 3 | 342,314 | 833,658 | 5,000,263 | 5,182,644 | 14,771,489 | 1,408,851 | 1,330,575 | 28,869,794 |
| 1 - 3 | 3 | 15,081,989 | 35,569,934 | 55,274,550 | 45,652,097 | 131,518,563 | 67,711,621 | 17,280,958 | 368,089,712 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=COMvol/_cnt (Assigned/Count Ratio)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 |
|-------|---|------|------|------|------|------|------|------|------|
| 1 - 1 | 1 | 1.04 | 0.99 | 1.04 | 1.02 | 0.97 | 1.25 | 1.14 | 1.02 |
| 2 - 2 | 2 | 0.97 | 0.97 | 0.99 | 0.97 | 1.00 | 0.96 | 0.97 | 0.98 |
| 3 - 3 | 3 | 1.14 | 0.99 | 0.93 | 0.94 | 0.94 | 0.94 | 0.98 | 0.95 |
| 1 - 3 | 3 | 1.02 | 0.99 | 1.00 | 0.99 | 0.98 | 1.03 | 1.00 | 0.99 |

CROSSTAB ROW=_ftg COL=ATYPE COMP=_bad/_links (Proportion of "Bad" Links)

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 |
|-------|---|------|------|------|------|------|------|------|------|
| 1 - 1 | 1 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.10 | 0.00 | 0.02 |
| 2 - 2 | 2 | 0.02 | 0.08 | 0.03 | 0.03 | 0.04 | 0.05 | 0.05 | 0.04 |
| 3 - 3 | 3 | 0.09 | 0.04 | 0.12 | 0.20 | 0.11 | 0.09 | 0.08 | 0.12 |
| 1 - 3 | 3 | 0.04 | 0.05 | 0.06 | 0.08 | 0.06 | 0.06 | 0.05 | 0.06 |

```

CROSSTAB ROW=_ftg COL=ATYPE COMP=sqrt(_sqerr/_links) (RMSE)
-----
          1          2          3          4          5          6          7          1
          -----
1 - 1    753.9    802.8    607.2    497.6    644.0    811.3    401.2    653.1
2 - 2    230.1    300.4    266.2    270.2    162.6    161.7     96.3    180.3
3 - 3    103.4    107.6    167.6    163.9    155.2    138.0    109.0    150.5
1 - 3    377.2    422.8    301.0    277.7    245.6    300.9    126.6    258.4

```

```

CROSSTAB ROW=_ftg COL=ATYPE COMP=sqrt(_sqerr/_links)/(_cnt/_links) (%RMSE)
-----
          1          2          3          4          5          6          7          1
          -----
1 - 1     0.10    0.12    0.11    0.12    0.14    0.39    0.28    0.15
2 - 2     0.17    0.23    0.22    0.24    0.18    0.22    0.21    0.22
3 - 3     0.31    0.19    0.33    0.40    0.30    0.30    0.32    0.31
1 - 3     0.17    0.19    0.20    0.22    0.22    0.35    0.26    0.24

```

Rows represent facility type groups: 1 = Freeway, 2 = Arterial, 3 = Collector/Local.
Columns represent ARC zonal area type codes.

6.9. Application

The new COM/MTK/HTK model is applied using a TP+ setup, as shown in Table 6.22. This includes trip generation, trip distribution, time of day, and assignment steps. Trip generation uses the standard ARC land use file, which for 2000 was named NWTAZ00G.PRN and the standard ARC area type file, named ZNEDAT00.DAT. Three new zonal files are needed:

1. Forecast year external trips by external station and vehicle type. ASCII file with one record per station. First field is the station number. Next 3 fields are the COM cordon total, MTK cordon total, and HTK cordon total. Data can be in any columns, but there must be at least one space between each field on each record. Values for 2000 are as shown in Table 6.12, columns “Com Veh”, “Med Trk”, and “Hvy Trk”. During development, this file was named CMHEXT.PRN.
2. Distance to nearest external station. ASCII file with one record per internal zone and two fields per record. First field is the zone number, second field is the distance to the nearest external station in miles (via the highway network). Data can be in any columns, but there must be at least one space between each field on each record. This file can be created using the TP+ setup shown in Table 6.23. During development, this file was named EXTDIST.DAT.
3. Zonal file identifying truck zones. Currently a DBF file with one record per internal zone and two fields: ZONE and FLAG. If FLAG is non-zero, it identifies the zone as a “truck zone”, having a higher heavy truck trip rate per employee than other zones. During development, this file was named “Truck Zones.DBF”.

Trip distribution uses a matrix file of off-peak highway times, which include intrazonal time and O and D terminal times, as in the existing ARC model. The F factors are stored in a file called FFACTORS.PRN and are shown in Table 6.24. K factors are not used. Through trips are stored in a matrix file named CMHEE.TRP, with three tables: 1=COMEE, 2=MTKEE, 3=HTKEE. This file was developed for 2000. Forecast year versions would presumably be developed by Fratarating the 2000 tables.

The time of day fractions are shown in Table 6.14 and in the TP+ setup in Table 6.22. The calibration adjustment tables are stored in four files: DELTApp.TRP, where pp is the time of day (AM, MD, PM, NT). Each of those files contains 3 tables: 1=COM, 2=MTK, 3=HTK. These files are unfortunately quite large (about 55 Mb each), since they are stored in single precision. These are matrix files that use the current 20-county zone system. If the zone system is changed, these files must be modified accordingly.

The highway assignment step shown in Table 6.22 incorporates all of the features that are used for COM/TRK assignment, including the PCEs. Each of the steps shown in Table 6.22 were incorporated into the main ARC model setup.

Table 6.22 TP+ COM/TRK Setup

```

maxzone = 2118
maxint  = 2027

run pgm=tripgen

; cmh.s
; ARC Commercial/Truck Vehicle Model

    id = "Commercial/Truck Trip Generation

; standard zonal data file
zdati[1] = inputs\nwtaz00g.prn, z = #1, const = #2, manif = #3, TCU = #4,
    whole = #5, retail = #6, FIRE = #7, service = #8, totpriv = #9, govt = #10,
    govt2 = #11, totemp = #12, pop = #13, hh = #14, unienr = #15, acres = #16

; external trip ends, from truck\ExternalStations.xls
zdati[2] = cmhext.prn, z = #1, comext = #2, mtkext = #3, htkest = #4

; Zonal area type
zdati[3] = znedat00.dat, z = #1, atype = #12

; distance to nearest external station, from above
zdati[4] = extdist.dat, z = #1, extdist = #2

; Truck zones
zdati[5] = "truck zones.dbf", z = ZONE

; Output P/A file:
; 1 = COM I/I  4 = COM external
; 2 = MTK I/I  5 = MTK ext
; 3 = HTK I/I  6 = HTK ext
pao = cmhte.dat form=8.0 list= z(5.0), p[1],a[1],p[2],a[2],p[3],a[3],
    p[4],a[4],p[5],a[5],p[6],a[6], print=y

zones = @maxzone@

; Look up area type factors
lookup interpolate=n, fail=1.0,1.0,1.0, name=atfac,
    lookup[1] = 1, result = 2,
    lookup[2] = 1, result = 3,
    lookup[3] = 1, result = 4,
;
    AT  COM   MTK   HTK
r = '1  0.70  0.50  0.50',
    '2  0.80  0.75  0.70',
    '3  0.90  1.00  0.75',
    '4  1.00  1.05  0.80',
    '5  1.10  1.10  0.90',
    '6  1.20  1.20  1.10',
    '7  1.40  1.30  1.30'

; Apply equation to internal zones only
if (i <= @maxint@)

; AT-based adjustment factor.
comfac = atfac(1,atype)
mtkfac = atfac(2,atype)
htkfac = atfac(3,atype)

```

```

; Sum employment by type
  indemp = const + manuf + TCU + whole
  retemp = retail
  offemp = FIRE + govt + service

; Calculate productions by type.
  com = (0.230 * indemp + 0.125 * offemp + 0.407 * retemp +
        0.330 * hh) * comfac
  mtk = (0.104 * indemp + 0.030 * offemp + 0.178 * retemp +
        0.058 * hh) * mtkfac
  htk = (0.095 * indemp + 0.028 * offemp + 0.081 * retemp +
        0.053 * hh) * htkfac

; Truck zone factor for HTK.
  if (flag > 0) htk = 3.0 * htk

; Apply external trip end share model.
; External share is a declining function of the zone's distance to the
; nearest cordon station (in miles). This particular model is an
; amalgam of the Berks Co, PA purpose-specific models. Limit the
; max External share to 90%.
  extpct = 0.0
  if (extdist > 0) extpct = extdist^-1.2
  extpctc = max(min(1.54*extpct,0.9),0)
  extpctm = max(min(4.94*extpct,0.9),0)
  extpcth = max(min(8.25*extpct,0.9),0)
  intpctc = 1.0 - extpctc
  intpctm = 1.0 - extpctm
  intpcth = 1.0 - extpcth

; Apply internal trip end shares. Set A's equal to the P's.
  p[1] = com * intpctc
  p[2] = mtk * intpctm
  p[3] = htk * intpcth
  a[1] = p[1]
  a[2] = p[2]
  a[3] = p[3]

; Define all external trip ends as "Productions" at the internal
; zones and "Attractions" at the external stations. Calculate
; these (initially) for internal zones as what's left over
; after the above calculation.
  p[4] = com * extpctc
  p[5] = mtk * extpctm
  p[6] = htk * extpcth
endif

; External trip ends. These were calculated externally (HAHA), in
; ExternalStations.xls These are defined as
; Attractions, at the external stations.
if (i > @maxint@)
  p[1] = 0
  p[2] = 0
  p[3] = 0
  p[4] = 0
  p[5] = 0
  p[6] = 0
  a[1] = 0
  a[2] = 0
  a[3] = 0
  a[4] = comext
  a[5] = mtkext
  a[6] = htkext

```



```

endif

phase = adjust

; Normalize external trips to the attractions (input at the external
; stations).
  p[4] = p[4] * a[4][0]/p[4][0]
  p[5] = p[5] * a[5][0]/p[5][0]
  p[6] = p[6] * a[6][0]/p[6][0]
endphase

endrun

;-----
run pgm=tripdist

  id = "Commercial/Truck Trip Distribution

; Skims
  mati = ff00hwy.skm

; Trip ends
  zdati = cmhte.dat z=#1,p1=#2,a1=#3,p2=#4,a2=#5,p3=#6,a3=#7,
  p4=#8,a4=#9,p5=#10,a5=#11,p6=#12,a6=#13

; Output
  mato = cmh.trp, mo=1-6, name = COMII,MTKII,HTKII,COMEXT,MTKEXT,HTKEXT,
  dec=6*S

; Set maximum iterations, unless RMSE for all purposes is met.
  maxiters = 20, maxrmse = 10

; Set productions and attractions
  setpa p[1]=p1, a[1]=a1, p[2]=p2, a[2]=a2, p[3]=p3, a[3]=a3,
  p[4]=p4, a[4]=a4, p[5]=p5, a[5]=a5, p[6]=p6, a[6]=a6

; Get skims.
  mw[10] = mi.1.Time

; Look up friction factors (see FFactors.xls).
  lookup fail=1750000,0,0, file=ffactors.prn, list=y, interpolate=y, name=ff,
  lookup[1]=1, result=2,
  lookup[2]=1, result=3,
  lookup[3]=1, result=4,
  lookup[4]=1, result=5,
  lookup[5]=1, result=6,
  lookup[6]=1, result=7

; Distribute trips on off-peak skim time w/intrazonal and terminal time.
  gravity purpose=1, los = mw[10], ffactors=ff
  gravity purpose=2, los = mw[10], ffactors=ff
  gravity purpose=3, los = mw[10], ffactors=ff
  gravity purpose=4, los = mw[10], ffactors=ff
  gravity purpose=5, los = mw[10], ffactors=ff
  gravity purpose=6, los = mw[10], ffactors=ff

; Trip end report
  report margins = 1-6

endrun

;-----
run pgm=matrix

  id = "Commercial/Truck TLFs

```

```

; Input files: trips, skims
mati[1] = cmh.trp
mati[2] = ff00hwy.skm

; Get trips.
mw[1] = mi.1.COMII
mw[2] = mi.1.MTKII
mw[3] = mi.1.HTKII
mw[4] = mi.1.COMEXT
mw[5] = mi.1.MTKEXT
mw[6] = mi.1.HTKEXT

; Sum.
mw[9] = mw[1] + mw[4]
mw[10] = mw[2] + mw[5]
mw[11] = mw[3] + mw[6]

; Time.
mw[7] = mi.2.Distance
mw[8] = mi.2.Time

; TLF
frequency basemw=7, valuemw=1, range=0-50-2,
title='Est Commercial I/I Trips vs. Off-Peak Hwy Distance'
frequency basemw=7, valuemw=2, range=0-50-2,
title='Est Medium Truck I/I Trips vs. Off-Peak Hwy Distance'
frequency basemw=7, valuemw=3, range=0-50-2,
title='Est Heavy Truck I/I Trips vs. Off-Peak Hwy Distance'
frequency basemw=7, valuemw=4, range=0-120-5,
title='Est Commercial Ext Trips vs. Off-Peak Hwy Distance'
frequency basemw=7, valuemw=5, range=0-120-5,
title='Est Medium Truck Ext Trips vs. Off-Peak Hwy Distance'
frequency basemw=7, valuemw=6, range=0-120-5,
title='Est Heavy Truck Ext Trips vs. Off-Peak Hwy Distance'

frequency basemw=7, valuemw=9, range=0-120-5,
title='Est Commercial Total Trips vs. Off-Peak Hwy Distance'
frequency basemw=7, valuemw=10, range=0-120-5,
title='Est Medium Truck Total Trips vs. Off-Peak Hwy Distance'
frequency basemw=7, valuemw=11, range=0-120-5,
title='Est Heavy Truck Total Trips vs. Off-Peak Hwy Distance'

frequency basemw=8, valuemw=9, range=0-180-10,
title='Est Commercial Total Trips vs. Off-Peak Hwy Time'
frequency basemw=8, valuemw=10, range=0-180-10,
title='Est Medium Truck Total Trips vs. Off-Peak Hwy Time'
frequency basemw=8, valuemw=11, range=0-180-10,
title='Est Heavy Truck Total Trips vs. Off-Peak Hwy Time'

endrun

;-----
run pgm=matrix

id = "Commercial/Truck time of day

; Also add in the E/E trips, which were developed separately.

mati[1] = cmh.trp
mati[2] = cmhee.trp
mati[3] = ..\adapt\deltaam.trp
mati[4] = ..\adapt\deltamd.trp
mati[5] = ..\adapt\deltapm.trp

```

```

mati[6] = ..\adapt\deltant.trp

mato[1] = com.trp, mo=5-8, name=AMCOM,MDCOM,PMCOM,NTCOM, dec = 4*S
mato[2] = mtk.trp, mo=17-20, name=AMMTK,MDMTK,PMMTK,NTMTK, dec = 4*S
mato[3] = htk.trp, mo=29-32, name=AMHTK,MDHTK,PMHTK,NTHTK, dec = 4*S

; I/I trips are already balanced, so we can apply a single factor
; to all trips. Apply separate P/A and A/P factors to externals.
; Assume externals are 70/30 inbound (E/I, or A/P) in the morning,
; 70/30 outbound (I/E, P/A) in the evening. Midday/Night is 50/50.
mw[1] = mi.1.COMII
mw[2] = mi.1.COMEXT ; P/A (outbound)
mw[3] = mi.1.COMEXT.t ; A/P (inbound)

; Also add in the E/E's.
mw[4] = mi.2.COMEE

; Use proposed new TOD factors
mw[5] = 0.23 * (mw[1] + 0.7 * mw[3] + 0.3 * mw[2] + mw[4]) ; AM
mw[6] = 0.39 * (mw[1] + 0.5 * mw[3] + 0.5 * mw[2] + mw[4]) ; MD
mw[7] = 0.27 * (mw[1] + 0.3 * mw[3] + 0.7 * mw[2] + mw[4]) ; PM
mw[8] = 0.11 * (mw[1] + 0.5 * mw[3] + 0.5 * mw[2] + mw[4]) ; NT

; Add in calibration adjustment.
mw[5] = max(mw[5] + mi.3.com, 0)
mw[6] = max(mw[6] + mi.4.com, 0)
mw[7] = max(mw[7] + mi.5.com, 0)
mw[8] = max(mw[8] + mi.6.com, 0)

; Now for MTK
mw[13] = mi.1.MTKII
mw[14] = mi.1.MTKEXT ; P/A (outbound)
mw[15] = mi.1.MTKEXT.t ; A/P (inbound)

; Also add in the E/E's.
mw[16] = mi.2.MTKEE

; Use proposed new TOD factors
mw[17] = 0.23 * (mw[13] + 0.7 * mw[14] + 0.3 * mw[15] + mw[16]) ; AM
mw[18] = 0.39 * (mw[13] + 0.5 * mw[14] + 0.5 * mw[15] + mw[16]) ; MD
mw[19] = 0.27 * (mw[13] + 0.3 * mw[14] + 0.7 * mw[15] + mw[16]) ; PM
mw[20] = 0.11 * (mw[13] + 0.5 * mw[14] + 0.5 * mw[15] + mw[16]) ; NT

; Add in calibration adjustment.
mw[17] = max(mw[17] + mi.3.mtk, 0)
mw[18] = max(mw[18] + mi.4.mtk, 0)
mw[19] = max(mw[19] + mi.5.mtk, 0)
mw[20] = max(mw[20] + mi.6.mtk, 0)

; Now for HTK
mw[25] = mi.1.HTKII
mw[26] = mi.1.HTKEXT ; P/A (outbound)
mw[27] = mi.1.HTKEXT.t ; A/P (inbound)

; Also add in the E/E's.
mw[28] = mi.2.HTKEE

; Use proposed new TOD factors
mw[29] = 0.22 * (mw[25] + 0.7 * mw[26] + 0.3 * mw[27] + mw[28]) ; AM
mw[30] = 0.34 * (mw[25] + 0.5 * mw[26] + 0.5 * mw[27] + mw[28]) ; MD
mw[31] = 0.20 * (mw[25] + 0.3 * mw[26] + 0.7 * mw[27] + mw[28]) ; PM
mw[32] = 0.24 * (mw[25] + 0.5 * mw[26] + 0.5 * mw[27] + mw[28]) ; NT

; Add in calibration adjustment.

```

```

mw[29] = max(mw[29] + mi.3.htk, 0)
mw[30] = max(mw[30] + mi.4.htk, 0)
mw[31] = max(mw[31] + mi.5.htk, 0)
mw[32] = max(mw[32] + mi.6.htk, 0)

endrun
;-----

loop p = 1,4
  if (p = 1)
    per = 'AM'
    cfac= 4
  endif
  if (p = 2)
    per = 'MD'
    cfac= 5
  endif
  if (p = 3)
    per = 'PM'
    cfac= 4
  endif
  if (p = 4)
    per = 'NT'
    cfac= 11
  endif

year      = '00'
totzones = 2118
lastin   = 2027
iteration= 50

run pgm=hwyload

id = "E/E pre-load, period @per@"

mati[1] = tod@per@.vtt
mati[2] = com.trp
mati[3] = mtk.trp
mati[4] = htk.trp
neti=hwy@year@ff.NET
neto=@per@_preload.tmp

zones=@totzones@
parameters maxiters=1 ;All-or-nothing assignment

phase=linkread ;read in link variables from
input file
  T0=li.distance*60/li.speed
; Set Prohibitions
  if (li.prohibition==1) ADDTOGROUP=2 ;no-truck LINKS
  if (li.prohibition==2) ADDTOGROUP=3 ;HOV 2 LINKS
  if (li.factype> 49) ADDTOGROUP=4 ;transit only
  if (li.prohibition==5) ADDTOGROUP=5 ;I-285 By-Pass
; Set Fixed Toll Penalties
  if (li.toll>0)
    lw.trkaddtime=li.toll*5*2.4 ; 1 minute per dollar (Value of Time
$25/hr)
    lw.sovaddtime=li.toll*4 ; 4 minutes per dollar (Value of Time
$15/hr)
  else
    lw.trkaddtime=0
    lw.sovaddtime=0
  endif

```

```

; Add Time Penalty for Trucks at the Financial Center Tunnel (GA400)
  if ((a=8650 & b=8679) | (a=8678 & b=8651)) lw.trkaddtime=lw.trkaddtime+5
; Set Time
  lw.trktime= T0 + lw.trkaddtime
  lw.sovtime= T0 + lw.sovaddtime
endphase
phase=iloop
mw[1]=0
mw[2]=0
mw[3]=0
mw[4]=0
jloop
  if(i>@lastin@ & j>@lastin@)
    mw[1]=mi.2.@per@COM
    mw[2]=mi.3.@per@MTK
    mw[3]=mi.4.@per@HTK
    mw[4]=mi.1.2
  endif
endjloop
;Assign EE COM/Truck
  pathload
path=lw.trktime,vol[1]=mw[1],vol[2]=mw[2],vol[3]=mw[3],excludegrp=2,3,4,5
;Assign EE Passenger Car
  pathload path=lw.sovtime,vol[4]=mw[4],excludegrp=3,4
endphase
endrun

;Round and rename volumes
run pgm=hwynt
filei neti=@per@_preload.tmp
fileo neto=@per@_preload.net,

Exclude=VT_1,V1T_1,V2T_1,V3T_1,V4T_1,V_1,V1_1,V2_1,V3_1,V4_1,time_1,vc_1,
        cspd_1,vdt_1,vht_1
zones= @totzones@
V_TOTEE = ROUND(V_1/10)*10           ;round total volume
V_COMEE = ROUND(V1_1/10)*10         ;round COM volumes
V_MTKEE = ROUND(V2_1/10)*10         ;round MTK volumes
V_HTKEE = ROUND(V3_1/10)*10         ;round HTK volumes
V_SOVEE = ROUND(V4_1/10)*10         ;round SOV volumes
endrun

;-----
run pgm=hwyload

  id = "2000 highway assignment, period @per@

  mati[1] = TOD@per@.VTT
  mati[2] = com.trp
  mati[3] = mtk.trp
  mati[4] = htk.trp
  neti=@per@_preload.net           ;use free-flow highway
network with preloaded EE volumes
  neto=lod@year@@per@.tmp

  parameters maxiters = @iteration@,           ;Max numbers of
iterations allowed                       ;Equilibrium vol
  gap=0.001,aad=0, raad=0, combine=equi      ;iterations with Lamda
combination from                           ; added AAD and RAAD,

citilabs instruction for optimizing toll
  phase=linkread                           ;read in link variables
from input file

```

```

C = li.capacity*@cfac@
T0 = li.distance*60/li.speed

lw.v_sovee = li.v_sovee
lw.v_comee = li.v_comee
lw.v_mtkee = li.v_mtkee
lw.v_htkee = li.v_htkee

linkclass=li.factype+1 ;define linkclass by
assignment group

; Set Prohibitions
IF (li.prohibition==1) ADDTOGROUP=2 ;no-truck LINKS
IF (li.prohibition==2) ADDTOGROUP=3 ;HOV 2 LINKS
if (li.factype> 49) ADDTOGROUP=4 ;transit only
IF (li.prohibition==5) ADDTOGROUP=5 ;links within I-285 (for
HTK)

; Set Fixed Toll Penalties
; Truck toll = 3 * auto toll, VOT = $60/hr (1.0 min/$)
lw.trkaddtime=(li.toll*3)*1
; HOV toll = 0.4 * auto toll (avg 2.5 persons/veh), VOT = $15/hr (4.0 min/$)
lw.hovaddtime=(li.toll*0.4)*4
; SOV toll, VOT = $15/hr (4.0 min/$)
lw.sovaddtime=li.toll*4

; Add Time Penalty for Trucks at the Financial Center Tunnel (GA400)
; if ((a=8650 & b=8679) | (a=8678 & b=8651)) lw.trkaddtime=lw.trkaddtime+5
;PKS Corrected 06/08/04

; Set Time
lw.trktime= T0 + lw.trkaddtime
lw.hovtime= T0 + lw.hovaddtime
lw.sovtime= T0 + lw.sovaddtime
endphase

;setup phase
FUNCTION { ;change TP+ default
functions
TC[1]= T0/CURVE@PER@(1,V/C)
TC[2]= T0/CURVE@PER@(2,V/C)
TC[3]= T0/CURVE@PER@(3,V/C)
TC[4]= T0/CURVE@PER@(4,V/C)
TC[5]= T0/CURVE@PER@(5,V/C)
TC[6]= T0/CURVE@PER@(6,V/C)
TC[7]= T0/CURVE@PER@(7,V/C)
TC[8]= T0/CURVE@PER@(8,V/C)
TC[9]= T0/CURVE@PER@(9,V/C)
TC[10]= T0/CURVE@PER@(10,V/C)
TC[11]= T0/CURVE@PER@(11,V/C)
TC[12]= T0/CURVE@PER@(12,V/C)
TC[13]= T0/CURVE@PER@(13,V/C)
TC[14]= T0/CURVE@PER@(14,V/C)
TC[15]= T0/CURVE@PER@(15,V/C)
TC[16]= T0/CURVE@PER@(16,V/C)
TC[17]= T0/CURVE@PER@(17,V/C)
TC[18]= T0/CURVE@PER@(18,V/C)
TC[19]= T0/CURVE@PER@(19,V/C)
TC[20]= T0/CURVE@PER@(20,V/C)
TC[21]= T0/CURVE@PER@(21,V/C)

; Re-label volumes:
; 1 = SOV

```

```

; 2 = HOV
; 3 = COM
; 4 = MTK
; 5 = HTK

;total volume function (with preloaded EE)
V = vol[1] + vol[2] + vol[3] + lw.v_ovee + 1.5 * (vol[4]+lw.v_mtkee) +
    2.0 * (vol[5] + lw.v_htkee) + lw.v_comee

COST = min(time+lw.sovaddtime, 163) ; Use same "cost" for
paths and equilibrium
}

phase=iloop
; Congested Time with Toll Penalties
lw.trktime= time + lw.trkaddtime
lw.sovtime= time + lw.sovaddtime
lw.hovtime= time + lw.hovaddtime

mw[1]=mi.1.2 ; SOV
mw[2]=mi.1.3 ; HOV
mw[3]=mi.2.@per@COM ; COM
mw[4]=mi.3.@per@MTK ; MTK
mw[5]=mi.4.@per@HTK ; HTK

;zero out EE COM/truck and passenger car from main tables -- they've
; already been loaded
jloop
if(i>@lastin@ && j>@lastin@)
mw[1]=0
mw[2]=0
mw[3]=0
mw[4]=0
mw[5]=0
endif
endjloop

;Separate heavy trucks for I-285 Bypass
jloop
if(i=109,112-113,116-123,125,131-133,182-216,226-446,462-463,480-483,
488-494,499-503,526-533,535-547,549-556,580,582,584-608,611-628,
633,641-748,753-838,842-843,847-848,852-1321,1324-1326,1328-1645,
1669-1671,1679,1683-2118 &&
j=109,112-113,116-123,125,131-133,182-216,226-446,462-463,480-483,
488-494,499-503,526-533,535-547,549-556,580,582,584-608,611-628,
633,641-748,753-838,842-843,847-848,852-1321,1324-1326,1328-1645,
1669-1671,1679,1683-2118)

mw[10]=mw[5] ;Outside I-285 to outside I-285
else
mw[11]=mw[5] ;Origin or destination inside I-285
endif
endjloop

;Assign SOV, COM
pathload path=lw.sovtime,vol[1]=mw[1],vol[3]=mw[3], excludegrp=3,4

;Assign HOV
pathload path=lw.hovtime,vol[2]=mw[2],excludegrp=4

;Assign some Heavy Trucks to a path that does not go inside I-285
pathload path=lw.trktime, vol[5]=mw[10], excludegrp=2,3,4,5

; Assign other Heavy Trucks and all Medium Trucks to "normal" path

```

```

pathload path=lw.trktime, vol[4]=mw[4],vol[5]=mw[11], excludegrp=2,3,4

; Volume/delay functions, by period
LOOKUP INTERPOLATE=T, NAME=CURVEAM, ;eqv. to speed curves in TRANPLAN
setup
LOOKUP[1] =1, RESULT=7, ;centroid connector
LOOKUP[2] =1, RESULT=2, ;freeway
LOOKUP[3] =1, RESULT=2, ;parkway
LOOKUP[4] =1, RESULT=2, ;HOV buffer seperated
LOOKUP[5] =1, RESULT=2, ;hov barrier seperated
LOOKUP[6] =1, RESULT=2, ;High speed ramp
LOOKUP[7] =1, RESULT=2, ;Medium speed ramp
LOOKUP[8] =1, RESULT=2, ;low speed ramp
LOOKUP[9] =1, RESULT=2, ;Loop Ramp
LOOKUP[10]=1, RESULT=2, ;Off Ramp/with intersection
LOOKUP[11]=1, RESULT=2, ;On Ramp/with intersection
LOOKUP[12]=1, RESULT=3, ;Express Way
LOOKUP[13]=1, RESULT=4, ;Principle Arterial - Class I
LOOKUP[14]=1, RESULT=4, ;Principle Arterial - Class II
LOOKUP[15]=1, RESULT=5, ;Minor Arterial - Class 1
LOOKUP[16]=1, RESULT=5, ;Minor Arterial - Class 2
LOOKUP[17]=1, RESULT=5, ;HOV-arterial
LOOKUP[18]=1, RESULT=6, ;Collector
LOOKUP[19]=1, RESULT=6, ;Other Local
LOOKUP[20]=1, RESULT=2, ;Planned Ramp/with intersections
LOOKUP[21]=1, RESULT=2, ;Planned directional ramp with
intersections

```

```

; V/C Freeway Exrswy Prin Art Min Art Collector Cent.
R='0.00 1.000 1.000 1.000 1.000 1.000 1.000 ',
'0.10 0.995 0.995 0.995 0.992 0.990 0.960 ',
'0.20 0.990 0.990 0.990 0.975 0.960 0.920 ',
'0.30 0.950 0.950 0.950 0.935 0.920 0.880 ',
'0.40 0.910 0.910 0.910 0.880 0.860 0.800 ',
'0.50 0.860 0.860 0.860 0.830 0.800 0.720 ',
'0.60 0.790 0.790 0.790 0.760 0.730 0.640 ',
'0.70 0.670 0.670 0.670 0.650 0.630 0.560 ',
'0.80 0.560 0.560 0.560 0.540 0.520 0.480 ',
'0.90 0.460 0.460 0.460 0.450 0.420 0.400 ',
'1.00 0.350 0.350 0.350 0.340 0.310 0.360 ',
'1.10 0.240 0.240 0.240 0.230 0.210 0.320 ',
'1.20 0.160 0.160 0.160 0.160 0.160 0.280 ',
'1.30 0.150 0.150 0.150 0.150 0.150 0.240 ',
'1.40 0.140 0.140 0.140 0.140 0.140 0.200 ',
'1.50 0.130 0.130 0.130 0.130 0.130 0.160 ',
'1.60 0.120 0.120 0.120 0.120 0.120 0.120 ',
'1.70 0.115 0.115 0.115 0.115 0.115 0.080 ',
'1.80 0.110 0.110 0.110 0.110 0.110 0.080 ',
'1.90 0.105 0.105 0.105 0.105 0.105 0.080 ',
'2.00 0.100 0.100 0.100 0.100 0.100 0.080 ',
'99.00 0.010 0.010 0.010 0.010 0.010 0.010 '

```

```

LOOKUP INTERPOLATE=T, NAME=CURVEMD, ;eqv. to speed curves in TRANPLAN
setup
LOOKUP[1] =1, RESULT=7, ;centroid connector
LOOKUP[2] =1, RESULT=2, ;freeway
LOOKUP[3] =1, RESULT=2, ;parkway
LOOKUP[4] =1, RESULT=2, ;HOV buffer seperated
LOOKUP[5] =1, RESULT=2, ;hov barrier seperated
LOOKUP[6] =1, RESULT=2, ;High speed ramp
LOOKUP[7] =1, RESULT=2, ;Medium speed ramp
LOOKUP[8] =1, RESULT=2, ;low speed ramp
LOOKUP[9] =1, RESULT=2, ;Loop Ramp
LOOKUP[10]=1, RESULT=2, ;Off Ramp/with intersection

```



```

LOOKUP[11]=1, RESULT=2, ;On Ramp/with intersection
LOOKUP[12]=1, RESULT=3, ;Express Way
LOOKUP[13]=1, RESULT=4, ;Principle Arterial - Class I
LOOKUP[14]=1, RESULT=4, ;Principle Arterial - Class II
LOOKUP[15]=1, RESULT=5, ;Minor Arterial - Class 1
LOOKUP[16]=1, RESULT=5, ;Minor Arterial - Class 2
LOOKUP[17]=1, RESULT=5, ;HOV-arterial
LOOKUP[18]=1, RESULT=6, ;Collector
LOOKUP[19]=1, RESULT=6, ;Other Local
LOOKUP[20]=1, RESULT=2, ;Planned Ramp/with intersections
LOOKUP[21]=1, RESULT=2, ;Planned directional ramp with
intersections

```

```

;
V/C Freeway Exrswy Prin Art Min Art Collector Cent.
R= ' 0.00 1.000 1.000 1.000 1.000 1.000 1.000 1.000 ' ,
' 0.10 0.995 0.995 0.995 0.995 0.992 0.990 0.960 ' ,
' 0.20 0.985 0.985 0.985 0.975 0.970 0.970 0.920 ' ,
' 0.30 0.975 0.975 0.975 0.960 0.950 0.880 ' ,
' 0.40 0.950 0.950 0.950 0.930 0.915 0.800 ' ,
' 0.50 0.920 0.920 0.920 0.900 0.870 0.720 ' ,
' 0.60 0.890 0.890 0.890 0.865 0.830 0.640 ' ,
' 0.70 0.830 0.830 0.830 0.800 0.770 0.560 ' ,
' 0.80 0.740 0.740 0.740 0.710 0.660 0.480 ' ,
' 0.90 0.500 0.500 0.500 0.500 0.500 0.400 ' ,
' 1.00 0.310 0.310 0.310 0.310 0.310 0.310 0.360 ' ,
' 1.10 0.210 0.210 0.210 0.210 0.210 0.320 ' ,
' 1.20 0.160 0.160 0.160 0.160 0.160 0.280 ' ,
' 1.30 0.150 0.150 0.150 0.150 0.150 0.240 ' ,
' 1.40 0.140 0.140 0.140 0.140 0.140 0.200 ' ,
' 1.50 0.130 0.130 0.130 0.130 0.130 0.160 ' ,
' 1.60 0.120 0.120 0.120 0.120 0.120 0.120 ' ,
' 1.70 0.115 0.115 0.115 0.115 0.115 0.080 ' ,
' 1.80 0.110 0.110 0.110 0.110 0.110 0.080 ' ,
' 1.90 0.105 0.105 0.105 0.105 0.105 0.080 ' ,
' 2.00 0.100 0.100 0.100 0.100 0.100 0.080 ' ,
'99.00 0.010 0.010 0.010 0.010 0.010 0.010 '

```

```

LOOKUP INTERPOLATE=T, NAME=CURVEPM, ;eqv. to speed curves in TRANPLAN
setup

```

```

LOOKUP[1] =1, RESULT=7, ;centroid connector
LOOKUP[2] =1, RESULT=2, ;freeway
LOOKUP[3] =1, RESULT=2, ;parkway
LOOKUP[4] =1, RESULT=2, ;HOV buffer seperated
LOOKUP[5] =1, RESULT=2, ;hov barrier seperated
LOOKUP[6] =1, RESULT=2, ;High speed ramp
LOOKUP[7] =1, RESULT=2, ;Medium speed ramp
LOOKUP[8] =1, RESULT=2, ;low speed ramp
LOOKUP[9] =1, RESULT=2, ;Loop Ramp
LOOKUP[10]=1, RESULT=2, ;Off Ramp/with intersection
LOOKUP[11]=1, RESULT=2, ;On Ramp/with intersection
LOOKUP[12]=1, RESULT=3, ;Express Way
LOOKUP[13]=1, RESULT=4, ;Principle Arterial - Class I
LOOKUP[14]=1, RESULT=4, ;Principle Arterial - Class II
LOOKUP[15]=1, RESULT=5, ;Minor Arterial - Class 1
LOOKUP[16]=1, RESULT=5, ;Minor Arterial - Class 2
LOOKUP[17]=1, RESULT=5, ;HOV-arterial
LOOKUP[18]=1, RESULT=6, ;Collector
LOOKUP[19]=1, RESULT=6, ;Other Local
LOOKUP[20]=1, RESULT=2, ;Planned Ramp/with intersections
LOOKUP[21]=1, RESULT=2, ;Planned directional ramp with
intersections

```

```

;
V/C Freeway Exrswy Prin Art Min Art Collector Cent.
R= ' 0.00 1.000 1.000 1.000 1.000 1.000 1.000 1.000 ' ,
' 0.10 0.995 0.995 0.995 0.995 0.990 0.960 ' ,
' 0.20 0.990 0.990 0.990 0.990 0.980 0.920 ' ,
' 0.30 0.970 0.970 0.970 0.960 0.950 0.880 ' ,

```

```

'0.40 0.940 0.940 0.940 0.930 0.915 0.800' ,
'0.50 0.910 0.910 0.910 0.900 0.870 0.720' ,
'0.60 0.870 0.870 0.870 0.865 0.830 0.640' ,
'0.70 0.820 0.820 0.820 0.800 0.770 0.560' ,
'0.80 0.720 0.720 0.720 0.710 0.680 0.480' ,
'0.90 0.570 0.570 0.570 0.560 0.560 0.400' ,
'1.00 0.400 0.400 0.400 0.390 0.390 0.360' ,
'1.10 0.280 0.280 0.280 0.280 0.280 0.320' ,
'1.20 0.200 0.200 0.200 0.200 0.200 0.280' ,
'1.30 0.160 0.160 0.160 0.160 0.160 0.240' ,
'1.40 0.140 0.140 0.140 0.140 0.140 0.200' ,
'1.50 0.130 0.130 0.130 0.130 0.130 0.160' ,
'1.60 0.120 0.120 0.120 0.120 0.120 0.120' ,
'1.70 0.115 0.115 0.115 0.115 0.115 0.080' ,
'1.80 0.110 0.110 0.110 0.110 0.110 0.080' ,
'1.90 0.105 0.105 0.105 0.105 0.105 0.080' ,
'2.00 0.100 0.100 0.100 0.100 0.100 0.080' ,

'99.00 0.010 0.010 0.010 0.010 0.010 0.010 '

```

```

LOOKUP INTERPOLATE=T, NAME=CURVENT, ;eqv. to speed curves in TRANPLAN
setup
LOOKUP[1] =1, RESULT=7, ;centroid connector
LOOKUP[2] =1, RESULT=2, ;freeway
LOOKUP[3] =1, RESULT=2, ;parkway
LOOKUP[4] =1, RESULT=2, ;HOV buffer seperated
LOOKUP[5] =1, RESULT=2, ;hov barrier seperated
LOOKUP[6] =1, RESULT=2, ;High speed ramp
LOOKUP[7] =1, RESULT=2, ;Medium speed ramp
LOOKUP[8] =1, RESULT=2, ;low speed ramp
LOOKUP[9] =1, RESULT=2, ;Loop Ramp
LOOKUP[10]=1, RESULT=2, ;Off Ramp/with intersection
LOOKUP[11]=1, RESULT=2, ;On Ramp/with intersection
LOOKUP[12]=1, RESULT=3, ;Express Way
LOOKUP[13]=1, RESULT=4, ;Principle Arterial - Class I
LOOKUP[14]=1, RESULT=4, ;Principle Arterial - Class II
LOOKUP[15]=1, RESULT=5, ;Minor Arterial - Class 1
LOOKUP[16]=1, RESULT=5, ;Minor Arterial - Class 2
LOOKUP[17]=1, RESULT=5, ;HOV-arterial
LOOKUP[18]=1, RESULT=6, ;Collector
LOOKUP[19]=1, RESULT=6, ;Other Local
LOOKUP[20]=1, RESULT=2, ;Planned Ramp/with intersections
LOOKUP[21]=1, RESULT=2, ;Planned directional ramp with
intersections

```

```

;
R= V/C Freeway Exrswy Prin Art Min Art Collector Cent.
' 0.00 1.000 1.000 1.000 1.000 1.000 1.000 ' ,
' 0.10 0.990 0.990 0.990 0.990 0.980 0.960 ' ,
' 0.20 0.940 0.940 0.940 0.930 0.920 0.920 ' ,
' 0.30 0.770 0.770 0.770 0.770 0.775 0.780 ' ,
' 0.40 0.630 0.630 0.630 0.660 0.700 0.800 ' ,
' 0.50 0.550 0.550 0.550 0.590 0.630 0.720 ' ,
' 0.60 0.500 0.500 0.500 0.550 0.600 0.640 ' ,
' 0.70 0.400 0.400 0.400 0.450 0.500 0.560 ' ,
' 0.80 0.330 0.330 0.330 0.350 0.400 0.480 ' ,
' 0.90 0.280 0.280 0.280 0.280 0.280 0.400 ' ,
' 1.00 0.220 0.220 0.220 0.220 0.220 0.360 ' ,
' 1.10 0.180 0.180 0.180 0.180 0.180 0.320 ' ,
' 1.20 0.160 0.160 0.160 0.160 0.160 0.280 ' ,
' 1.30 0.150 0.150 0.150 0.150 0.150 0.240 ' ,
' 1.40 0.140 0.140 0.140 0.140 0.140 0.200 ' ,
' 1.50 0.130 0.130 0.130 0.130 0.130 0.160 ' ,
' 1.60 0.120 0.120 0.120 0.120 0.120 0.120 ' ,
' 1.70 0.115 0.115 0.115 0.115 0.115 0.080 ' ,
' 1.80 0.110 0.110 0.110 0.110 0.110 0.080 ' ,
' 1.90 0.105 0.105 0.105 0.105 0.105 0.080 ' ,
' 2.00 0.100 0.100 0.100 0.100 0.100 0.080 ' ,
'99.00 0.010 0.010 0.010 0.010 0.010 0.010 '

```

```

    endphase
endrun

;-----
run pgm=hwynt

;Round volumes

neti=lod@year@@per@.tmp
neto=new@year@@per@.lod,
    Exclude=VT_1,V1T_1,V2T_1,V3T_1,V4T_1,V5T_1,V_1,V1_1,V2_1,V3_1,V4_1,V5_1

zones= @totzones@
V_TOT@PER@ = ROUND(V_1)                ;round total volume
V_SOV@PER@ = ROUND(V1_1 + V_SOVEE)     ;round SOV volumes
V_HOV@PER@ = ROUND(V2_1)                ;round HOV volumes
V_COM@PER@ = ROUND(V3_1 + V_COMEE)     ;round COM volumes
V_MTK@PER@ = ROUND(V4_1 + V_MTKKEE)    ;round MTK volumes
V_HTK@PER@ = ROUND(V5_1 + V_HTKKEE)    ;round HTK volumes

if (Time_1>0)
    CGSTDSPD=distance/time_1*60
else
    CGSTDSPD=0
endif

endrun

endloop

;-----
loop t = 1,3
    if (t = 1)
        vt = 'COM'
        cf = 'COMCNT'
    endif
    if (t = 2)
        vt = 'MTK'
        cf = 'MEDTRK'
    endif
    if (t = 3)
        vt = 'HTK'
        cf = 'HVYTRK'
    endif

run pgm=hwynt

    id = "Assignment evaluation: @vt@"

    neti[1] = new00am.lod
    neti[2] = new00md.lod
    neti[3] = new00pm.lod
    neti[4] = new00nt.lod
    neti[5] = comvol.net

    neto    = @vt@24.lod, exclude=v_sovam,v_sovmd,v_sovpm,v_sovnt,
        v_hovam,v_hovmd,v_hovpm,v_hovnt,v_comam,v_commd,v_compm,v_comnt,
        v_mtkam,v_mtkmd,v_mtkpm,v_mtknt,v_htkam,v_htkmd,v_htkpm,v_htknt,
        v_totee,v_comee,v_mtkee,v_htkee,v_ovee

; Recode FACTYPE as 1=frwy/expwy, 2=arterial, 3=coll.
lookup interpolate=n, fail=0,1,1, name=ft,
    lookup[1] = 1, result = 2,
    r = '0 0',

```

```

'1 1',
'2 1',
'3 1',
'4 1',
'5 1',
'6 1',
'7 1',
'8 1',
'9 1',
'10 1',
'11 1',
'12 2',
'13 2',
'14 2',
'15 2',
'16 2',
'17 3',
'18 3',
'19 1',
'20 1'

totvol = li.1.v_totam + li.2.v_totmd + li.3.v_totpm + li.4.v_totnt
@vt@vol = li.1.v_@vt@am + li.2.v_@vt@md + li.3.v_@vt@pm + li.4.v_@vt@nt
_vmt = totvol * distance

; Tab VMT to check
_ftg = ft(1,li.1.FACTYPE)
crosstab var = _vmt, form=12.0c,
          col = ATYPE, range = 1-7-1, 1-7,
          row = _ftg, range = 0-3-1, 0-3

; Re-set count to what's in COMVOL.NET.
@cf@ = li.5.@cf@

; Accuracy evaluation. Use only links with counts.
_bad = 0
_cnt = li.5.@cf@
if (_cnt > 0)

; List estimated and observed volumes for counted links
; with a big difference.
_err = abs(@vt@vol - _cnt)
_diffrr = (100. * @vt@vol/_cnt)-100.
_x = _cnt^0.092
_maxd = _cnt * 1.25 * (2 - exp(0.224 * _x))

if (_err >= _maxd)
  print form=8, list = A,B, list=@vt@vol,_cnt,_err,_diffrr,_maxd
  _bad = 1
endif

; Prep for RMSE tab.
_sqerr = _err * _err
_links = 1

; Crosstabs of count/assigned totals and error.
; By Fac Type and Area Type:
crosstab var = _cnt,@vt@vol, form=10.0c,
          var = _links,_bad, form=5.0c,
          var = _sqerr, form=15.0c,
          col = ATYPE, range = 1-7-1, 1-7,
          row = _ftg, range = 1-3-1, 1-3,
          comp = @vt@vol/_cnt, form=6.2,
          comp = _bad/_links, form=6.2,

```

```

        comp = sqrt(_sqerr/_links), form=8.1,
        comp = sqrt(_sqerr/_links)/(_cnt/_links), form=6.2

    endif

endrun
endloop

;-----
run pgm=hwynt

    id = "Assignment evaluation: Total Truck

; Need to do this, to compare with the original ARC model

    neti[1] = new00am.lod
    neti[2] = new00md.lod
    neti[3] = new00pm.lod
    neti[4] = new00nt.lod
    neti[5] = comvol.net

    neto      = tot24.lod

; Recode FACTYPE as 1=frwy/expwy, 2=arterial, 3=coll.
lookup interpolate=n, fail=0,1,1, name=ft,
    lookup[1] = 1, result = 2,
    r = '0 0',
        '1 1',
        '2 1',
        '3 1',
        '4 1',
        '5 1',
        '6 1',
        '7 1',
        '8 1',
        '9 1',
        '10 1',
        '11 1',
        '12 2',
        '13 2',
        '14 2',
        '15 2',
        '16 2',
        '17 3',
        '18 3',
        '19 1',
        '20 1'

    mtk24 = li.1.v_mtkam + li.2.v_mtkmd + li.3.v_mtkpm + li.4.v_mtknt
    htk24 = li.1.v_htkam + li.2.v_htkmd + li.3.v_htkpm + li.4.v_htknt
    trk24 = mtk24 + htk24
    com24 = li.1.v_comam + li.2.v_commd + li.3.v_compm + li.4.v_comnt

    _ftg = ft(1,li.1.FACTYPE)

; Re-set count to what's in COMVOL.NET.
COMCNT = li.5.COMCNT
MEDTRK = li.5.MEDTRK
HVYTRK = li.5.HVYTRK

; Accuracy evaluation. Use only links with counts.
_bad = 0
_cnt = li.5.medtrk + li.5.hvytrk
if (_cnt > 0)

```

```

; List estimated and observed volumes for counted links
; with a big difference.
  _err   = abs(trk24 - _cnt)
  _diffr = (100. * trk24/_cnt)-100.
  _x     = _cnt^0.092
  _maxd  = _cnt * 1.25 * (2 - exp(0.224 * _x))

  if (_err >= _maxd)
    print form=8, list = A,B, list=trk24,_cnt,_err,_diffr,_maxd
    _bad = 1
  endif

; Prep for RMSE tab.
  _sqerr = _err * _err
  _links = 1

; Crosstabs of count/assigned totals and error.
; By Fac Type and Area Type:
  crosstab var = _cnt, trk24, form=10.0c,
           var = _links, _bad, form=5.0c,
           var = _sqerr, form=15.0c,
           col = ATYPE, range = 1-7-1, 1-7,
           row = _ftg, range = 1-3-1, 1-3,
           comp = trk24/_cnt, form=6.2,
           comp = _bad/_links, form=6.2,
           comp = sqrt(_sqerr/_links), form=8.1,
           comp = sqrt(_sqerr/_links)/(_cnt/_links), form=6.2

  endif

endrun

*del *.tmp

```

Table 6.23 Nearest Station Setup

```

maxzone = 2118
maxint  = 2027
year    = '00'

run pgm=matrix

; distcor.s

  id = "Distance to nearest external station"

; input off-peak highway skim
  mati[1] = ff00hwy.skm

; skip entire calculation for external stations
  if (i > @maxint@) continue

; get distance matrix; exclude internal zones
  mw[1] = mi.1.distance, exclude = 1-@maxint@

; Fill zero cells with large value.
  jloop
    if (mw[1] < 0.01) mw[1] = 9999.

```

```
endjloop

; "Nearest" zone is the one with the minimum distance.
nearest = rowmin(1)

print list = i(5.0),nearest(7.2) file = extdist.dat print=n
endrun
```

Table 6.24
COM/TRK F Factors

| <u>: time</u> | <u>COM I/I</u> | <u>MTK I/I</u> | <u>HTK I/I</u> | <u>COM Ext</u> | <u>MTK Ext</u> | <u>HTK Ext</u> |
|---------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 1 | 1572420 | 1615454 | 1648088 | 1750000 | 1750000 | 1750000 |
| 2 | 1412860 | 1491252 | 1552111 | 218750 | 298821 | 331563 |
| 3 | 1269491 | 1376599 | 1461723 | 64815 | 106262 | 125299 |
| 4 | 1140670 | 1270761 | 1376599 | 27344 | 51025 | 62819 |
| 5 | 1024921 | 1173060 | 1296432 | 14000 | 28884 | 36771 |
| 6 | 920918 | 1082871 | 1220934 | 8102 | 18145 | 23740 |
| 7 | 827469 | 999616 | 1149832 | 5102 | 12247 | 16398 |
| 8 | 743502 | 922762 | 1082871 | 3418 | 8713 | 11902 |
| 9 | 668055 | 851816 | 1019809 | 2401 | 6452 | 8971 |
| 10 | 600265 | 786326 | 960420 | 1750 | 4932 | 6967 |
| 11 | 539353 | 725870 | 904490 | 1315 | 3868 | 5542 |
| 12 | 484623 | 670063 | 851816 | 1013 | 3098 | 4498 |
| 13 | 435446 | 618546 | 802211 | 797 | 2526 | 3712 |
| 14 | 391260 | 570990 | 755493 | 638 | 2091 | 3107 |
| 15 | 351557 | 527090 | 711497 | 519 | 1754 | 2633 |
| 16 | 315883 | 486565 | 670063 | 427 | 1488 | 2255 |
| 17 | 283829 | 449156 | 631041 | 356 | 1275 | 1950 |
| 18 | 255027 | 414624 | 594292 | 300 | 1102 | 1700 |
| 19 | 229149 | 382746 | 559683 | 255 | 960 | 1493 |
| 20 | 205896 | 353319 | 527090 | 219 | 842 | 1320 |
| 21 | 185003 | 326154 | 496395 | 189 | 744 | 1174 |
| 22 | 166230 | 301079 | 467487 | 164 | 660 | 1050 |
| 23 | 149362 | 277930 | 440262 | 144 | 590 | 944 |
| 24 | 134205 | 256562 | 414624 | 127 | 529 | 852 |
| 25 | 120587 | 236837 | 390478 | 112 | 477 | 773 |
| 26 | 108350 | 218628 | 367738 | 100 | 431 | 703 |
| 27 | 97356 | 201819 | 346323 | 89 | 392 | 642 |
| 28 | 87477 | 186302 | 326154 | 80 | 357 | 589 |
| 29 | 78600 | 171979 | 307161 | 72 | 327 | 541 |
| 30 | 70624 | 158756 | 289273 | 65 | 299 | 499 |
| 31 | 63458 | 146551 | 272427 | 59 | 275 | 461 |
| 32 | 57018 | 135283 | 256562 | 53 | 254 | 427 |
| 33 | 51232 | 124882 | 241621 | 49 | 235 | 397 |
| 34 | 46034 | 115281 | 227550 | 45 | 218 | 369 |
| 35 | 41362 | 106418 | 214299 | 41 | 202 | 345 |
| 36 | 37165 | 98236 | 201819 | 38 | 188 | 322 |
| 37 | 33394 | 90683 | 190066 | 35 | 175 | 302 |
| 38 | 30005 | 83711 | 178997 | 32 | 164 | 283 |
| 39 | 26960 | 77275 | 168573 | 30 | 153 | 266 |
| 40 | 24225 | 71334 | 158756 | 27 | 144 | 250 |
| 41 | 21766 | 65849 | 149511 | 25 | 135 | 236 |
| 42 | 19558 | 60787 | 140804 | 24 | 127 | 222 |
| 43 | 17573 | 56113 | 132605 | 22 | 120 | 210 |
| 44 | 15790 | 51799 | 124882 | 21 | 113 | 199 |
| 45 | 14188 | 47817 | 117610 | 19 | 106 | 189 |
| 46 | 12748 | 44140 | 110761 | 18 | 101 | 179 |
| 47 | 11454 | 40747 | 104310 | 17 | 95 | 170 |
| 48 | 10292 | 37614 | 98236 | 16 | 90 | 161 |

| <u>time</u> | <u>COM I/I</u> | <u>MTK I/I</u> | <u>HTK I/I</u> | <u>COM Ext</u> | <u>MTK Ext</u> | <u>HTK Ext</u> |
|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 49 | 9248 | 34722 | 92515 | 15 | 86 | 154 |
| 50 | 8309 | 32052 | 87127 | 14 | 81 | 146 |
| 51 | 7466 | 29588 | 82053 | 13 | 77 | 140 |
| 52 | 6708 | 27313 | 77275 | 12 | 74 | 133 |
| 53 | 6028 | 25213 | 72775 | 12 | 70 | 127 |
| 54 | 5416 | 23275 | 68537 | 11 | 67 | 122 |
| 55 | 4866 | 21485 | 64546 | 11 | 64 | 116 |
| 56 | 4373 | 19833 | 60787 | 10 | 61 | 112 |
| 57 | 3929 | 18309 | 57247 | 9 | 58 | 107 |
| 58 | 3530 | 16901 | 53913 | 9 | 56 | 103 |
| 59 | 3172 | 15602 | 50773 | 9 | 53 | 98 |
| 60 | 2850 | 14402 | 47817 | 8 | 51 | 95 |
| 61 | 2561 | 13295 | 45032 | 8 | 49 | 91 |
| 62 | 2301 | 12273 | 42409 | 7 | 47 | 87 |
| 63 | 2068 | 11329 | 39940 | 7 | 45 | 84 |
| 64 | 1858 | 10458 | 37614 | 7 | 43 | 81 |
| 65 | 1669 | 9654 | 35423 | 6 | 42 | 78 |
| 66 | 1500 | 8912 | 33360 | 6 | 40 | 75 |
| 67 | 1348 | 8227 | 31418 | 6 | 39 | 73 |
| 68 | 1211 | 7594 | 29588 | 6 | 37 | 70 |
| 69 | 1088 | 7010 | 27865 | 5 | 36 | 68 |
| 70 | 978 | 6471 | 26242 | 5 | 35 | 65 |
| 71 | 878 | 5974 | 24714 | 5 | 33 | 63 |
| 72 | 789 | 5514 | 23275 | 5 | 32 | 61 |
| 73 | 709 | 5090 | 21919 | 4 | 31 | 59 |
| 74 | 637 | 4699 | 20643 | 4 | 30 | 57 |
| 75 | 573 | 4338 | 19441 | 4 | 29 | 55 |
| 76 | 514 | 4004 | 18309 | 4 | 28 | 54 |
| 77 | 462 | 3696 | 17242 | 4 | 27 | 52 |
| 78 | 415 | 3412 | 16238 | 4 | 26 | 50 |
| 79 | 373 | 3150 | 15293 | 4 | 25 | 49 |
| 80 | 335 | 2908 | 14402 | 3 | 25 | 47 |
| 81 | 301 | 2684 | 13563 | 3 | 24 | 46 |
| 82 | 271 | 2478 | 12773 | 3 | 23 | 45 |
| 83 | 243 | 2287 | 12030 | 3 | 22 | 43 |
| 84 | 219 | 2111 | 11329 | 3 | 22 | 42 |
| 85 | 196 | 1949 | 10669 | 3 | 21 | 41 |
| 86 | 176 | 1799 | 10048 | 3 | 20 | 40 |
| 87 | 159 | 1661 | 9463 | 3 | 20 | 39 |
| 88 | 142 | 1533 | 8912 | 3 | 19 | 38 |
| 89 | 128 | 1415 | 8393 | 2 | 19 | 37 |
| 90 | 115 | 1307 | 7904 | 2 | 18 | 36 |
| 91 | 103 | 1206 | 7444 | 2 | 18 | 35 |
| 92 | 93 | 1113 | 7010 | 2 | 17 | 34 |
| 93 | 83 | 1028 | 6602 | 2 | 17 | 33 |
| 94 | 75 | 949 | 6218 | 2 | 16 | 32 |
| 95 | 67 | 876 | 5855 | 2 | 16 | 31 |
| 96 | 61 | 808 | 5514 | 2 | 15 | 31 |
| 97 | 54 | 746 | 5193 | 2 | 15 | 30 |
| 98 | 49 | 689 | 4891 | 2 | 15 | 29 |
| 99 | 44 | 636 | 4606 | 2 | 14 | 28 |
| 100 | 39 | 587 | 4338 | 2 | 14 | 28 |

| <u>time</u> | <u>COM I/I</u> | <u>MTK I/I</u> | <u>HTK I/I</u> | <u>COM Ext</u> | <u>MTK Ext</u> | <u>HTK Ext</u> |
|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 101 | 35 | 542 | 4085 | 2 | 14 | 27 |
| 102 | 32 | 500 | 3847 | 2 | 13 | 26 |
| 103 | 29 | 462 | 3623 | 2 | 13 | 26 |
| 104 | 26 | 426 | 3412 | 2 | 13 | 25 |
| 105 | 23 | 394 | 3214 | 2 | 12 | 25 |
| 106 | 21 | 363 | 3026 | 1 | 12 | 24 |
| 107 | 19 | 335 | 2850 | 1 | 12 | 24 |
| 108 | 17 | 310 | 2684 | 1 | 11 | 23 |
| 109 | 15 | 286 | 2528 | 1 | 11 | 23 |
| 110 | 14 | 264 | 2381 | 1 | 11 | 22 |
| 111 | 12 | 244 | 2242 | 1 | 11 | 22 |
| 112 | 11 | 225 | 2111 | 1 | 10 | 21 |
| 113 | 10 | 207 | 1988 | 1 | 10 | 21 |
| 114 | 9 | 192 | 1873 | 1 | 10 | 20 |
| 115 | 8 | 177 | 1764 | 1 | 10 | 20 |
| 116 | 7 | 163 | 1661 | 1 | 10 | 19 |
| 117 | 6 | 151 | 1564 | 1 | 9 | 19 |
| 118 | 6 | 139 | 1473 | 1 | 9 | 19 |
| 119 | 5 | 128 | 1387 | 1 | 9 | 18 |
| 120 | 5 | 119 | 1307 | 1 | 9 | 18 |
| 121 | 4 | 109 | 1230 | 1 | 9 | 18 |
| 122 | 4 | 101 | 1159 | 1 | 8 | 17 |
| 123 | 3 | 93 | 1091 | 1 | 8 | 17 |
| 124 | 3 | 86 | 1028 | 1 | 8 | 17 |
| 125 | 3 | 79 | 968 | 1 | 8 | 16 |
| 126 | 2 | 73 | 912 | 1 | 8 | 16 |
| 127 | 2 | 68 | 858 | 1 | 8 | 16 |
| 128 | 2 | 62 | 808 | 1 | 7 | 15 |
| 129 | 2 | 58 | 761 | 1 | 7 | 15 |
| 130 | 2 | 53 | 717 | 1 | 7 | 15 |
| 131 | 1 | 49 | 675 | 1 | 7 | 15 |
| 132 | 1 | 45 | 636 | 1 | 7 | 14 |
| 133 | 1 | 42 | 599 | 1 | 7 | 14 |
| 134 | 1 | 39 | 564 | 1 | 7 | 14 |
| 135 | 1 | 36 | 531 | 1 | 6 | 13 |
| 136 | 1 | 33 | 500 | 1 | 6 | 13 |
| 137 | 1 | 30 | 471 | 1 | 6 | 13 |
| 138 | 1 | 28 | 444 | 1 | 6 | 13 |
| 139 | 1 | 26 | 418 | 1 | 6 | 13 |
| 140 | 1 | 24 | 394 | 1 | 6 | 12 |
| 141 | 0 | 22 | 371 | 1 | 6 | 12 |
| 142 | 0 | 20 | 349 | 1 | 6 | 12 |
| 143 | 0 | 19 | 329 | 1 | 6 | 12 |
| 144 | 0 | 17 | 310 | 1 | 5 | 12 |
| 145 | 0 | 16 | 292 | 1 | 5 | 11 |
| 146 | 0 | 15 | 275 | 1 | 5 | 11 |
| 147 | 0 | 14 | 259 | 1 | 5 | 11 |
| 148 | 0 | 13 | 244 | 1 | 5 | 11 |
| 149 | 0 | 12 | 229 | 1 | 5 | 11 |
| 150 | 0 | 11 | 216 | 1 | 5 | 10 |
| 151 | 0 | 10 | 203 | 1 | 5 | 10 |
| 152 | 0 | 9 | 192 | 0 | 5 | 10 |

| <u>: time</u> | <u>COM I/I</u> | <u>MTK I/I</u> | <u>HTK I/I</u> | <u>COM Ext</u> | <u>MTK Ext</u> | <u>HTK Ext</u> |
|---------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 153 | 0 | 8 | 180 | 0 | 5 | 10 |
| 154 | 0 | 8 | 170 | 0 | 5 | 10 |
| 155 | 0 | 7 | 160 | 0 | 5 | 10 |
| 156 | 0 | 7 | 151 | 0 | 4 | 10 |
| 157 | 0 | 6 | 142 | 0 | 4 | 9 |
| 158 | 0 | 6 | 134 | 0 | 4 | 9 |
| 159 | 0 | 5 | 126 | 0 | 4 | 9 |
| 160 | 0 | 5 | 119 | 0 | 4 | 9 |
| 161 | 0 | 4 | 112 | 0 | 4 | 9 |
| 162 | 0 | 4 | 105 | 0 | 4 | 9 |
| 163 | 0 | 4 | 99 | 0 | 4 | 9 |
| 164 | 0 | 4 | 93 | 0 | 4 | 8 |
| 165 | 0 | 3 | 88 | 0 | 4 | 8 |
| 166 | 0 | 3 | 83 | 0 | 4 | 8 |
| 167 | 0 | 3 | 78 | 0 | 4 | 8 |
| 168 | 0 | 3 | 73 | 0 | 4 | 8 |
| 169 | 0 | 2 | 69 | 0 | 4 | 8 |
| 170 | 0 | 2 | 65 | 0 | 4 | 8 |
| 171 | 0 | 2 | 61 | 0 | 4 | 8 |
| 172 | 0 | 2 | 58 | 0 | 3 | 8 |
| 173 | 0 | 2 | 54 | 0 | 3 | 7 |
| 174 | 0 | 2 | 51 | 0 | 3 | 7 |
| 175 | 0 | 1 | 48 | 0 | 3 | 7 |
| 176 | 0 | 1 | 45 | 0 | 3 | 7 |
| 177 | 0 | 1 | 43 | 0 | 3 | 7 |
| 178 | 0 | 1 | 40 | 0 | 3 | 7 |
| 179 | 0 | 1 | 38 | 0 | 3 | 7 |
| 180 | 0 | 1 | 36 | 0 | 3 | 7 |

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7. Airport Passenger Model

The normal travel demand models for an urban area do not estimate the number of air passengers to and from an airport very well, if at all. This is mainly because the frequency of air travel from a household is so small that most home interview never finds more than two or three air passenger trips. But travel demand can be estimated if the air passengers are interviewed at the airport and the total number of air passenger enplanements is known. There was an air passenger survey conducted at the Hartsfield-Jackson Airport in 2000. And it is possible to obtain the number of enplanements from the FAA and / or from the Airport Authority.

The air passenger model consists of a three step process. These steps are:

1. Obtain total average daily enplanements. This data is from external sources, mainly FAA information and forecasts.
2. Allocate the daily enplanements to their "ground side" trip ends. This allocation model primarily uses information on households and employment.
3. Estimate the mode used to travel between the airport and the "ground side" trip end. For this study a nested logit model has been used to develop these estimates.

The first step uses information from external sources and, in the application program, is specified by the user. The second step uses information from the normal transit demand models and, in the application program, is specified by including specific information from these models to the program. The third step required a review of air passenger models and the development of a nested logit mode choice model for the Atlanta region. In addition to developing the procedures and models to estimate air passenger travel, a computer program was written to implement all three steps.

7.1. Step One: Estimating Total Air Passengers

The initial step in estimating the air passenger travel for the region is to estimate the average daily air passengers to and from the airport. This estimates consists of estimating (or obtaining) enplanements and estimating the purpose of these enplanements. The best source of annual enplanements is the FAA. For the year 2000, the FAA estimated that the Hartsfield Airport had 39,277,901 annual enplanements. These enplanements though included transferring passengers. The Hartsfield Master Plan estimated that 59 percent of these enplanements were transferring passengers. Therefore it is estimated that of the 39,277,901 annual passengers in 2000 approximately 16,103,939 actually leave the airport. The annual enplanements then have to be converted to average weekday estimates. This is done by dividing by 365, producing 44,120 daily enplaning passengers. It is assumed that for every enplaning passenger there is one deplaning passenger, a not unreasonable assumption, producing, for the year 2000, a total of 88,240 total daily air passengers to and from the airport.

The next phase of this step is to estimate the "purpose" of the air passenger. For this model the purpose is defined in two ways; the type of air passenger and the trip purpose of the trip. The type of air passenger is either the resident of the region or a non-resident of the region. The purpose is either business or non-business.

Therefore this model has four purposes which are:

1. Residents on Business trips
2. Non-residents on Business trips
3. Residents on non-business trips

4. Non-residents on non-business trips

A review of the survey data and information from other airport surveys showed that the proportion of air passengers for the Hartsfield airport is as follows

1. Residents on Business – 22.49 percent of all air passengers
2. Non-residents on Business – 24.44 percent of all air passengers
3. Residents on non-business – 31.30 percent of all air passengers
4. Non-residents on non-business – 21.77 percent of all air passengers

Given these percentages the average daily air passengers in 2000 by purpose are:

1. Residents on Business - 9,923 trips
2. Non-residents on Business – 10,783 trips
3. Residents on non-business – 13,810 trips
4. Non-residents on non-business – 9,605 trips

These parameters need to be forecasted for future years. It is suggested that the FAA and / or the airport authority would be good sources for the total enplanements. Unless other surveys are taken the percent transfers and the percent by purpose developed in this study are adequate values for forecasting. The application computer program for this model has defaults for the percent transfers and percent by purpose, the defaults being the values presented in this section, but the user has the option to change this values. The total annual enplanements must be determined from an external source.

7.2. Step Two: Allocating Ground Side Trip Ends

In Step one, the total daily air passengers are estimated. In this step, these total air passengers are allocated to the ground side locations – either the homes of the residents or the offices, hotels, etc. for the non-residents. A review of the survey data and other studies indicated that the most appropriate allocation procedure would be to use the households by income level and total employment.

Using the survey it was found that 77.11 percent of the resident business trips had a non-airport end at a private residence and 22.89 had a non-airport trip end at a place of business – obviously people leaving from their place of business to go to the airport. These trip ends were compared to zone level data, including households by income level and employment by employment type. This comparison was performed using statistical measures, mainly regression. No significant equations, using different employment categories could be determined and the data showed that higher income households made more trips than lower incomes, once the regression analysis was constrained so that the trip rates were increasing with income. It should be noted though that these statistical relationships were not extremely significant. The possible reasons for this minor statistical relationships were: (1) the area of the measures for the non-airport end of the trip was zip code areas, of which there are only 168 in the region; (2) the employment categories were high level SIC categories which do not necessarily have any relationship to the income of the employee; (3) hotel and motel rooms or employment were not available; and (4) the survey was a sample which might have had, at the zip code level, a high degree of variability. But given the information from the survey and the analysis, a residential business trip generation model was developed. This model was an allocation model, since the total residential business trip are obtained in the first step of the model; that is the total residential business trips are 22.94 percent of total enplanements. The allocation model is a two stage model. The first stage separates the residential business trips into residential based trips and into non-residential based trips. This is a simple factoring procedure, with 77.11 percent of the trips being from residences (7,652 in 2000) and 22.89 being from businesses (2,271 in 2000). The trips from residences are then allocated to traffic analysis zones based on the number of households in the zone, by income group, with a weight assigned to each income group. Table 7.1 shows the equations used to estimate these trips ends with the coefficients of the equations adjusted so that the equations will estimate total 2000 air passenger trips correctly. In the development of these models it was

found that basic model under-estimated “central” Fulton County (primarily the city of Atlanta) and over-estimated the more outlying counties of Cherokee, Forsyth, Paulding, Douglas, Coweta, Fayette, Clayton, Henry, and Rockdale. To adjust for these errors, a set of K factors were developed. There were K factors associated with the three areas (central Fulton, outlying counties, other areas), on the equations for employment related trips and on the equations for household related trips (6 K factors in all).. These K factors are shown on Table 71.

For the non-business residential trips it was found that almost all the trips originated from a private residence. Therefore the model for the non-business residential trips was to allocate the trips based upon the number of households, by income level in the traffic analysis zone. The equations for these trips are shown on Table 7.1.

For the non-residential business trips, it was found that 91.87 percent of the non-airport trip ends were employment related (with 55.15 percent being related to motels or hotels) and only 8.13 percent being related to private residences. Since the land use forecasts do not include any specific measures for hotels and motels (such as rooms), the non-residential business model was developed in the same manner as the residential business model. That is a one stage split between employment related trips and private residence trips (with the split being 91.87 and 8.13 percent). The employment related trips were than allocated to the traffic analysis zones based upon total employment and the private resident trips were allocated to the traffic analysis zones based upon households by income. Again Table 7.1 presents these equations. .

For the non-residential non-business trips, it was found that 81.65 percent of the trip ends were private residence related and 18.35 percent were employment related (with 13.85 being related to hotels or motels). Again a two stage model was used, with the first stage allocating 81.65 percent of the trip ends to residences and 18.35 percent of the trips to employment. The residence related trips were then allocated to the traffic analysis zones based on the households by income level and the employment related trips were allocated to the traffic analysis zones based on the total employment.

Table 7.1 Equations to Allocate Air Passenger Trip Ends to the Non-Airport End of the Trip

Equation to Allocate Residential Business Air Passenger Trips from Private Residents
 $0.001672 * \text{low income households} + 0.009965 * \text{Medium Low Income Households}$
 $+ 0.020847 * \text{Medium High Income Households} + 0.024884 * \text{High Income Households}$

Equation to Allocate Residential Business Air Passenger Trips from Non-Private Residents
 $0.003355 * \text{Total Employment}$

Equation to Allocate Residential Non-Business Air Passenger Trips
 $0.002648 * \text{low income households} + 0.011700 * \text{Medium Low Income Households}$
 $+ 0.040398 * \text{Medium High Income Households} + 0.050785 * \text{High Income Households}$

Equation to Allocate Non-Residential Business Air Passenger Trips
 $0.015928 * \text{Total Employment}$

Equation to Allocate Non-Residential Non-Business Air Passenger Trips from Private Residents
 $0.001307 * \text{low income households} + 0.007671 * \text{Medium Low Income Households}$
 $+ 0.023283 * \text{Medium High Income Households} + 0.026669 * \text{High Income Households}$

Equation to Allocate Non-Residential Non-Business Air Passenger Trips From Employment
 $0.002604 * \text{Total Employment}$

Adjustment Factors

| Region | Factor on Employment | Factor on Households |
|---------------------------|----------------------|----------------------|
| Middle Fulton | 1.23 | 1.13 |
| Cobb/Gwinett/DeKalb/NF/SF | 0.64 | 0.84 |
| Other areas | 0.08 | 0.34 |

Zone Description of Regions for Factors

1. Middle_Fulton: 1-176, 1646-1667
2. North_Fulton/South_Fulton/Cobb/Gwinett/DeKalb: 177-1204, 1668-1683
3. Others: 1205-1645, 1684-2027

Note: 1) Zones with a – between the zone numbers mean a range, for example 1-176 means from zone 1 to zone 176. The zones are the traffic analysis zones for the 2000 census model.

2) Income Groups: Low--\$0~19999; Medium Low--\$20000~49999; Medium High--\$50000~99999; High--\$100000~.

7.3. Step Three: Mode Choice Model

Since the air passengers have a wide array of modal options a relatively sophisticated approach to mode choice modeling was used. This was a nested logit model, with different structures and modal options for Resident and Non-resident air passengers, as shown in Figure 7.1.

Non-residents are assumed to have three primary modal choices: being dropped off (or picked up) by someone in a private car, using a rental car, or using one of the non-private-auto modes. Within the latter, there are two choices: public transit (regularly scheduled service) and taxi. The free hotel shuttles were considered, but the survey data did not include enough observations of this mode to support it being used as a separate mode.

Residents of the Atlanta region have a different set of choices, involving one fewer mode at the top level (they are presumed to not be car renters). Within the Private Auto mode, they can be dropped off or can drive to the airport. Within the “Non-Auto” mode, they have the same Transit and Taxi options as Non-Residents.

The model is a nested logit, as follows:

$$p(m) = e^{U(m)} / \sum e^{U(m)}$$

where:

p(m) = probability of choosing mode m

U(m) = disutility of mode m

The disutility equations for each mode and each model are shown in Table 7.2. The lower nest values are calculated first. For example, in the Non-resident model, the disutilities are calculated for Transit, Shuttle, and Taxi. The exponentials of these three disutilities are taken and then summed. The natural log of that sum is the “log sum” term that is used in the “top level” nest to compare the Non-Auto mode with Rental Car and Dropped Off. With this structure, trips that “leave” a mode, due to changes in cost and time, are more likely to go to other modes in the same nest, rather than modes on a different “level”.

The system coefficients (on time and cost) were obtained from other air passenger models, mainly Washington and San Francisco’s models. The modal bias coefficients were developed using the air passenger survey data set. In order to develop these modal bias coefficients a set of target mode shares (that is the observed mode shares) were required. Table 7.3 shows these

target mode shares and the mode shares estimated by the model, using the Atlanta specific modal constants. These figures indicate that the model replicates the target mode shares with a good degree of accuracy.

The mode choice model calculates trips in the Drive Self and Dropped Off private auto modes. The model does not do a separate calculation of auto occupancy, but uses a user-entered average occupancy, which for the calibration was as follows: Drive Self = 1.0, Dropped Off = 1.1, Rental Car = 1.1, Taxi = 1.1. In the case of Dropped Off trips, it is assumed that each air passenger being dropped off generates two vehicle trips – one going and one coming. Therefore the 75,300 passenger trips, which used an automobile mode, generate approximately 88,700 vehicle trips to and from the airport on an average day.

Figure 7.1
Air Passenger Mode Choice Model Structure

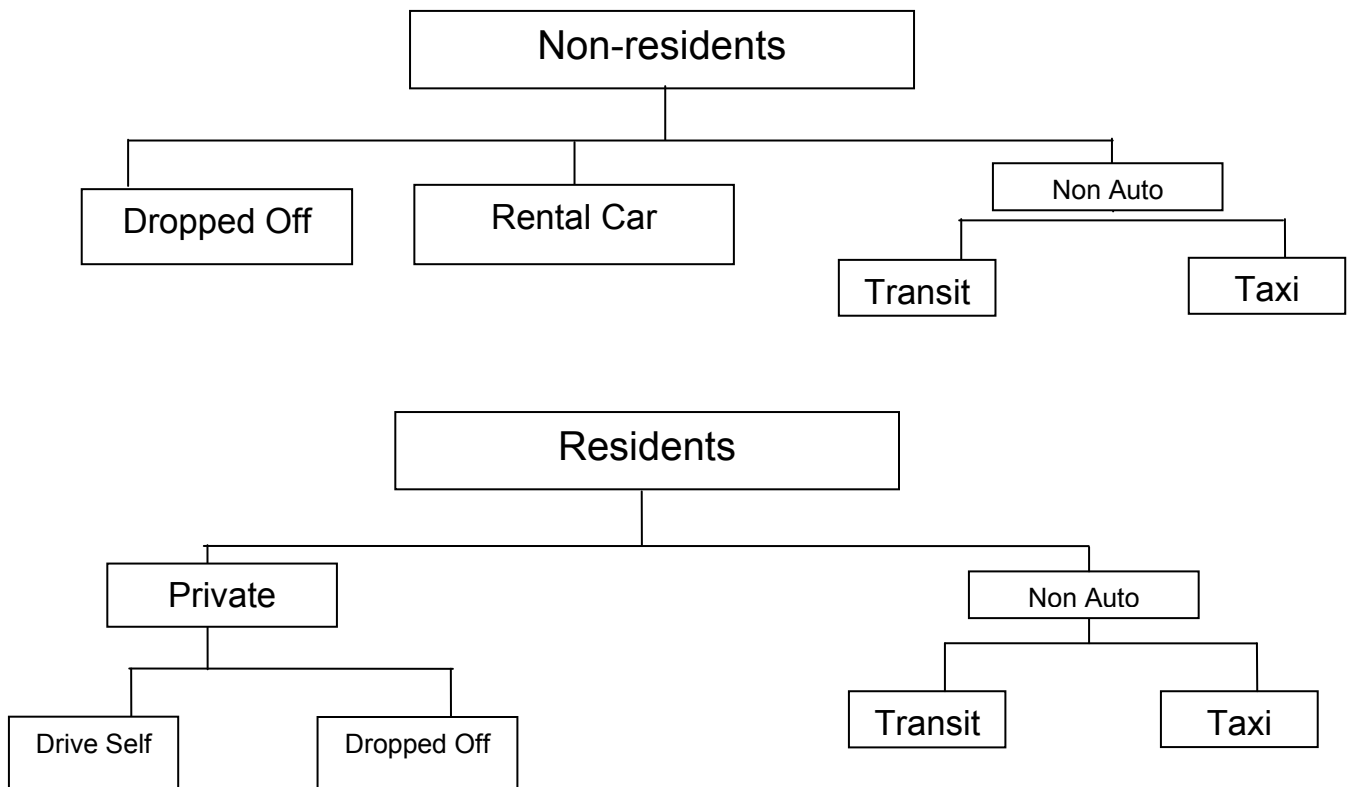


Table 7.2 Air Passenger Mode Choice Disutility Equations

Business, Residents

$$\begin{aligned}
 U(\text{Drive Self}) &= (-0.071 * \text{HWYTIME} - 0.00277 * (\text{HWYCOST} + \text{PCOST}) + \text{biasDS})/0.3 \\
 U(\text{Dropped Off}) &= (-0.071 * \text{HWYTIME} - 0.00277 * \text{HWYCOST})/0.3 \\
 U(\text{Transit}) &= (-0.093 * \text{WALK} - 0.107 * \text{WAIT} - 0.00277 * \text{TRFARE} - 0.053 * \text{RUN} + \text{biasTR})/0.3 \\
 U(\text{Taxi}) &= (-0.071 * \text{HWYTIME} - 0.00277 * \text{TXFARE})/0.3 \\
 \text{NonAuto logsum} &= \ln(e^{U(\text{Transit})} + e^{U(\text{Taxi})}) \\
 \text{Auto logsum} &= \ln(e^{U(\text{Dropped Off})} + e^{U(\text{Drive Self})}) \\
 U(\text{Non-Auto}) &= 0.3 * \text{NonAuto logsum} + \text{biasNA} \\
 U(\text{Private Auto}) &= 0.3 * \text{Auto logsum}
 \end{aligned}$$

Business, Non-residents

$$\begin{aligned}
 U(\text{Dropped Off}) &= -0.068 * \text{HWYTIME} - 0.00256 * \text{HWYCOST} \\
 U(\text{Rental Car}) &= \text{biasRC} \\
 U(\text{Transit}) &= (-0.089 * \text{WALK} - 0.096 * \text{WAIT} - 0.00256 * \text{TRFARE} - 0.050 * \text{RUN} + \text{biasTR})/0.3 \\
 U(\text{Taxi}) &= (-0.068 * \text{HWYTIME} - 0.00256 * \text{TXFARE})/0.3 \\
 \text{NonAuto logsum} &= \ln(e^{U(\text{Transit})} + e^{U(\text{Taxi})}) \\
 U(\text{Non-Auto}) &= 0.3 * \text{NonAuto logsum} + \text{biasNA}
 \end{aligned}$$

Non- Business Residents

$$\begin{aligned}
 U(\text{Drive Self}) &= (-0.044 * \text{HWYTIME} - 0.002105 * (\text{HWYCOST} + \text{PCOST}) + \text{biasDS})/0.3 \\
 U(\text{Dropped Off}) &= (-0.044 * \text{HWYTIME} - 0.002105 * \text{HWYCOST})/0.3 \\
 U(\text{Transit}) &= (-0.051 * \text{WALK} - 0.077 * \text{WAIT} - 0.002105 * \text{TRFARE} - 0.031 * \text{RUN} + \text{biasTR})/0.3 \\
 U(\text{Taxi}) &= (-0.044 * \text{HWYTIME} - 0.002105 * \text{TXFARE})/0.3 \\
 \text{NonAuto logsum} &= \ln(e^{U(\text{Transit})} + e^{U(\text{Taxi})}) \\
 \text{Auto logsum} &= \ln(e^{U(\text{Dropped Off})} + e^{U(\text{Drive Self})}) \\
 U(\text{Non-Auto}) &= 0.3 * \text{NonAuto logsum} + \text{biasNA} \\
 U(\text{Private Auto}) &= 0.3 * \text{Auto logsum}
 \end{aligned}$$

Non-business, Non-residents

$$\begin{aligned}
 U(\text{Dropped Off}) &= -0.039 * \text{HWYTIME} - 0.001969 * \text{HWYCOST} \\
 U(\text{Rental Car}) &= \text{biasRC} \\
 U(\text{Transit}) &= (-0.045 * \text{WALK} - 0.071 * \text{WAIT} - 0.001969 * \text{TRFARE} - 0.029 * \text{RUN} + \text{BiasTR})/0.3 \\
 U(\text{Taxi}) &= (-0.039 * \text{HWYTIME} - 0.001969 * \text{TXFARE})/0.3 \\
 \text{NonAuto logsum} &= \ln(e^{U(\text{Transit})} + e^{U(\text{Taxi})}) \\
 U(\text{Non-Auto}) &= 0.3 * \text{NonAuto logsum} + \text{biasNA}
 \end{aligned}$$

Where:

HWYTIME = off-peak travel time from the highway network (minutes)
 HWYCOST = off-peak distance from the highway network * 8.74 cents/mile
 PCOST = half the daily long-term parking cost at HJIA (cents), multiplied by the average duration of the trip in days (4 for Business, 7 for Non-business)
 WALK = access + egress + sidewalk time from the AM peak transit network (minutes)
 WAIT = initial wait + transfer wait time from the AM peak transit network (minutes)
 RUN = total in-vehicle time from the AM peak transit network (minutes)
 TRFARE = transit fare (cents)
 TXFARE = taxi fare (cents); estimated, for 2000, as \$1.75 plus \$1.75 per mile

Note: Auto and taxi costs are not divided by average vehicle occupancy.

biasMM = bias coefficients by mode and purpose, as follows:

| | Trip Market | | | |
|--------------------|-------------|----------------|---------------|--------------------|
| Mode (MM) | Bus., Res. | Bus., Non-Res. | Non-Bus., Res | Non-Bus., Non-Res. |
| Transit (TR) | -8.252 | -6.133 | -2.276 | -4.640 |
| Rental Car (RC) | - | -2.838 | - | -2.471 |
| Drive Self (DS) | 5.427 | - | 4.517 | - |
| Non-Auto Nest (NA) | 8.496 | 8.434 | 2.908 | 3.698 |

Table 7.3
Observed and Estimated Air Passenger Trips by Mode

Observed Air Passenger Trips (from Survey Data)

| Mode | Business, Residents | Business, Non-Residents | Non-business, Residents | Non-business, Non-Residents | Total |
|-------------|---------------------|-------------------------|-------------------------|-----------------------------|--------|
| Dropped off | 552 | 3,860 | 5,370 | 9,474 | 19,256 |
| Drive self | 15,204 | - | 14,936 | - | 30,140 |
| Rental car | - | 7,426 | - | 7,510 | 14,936 |
| Taxi | 3,066 | 5,866 | 762 | 1,230 | 10,924 |
| Transit | 1,024 | 4,414 | 6,552 | 996 | 12,986 |
| Total | 19,846 | 21,566 | 27,620 | 19,210 | 88,242 |

Estimated Air Passenger Trips (Model Results)

| Mode | Business, Residents | Business, Non-Residents | Non-business, Residents | Non-business, Non-Residents | Total |
|-------------|---------------------|-------------------------|-------------------------|-----------------------------|--------|
| Dropped off | 551 | 3,849 | 5,365 | 9,474 | 19,239 |
| Drive self | 15,188 | - | 14,927 | - | 30,115 |
| Rental car | - | 7,396 | - | 7,504 | 14,900 |
| Taxi | 3,095 | 5,934 | 769 | 1,238 | 11,036 |
| Transit | 1,012 | 4,387 | 6,559 | 994 | 12,952 |
| Total | 19,846 | 21,566 | 27,620 | 19,210 | 88,242 |

Table 7.3 (continued)
Observed and Estimated Air Passenger Trips by Mode

Percent Difference (Estimated less Observed / Observed)

| Mode | Business, Residents | Business, Non-Residents | Non-business, Residents | Non-business, Non-Residents | Total |
|-------------|----------------------------|--------------------------------|--------------------------------|------------------------------------|--------------|
| Dropped off | -0.18% | -0.28% | -0.09% | 0.00% | -0.09% |
| Drive self | -0.11% | - | -0.06% | - | -0.08% |
| Rental car | - | -0.40% | - | -0.08% | -0.24% |
| Taxi | 0.95% | 1.16% | 0.92% | 0.65% | 1.03% |
| Transit | -1.17% | -0.61% | 0.11% | -0.20% | -0.26% |
| Total | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

Note: The air passenger trips shown are for an average day in 2000 and represent both enplaning and deplaning passengers. The 75,300 air passengers in automobiles represent 88,700 vehicles trips to and from the airport, with the drop off mode being considered two trips.

8. Assignment Model/Highway Assignment Validation

The trip generation, trip distribution and mode choice models are performed using daily trips formatted in the production to attraction direction. That is, the home-based trips are always defined as going from the home end of the trip (production) to the non-home end of the trip (attraction). For highway assignments, daily trips are split into four time periods - a morning peak (6am-10am), a mid-day period (10am-3pm), an evening peak (3pm-7pm) and an evening/night period (7pm-6am). Separate highway assignments are made for each time period. Daily volumes are computed by adding the four period assignments. Other daily statistics are also calculated from time period assignments as sums or as weighted averages. Transit assignments use daily trips that are separated by mode of access (walk to premium, walk to local, and drive to transit) and general purpose (work and non-work).

8.1. Highway Assignment Procedure

The highway assignment procedure uses a standard equilibrium technique to assign vehicle trips throughout the transportation network. Equilibrium, in the context of transportation assignments, occurs when no alternate path can be used without increasing the total travel time of all trips in the network. All-or-nothing assignments determine the desired routings and can effectively measure demand over capacity. In practice, most urban areas such as the Atlanta region, have roadway facilities which become congested at various times during the day. In order to differentiate between peak and off-peak speeds and volumes, link loading techniques are required which reflect demand (volume) and modeled capacities. Equilibrium is one such technique.

Equilibrium assignment consists of an iterative series of all-or-nothing traffic assignments with an adjustment of travel times reflecting delays encountered in the associated iteration. The load from each assignment, after the first iteration, is combined with the previous load in such a way as to minimize the impedance of each trip and thus reducing the number of iterations to find the equilibrium loads. The final congested speeds are based on the resultant total weighted assigned volumes on each link. This approach ensures the compliance with the Transportation Conformity Regulations.

The highway assignment procedures differentiate among trips in five vehicle type categories: heavy duty truck, medium duty truck, commercial vehicles, single occupancy vehicles (SOVs), and high occupancy vehicles (HOVs). Only HOVs are allowed to use the HOV lanes. Trucks are not allowed to use any truck-prohibited roadways.

There are some significant modifications to the highway assignment procedures. A passenger car equivalency (PCE) has been added to account for the greater influence of trucks on volume to capacity ratios. Also, heavy duty trucks without an origin or destination inside I-285, are prohibited from using highway facilities inside the perimeter. Finally, external to external trips are preloaded using free-flow times. This was done because people making those trips are probably not familiar with the area and therefore, less likely to divert from a predetermined path.

The highway assignment procedures include a toll diversion model to account for toll roads such as Georgia 400. The Toll Diversion Model converts toll costs to time penalties using

value-of-time factors that vary by vehicle type. Table 8.1 displays the assumed parameters for the toll model.

**Table 8.1
Toll Diversion Model Parameters**

| | Value of Time (\$ / Hour) | Time Penalty (Minutes / \$) |
|---------------------------------|------------------------------|--------------------------------|
| Single Occupancy Vehicles (SOV) | 15 | 2.4 |
| High Occupancy Vehicles (HOV) | 20 | 3 |
| Commercial Vehicles | 25 | 4 |

The toll diversion procedures can be applied to both fixed toll and variable toll facilities. An optional assignment algorithm has been developed that assists in evaluating managed lane (often called High-Occupancy Toll (HOT) lanes) facilities. Managed lane facilities are essentially modeled as HOV lanes that can be used by SOV trips and commercial vehicles by paying a toll. The managed lane assignment algorithm varies tolls (between assignment iterations) depending on the level of congestion that exists on the subject link. As congestion increases, tolls increase. As congestion decreases, tolls decrease. The algorithm is designed to encourage managed lane facilities to operate at or near the break point between level-of-service C and D. This is done by applying a low per mile toll at low volume-to-capacity (V/C) ratios, using a relatively low but increasing per mile toll at medium V/C ratios, and using rapidly increasing per mile toll for high V/C ratios. Table 8.2 displays the assumed per mile tolls used in the managed lane assignment algorithm⁸.

**Table 8.2
Managed Lane Facility Assignment Parameters**

| V/C Ratio | SOV Toll (\$ / Mile) | Commercial Vehicle Toll (\$ / Mile) |
|-----------|-------------------------|--|
| 0.0 | 0.05 | 0.25 |
| 0.5 | 0.05 | 0.25 |
| 0.8 | 0.15 | 0.75 |
| 1.0 | 1.00 | 5.00 |

8.2. Time-of-Day Model

The time-of-day model was calibrated using data from the Home Interview Survey. This data contained the beginning time of the trip and the ending time of the trip for each trip made by a traveler. This information was used to develop a series of factors showing the percent of travel made in the four time-of-day periods. These factors were stratified by trip purpose, mode and direction – with the direction being from home to non-home (production to attraction) and from non-home to home (attraction to production). These travel time factors were reviewed and updated using 1999 and 2000 hourly traffic distribution counts for the entire 13-county non-attainment area. A two-year average of the 1999 and 2000 diurnal traffic counts was used to adjust the temporal trip distribution model for the four time-of-day period assignments. Table 8.3 and Figure 8.1 represent the diurnal distribution of travel for both 1999 and 2000, as well as the two-year average used to refine the trip distribution factors. Tables 8.4-8.6 display the trip factors by purpose and mode by direction by the four time-of-day periods.

⁸ Toll for intermediate V/C Ratios are interpolated. V/C Ratios higher than 1.0 are assigned the toll for V/C Ratio equal to 1.0.

**Table 8.3
Diurnal Distribution of Travel in the 13-County Non-
attainment Area**

| Hours | 2000 Sum | 2000 Percent | 1999 Total | 1999 Percent | Two Year Total | Two Year Average |
|--------------|-------------------|---------------------|-------------------|---------------------|-----------------------|-------------------------|
| 1 | 879,264 | 1.19% | 437,089 | 1.05% | 1,316,353 | 1.14% |
| 2 | 547,592 | 0.74% | 273,937 | 0.66% | 821,529 | 0.71% |
| 3 | 414,669 | 0.56% | 207,875 | 0.50% | 622,544 | 0.54% |
| 4 | 392,431 | 0.53% | 197,378 | 0.47% | 589,809 | 0.51% |
| 5 | 579,587 | 0.78% | 295,021 | 0.71% | 874,608 | 0.76% |
| 6 | 1,477,073 | 2.00% | 776,739 | 1.86% | 2,253,812 | 1.95% |
| 7 | 3,411,341 | 4.62% | 1,924,335 | 4.60% | 5,335,676 | 4.61% |
| 8 | 4,736,415 | 6.41% | 2,821,324 | 6.75% | 7,557,739 | 6.53% |
| 9 | 4,184,413 | 5.67% | 2,554,113 | 6.11% | 6,738,526 | 5.83% |
| 10 | 3,575,173 | 4.84% | 2,082,742 | 4.98% | 5,657,915 | 4.89% |
| 11 | 3,514,627 | 4.76% | 1,982,420 | 4.74% | 5,497,047 | 4.75% |
| 12 | 3,751,041 | 5.08% | 2,134,509 | 5.10% | 5,885,550 | 5.09% |
| 13 | 4,015,302 | 5.44% | 2,333,612 | 5.58% | 6,348,914 | 5.49% |
| 14 | 4,134,124 | 5.60% | 2,346,228 | 5.61% | 6,480,352 | 5.60% |
| 15 | 4,459,875 | 6.04% | 2,488,118 | 5.95% | 6,947,993 | 6.01% |
| 16 | 4,981,794 | 6.75% | 2,779,436 | 6.65% | 7,761,230 | 6.71% |
| 17 | 5,405,297 | 7.32% | 3,070,729 | 7.34% | 8,476,026 | 7.33% |
| 18 | 5,708,954 | 7.73% | 3,330,786 | 7.97% | 9,039,740 | 7.82% |
| 19 | 4,889,228 | 6.62% | 2,843,429 | 6.80% | 7,732,657 | 6.69% |
| 20 | 3,778,137 | 5.12% | 2,148,166 | 5.14% | 5,926,303 | 5.12% |
| 21 | 3,001,753 | 4.06% | 1,667,545 | 3.99% | 4,669,298 | 4.04% |
| 22 | 2,563,461 | 3.47% | 1,367,698 | 3.27% | 3,931,159 | 3.40% |
| 23 | 1,990,215 | 2.70% | 1,020,471 | 2.44% | 3,010,686 | 2.60% |
| 24 | 1,453,605 | 1.97% | 732,662 | 1.75% | 2,186,267 | 1.89% |
| | | | | | | |
| Total | 73,845,371 | 100.00% | 41,816,362 | 100.00% | 115,661,733 | 100.00% |

Figure 8.1
Diurnal Distribution of Travel in the 13-County
Nonattainment Area

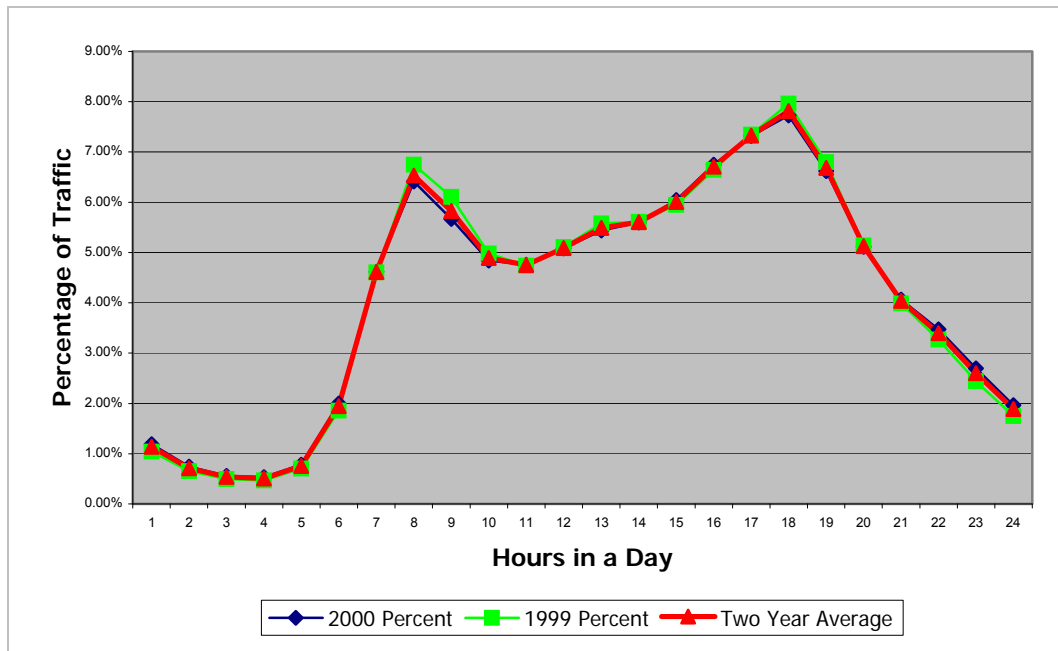


Table 8.4
Home-Based Work Distribution by Time of Day
Mode and Direction

| <u>Mode</u> | <u>Time Period</u> | <u>Production to</u> <u>Attraction Proportion</u> | <u>Attraction to</u> <u>Production Proportion</u> |
|-------------|--------------------|--|--|
| SOV | AM Peak | 0.396 | 0.009 |
| “ | Mid-day | 0.048 | 0.040 |
| “ | PM Peak | 0.023 | 0.377 |
| “ | Night | 0.033 | 0.074 |
| HOV | AM Peak | 0.396 | 0.009 |
| “ | Mid-day | 0.048 | 0.040 |
| “ | PM Peak | 0.023 | 0.377 |
| “ | Night | 0.033 | 0.074 |

Table 8.5
Home-Based Other Distribution by Time of Day
Mode and Direction

| <u>Mode</u> | <u>Time Period</u> | <u>Production to Attraction Proportion</u> | <u>Attraction to Production Proportion</u> |
|-------------|--------------------|--|--|
| SOV | AM Peak | 0.137 | 0.035 |
| “ | Mid-day | 0.135 | 0.117 |
| “ | PM Peak | 0.142 | 0.178 |
| “ | Night | 0.087 | 0.170 |
| HOV | AM Peak | 0.137 | 0.035 |
| “ | Mid-day | 0.135 | 0.117 |
| “ | PM Peak | 0.142 | 0.178 |
| “ | Night | 0.087 | 0.170 |

Table 8.6
Non-Home-Based Distribution by Time of Day
Mode and Direction

| <u>Mode</u> | <u>Time Period</u> | <u>Production to Attraction Proportion</u> | <u>Attraction to Production Proportion</u> |
|-------------|--------------------|--|--|
| SOV | AM Peak | 0.056 | 0.056 |
| “ | Mid-day | 0.243 | 0.243 |
| “ | PM Peak | 0.150 | 0.150 |
| “ | Night | 0.052 | 0.052 |
| HOV | AM Peak | 0.056 | 0.056 |
| “ | Mid-day | 0.243 | 0.243 |
| “ | PM Peak | 0.150 | 0.150 |
| “ | Night | 0.052 | 0.052 |

8.3. Volume-Delay Functions

Volume-delay functions describe the rate at which delay is added to the travel time on a roadway segment as a function of the quantity of traffic being carried. Ratios of the assigned traffic volume versus the capacity (or the V/C ratio) are used to predict how travel times (and hence, delays) increase as roadway volumes build up to and beyond the capacity of the roadway.

Revised volume-delay functions were initially developed using the results of empirical studies on roadway volume and delay distributions in urban areas over a 24-hour period. The research is published in an FHWA document entitled “Development of Diurnal Traffic Distribution and Daily, Peak and Off-peak Vehicle Speed Estimation Procedures for Air

Quality Planning.⁹ This research quantifies how rural and urban roadways distribute peak hour traffic to other hours of the day under heavier traffic volumes, and the implications that this has on the average operating speed of the roadway. The Volpe Research Center report, "Roadway Usage Patterns: Urban Case Studies" was also used as reference during initial development of the volume-delay functions.¹⁰ The combined research was used to extract roadway operating speed and volume distributions that match the four time period definitions of the ARC model. For each time period, hourly travel times were weighted by vehicle miles of travel during the hour to determine the overall average travel speed during that time period as a function of different volume loading levels (V/C ratios). The result was a unique set of volume-delay functions for each time period based on four general classifications of roadway – freeways, urban expressways and rural streets and highways, urban arterial streets and urban collector streets.

Once the initial volume-delay functions were developed, the functions were modified to reflect local Atlanta travel conditions using data collected from two recent speed studies conducted in the fall of 2000 and the fall of 2001, and using observed traffic counts.

8.4. Feedback Component

It is important for planning models to incorporate a feedback component to ensure the congested link travel times that result from the assignment algorithm are nearly identical to the link travel times that are used to generate the skims used in trip generation and trip distribution. The ARC regional travel demand model utilizes a feedback model option from highway assignment back to trip generation. The AM peak skims which are representative of peak travel are used in the feedback process.

The highway and transit skims are used in trip generation to determine auto importance and auto sufficiency. These skims are also used to determine accessibilities which are fed into the trip generation models which produce the productions and attractions by trip purpose. Only HBW and HB-University trips are processed through the feedback loop since these trips primarily occur during peak travel conditions.

The highway and transit skims are then used to produce a composite time which is input to the trip distribution model. The development of the composite time is based on: (1) the determination of transit services that are perceived by travelers as increasing the accessibility of zone pairs and (2) the weighting of highway and transit travel times. Only those trips that have zone pair transit access are considered eligible for increased accessibility. For those zone pairs that do not have transit access the composite time is equal to the highway time. The weighting of transit varies by the market group of the traveler. For the traveler in the market group without autos (segment #1), the availability of transit is more important than for the traveler in the market group with more cars than workers and higher incomes (segment #4). Thus, for the first two market groups, the availability of transit increases the traffic analysis zone accessibility more than for the second two market groups.

The mode choice model is then executed using the AM skims for the peak traveling conditions and the off-peak skims for the off-peak conditions. The time of day procedure then produces AM, MD, PM and NT OD matrices. The AM assignment is executed within the feedback loop. The flows from the AM assignments in successive feedback loops are smoothed using the Method of Successive Averages (MSA). The average of the volumes for all of the iterations within the assignment are calculated and compared to the results from the

⁹ Development of Diurnal Traffic Distribution and Daily, Peak and Offpeak Vehicle Speed Estimation Procedures for Air Quality Planning, Final Report, Federal Highway Administration, April, 1996.

¹⁰ Roadway Usage Patterns: Urban Case Studies, Final Report, Volpe National Transportation Systems Center and Federal Highway Administration, June 9, 1994.

average volumes in the assignment from the previous loop. Feedback closure is achieved when the percent root mean square error (%RMSE) in MSA link volumes is less than 3.5%. MSA link flows from the assignment are post-processed using the VDF curves to obtain congested travel times that are fed back into the highway and transit skimming procedures.

8.5. Adjusting Volume-Delay Functions Using Observed Speed Data

During the last several years, the Atlanta region has performed extensive speed studies to improve the highway assignment procedure and travel forecasting process. In the fall of 2000, the Georgia Regional Transportation Authority (GRTA) conducted a speed study in consultation with ARC and the Georgia Environmental Protection Division, consisting of over 1,600 speed observations around the region. The GRTA speed study consisted of obtaining speeds at 1,629 locations; some of these locations were the same physical locations at different times and days. The data was summarized by type of roadway and general location (area type). The study provided many suggestions on the development of revised free flow speeds and volume-delay curves.

In March 2001, the US Department of Transportation requested that the ARC supplement the GRTA speed study with an additional speed study that considered point-to-point travel times (e.g. average travel time over the course of a trip rather than a point speed).¹¹ This speed study was conducted during the fall of 2001.

The ARC speed study consisted of a series of time and delay studies for 63 routes with the routes selected to cover all facility and area types. The routes covered the entire urban area and consisted of typical movements in the region. Each route was approximately 14 miles long. Travel time runs were made on these routes for morning peak, evening peak and mid-day time periods. A floating car procedure was used to collect travel times. Using the floating car procedure, the driver attempts to drive along the route at the same speed as the majority of the traffic on the route. The travel times and check point locations were obtained using special GPS equipment. The study produced a report detailing the routes and the data collected.¹² In total 1,752 miles of highway were studied in the project and the speed runs consisted of approximately 37,000 vehicle miles. The data, consisting of miles traveled, minutes traveled and standard deviation of the travel time, were summarized by route and period of travel.

The data were initially used to revise the definition of the roadway facility types and to develop, in combination with data from the GDOT Roadway Characteristics file, a link-based roadway characteristics database which could be used to assign link-level facility types based on a number of predefined link attributes. The data were then used to develop a reasonable estimate of free flow speeds for each facility type. Free flow speed is the speed that a normal driver would drive on a highway if there were little or no congestion. The new speed data showed that the free flow speed in Atlanta was considerably higher than the speeds previously used. This is especially true for freeways where the free flow speeds ranged from 65 (in the CBD) to 75 miles per hour.

Data from both the GRTA and ARC speed studies were used to make the necessary adjustments to the volume-delay functions described in the section above, to ensure that the volume-delay functions reflect the latest available travel conditions affecting the Atlanta region. Because the volume-delay functions were developed using a common traffic flow

¹¹ March 8, 2001, modeling meeting held in Atlanta between ARC and USDOT modeling staff to discuss outcome of GRTA speed study and necessary updates/revisions for future model calibration.

¹² "Travel Time and Speed Study Data Collection" prepared by PBQ&D and PBS&J prepared for the ARC, November 21, 2001.

pattern database, the delay patterns are consistent among time periods. The night-time peak period volume-delay function has a slightly different pattern than the other periods because most of the traffic for this period occurs in the early evening hours. Therefore, delays (average speed) become more serious at a lower volume to capacity ratio for the total nighttime period. All of the volume-delay functions were originally capped at a volume-capacity ratio of 2.0. It was discovered that the equilibrium assignment algorithm has difficulty reducing the loaded volume on links if the resulting volume-capacity ratio in any iteration of the process exceeds the cap. This occurs because a capped curve is flat beyond the highest volume-capacity ratio in the lookup table, which makes the solution algorithm converge to a similar volume in subsequent iterations. The curves were modified to prevent this by extending the maximum volume-capacity ratio from 2.0 to 99 and including a slight slope in this range. The graphs were not revised to reflect this change because it would make them difficult to read. The volume-delay functions are illustrated in Figures 8.2 to 8.5 below.

Figure 8.2
AM Peak Period Speed Flow Curves by Facility Type

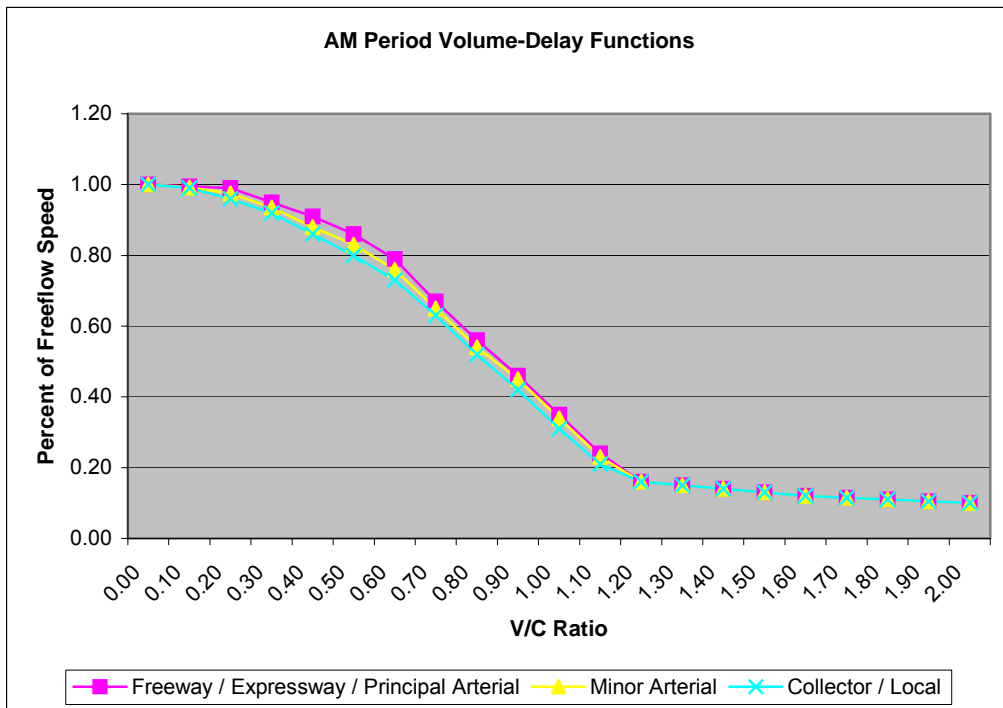


Figure 8.3
Mid-day Period Speed Flow Curves by Facility Type

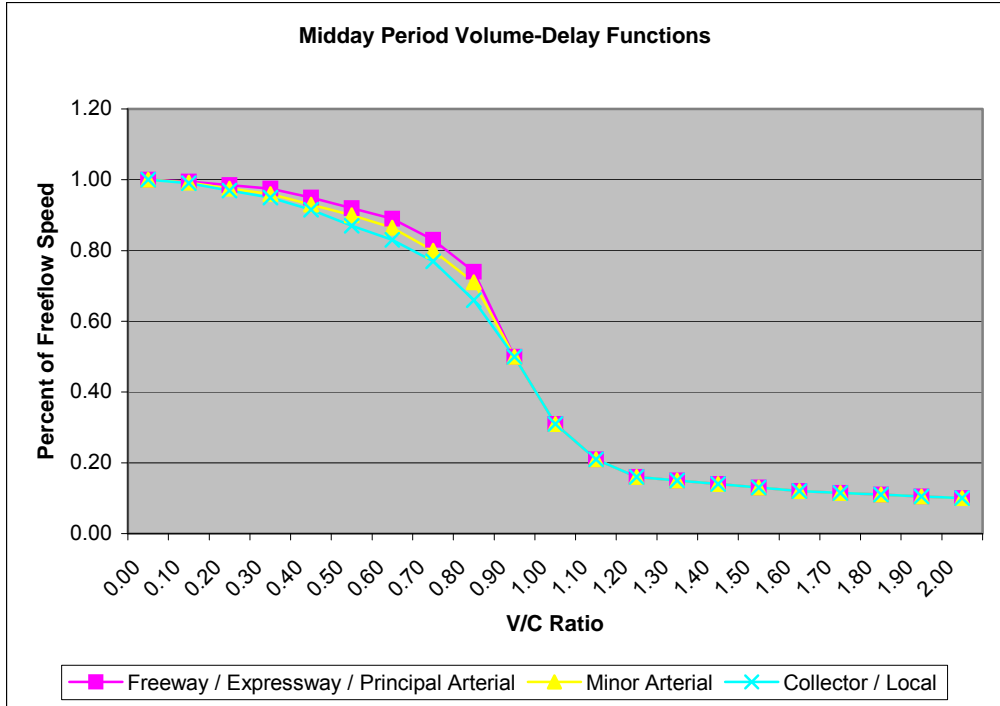


Figure 8.4
PM Peak Period Speed Flow Curves by Facility Type

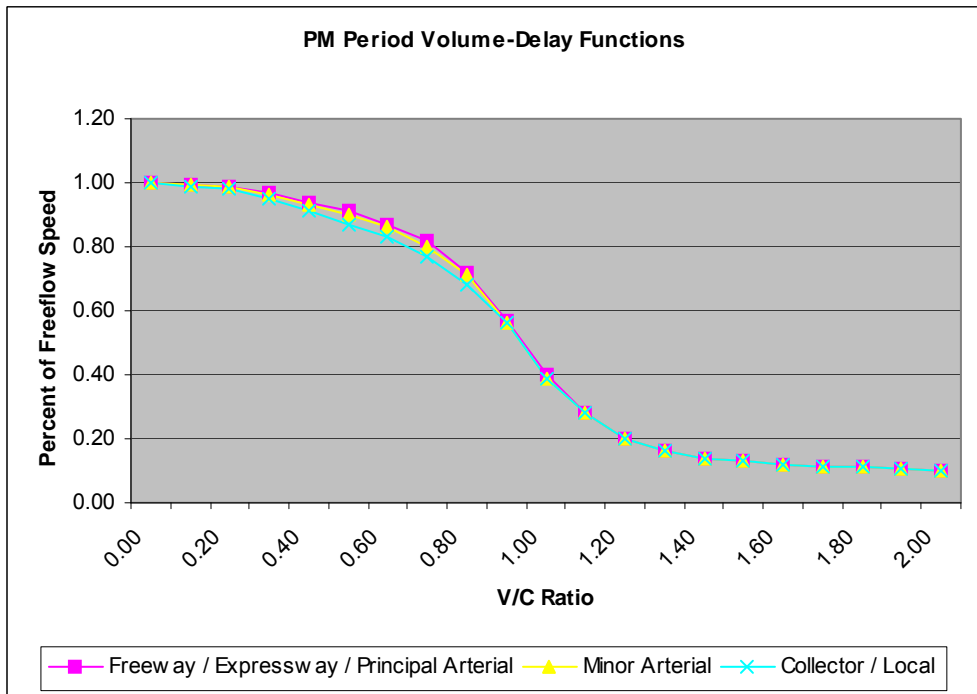
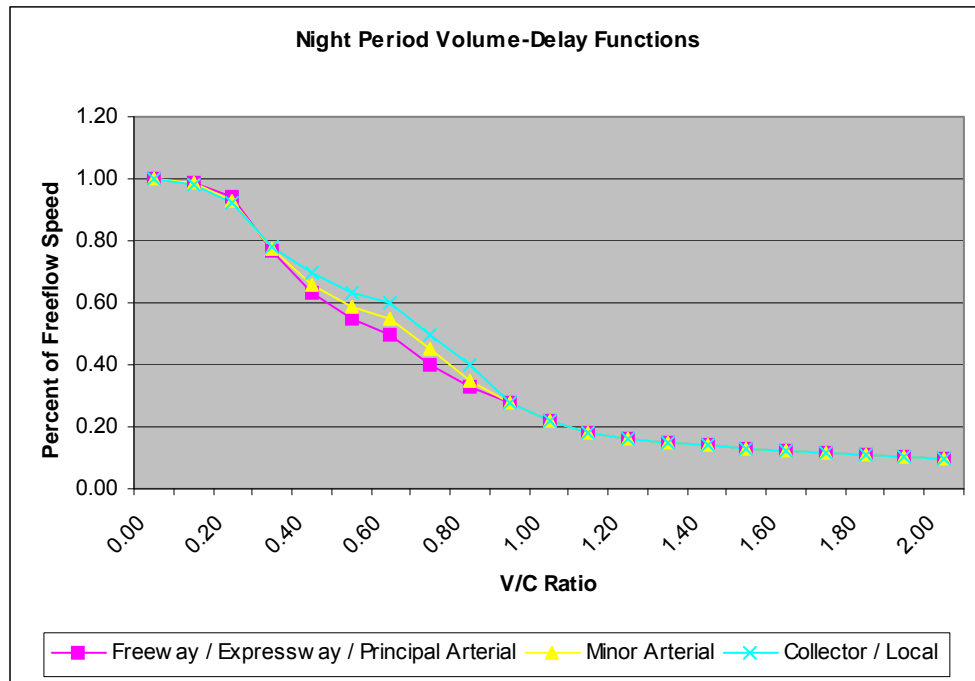


Figure 8.5
Evening Period Speed Flow Curves by Facility Type



8.6. Highway Assignment Validation - Speeds

Once the initial free flow speeds and the volume-delay functions were developed, highway trips were assigned to the network using initially estimated volume-delay functions. Adjustments were made to the free flow speeds, the lane capacity values and the volume delay functions until a reasonable match was made of both speeds and traffic volumes on the roadways.

Table 8.7 displays a general comparison of the modeled speeds to the ARC speed study results. The table indicates that the travel demand model produces considerable consistency with observed speeds by time-of-day.

Table 8.7
Summary of Observed and Estimated Speeds from ARC Speed Study

| Period | Observed Speed | Estimated Speed | Percent Difference |
|---------|----------------|-----------------|--------------------|
| AM | 33.0 | 34.7 | 5.3% |
| Mid-day | 36.3 | 34.0 | -6.3% |
| PM | 32.1 | 33.8 | 5.2% |
| Total | 33.7 | 35.1 | 4.2% |

The average GRTA speeds, by facility type and general location, were compared to the total average estimated speed for all links by facility type and general location. In general the observed GRTA speeds and the estimated speeds were compatible. Of the 16 categories (four facility types and four general locations), there were 9 categories where the estimated speeds were lower and 7 categories where the estimated speeds were higher. The difference in the average speed ranged from a low of -14.0 for suburban freeways, to a high of 7.3 for rural freeways, but speeds for most other categories were considerably closer. This information is shown on Table 8.8.

Table 8.8
Summary of Observed and Estimated Speeds from GRTA
Speed Study

| Area Type | Period | Facility Type | Observed Speed | Estimated Speed ²² | Difference |
|---------------|--------|--------------------|----------------|-------------------------------|------------|
| CBD | AM | Freeway | 31.9 | 27.1 | -4.8 |
| Urban | AM | Freeway | 40.1 | 33.5 | -6.6 |
| Suburban | AM | Freeway | 54.4 | 40.4 | -14.0 |
| Exurban/Rural | AM | Freeway | 40.9 | 48.2 | 7.3 |
| CBD | AM | Class I Arterial | 19.6 | 18.8 | -0.8 |
| Urban | AM | Class I Arterial | 24.1 | 22.4 | -1.7 |
| Suburban | AM | Class I Arterial | 31.7 | 29.6 | -2.1 |
| Exurban/Rural | AM | Class I Arterial | 38.4 | 38.6 | 0.2 |
| CBD | AM | Class II Arterial | 17.4 | 15.6 | -1.8 |
| Urban | AM | Class II Arterial | 24.8 | 18.2 | -6.6 |
| Suburban | AM | Class II Arterial | 27.3 | 23.8 | -3.5 |
| Exurban/Rural | AM | Class II Arterial | 39.9 | 32.8 | -7.1 |
| CBD | AM | Class III Arterial | 14.3 | 15.6 | 1.3 |
| Urban | AM | Class III Arterial | 25.7 | 19.8 | -5.9 |
| Suburban | AM | Class III Arterial | 21.5 | 25.8 | 4.3 |
| Exurban/Rural | AM | Class III Arterial | 28.6 | 35.3 | 6.7 |

Note: Observed Speeds are for selected locations while estimated speeds are for all roadways in the area.

8.7. Trip Assignment Validation – Counts

To ensure the accuracy of the travel demand model, the highway assignments were validated using several widely used measures. The primary validation measures were comparisons of modeled Vehicle Miles Traveled (VMT) data to Highway Performance Monitoring System (HPMS) data, comparisons of modeled volumes to traffic counts along screenlines, and modeled volume to traffic count Root Mean Square Errors (RMSE) by various volume groups.

Transit assignments were verified using the latest available boarding (un-linked) transit trip data from the MARTA system, in addition to data derived from the 2001/2002 Transit On-Board Travel Survey.

8.6.2 Highway Validation

The highway assignment process was conducted for the AM Peak, PM Peak, Mid-Day and Night-Time periods as discussed in Section 8.2. Highway loadings from all four time periods were aggregated to obtain total daily volumes and total daily VMT, and compared

to average daily HPMS VMT derived from GDOT's HPMS report for the year 2000. The year 2000 HPMS functional classification was coded into each highway link using the study results from the GRTA speed study conducted in 2000¹³ enabling a more accurate summary of travel model VMT by functional classification, and therefore a more accurate comparison of estimated and observed average daily VMT.

Table 8.9 reflects estimated and observed VMT for the year 2000. Results indicate a less than 1% difference between total daily VMT estimated by the travel demand model and daily 2000 HPMS VMT.

Table 8.9
Comparison Between Estimated and Observed VMT
Year 2000

| HPMS Code | HPMS Functional Class | 2000 GDOT Report | 2000 Model Results |
|-----------|-------------------------------------|--------------------|--------------------|
| 1 | Rural Interstate Principal Arterial | 7,469,623 | 11,002,580 |
| 2 | Rural Principal Arterial | 4,336,905 | 4,879,487 |
| 6 | Rural Minor Arterial | 4,951,523 | 5,086,453 |
| 7 | Rural Major Collector | 6,008,641 | 5,444,211 |
| 8 | Rural Minor Collector | 1,590,285 | 1,402,498 |
| 9 | Rural Local | 5,067,398 | 7,843,858 |
| | RURAL TOTAL | 29,424,375 | 35,659,087 |
| 11 | Urban Interstate Principal Arterial | 38,395,472 | 37,537,921 |
| 12 | Urban Freeway and Expressway | 5,789,202 | 2,741,098 |
| 14 | Urban Principal Arterial | 13,556,016 | 17,353,073 |
| 16 | Urban Minor Arterial | 24,832,465 | 21,011,009 |
| 17 | Urban Collector | 8,164,787 | 6,327,547 |
| 19 | Urban Local | 17,017,080 | 16,083,765 |
| | URBAN TOTAL | 107,755,022 | 101,054,413 |
| 1,11,12 | Interstate/Freeway/Expresway | 51,654,297 | 51,281,599 |
| 2,6,14,16 | Arterial | 47,676,909 | 48,330,022 |
| 7,8,17 | Collector | 15,763,713 | 13,174,256 |
| 9,19 | Local | 22,084,478 | 23,927,623 |
| | TOTAL | 137,179,397 | 136,713,500 |

Although there are some minor differences in observed versus modeled VMT for specific functional classes, when the data are aggregated into major facility types (removing urban / rural designations), as the statistics in the bottom portion of Table 8.9 indicate, the model closely matches observed VMT.

¹³ Assignment of HPMS Functional Classification and Posted Speed Limit Attributes to Atlanta Regional Commission Highway Network, GRTA, May 2001

Table 8.10
Number of Counts by Facility Type

| Facility Type | No. of Counts |
|----------------------|----------------------|
| Interstate/Freeway | 597 |
| Principal Arterial | 1,577 |
| Minor Arterial | 2,357 |
| Collector | 1,180 |
| Total | 5,711 |

Table 8.11
Percent Error Between Estimated and Observed Counts
Year 2000

| Facility Type | 2000 Modeled | FHWA Targets¹⁴ |
|----------------------|---------------------|----------------------------------|
| Interstate/Freeway | 0.3% | +/-7% |
| Principal Arterial | -6.5% | +/-10% |
| Minor Arterial | 2.4% | +/-15% |
| Collector | 20.6% | +/-25% |
| Total | -0.3% | - |

Numerous traffic counts were coded in the model highway network for highway assignment validation. Table 8.10 shows the number of counts by facility in the base year highway network.

Table 8.11 shows the percent error between the observed counts and the model estimated counts by facility type. The percent error between the observed counts and model estimated counts is less than one percent for the interstate/freeway facilities that carry over a third of the daily vehicle miles traveled. The largest percent error occurs on collector facilities which accommodate for approximately 11 percent of the daily vmt. Overall, the model is producing reasonable volumes when compared to the observed traffic counts.

Once regional VMT estimates were validated, modeled volumes from the highway assignment were compared to observed traffic counts. As part of the model expansion, a significant amount of work was done to put more traffic counts into the network for assignment validation. The first major comparison to traffic counts was done for screenlines. Since the model area was expanded, several new screenlines were added for validation. Screenlines are a means of comparing major traffic flows in the model. The term screenline is often used generically to refer to three types of comparisons:

1. Cordon – A cordon forms an enclosed boundary, which is intended to determine the traffic flows into and out the enclosed area. Cordons are often used to determine if traffic flows into

¹⁴ FHWA percent difference standards are available in MODEL VALIDATION AND REASONABLENESS CHECKING MANUAL, Travel Model Improvement Program, Federal Highway Administration, February 1997.

and out of a Central Business District are being modeled accurately. An example of a cordon line used in the Atlanta model validation is the “Outside of I-285” screenline.

2. Cutline – A cutline captures the flows through a major corridor. The “I-85 Corridor north of Norcross” is an example of a cutline. This cutline compares modeled volumes to observed counts on I-85 and other parallel facilities such as Peachtree Industrial Boulevard, Buford Highway, and Lawrenceville Highway.
3. Screenline – a “true” screenline captures all flows from one side of the region to the other. The “Chattahoochee River” screenline does this by comparing all bridge crossing traffic counts with the modeled volumes.

A set of screenlines displayed in Figure 8.6 were developed for the ARC region to assist with the evaluation of the performance of the model.

Figure 8.6
ARC Year 2000 Model Screenlines

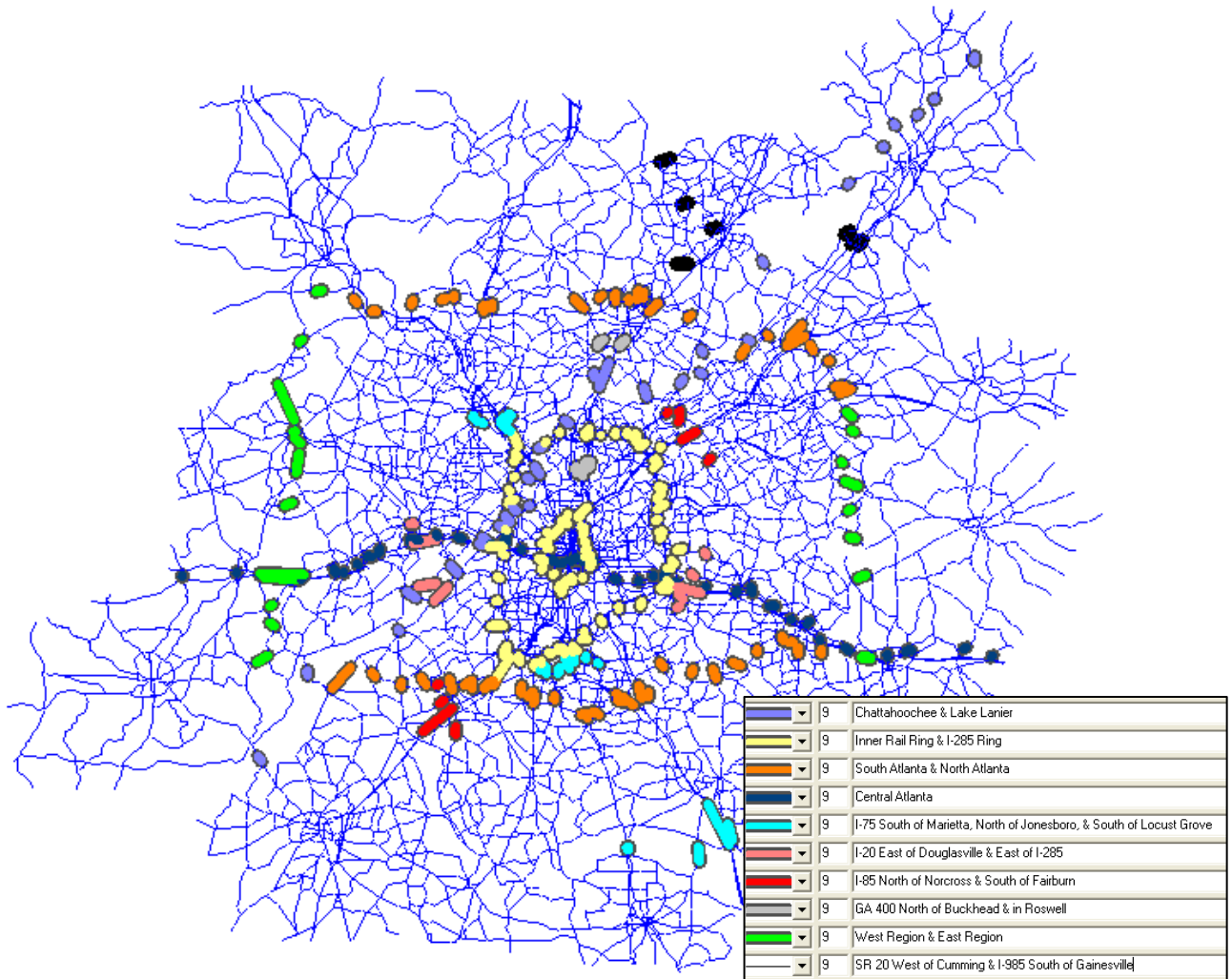


Table 8.12 displays the comparisons for screenlines that were used in the ARC 2000 model validation. Maximum desirable deviation¹⁵ standards are commonly used to evaluate assignment models. Maximum desirable deviation standards require higher levels of accuracy for higher volume corridors and lower levels of accuracy for lower volume corridors. The standards are designed to insure that modeled deviations from observations are limited such that potential transportation improvements that are considered for meeting future travel demands will be in the correct scale (two additional lanes of capacity versus four lanes). The modeled percent deviations in Table 8.12 indicate that the assignment model is generally within desirable standards. The only exception to this is the Georgia 400 corridor in Roswell, where the modeled volumes are much lower than traffic counts. Since the Georgia 400 corridor's modeled volumes are significantly lower than counts, special attention should be paid to future travel demands in the corridor, considering that the model demands will likely be lower than actual demands.

Table 8.12
ARC Year 2000 Model Screenline Summary

| Screenline | Assigned Volume | Traffic Count | Volume / Count Ratio | Percent Deviation | Maximum Desirable Deviation (+/-) |
|-----------------------------------|-------------------|-------------------|----------------------|-------------------|-----------------------------------|
| Chattahoochee River | 1,371,296 | 1,299,756 | 1.06 | 5.50% | 8.27% |
| Inner Rail Ring | 1,537,742 | 1,489,970 | 1.03 | 3.21% | 7.83% |
| Outside of I-285 | 2,769,930 | 2,778,592 | 1.00 | -0.31% | 6.13% |
| South Atlanta - East/West | 683,089 | 656,921 | 1.04 | 3.98% | 10.83% |
| North Atlanta - East/West | 621,623 | 571,619 | 1.09 | 8.75% | 11.44% |
| Central Atlanta - north of I-20 | 1,358,561 | 1,313,793 | 1.03 | 3.41% | 8.23% |
| Corridor south of Marietta | 402,583 | 374,168 | 1.08 | 7.59% | 13.52% |
| I-20 Corridor east of Douglasvill | 144,106 | 137,303 | 1.05 | 4.95% | 20.09% |
| I-75 Corridor north of Jonesboro | 305,607 | 303,223 | 1.01 | 0.79% | 14.69% |
| I-85 Corridor north of Norcross | 401,453 | 375,894 | 1.07 | 6.80% | 13.50% |
| GA 400 Corridor north of Buckhead | 148,050 | 159,613 | 0.93 | -7.24% | 18.93% |
| I-20 Corridor east of I-285 | 226,171 | 230,181 | 0.98 | -1.74% | 16.38% |
| GA 400 Corridor in Roswell | 157,985 | 197,000 | 0.80 | -19.80% | 17.42% |
| SR 20 Corridor west of Cumming | 36,448 | 32,894 | 1.11 | 10.80% | 35.33% |
| I-85 Corridor south of Fairburn | 135,972 | 115,800 | 1.17 | 17.42% | 21.49% |
| Lake Lanier | 82,811 | 88,276 | 0.94 | -6.19% | 23.92% |
| I-985 South of Gainesville | 82,862 | 66,900 | 1.24 | 23.86% | 26.69% |
| West Region N/S | 149,852 | 133,013 | 1.13 | 12.66% | 20.35% |
| East Region N/S | 129,794 | 133,145 | 0.97 | -2.52% | 20.34% |
| I-75 South of Locust Grove | 150,441 | 137,733 | 1.09 | 9.23% | 20.07% |
| Alcovy River | 153,929 | 159,708 | 0.96 | -3.62% | 18.93% |
| Flint River | 218,479 | 196,692 | 1.11 | 11.08% | 17.43% |
| Totals | 11,268,784 | 10,952,194 | 1.03 | 2.89% | 3.56% |

Another common validation measure for assignment are Root Mean Squared Errors (RMSE). RMSE statistics for the 2000 assignment were calculated for all links with traffic counts, and were grouped by several categories. RMSE statistics should generally decrease as traffic volumes increase. The Atlanta 2000 assignment RMSE is 29.7%, which is under the common standard for regional RMSE (30%). Comparisons were made with other urban area travel models which included the Mid-Ohio Regional Planning Commission (MORPC), Baltimore Metropolitan Council (BMC), and Metropolitan Washington Council of Governments (WASHCOG). The RMSE were split by volume groups, facility types, and area types and are shown in Tables 8.13 through

¹⁵ Maximum Desirable Deviation standards for screenlines and individual count locations are available in NCHRP 255 HIGHWAY TRAFFIC DATA FOR URBANIZED AREA PROJECT PLANNING AND DESIGN, Transportation Research Board, National Research Council.

8.15. As shown in these tables, the error estimates for ARC are comparable with those for models used in other urban areas.

Table 8.13
Percent Root Mean Square Error Comparison by
Volume Group for the 2000 Atlanta Regional Model

| Volume Group | MORPC¹⁶ | ARC 2000 |
|---------------------|---------------------------|-----------------|
| 0 - 499 | 220% | 306% |
| 499 - 1,499 | 90% | 122% |
| 1,500 - 2,499 | 58% | 80% |
| 2,500 - 3,499 | 50% | 57% |
| 3,500 - 4,499 | 45% | 47% |
| 4,500 - 5,499 | 44% | 44% |
| 5,500 - 6,999 | 42% | 40% |
| 7,000 - 8,499 | 34% | 41% |
| 8,500 - 9,999 | 36% | 38% |
| 10,000 - 12,499 | 32% | 35% |
| 12,500 - 14,999 | 30% | 31% |
| 15,000 - 17,499 | 26% | 25% |
| 17,500 - 19,999 | 23% | 23% |
| 20,000 - 24,999 | 23% | 24% |
| 25,000 - 34,999 | 16% | 14% |
| 35,000 - 54,999 | 15% | 12% |
| > 55,000 | 17% | 10% |
| Total | 40% | 30% |

Table 8.14
Percent Root Mean Square Error Comparison by
Facility Type for the 2000 Atlanta Regional Model

| Facility Type | WASHCOG 2000¹⁷ | ARC 2000 |
|----------------------|--------------------------------------|-----------------|
| Freeways | 27.54% | 12.66% |
| Major Arterials | 46.72% | 31.61% |
| Minor Arterials | 65.64% | 48.77% |
| Collectors | 75.34% | 54.49% |
| Total | 47.21% | 29.72% |

¹⁶ “MORPC Model Validation - Summary”, David Schmitt, AECOM Consult Inc, Robert M. Donnelly, PB Consult, Rebekah S. Anderson, Ohio Department of Transportation

¹⁷ “COG/TPB Travel Forecasting Modal Version 2.1 D #50 Calibration Report”, Metropolitan Washington Council of Governments

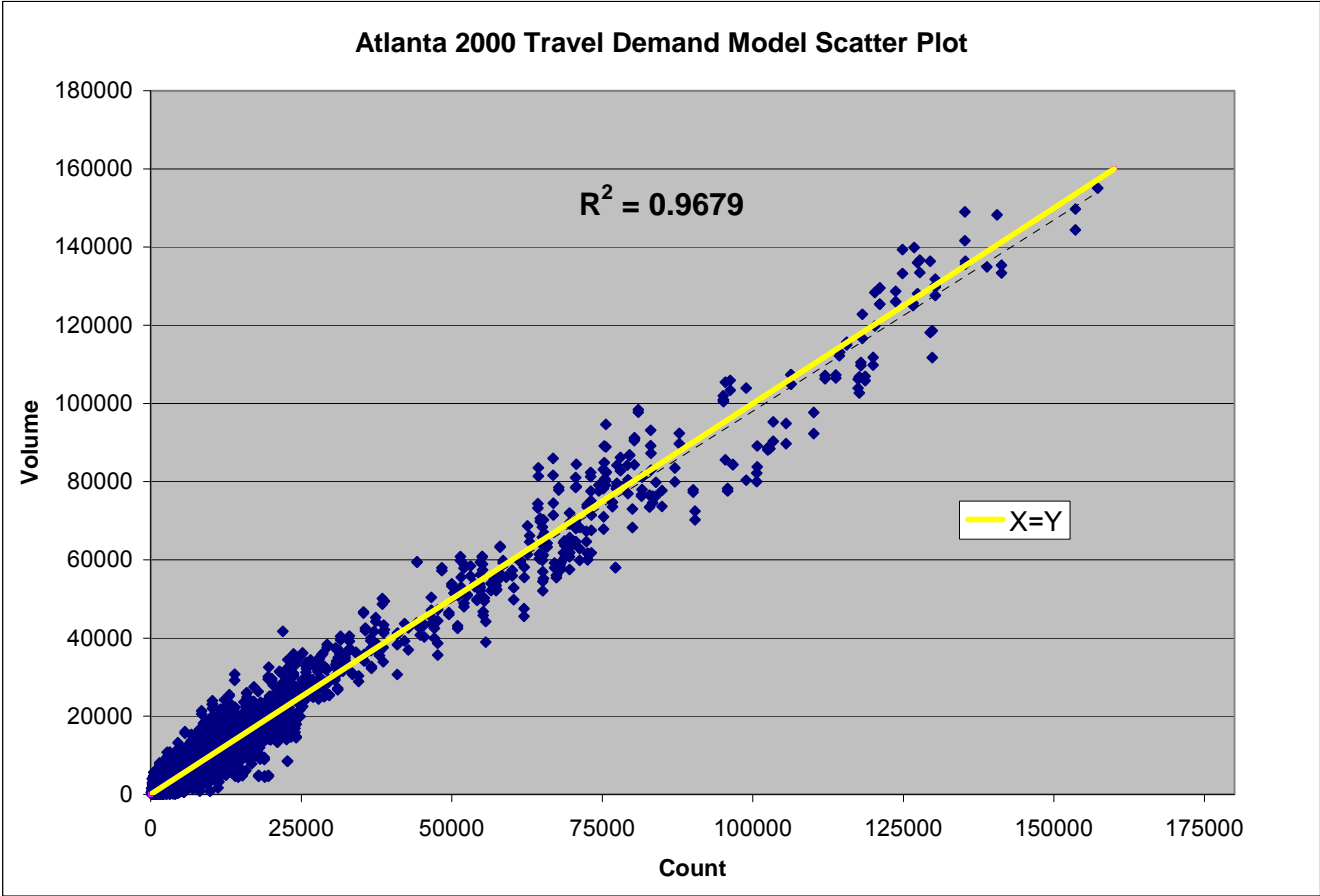
Table 8.15
Percent Root Mean Square Error Comparison by
Area Type for the 2000 Atlanta Regional Model

| BMC 2000¹⁸ | | | |
|------------------------------|----------------|--------------------|--------------|
| Area Type | Freeway | Other Roads | Total |
| 1(rural) | 21.0% | 42.4% | 33.3% |
| 2 | 20.9% | 37.0% | 28.3% |
| 3 | 32.9% | 38.9% | 45.6% |
| 4 | 28.5% | 47.6% | 41.7% |
| 5 | 19.4% | 49.0% | 45.1% |
| 6 | - | 34.4% | 34.4% |
| 7 | 123.3% | 51.5% | 82.3% |
| 8 | 45.3% | 52.2% | 51.1% |
| 9 (cbd) | 42.0% | 62.3% | 61.0% |
| Total | 25.8% | 43.6% | 37.6% |
| ARC 2000 | | | |
| Area Type | Freeway | Other Roads | Total |
| 7(rural) | 15.3% | 62.2% | 46.2% |
| 6 | 16.1% | 44.8% | 34.3% |
| 5 | 12.5% | 37.6% | 28.1% |
| 4 | 10.9% | 32.7% | 23.0% |
| 3 | 13.5% | 37.9% | 27.6% |
| 2 | 10.0% | 36.2% | 18.7% |
| 1(CBD) | 10.0% | 39.0% | 18.0% |
| Total | 12.7% | 41.6% | 29.7% |

The highway assignment validation process generally proceeds from regional checks, to checks on groups of links (screenlines, RMSE groups, etc.), and finally to link specific checks. Figure 8.7 displays a scatter plot of the ARC 2000 model count locations. Ideally all of the data points on the graph would fall on a line where $x = y$ (i.e., count = volume). The coefficient of determination (R^2) is shown on the graph. The generally accepted value regionwide is 0.88 (closer to 1 is better). The ARC 2000 model had an R^2 of 0.97 which is well above the target value. The graph indicates that the assignment model is accurately modeling specific links, in most cases.

¹⁸ "Baltimore Region Travel Demand Model for Base Year 2000 Task Report 04-01", Baltimore Metropolitan Council

Figure 8.7



8.6.2 Transit Validation

Refer to Section 4, Mode Choice model for the validation results.

9. Networks

9.1 Highway Networks

This file represents all zones, nodes, and links for the peak and off-peak highway network in TP+ format. TP+ allows unlimited data fields for highway network files. For the ARC model, the required data fields are listed in Table 9.1. Other fields typically exist in networks and are listed in Tables 9.3 and 9.4.

Table 9.1
Required Data Fields for Initial Highway Network

| Variable | Definition | Units |
|-------------|---|-------|
| A | Beginning node | |
| B | Ending node | |
| Distance | Link distance | Miles |
| Prohibition | Link restriction parameters 0 = No Restrictions 1 = Trucks Prohibited 2 = HOV Lanes 3 = Managed Lanes 4 = Truck Only Lanes 5 = Truck prohibition inside I-285 | |
| Lanes | Number of through lanes in one direction | |
| Auxlane | Number of auxiliary lanes | |

| | | | |
|---------|--------------------------------------|--|--|
| Factype | 0 | Centroid Connectors | |
| | 1 | Interstate / Freeway | |
| | 2 | Parkway | |
| | 3 | HOV Buffer Separated | |
| | 4 | HOV Barrier Separated | |
| | 5 | High Speed Ramp / CD Road | |
| | 6 | Medium Speed Ramp | |
| | 7 | Low Speed Ramp | |
| | 8 | Loop Ramp | |
| | 9 | Off Ramp w/ Intersection | |
| | 10 | On Ramp w/ Intersection | |
| | 11 | Expressway | |
| | 12 | Principal Arterial - Class I | |
| | 13 | Principal Arterial - Class II | |
| | 14 | Minor Arterial - Class I | |
| | 15 | Minor Arterial - Class II | |
| | 16 | HOV - Arterial (all classes) | |
| | 17 | Major Collector | |
| | 18 | Minor Collector / Other Local | |
| | 19 | Planned Ramps w/ Intersections | |
| | 20 | Planned Directional Ramps | |
| | 50 | Transit Only Link: Neighborhood Local | |
| | 51 | Transit Only Link: Local Roads and Collectors | |
| | 52 | Transit Only Link: Park-n-ride lot connector | |
| | 53 | Transit Only Link: Transfer links between rail and bus | |
| 54 | Transit Only Link: Bus Rapid Transit | | |

Facility Type (Factype) is a required link attribute. Many Atlanta highway networks include the attributes that are listed in Table 9.2. This is a result of an effort to develop a consistent process for assigning facility type codes. A TP+ script was developed to base facility type coding on Georgia DOT's Road Characteristics File (RC File) attributes. The attributes in Table 9.2 were integrated into a base year highway network and the TP+ script assisted in assigning facility types to the network.

**Table 9.2
Data Fields Used for Facility Type Estimation**

| Variable | Definition | Units |
|-------------|---|-------|
| Speed_Limit | Posted Speed Limit from the GDOT RC file | |
| Median | Median Type D = Divided T = Two-way left turn lane U = Undivided | |
| Shoulder | Shoulder Type Blank=Paved N=Not Paved | |
| Access | Access Control F=Full control P=Partial control N=No control | |
| Strategic | ARC Strategic Arterial Code | |

Although not required for the core modeling system to run, the link attributes listed in Table 9.3 should be maintained.

**Table 9.3
Other Recommended Data Fields for Initial Highway Network**

| Variable | Definition | Units |
|------------|---|-------|
| Name | Name of facility | |
| COUNTSTA | GDOT Count Station Identifier | |
| DIRCOUNT | Average Daily Directional Traffic Count (2000) | |
| Screenline | Screenline Code | |
| FCLASS | HPMS Functional Classification (Used for Emissions Post-Processors) | |

After the highway network building module executes several additional link attributes will be added to peak and off-peak highway networks. Additional variables include:

Table 9.4
Link Attributes Added In the Highway Network Building Module

| Variable | Definition | Units |
|----------|--|---------|
| Zone | Nearest Traffic Analysis Zone | |
| AType | Link Area Type 1 - CBD / Very High Density Urban 2 - High Density Urban 3 - Medium Density Urban 4 - Low Density Urban 5 - Suburban 6 - Exurban 7 - Rural | |
| Capacity | Total Link Capacity (1 Hr -LOS E) | |
| Toll | Fixed Toll Cost | Dollars |
| Speed | Free-Flow Speed | |
| BusSpd | Bus Speed | Mph |
| Bustime | Bus time | Minutes |

Several TP+ functions add data fields to the highway links within the highway network for toll cost, speed and capacity. The speed and capacity values have been recently modified to accommodate the 2001 model panel review comments and validated with two speed studies.

The peak and free-flow speed and capacity tables are listed in Tables 9.5 through 9.7. Transit only links are not included the highway assignment process. Therefore, capacities are not necessary. Transit only speeds are assigned fixed values as follows:

| Facility Type | Link type | Speed |
|---------------|---------------------------|--------|
| 50 | Neighborhood Local | 12 mph |
| 51 | Local or Collector | 20 mph |
| 52 | Park-n-ride Lot Connector | 20 mph |
| 53 | Rail / bus Transfer | 20 mph |
| 54 | BRT Separate Facility | |

Table 9.5
Free-flow Speed by Area Type and Facility Type

| Facility Type | Area Type | | | | | | | Metered Ramps |
|-----------------------------------|-------------------------|--------------------|----------------------|-------------------|----------|---------|-------|---------------|
| | Urban Very High Density | Urban High Density | Urban Medium Density | Urban Low Density | Suburban | Exurban | Rural | |
| 0 Zone Centroid Connectors | 7 | 11 | 11 | 11 | 11 | 14 | 14 | |
| 1 Interstate / Freeway Free Flow | 55 | 58 | 58 | 61 | 61 | 63 | 65 | |
| 2 Parkway | 50 | 50 | 55 | 55 | 57 | 60 | 60 | |
| 3 HOV Buffer Separated | 55 | 58 | 58 | 61 | 61 | 63 | 65 | |
| 4 HOV Barrier Separated | 55 | 58 | 58 | 61 | 61 | 63 | 65 | |
| 5 High Speed Ramp / CD Road | 50 | 50 | 55 | 55 | 57 | 60 | 60 | 15 |
| 6 Medium Speed Ramp | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 10 |
| 7 Low Speed Ramp | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 10 |
| 8 Loop Ramp | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 10 |
| 9 Off Ramp w/ Intersection | 25 | 25 | 25 | 25 | 25 | 25 | 25 | |
| 10 On Ramp w/ Intersection | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 5 |
| 11 Expressway | 40 | 42 | 45 | 48 | 52 | 55 | 60 | |
| 12 Principal Arterial - Class I | 26 | 30 | 33 | 36 | 42 | 46 | 55 | |
| 13 Principal Arterial - Class II | 24 | 27 | 30 | 34 | 40 | 44 | 48 | |
| 14 Minor Arterial - Class I | 22 | 25 | 28 | 31 | 38 | 42 | 45 | |
| 15 Minor Arterial - Class II | 20 | 23 | 26 | 29 | 34 | 38 | 42 | |
| 16 HOV - Arterial (all classes) | 20 | 27 | 30 | 33 | 36 | 39 | 42 | |
| 17 Major Collector | 18 | 22 | 25 | 28 | 31 | 34 | 38 | |
| 18 Minor Collector | 15 | 18 | 21 | 24 | 27 | 30 | 35 | |
| 19 Planned Ramps w/ Intersections | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 5 |
| 20 Planned Directional Ramps | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 10 |

Table 9.6
Free-flow Capacity by Area Type and Facility Type

| | | <u>Area Type</u> | | | | | | | | |
|---------------|--------------------------------|-------------------------------|--------------------------|----------------------------|-------------------------|----------|---------|--------|--------------------|------------------|
| Facility Type | | Urban Very High Density | Urban High Density | Urban Medium Density | Urban Low Density | Suburban | Exurban | Rural | Auxiliary Lanes | Metered Ramps |
| 0 | Zone Centroid Connectors | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | - | - |
| 1 | Interstate / Freeway Free-flow | 1,600 | 1,650 | 1,700 | 1,750 | 1,800 | 1,800 | 1,800 | 1,200 | - |
| 2 | Parkway | 1,600 | 1,600 | 1,600 | 1,700 | 1,700 | 1,800 | 1,800 | 900 | - |
| 3 | HOV Buffer Separated | 1,400 | 1,400 | 1,600 | 1,600 | 1,600 | 1,800 | 1,800 | 900 | - |
| 4 | HOV Barrier Separated | 1,600 | 1,650 | 1,700 | 1,750 | 1,800 | 1,800 | 1,800 | 900 | - |
| 5 | High Speed Ramp / CD Road | 1,600 | 1,600 | 1,600 | 1,700 | 1,700 | 1,800 | 1,800 | 900 | 1,200 |
| 6 | Medium Speed Ramp | 1,600 | 1,600 | 1,600 | 1,650 | 1,650 | 1,700 | 1,700 | - | 900 |
| 7 | Low Speed Ramp | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | 1,400 | - | 900 |
| 8 | Loop Ramp | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | - | 900 |
| 9 | Off Ramp w/ Intersection | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | - | - |
| 10 | On Ramp w/ Intersection | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | - | 600 |
| 11 | Expressway | 1,200 | 1,300 | 1,400 | 1,500 | 1,600 | 1,600 | 1,600 | 600 | - |
| 12 | Principal Arterial - Class I | 1,000 | 1,050 | 1,100 | 1,150 | 1,200 | 1,250 | 1,350 | 300 | - |
| 13 | Principal Arterial - Class II | 900 | 900 | 950 | 1,000 | 1,000 | 1,050 | 1,100 | 300 | - |
| 14 | Minor Arterial - Class I | 800 | 800 | 850 | 900 | 900 | 950 | 1,000 | 300 | - |
| 15 | Minor Arterial - Class II | 650 | 700 | 750 | 750 | 800 | 850 | 900 | 300 | - |
| 16 | HOV - Arterial (all classes) | 600 | 600 | 650 | 700 | 700 | 750 | 800 | - | - |
| 17 | Major Collector | 550 | 600 | 600 | 650 | 650 | 700 | 700 | - | - |
| 18 | Minor Collector | 400 | 400 | 450 | 450 | 500 | 550 | 600 | - | - |
| 19 | Planned Ramps w/ Intersections | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | - | 600 |
| 20 | Planned Directional Ramps | 1,600 | 1,600 | 1,600 | 1,700 | 1,700 | 1,800 | 1,800 | - | 900 |

**Table 9.7
Peak Speed by Area Type and Facility Type**

| Facility Type | Area Type | | | | | | | Metered Ramps |
|-----------------------------------|-------------------------|--------------------|----------------------|-------------------|----------|---------|-------|---------------|
| | Urban Very High Density | Urban High Density | Urban Medium Density | Urban Low Density | Suburban | Exurban | Rural | |
| 0 Zone Centroid Connectors | 7 | 11 | 11 | 11 | 11 | 14 | 14 | |
| 1 Interstate / Freeway Peak | 40 | 45 | 50 | 55 | 55 | 55 | 60 | |
| 2 Parkway | 40 | 45 | 50 | 55 | 55 | 55 | 60 | |
| 3 HOV Buffer Separated | 40 | 45 | 50 | 55 | 55 | 55 | 60 | |
| 4 HOV Barrier Separated | 40 | 45 | 50 | 55 | 55 | 55 | 60 | |
| 5 High Speed Ramp / CD Road | 30 | 35 | 35 | 40 | 45 | 45 | 45 | 15 |
| 6 Medium Speed Ramp | 30 | 35 | 35 | 40 | 40 | 40 | 40 | 10 |
| 7 Low Speed Ramp | 25 | 30 | 30 | 35 | 35 | 35 | 35 | 10 |
| 8 Loop Ramp | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 10 |
| 9 Off Ramp w/ Intersection | 20 | 20 | 20 | 20 | 20 | 20 | 20 | |
| 10 On Ramp w/ Intersection | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 5 |
| 11 Expressway | 35 | 40 | 40 | 45 | 45 | 50 | 55 | |
| 12 Principal Arterial - Class I | 25 | 27 | 30 | 33 | 35 | 40 | 50 | |
| 13 Principal Arterial - Class II | 20 | 20 | 20 | 25 | 30 | 35 | 40 | |
| 14 Minor Arterial - Class I | 20 | 20 | 23 | 25 | 30 | 30 | 35 | |
| 15 Minor Arterial - Class II | 15 | 20 | 20 | 22 | 25 | 30 | 35 | |
| 16 HOV - Arterial (all classes) | 20 | 20 | 20 | 25 | 30 | 35 | 40 | |
| 17 Major Collector | 15 | 18 | 18 | 20 | 23 | 25 | 30 | |
| 18 Minor Collector | 10 | 10 | 10 | 15 | 20 | 20 | 25 | |
| 19 Planned Ramps w/ Intersections | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 5 |
| 20 Planned Directional Ramps | 30 | 35 | 35 | 40 | 40 | 40 | 40 | 10 |

9.2. Transit Networks

Transit networks are similar to highway networks but more data files are required to build a transit network. A transit network contains lines and support links. Lines are user defined transit routes. Support links provide connectivity between transit lines and between zone centroids and transit lines. Typical support link types are walk, park/ride and transfer links. The highway network provides the location of the nodes and basic information regarding the distance and speeds between links. Transit lines that utilize the highway links obtain the speeds from the highway network that are factored based on the area type and facility type. Fixed guideway speeds are obtained from the input train link file.

A variety of support links are automatically built to provide connectivity within the network. These links are used for walking to, from and between transit stop nodes, and for driving from zones to transit. To provide greater control over how support links are automatically generated, the transit route files and park/ride files are each separated into two files.

The following files are text or ASCII files that are created by the user to create a transit network. Routes files (Troute{year}x.txt) are created using Viper's Transit Line Manager. Train link and park/ride lot data files are created using a text editor.

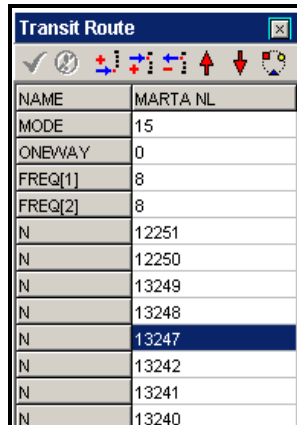
Transit routes are specified in two files. Fixed guideway routes (typically rail lines and BRT) are specified in `Troute{year}1.txt`. Other transit routes are specified in `Troute{year}2.txt`. Transit routes are separated into two route files to assist in representing differences in service areas for fixed guideway stations versus bus stops.

Route Information - `Troute{year}1.txt` and `Troute{year}2.txt`

| Field | Description |
|---------|---|
| Name | Name of the Route - No longer than 12 characters |
| Mode | Mode of the Route |
| OneWay | Directional indicator (T = one way and F = two way) |
| Freq[1] | Peak Period Frequency or Headway |
| Freq[2] | Off-Peak Period Frequency or Headway |
| N | Nodes List of links that the line follows. Each node is followed by another. Each node is automatically considered a stop unless it is coded as a negative number. Nodes may be separated by spaces, a comma or a dash (if using a text editor) |

Sample Transit Route File (Text File and Viper Transit Line Editor)

```
LINE NAME="MARTA NL", MODE=15, ONEWAY=F, FREQ[1]=8, FREQ[2]=8,
N=12251, 12250, 13249, 13248, 13247, 13242, 13241, 13240,
22116, 13238, 13237, 23003, 13325, 13326, 13327, 13328, 13329,
13330, 22115
```



Speed and distance information for routes that use links that are not in the highway network (currently most rail lines), is specified in a train link file (Trainlnk{year}.txt).

Fixed Guideway Information - Trainlnk{year}.txt

| Field | Description |
|------------|---|
| Link Nodes | Anode and Bnode |
| Mode | Mode of the Route |
| Dist | Distance (Miles with two implied decimal places) |
| Speed | Average Speed traveled over this link |
| OneWay | Directional indicator (T = one way and F = two way) |

Sample Train link File

```
LINK NODES=12251-12250 MODES= 15 DIST= 110 SPEED= 33 ONEWAY=T
LINK NODES=13249-12250 MODES= 15 DIST= 90 SPEED= 27 ONEWAY=T
LINK NODES=12250-12251 MODES= 15 DIST= 110 SPEED= 33 ONEWAY=T
LINK NODES=13080-23003 MODES= 15 DIST= 40 SPEED= 24 ONEWAY=T
LINK NODES=13089-23003 MODES= 15 DIST= 40 SPEED= 24 ONEWAY=T
```

Park/Ride lots are represented by two nodes coded in the highway network, and a list of zones that have the potential to drive to the lot. The first node is the location of the lot itself. The second node is the transit station or stop. The park-ride lots specified in Pnrnode{year}1.txt represent the premium facilities (see below for further information). The remainder of the park/ride lots are specified in pnrnode{year}2.txt. Generally all internal zones are listed as having access to park/ride lots. Procedures in the support link building process attempt to insure that no unreasonable park/ride support links are produced in the final transit networks. The procedure to build the support links for premium park/ride lot has been refined to select zones that focus on the appropriate market.

Park/Ride Lots - Pnrnode{year}1.txt and Pnrnode{year}2.txt

| Field | Description |
|----------|---|
| PNR NODE | TP+ Park/ride lot command |
| A | Park/Ride lot node number |
| B | Park/Ride station/stop node number |
| Zones | Potential range of zones eligible to use the par/ride lot |

Sample Park/Ride lot data file:

```
PNR NODE=19100-23002, ZONES=1-1683
PNR NODE=19099-13245, ZONES=1-1683
PNR NODE=19098-13244, ZONES=1-1683
PNR NODE=19105-12251, ZONES=1-1683
PNR NODE=19102-13249, ZONES=1-1683
```

“Premium” Coding Considerations:

MARTA rail lines are the only “premium” transit mode that currently exists in the Atlanta area, with a few “premium” park/ride lots. However, future planned projects include other premium transit modes and additional “premium” park/ride lots. Below are issues that may need some clarification

regarding potential “premium” transit coding. Note: detailed transit coding guidelines are contained in the ARC Model Users Guide. All rail modes should be coded as premium. Professional judgment, however, is required in deciding whether to code some transit facilities as “premium.” The following are most likely cases that require professional judgment.

- Particular care should be taken when designating park-n-ride lots as “ premium.” Premium lots are coded in pnrcode{year}1.txt. All premium lot nodes must also be added to the list of nodes for the expected market direction within the main TP+ script itself. Premium park-n-ride lots should exhibit several key attributes: walk access to a premium transit mode, direct or near-direct access from freeways, and a large (1000+ spaces) parking supply.
- Bus Rapid Transit (BRT) may or may not be considered a premium mode depending on the attributes of the proposed project. BRT routes should be coded as express bus routes unless they includes most of the following “premium” attributes:
 - Right-of-way: A majority of the route operates on reliable high-speed facilities provided either by dedicated right-of-way or managed lanes.
 - Stations: Boarding / Alighting opportunities are limited to permanent stations that are “subway like.” Bus shelters do not qualify as a “premium” station.
 - Vehicles: Advanced vehicles that provide “rail-like” access such as doublewide doors and floors that align with the platform.
 - Fare Collection: Fares are collected before entering the platform to minimize station dwell time.
 - Service/Capacity: All-day frequent service is provided to insure on-demand high-capacity service.

9.2.1 Development of Bus Speed Model

ARC has developed an empirical model to connect bus speed to highway congested speed. In the previous model, bus speeds were determined using a lookup table related to the area type and facility type that the transit link was associated with. These speeds did not change in relation to the highway speed. The objective of the bus speed model was to add highway congested speed into the lookup table and change each cell of the table into a dynamic function. This approach enabled bus speeds to closely resemble the observed operation speed.

The bus speed model was calibrated by statistically fitting a set of bus speed curves linking bus speed to congested highway speed. Different curves were developed for each area type and facility type combination. The resulting functions are somewhat linear, following the equation below:

$$\text{Bus speed} = \mathbf{a} (\text{congested highway speed}) + \mathbf{b}$$

Where both **a** and **b** are parameters resulting from the calibration of the bus speed model. These parameters are closely related to bus cruise speed, frequency of stops and dwell times at stations. Bus schedules from MARTA and CCT were used to generate a and b factors. The a and b factors were entered into two lookup tables added into the TP+ transit build module, enabling the bus speed to change based on the congested highway speed of the link. With the revised bus speed model, bus speeds will change with every model iteration. Therefore, the model feedback loop is modified to reflect bus path building within every iteration. The output from the model provides details for each bus route including distance, time and speed. This information was compared, for each bus line, to the applicable bus schedule. Several rounds of calibration took place until the resulting bus speed resembled the bus operation speed with an average error level below 5%. The calibrated bus speed table is shown in Tables 9.9 and 9.10.

**Table 9.9
Calibrated Bus Speed Table –Factor a**

| Area Type | Centroid | Freeway | Principal | Principal | Minor | Collector |
|-----------|------------|---------|------------|------------|-----------|-----------|
| | Connectors | | Arterial 1 | Arterial 2 | Arterials | |
| 1 | 1.0000 | 0.9000 | 0.3605 | 0.5376 | 0.5923 | 0.7379 |
| 2 | 1.0000 | 0.9000 | 0.4405 | 0.4668 | 0.5385 | 0.5290 |
| 3 | 1.0000 | 0.9000 | 0.4085 | 0.4569 | 0.4899 | 0.5067 |
| 4 | 1.0000 | 0.9000 | 0.4290 | 0.4807 | 0.5356 | 0.5449 |
| 5 | 1.0000 | 0.7000 | 0.5861 | 0.6116 | 0.6267 | 0.6783 |
| 6 | 1.0000 | 0.9000 | 0.5477 | 0.6030 | 0.6085 | 0.6287 |
| 7 | 1.0000 | 0.9000 | 0.5385 | 0.6697 | 0.7105 | 0.6926 |

**Table 9.10
Calibrated Bus Speed Table –Factor b**

| Area Type | Centroid | Freeway | Principal | Principal | Minor | Collector |
|-----------|------------|---------|------------|------------|-----------|-----------|
| | Connectors | | Arterial 1 | Arterial 2 | Arterials | |
| 1 | 0.0000 | 0.0000 | 5.9993 | 2.6072 | 2.0696 | 0.6383 |
| 2 | 0.0000 | 0.0000 | 5.6740 | 5.1127 | 3.5933 | 3.7366 |
| 3 | 0.0000 | 0.0000 | 6.5819 | 5.5321 | 4.9054 | 4.3896 |
| 4 | 0.0000 | 0.0000 | 5.9857 | 4.8842 | 3.8184 | 3.4951 |
| 5 | 0.0000 | 0.0000 | 4.6927 | 4.1883 | 3.7634 | 2.7144 |
| 6 | 0.0000 | 0.0000 | 5.7155 | 4.4121 | 4.2765 | 3.6284 |
| 7 | 0.0000 | 0.0000 | 9.4463 | 4.4402 | 3.1615 | 3.6658 |

9.2.2. Transit Modes and Transit Fare Coding

The transit fare structure used to develop the previous 2025 RTP was developed in 1995, using a fare matrix on a zone to zone level with a universal fare structure of \$1.50 (flat fare) for all bus and rail lines. With the MARTA fare change implemented in 2002, the addition of new transit operators providing regional transit services and the need to plan for future transit modes such as commuter rail and light rail in future years, more specific transit coding was needed to accurately reflect the transit levels of service. Several factors were taken into account when developing the fare structure: (1) accuracy, (2) ease of coding (3) flexibility for future fare structure changes (4) easy summarization by mode and by owner.

TP+ enables 255 modes to be used in the model stream. Taking advantage of this new feature, ARC has developed the mode numbering structure as shown in Table 9.2.2 below. Walk and drive to transit, and transfer between transit lines was kept intact and remained the same for all modes of transit. A separate mode was reserved for each transit provider and each mode they operate. Up to 10 modes are reserved for each operator and 25 operators can be accommodated in this manner. For easy summarization, all local bus mode numbers end with 4, heavy rail with 5, express bus with 6, commuter rail with 7, light rail and BRT with 8 and intercity rail with 9. This coding system can be easily expanded for future modes and providers. The coding approach enables most of the fares to be coded universally for each mode and all providers are allowed to have different fares. In addition, a protocol was established in the model

stream to allow transit fare to be coded by transit link (i.e. between stations for Commuter Rail mode). The fare skim calculated using this approach has replaced the static fare matrix from the previous model.

The fare structure coded for 2000 reflects the current fare structure.

**Table 9.11
Transit Modes and Fare Approaches**

| Operator | Mode | Mode Number | Fare Coding Approach | Fare |
|-----------------|------------------------|-------------|----------------------|---------------------------|
| All | Transfer | 1 | N/A | N/A |
| All | Drive to Transit | 2 | N/A | N/A |
| All | Walk to Transit | 3 | N/A | N/A |
| All | All Park and Ride Lots | 4 | Link Fare | Parking fee if applicable |
| N/A | Shuttle Bus | 10 | N/A | Free |
| MARTA | | | | |
| | Local bus | 14 | Mode Fare | \$1.75 |
| | Heavy rail | 15 | Mode Fare | \$1.75 |
| | Express Bus | 16 | Mode Fare | \$1.75 |
| | Light Rail/BRT | 18 | Mode Fare | \$1.75 |
| CCT | | | | |
| | Local Bus | 24 | Mode Fare | \$1.75 |
| | Express Bus | 26 | Mode Fare | \$1.75 |
| | Light Rail/BRT | 28 | Mode Fare | \$1.75 |
| Clayton County | | | | |
| | Local bus | 34 | Mode Fare | \$1.75 |
| | Express Bus | 36 | Mode Fare | \$1.75 |
| | Light Rail/BRT | 38 | Mode Fare | \$1.75 |
| Gwinnett County | | | | |
| | Local bus | 44 | Mode Fare | \$1.75 |
| | Express Bus | 46 | Mode Fare | \$1.75 |
| | Light Rail/BRT | 48 | Mode Fare | \$1.75 |
| State Owned | | | | |
| | Local bus | 54 | Mode Fare | \$1.75 |
| | Express Bus | 56 | Mode Fare | \$1.75 |
| | Commuter Rail | 57 | Link Fare | TBD |
| | Light Rail/BRT | 58 | Mode Fare | \$1.75 |
| | Intercity Rail | 59 | Link Fare | TBD |
| Greyhound | Express Bus | 66 | TBD | TBD |
| Hall County | | | | |
| | Local bus | 74 | Mode Fare | \$1.00 |
| | Express Bus | 76 | Mode Fare | N/A |
| | Commuter Rail | 77 | Link Fare | TBD |
| | Light Rail/BRT | 78 | Mode Fare | N/A |
| | Intercity Rail | 79 | Link Fare | TBD |

APPENDICES

APPENDIX A – Setup to Synthesize Commercial Vehicle Counts

```
run pgm=hwynet

; comvol.s

    id = "Synthesize 2000 COM link counts

    neti = hwy00ff.net
    neto = temp.net

; Model to synthesize COM "counts" is as calibrated in ComVeh.xls.
; Use the "AT4/FT" logit model, with count-based adjustment.

; Lookup tables for bias constants. First set are based on
; County, grouped by density into 3 classes. Higher values = lower %COM.
lookup interpolate = n, fail = 0,0,0, name = biasco,
    lookup[1] = 1, result = 2,
    r = ' 13  1.1674',
        ' 15  1.1674',
        ' 45  1.1674',
        ' 57  1.1674',
        ' 63  1.2383',
        ' 67  1.2383',
        ' 77  1.1674',
        ' 89  1.2279',
        ' 97  1.1674',
        '113  1.1674',
        '117  1.1674',
        '121  1.2279',
        '135  1.2383',
        '139  1.1674',
        '151  1.1674',
        '217  1.1674',
        '223  1.1674',
        '247  1.1674',
        '255  1.1674',
        '297  1.1674'

; Look up fac type group.
lookup interpolate = n, fail = 0,0,0, name = ftg,
    lookup[1] = 1, result = 2,
;
    ft ftg
    r = ' 0  0',
        ' 1  1',
        ' 2  2',
        ' 3  1',
        ' 4  1',
        ' 5  1',
        ' 6  1',
        ' 7  1',
        ' 8  1',
        ' 9  1',
        '10  1',
        '11  3',
        '12  4',
        '13  5',
        '14  6',
        '15  7',
        '16  4',
```



```

_fg    = ftg(1,FACTYPE)

; Look up the ATGroup based on ATYPE.
_ag    = atg(1,ATYPE)

; Use FGroup and ATGroup to look up the FGroup/ATGroup bias constant.
if (_fg > 0) _cFA = biasfgag(_ag,_fg)

; COM utile for the logit model.
_lncnt = ln(DIRCOUNT)
_u     = _cJur + _cFA + 0.1290*_lncnt - 0.0655*LANES

; Percent COM.
_p     = 1/(1+exp(_u))

; Apply count-based adjustment.
_p     = 11.0686 * _p / _lncnt

; Estimated COM link volume
_cnt   = round(_p * DIRCOUNT)

; If this was a surveyed link, compare the estimated count to the
; actual count.  If they're within 50%, use the actual.
; Otherwise, use the estimated.
if (COMVEH > 0)

    _diff = abs(_cnt/COMVEH - 1)
    if (_diff <= 0.5)
        COMCNT = COMVEH
    else
        COMCNT = _cnt
    endif

else

    COMCNT = _cnt

endif

; But there are a few exceptions to that rule...
if (A= 8644      && B= 8646      ) COMCNT=COMVEH
if (A= 8647      && B= 8645      ) COMCNT=COMVEH

; List every link, for checking.
print form=12.4, list=a(6),b(6),_cJur(8.4),_fg(3),_ag(3),_cFA(8.4),
    LANES(3),DIRCOUNT(6),_lncnt(8.4),_u,_p,COMCNT(6)
print form=6, list=a,b,_p(12.4), file=comvol.dat

; After the initial run, some links were found to have inconsistent
; or illogical-looking counts.  Remove such counts.
if (A=44065,44066 && B=44065,44066) COMCNT=0
if (A=44059,44060 && B=44059,44060) COMCNT=0
if (A=44238,44239 && B=44238,44239) COMCNT=0
if (A=44275,44277 && B=44275,44277) COMCNT=0
if (A=44175,44176 && B=44175,44176) COMCNT=0
if (A=44389,44390 && B=44389,44390) COMCNT=0
if (A=44394,44395 && B=44394,44395) COMCNT=0
if (A=43598      && B=43599      ) COMCNT=0
if (A=43608      && B=43609      ) COMCNT=0
if (A=44008,44010 && B=44008,44010) COMCNT=0
if (A=44000,44001 && B=44000,44001) COMCNT=0

```

```

if (A=11902,11912 && B=11902,11912) COMCNT=0
if (A=11929,31964 && B=11929,31964) COMCNT=0
if (A=29279,29280 && B=29279,29280) COMCNT=0
if (A=17116 && B=11917 ) COMCNT=0
if (A=10478 && B=17525 ) COMCNT=0
if (A=13498 && B=13497 ) COMCNT=0
if (A=13499 && B=11909 ) COMCNT=0
if (A=11901,11914 && B=11901,11914) COMCNT=0
if (A= 9802,11914 && B= 9802,11914) COMCNT=0
if (A= 9802,11942 && B= 9802,11942) COMCNT=0
if (A=28576,28577 && B=28576,28577) COMCNT=0
if (A=10910,10911 && B=10910,10911) COMCNT=0
if (A=10918,10927 && B=10918,10927) COMCNT=0
if (A=10930,10980 && B=10930,10980) COMCNT=0
if (A=10921,10933 && B=10921,10933) COMCNT=0
if (A=58488,58489 && B=58488,58489) COMCNT=0
if (A=58402,58403 && B=58402,58403) COMCNT=0
if (A=58389,58390 && B=58389,58390) COMCNT=0
if (A=57230,57231 && B=57230,57231) COMCNT=0
if (A=58699,58700 && B=58699,58700) COMCNT=0
if (A=57137 && B=57138 ) COMCNT=0
if (A=57139 && B=57140 ) COMCNT=0
if (A=58649,58650 && B=58649,58650) COMCNT=0
if (A=58970,58971 && B=58970,58971) COMCNT=0
if (A=58967,58968 && B=58967,58968) COMCNT=0
if (A=57692,58972 && B=57692,58972) COMCNT=0
if (A=57690,57691 && B=57690,57691) COMCNT=0
if (A=57686,57687 && B=57686,57687) COMCNT=0
if (A=57771,57772 && B=57771,57772) COMCNT=0
if (A=57348,57349 && B=57348,57349) COMCNT=0
if (A=57378,57379 && B=57378,57379) COMCNT=0
if (A=57388,57389 && B=57388,57389) COMCNT=0
if (A=57968,57969 && B=57968,57969) COMCNT=0
if (A=46506 && B=46507 ) COMCNT=0
if (A=46502 && B=46503 ) COMCNT=0
if (A=46839,46840 && B=46839,46840) COMCNT=0
if (A=46655,46656 && B=46655,46656) COMCNT=0
if (A=46697,46698 && B=46697,46698) COMCNT=0
if (A=46717,46718 && B=46717,46718) COMCNT=0
if (A=46711,46712 && B=46711,46712) COMCNT=0
if (A=46762,46763 && B=46762,46763) COMCNT=0
if (A=46762,46761 && B=46762,46761) COMCNT=0
if (A=46758,46759 && B=46758,46759) COMCNT=0
if (A=46754,46755 && B=46754,46755) COMCNT=0
if (A=46752,46753 && B=46752,46753) COMCNT=0
if (A=46775,46776 && B=46775,46776) COMCNT=0
if (A=46885 && B=46886 ) COMCNT=0
if (A=46866 && B=46867 ) COMCNT=0
if (A=46915,46916 && B=46915,46916) COMCNT=0
if (A=46589,46590 && B=46589,46590) COMCNT=0
if (A=34640,34641 && B=34640,34641) COMCNT=0
if (A=34643,34644 && B=34643,34644) COMCNT=0
if (A=34694,34696 && B=34694,34696) COMCNT=0
if (A=34690,34691 && B=34690,34691) COMCNT=0
if (A=34831,34832 && B=34831,34832) COMCNT=0
if (A=34823,34824 && B=34823,34824) COMCNT=0
if (A=34994,34995 && B=34994,34995) COMCNT=0
if (A=35009,35010 && B=35009,35010) COMCNT=0
if (A=34980,34987 && B=34980,34987) COMCNT=0
if (A=34985,34986 && B=34985,34986) COMCNT=0
if (A=34952,34955 && B=34952,34955) COMCNT=0

```



```

if (A=34957,34958 && B=34957,34958) COMCNT=0
if (A=34948,34950 && B=34948,34950) COMCNT=0
if (A=40898 && B=40547 ) COMCNT=0
if (A=40897 && B=40548 ) COMCNT=0
if (A=40544 && B=40542 ) COMCNT=0
if (A=40893 && B=40543 ) COMCNT=0
if (A=40576,40577 && B=40576,40577) COMCNT=0
if (A=40576,40578 && B=40576,40578) COMCNT=0
if (A=40576,40575 && B=40576,40575) COMCNT=0
if (A=40583,40575 && B=40583,40575) COMCNT=0
if (A=40594,40595 && B=40594,40595) COMCNT=0
if (A=40601,40602 && B=40601,40602) COMCNT=0
if (A=40606,40607 && B=40606,40607) COMCNT=0
if (A=40626,40627 && B=40626,40627) COMCNT=0
if (A=40638,40637 && B=40638,40637) COMCNT=0
if (A=37827 && B=11892 ) COMCNT=0
if (A=11892 && B=11889 ) COMCNT=0
if (A=11888 && B=37826 ) COMCNT=0
if (A=37826 && B=37828 ) COMCNT=0
if (A=11878 && B=11856 ) COMCNT=0
if (A=11859 && B=11879 ) COMCNT=0
if (A=37818,37819 && B=37818,37819) COMCNT=0
if (A=37816,37817 && B=37816,37817) COMCNT=0
if (A=37556,37557 && B=37556,37557) COMCNT=0
if (A=37695,37696 && B=37695,37696) COMCNT=0
if (A=37697,37698 && B=37697,37698) COMCNT=0
if (A=37692,37694 && B=37692,37694) COMCNT=0
if (A=37690,37693 && B=37690,37693) COMCNT=0
if (A=37686,37927 && B=37686,37927) COMCNT=0
if (A=37633,37634 && B=37633,37634) COMCNT=0
if (A=37658,37678 && B=37658,37678) COMCNT=0
if (A=37659,37660 && B=37659,37660) COMCNT=0
if (A=37639,37640 && B=37639,37640) COMCNT=0
if (A=37583,37584 && B=37583,37584) COMCNT=0
if (A=37578,37587 && B=37578,37587) COMCNT=0
if (A=37575,37576 && B=37575,37576) COMCNT=0
if (A=37588,37589 && B=37588,37589) COMCNT=0
if (A=11726,11718 && B=11726,11718) COMCNT=0
if (A=11710,11713 && B=11710,11713) COMCNT=0
if (A=31993,11702 && B=31993,11702) COMCNT=0
if (A=11723,11676 && B=11723,11676) COMCNT=0
if (A=11716,11705 && B=11716,11705) COMCNT=0
if (A=11703,11693 && B=11703,11693) COMCNT=0
if (A=11703,11699 && B=11703,11699) COMCNT=0
if (A= 8919,11698 && B= 8919,11698) COMCNT=0
if (A=11695,29221 && B=11695,29221) COMCNT=0
if (A=11677,29219 && B=11677,29219) COMCNT=0
if (A=29207,29206 && B=29207,29206) COMCNT=0
if (A=29205,29206 && B=29205,29206) COMCNT=0
if (A= 8984,28482 && B= 8984,28482) COMCNT=0
if (A=31986,11549 && B=31986,11549) COMCNT=0
if (A=11537,11490 && B=11537,11490) COMCNT=0
if (A=51325,51326 && B=51325,51326) COMCNT=0
if (A=52148,52149 && B=52148,52149) COMCNT=0
if (A=51687,51688 && B=51687,51688) COMCNT=0
if (A=51640,51641 && B=51640,51641) COMCNT=0
if (A=51644,51645 && B=51644,51645) COMCNT=0
if (A=51568,51569 && B=51568,51569) COMCNT=0
if (A=51562,51563 && B=51562,51563) COMCNT=0
if (A=51560,51561 && B=51560,51561) COMCNT=0
if (A=51677,51678 && B=51677,51678) COMCNT=0

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if (A=51668,51669 && B=51668,51669) COMCNT=0
if (A=51658,51657 && B=51658,51657) COMCNT=0
if (A=51781,51782 && B=51781,51782) COMCNT=0
if (A=51070      && B=51071      ) COMCNT=0
if (A=51078      && B=51079      ) COMCNT=0
if (A=51061      && B=51062      ) COMCNT=0
if (A=51087      && B=51088      ) COMCNT=0
if (A=51368,51369 && B=51368,51369) COMCNT=0
if (A=51368,51241 && B=51368,51241) COMCNT=0
if (A=51246,51249 && B=51246,51249) COMCNT=0
if (A=51242,51243 && B=51242,51243) COMCNT=0
if (A=51237,51239 && B=51237,51239) COMCNT=0
if (A=28807,28808 && B=28807,28808) COMCNT=0
if (A=10613,10617 && B=10613,10617) COMCNT=0
if (A=10542,10554 && B=10542,10554) COMCNT=0
if (A=10557,10554 && B=10557,10554) COMCNT=0
if (A=10557,10559 && B=10557,10559) COMCNT=0
if (A=10533,10553 && B=10533,10553) COMCNT=0
if (A=10583,32025 && B=10583,32025) COMCNT=0
if (A=10586,32025 && B=10586,32025) COMCNT=0
if (A=43952,43953 && B=43952,43953) COMCNT=0
if (A=43941,43942 && B=43941,43942) COMCNT=0
if (A=44076,44077 && B=44076,44077) COMCNT=0
if (A=44500,44501 && B=44500,44501) COMCNT=0
if (A=43663      && B=43664      ) COMCNT=0
if (A=43544      && B=43665      ) COMCNT=0
if (A=8794       && B=9048       ) COMCNT=0
if (A=6321       && B=8795       ) COMCNT=0
if (A=7549       && B=7751       ) COMCNT=0
if (A=7540       && B=7541       ) COMCNT=0
if (A=7716       && B=7547       ) COMCNT=0
if (A=13503      && B=7716       ) COMCNT=0
if (A=2798       && B=2799       ) COMCNT=0
if (A=3155       && B=2852       ) COMCNT=0
if (A=2774       && B=2775       ) COMCNT=0
if (A=2836       && B=3140       ) COMCNT=0
if (A= 3546, 3643 && B= 3546, 3643) COMCNT=0
if (A= 6287      && B=17057     ) COMCNT=0
if (A= 8988      && B= 6286     ) COMCNT=0
if (A= 8601      && B= 6289     ) COMCNT=0
if (A= 6291      && B= 8602     ) COMCNT=0
if (A=11852     && B=11849     ) COMCNT=0
if (A=11850     && B=11853     ) COMCNT=0
if (A=11433,11450 && B=11433,11450) COMCNT=0
if (A=11419,22139 && B=11419,22139) COMCNT=0
if (A=10482     && B=11443     ) COMCNT=0
if (A=11440     && B= 8945     ) COMCNT=0
if (A= 6940     && B= 6941     ) COMCNT=0
if (A= 6956     && B= 6957     ) COMCNT=0
if (A= 3812     && B= 3817     ) COMCNT=0
if (A= 3993     && B= 3816     ) COMCNT=0
if (A= 4836     && B= 8591     ) COMCNT=0
if (A= 8591     && B= 4837     ) COMCNT=0
if (A= 4844     && B= 4845     ) COMCNT=0
if (A= 5211     && B= 5212     ) COMCNT=0
if (A= 4972     && B= 4973     ) COMCNT=0
if (A= 3964     && B= 9175     ) COMCNT=0
if (A= 9176     && B= 3297     ) COMCNT=0
if (A= 3389, 9373 && B= 9373, 3389) COMCNT=0
if (A= 3475, 3761 && B= 3761, 3475) COMCNT=0
if (A= 3663     && B= 3664     ) COMCNT=0

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if (A= 3676      && B= 3673      ) COMCNT=0
if (A= 3566, 3567 && B= 3566, 3567) COMCNT=0
if (A= 3858      && B= 3860      ) COMCNT=0
if (A= 3847      && B= 3848      ) COMCNT=0
if (A= 3794, 9697 && B= 3794, 9697) COMCNT=0
if (A= 6738, 6739 && B= 6738, 6739) COMCNT=0
if (A= 6700, 6701 && B= 6700, 6701) COMCNT=0
if (A=27603,27604 && B=27603,27604) COMCNT=0
if (A=27603,27602 && B=27603,27602) COMCNT=0
if (A=51874,51875 && B=51874,51875) COMCNT=0
if (A=51882,51883 && B=51882,51883) COMCNT=0
if (A=51746,51748 && B=51746,51748) COMCNT=0
if (A=51223,51224 && B=51223,51224) COMCNT=0
if (A=51228,51229 && B=51228,51229) COMCNT=0
if (A=51399,51400 && B=51399,51400) COMCNT=0
if (A=10654,10664 && B=10654,10664) COMCNT=0
if (A= 7623,31478 && B= 7623,31478) COMCNT=0
if (A= 7524,31525 && B= 7524,31525) COMCNT=0
if (A= 7489,10394 && B= 7489,10394) COMCNT=0
if (A= 7063,31611 && B= 7063,31611) COMCNT=0
if (A=57126      && B=57127      ) COMCNT=0
if (A=57150      && B=57151      ) COMCNT=0
if (A=57073      && B=57074      ) COMCNT=0
if (A=57203      && B=57204      ) COMCNT=0
if (A=57054      && B=57055      ) COMCNT=0
if (A=57222      && B=57223      ) COMCNT=0
if (A= 7034      && B=57052      ) COMCNT=0
if (A=57225      && B= 7290      ) COMCNT=0
if (A= 9468      && B= 7030      ) COMCNT=0
if (A= 7031      && B= 9470      ) COMCNT=0
if (A= 7006      && B= 9795      ) COMCNT=0
if (A= 9792      && B= 7001      ) COMCNT=0
if (A= 7000      && B= 9774      ) COMCNT=0
if (A= 9786      && B= 6994      ) COMCNT=0
if (A= 9774      && B= 9770      ) COMCNT=0
if (A= 6989      && B= 9598      ) COMCNT=0
if (A= 9599      && B= 6962      ) COMCNT=0
if (A= 5263      && B= 5264      ) COMCNT=0
if (A= 5469      && B= 5472      ) COMCNT=0
if (A=17812      && B= 8998      ) COMCNT=0
if (A= 3167      && B= 2875      ) COMCNT=0
if (A= 5660,31357 && B= 5660,31357) COMCNT=0
if (A=11952,31969 && B=11952,31969) COMCNT=0
if (A= 7836,28215 && B= 7836,28215) COMCNT=0
if (A=11905,13498 && B=11905,13498) COMCNT=0
if (A=10944,10955 && B=10944,10955) COMCNT=0
if (A=29292,29293 && B=29292,29293) COMCNT=0
if (A=27156,27157 && B=27156,27157) COMCNT=0
if (A= 5897      && B= 5950      ) COMCNT=0
if (A= 5960      && B= 6141      ) COMCNT=0
if (A= 5953      && B= 5954      ) COMCNT=0
if (A= 6138      && B= 5958      ) COMCNT=0
if (A= 6317,31852 && B= 6317,31852) COMCNT=0
if (A= 6157,27410 && B= 6157,27410) COMCNT=0
if (A=11843,11854 && B=11843,11854) COMCNT=0
if (A= 8063,11891 && B= 8063,11891) COMCNT=0
if (A=37827      && B=11892      ) COMCNT=0
if (A=37826      && B=37828      ) COMCNT=0
if (A=37719,37722 && B=37719,37722) COMCNT=0
if (A=11427,11428 && B=11427,11428) COMCNT=0
if (A=11503      && B=11508      ) COMCNT=0

```

```

if (A=51465,51466 && B=51465,51466) COMCNT=0
if (A= 6605, 6606 && B= 6605, 6606) COMCNT=0
if (A=10813,10819 && B=10813,10819) COMCNT=0
if (A=22102      && B=22101      ) COMCNT=0
if (A=22101      && B= 8346      ) COMCNT=0
if (A= 8346      && B=10804      ) COMCNT=0
if (A= 8356,10791 && B=10791, 8356) COMCNT=0
if (A=11446,11447 && B=11446,11447) COMCNT=0
if (A=11427,11428 && B=11427,11428) COMCNT=0
if (A=37763,37764 && B=37763,37764) COMCNT=0
if (A=11883,37870 && B=11883,37870) COMCNT=0
if (A=37765,37871 && B=37765,37871) COMCNT=0
if (A=11843,11854 && B=11843,11854) COMCNT=0
if (A= 9652, 9660 && B= 9652, 9660) COMCNT=0
if (A= 6189, 9652 && B= 6189, 9652) COMCNT=0
if (A= 6277,27458 && B= 6277,27458) COMCNT=0
if (A= 6326, 6328 && B= 6326, 6328) COMCNT=0
if (A= 3362, 9237 && B= 3362, 9237) COMCNT=0

endrun

;-----
run pgm=hwynet

    id = "Screen truck counts

    neti = temp.net
    neto = comvol.net

; Delete bogus Heavy and Medium Truck counts, based on manual review.
    _bad = 0
    if (A=44223,44224 && B=44223,44224) _bad = 1
    if (A=11902,11912 && B=11902,11912) _bad = 3
    if (A=57614,57615 && B=57614,57615) _bad = 3
    if (A=57952,57953 && B=57952,57953) _bad = 3
    if (A=57378,57379 && B=57378,57379) _bad = 3
    if (A=11695,29221 && B=11695,29221) _bad = 3
    if (A=11677,29219 && B=11677,29219) _bad = 3
    if (A= 3332, 3333 && B= 3332, 3333) _bad = 3
    if (A= 2750      && B= 2751      ) _bad = 1
    if (A= 3236      && B=17886      ) _bad = 1
    if (A=11468,11484 && B=11468,11484) _bad = 1
    if (A=11510,11517 && B=11510,11517) _bad = 1
    if (A= 5537,31666 && B= 5537,31666) _bad = 1
    if (A= 8407,31666 && B= 8407,31666) _bad = 2

    if (_bad = 1) MEDTRK = 0
    if (_bad = 2) HVYTRK = 0
    if (_bad = 3)
        MEDTRK = 0
        HVYTRK = 0
    endif

; Delete tiny counts that are NOT on an external station.
    if (A > 2118 && B > 2118)
        if (MEDTRK < 10) MEDTRK = 0
        if (HVYTRK < 10) HVYTRK = 0
    endif

; Re-balance some counts that were way out of balance.  If
; summed volume would be odd, make it even.

```

```
if (A= 6573, 6589 && B= 6590, 6591) MEDTRK = (1494+3226)/2

if (A= 2938, 2722 && B= 2939, 2723) MEDTRK = (1391+2063)/2
if (A=40892,40540 && B=40541,40539) MEDTRK = ( 598+ 828)/2
if (A= 3679, 3658 && B= 3981, 3680) MEDTRK = (1379+2113)/2
if (A= 9334, 7026 && B= 7015, 9333) MEDTRK = ( 806+1190)/2

if (A= 7470, 7471 && B= 7470, 7471) HVYTRK = ( 131+ 227)/2
if (A= 2938, 2722 && B= 2939, 2723) HVYTRK = ( 826+1478)/2
if (A= 7031, 9468 && B= 9470, 7030) HVYTRK = (1095+1391)/2

endrun
*del temp.net
```

APPENDIX B– Processing of Vehicle Classification Data

Memorandum

TO: ARC Model Support Project Files

FROM: Florence Ngai, PB
Jun Yao, PB

DATE: January 15, 2006

RE: ARC Truck Count Data Collection and Processing

In the effort to support the development of the new ARC commercial vehicle/truck model, vehicle classification count data was collected and processed. This memorandum describes (1) the collected data, (2) the data processing, and (3) the data delivery.

2.1.4.1 Vehicle Classification

The current ARC commercial vehicle model uses gross weight to categorize commercial vehicles into light-duty, medium-duty, and heavy-duty vehicles/trucks. Any commercial vehicles less than 8,000 lb are considered light-duty. These light-duty vehicles/trucks can include passenger vehicles, 2-axle 4-tire single unit trucks (e.g. pickup truck), and 2-axle 6-tire single unit trucks.

The new ARC commercial vehicle/truck model will reclassify commercial vehicles/trucks according to the FHWA 13 vehicle classes, as shown in the following table.

| FHWA Vehicle Class | | light-duty | Medium-duty | Medium heavy-duty | Heavy-duty |
|--------------------|--|------------|-------------|-------------------|------------|
| 1 | motor cycle | -- | | | |
| 2 | passenger car | x | | | |
| 3 | 2-axle 4-tire single unit (including pickup trucks) | x | | | |
| 4 | buses | | x | | |
| 5 | 2-axle 6-tire single unit | | x | | |
| 6 | 3-axle single unit | | | x | |
| 7 | 4-axle single unit | | | x | |
| 8 | 3/4-axle trailer | | | | x |
| 9 | 5-axle trailer | | | | x |
| 10 | 6-axle trailer | | | | x |
| 11 | 5-axle multi trailer | | | | x |
| 12 | 6-axle multi-trailer | | | | x |
| 13 | 7-axle multi-trailer | | | | x |

2.1.4.1 Vehicle Classification Count Database

Five years of permanent counts (ATR) data (2000, 2002-2005) and 3 years of portable counts data (2002-2004) by hour of day were obtained from the Office of Transportation Data, GDOT in Microsoft Access file format. The database covers the entire State of Georgia. Records with count data collected within the ARC 20 counties were extracted from the statewide database. Disregarding some ATR data were collected at the same count stations, the database provides a total of 736 count data (224 ATR count data and 206 portable count data). 262 unique count stations were identified. The following table summarizes the numbers of count stations by county by year.

| # of Stations | | Permanent | | | | | Portable | | |
|---------------|-----|---|------|------|------|------|----------|------|------|
| | | 2000 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 |
| Barrow | 013 | | | 1 | 1 | 1 | 1 | 4 | |
| Bartow | 015 | | | 2 | 3 | 3 | | 4 | |
| Carroll | 045 | | | | | | 2 | 5 | 8 |
| Cherokee | 057 | | | 1 | 1 | 1 | | 3 | |
| Clayton | 063 | 2 | 2 | 4 | 8 | 9 | 3 | 4 | |
| Cobb | 067 | | 1 | 5 | 7 | 6 | 3 | 9 | |
| Coweta | 077 | | | | | | 2 | 6 | 5 |
| Dekalb | 089 | | 2 | 8 | 17 | 15 | 2 | 12 | |
| Douglas | 097 | | | 1 | 2 | 2 | | 2 | |
| Fayette | 113 | | 1 | 2 | 2 | 2 | 1 | 5 | 1 |
| Foryth | 117 | | | 2 | 2 | 2 | 1 | 3 | |
| Fulton | 121 | 2 | 4 | 12 | 25 | 21 | 3 | 20 | 32 |
| Gwinnett | 135 | | 2 | 3 | 5 | 3 | 4 | 9 | |
| Hall | 139 | | | 3 | 4 | 4 | 1 | 7 | 9 |
| Henry | 151 | | 1 | 2 | 1 | | | 5 | 5 |
| Newton | 217 | | | 1 | 1 | 1 | 1 | 4 | |
| Paulding | 223 | | | | | | 1 | 3 | |
| Rockdale | 247 | | | | | | 1 | 3 | 2 |
| Spalding | 255 | | | | 1 | 1 | 1 | 5 | |
| Walton | 297 | | | 2 | 4 | 3 | | 4 | |
| Total | | 4 | 13 | 49 | 84 | 74 | 27 | 117 | 62 |
| | | Total 91 Unique Permanent count locations | | | | | | | |

Total # of unique locations 262

The GDOT vehicle classification count data system contains the following 15 classes. (Note that Vehicle Classes 14 and 15 are not included in the FHWA 13 vehicle types).

| | |
|-------------------|---|
| Vehicle Class 1. | Motor-cycle |
| Vehicle Class 2. | Passenger car |
| Vehicle Class 3. | Pick up truck (including 2-axle 4-tire single unit truck) |
| Vehicle Class 4. | Bus |
| Vehicle Class 5. | 2-axle dual-tire single unit truck |
| Vehicle Class 6. | 3-axle single unit truck |
| Vehicle Class 7. | 4-axle single unit truck |
| Vehicle Class 8. | 3- or 4-axle single trailer combination |
| Vehicle Class 9. | 5-axle single trailer combination |
| Vehicle Class 10. | 6-axle single trailer combination |
| Vehicle Class 11. | 5-axle multi-trailer combination |
| Vehicle Class 12. | 6-axle multi-trailer combination |
| Vehicle Class 13. | 7-axle multi-trailer combination |
| Vehicle Class 14. | Other combinations |
| Vehicle Class 15. | Pulpwood |

As shown in the following table, each count station is identified by a county code number and TC number (CTY+TC). Each data entry includes the information of direction of travel, day of week, and hour of day.

| Field Name | Data Type |
|-----------------------------|-----------|
| County Name | Text |
| County Code | Text |
| TCNumber | Text |
| Route Type Name | Text |
| Route Type | Number |
| Month Name | Text |
| Month Of Data | Number |
| DayOfWeek | Text |
| Day Of Week | Number |
| Day Of Month | Number |
| Travel Direction Name | Text |
| Direction Of Travel | Number |
| Hour Of Day | Number |
| Date Collected | Date/Time |
| FCType | Text |
| FC Desc | Text |
| Functional Class | Number |
| Motorcycles | Number |
| Passenger Cars | Number |
| Pick Up Trucks | Number |
| Buses | Number |
| 2 Axle Trucks | Number |
| 3 Axle Trucks | Number |
| 4 Axle Trucks | Number |
| 3/4 Axle Trailer Trucks | Number |
| 5 Axle Trailer Trucks | Number |
| 6 Axle Trailer Trucks | Number |
| 5 Axle Multi Trailer Trucks | Number |
| 6 Axle Multi Trailer Trucks | Number |
| 7 Axle Multi Trailer Trucks | Number |
| Other Multi Trailer Trucks | Number |
| Pulpwood Trucks | Number |

Weekday traffic data by vehicle type, direction, time of day was extracted and summarized according to the following classification scheme.

| | |
|--|---------------------------------|
| Motorcycles (MC) | Category 1 |
| Passenger Cars (PC) | |
| Pick Up Trucks (Pickup) | |
| Buses | Category 2 |
| 2 Axle Trucks (SU2) | Category 3 |
| 3 Axle Trucks (SU3) | Medium Duty Trucks (MDT) |
| 4 Axle Trucks (SU4) | |
| ¾ Axle Trailer Trucks (ST34) | Heavy Duty Trucks (HDT) |
| 5 Axle Trailer Trucks (ST5) | |
| 6 Axle Trailer Trucks (ST6) | |
| 5 Axle Multi Trailer Trucks (MT5) | |
| 6 Axle Multi Trailer Trucks (MT6) | |

| | |
|--|--|
| 7 Axle Multi Trailer Trucks (MT7) | |
|--|--|

2.1.4.1 Data Processing

Data Aggregation

The extracted database was maintained in Access. A series of SQL queries was performed to aggregate data (by “station + hour ending + direction”). For each count station, the data collected from Monday to Thursday was summarized by Hour Ending by Direction by 5 Vehicle Classes. For those stations that have multiple entries (or days of records), the average volumes were calculated. In general, the ATR data has about 100-200 entries for a specific “station + hour ending + direction”. The portable data has about 1-2 entries for a specific “station + hour ending + direction”. The following table is a typical summary table for a station.

| HOUR | North | | | | | South | | | | |
|------|-------|-----|-----|-----|-----|-------|-----|-----|-----|-----|
| | PV | CV | LDT | MDT | HDT | PV | CV | LDT | MDT | HDT |
| 1 | 313 | 44 | 4 | 1 | 14 | 648 | 77 | 5 | 3 | 7 |
| 2 | 191 | 31 | 3 | 2 | 11 | 398 | 50 | 4 | 3 | 7 |
| 3 | 152 | 25 | 3 | 2 | 11 | 249 | 32 | 3 | 2 | 8 |
| 4 | 184 | 36 | 4 | 2 | 13 | 188 | 28 | 3 | 2 | 8 |
| 5 | 320 | 73 | 7 | 3 | 17 | 171 | 26 | 5 | 2 | 9 |
| 6 | 927 | 226 | 21 | 5 | 27 | 219 | 36 | 8 | 2 | 11 |
| 7 | 1916 | 426 | 42 | 9 | 38 | 456 | 108 | 18 | 5 | 16 |
| 8 | 2422 | 447 | 53 | 15 | 42 | 834 | 193 | 34 | 11 | 21 |
| 9 | 2157 | 376 | 49 | 15 | 41 | 1002 | 221 | 39 | 17 | 24 |
| 10 | 1718 | 332 | 47 | 14 | 48 | 982 | 225 | 41 | 18 | 27 |
| 11 | 1513 | 305 | 44 | 14 | 46 | 1069 | 248 | 41 | 17 | 31 |
| 12 | 1451 | 295 | 43 | 13 | 44 | 1232 | 274 | 42 | 16 | 34 |
| 13 | 1528 | 302 | 42 | 13 | 41 | 1449 | 302 | 43 | 16 | 34 |
| 14 | 1584 | 304 | 43 | 14 | 39 | 1594 | 326 | 43 | 17 | 33 |
| 15 | 1643 | 307 | 44 | 14 | 35 | 1766 | 364 | 46 | 16 | 33 |
| 16 | 1585 | 287 | 43 | 12 | 36 | 2090 | 436 | 52 | 17 | 30 |
| 17 | 1520 | 260 | 37 | 9 | 29 | 2414 | 465 | 53 | 15 | 25 |
| 18 | 1509 | 244 | 30 | 6 | 26 | 2670 | 443 | 45 | 12 | 21 |
| 19 | 1451 | 233 | 28 | 4 | 22 | 2475 | 379 | 40 | 11 | 18 |
| 20 | 1283 | 220 | 27 | 3 | 23 | 2021 | 317 | 35 | 10 | 16 |
| 21 | 1042 | 185 | 22 | 3 | 23 | 1656 | 256 | 27 | 8 | 13 |
| 22 | 873 | 144 | 15 | 3 | 24 | 1466 | 201 | 19 | 6 | 11 |
| 23 | 769 | 114 | 10 | 2 | 20 | 1174 | 149 | 12 | 6 | 9 |
| 24 | 531 | 71 | 7 | 2 | 17 | 920 | 112 | 9 | 5 | 9 |

2.1.4.1 Data quality screening

The data that GDOT provided is raw data; thus, a screening process was developed and implemented to ensure the quality of data. The objective of the screening process is to identify outliers (or abnormalities). A technique called Box Plot was used.

A box plot uses the median, and the lower and upper quartiles (defined as the 25th and 75th percentiles). In this discussion, the lower quartile is referred to as Q1 and the upper quartile is referred to as Q2. The difference (Q2 - Q1) is called the inter-quartile range or IQ. A box plot is constructed by

drawing a box between the upper and lower quartiles with a solid line drawn across the box for the median. Fences (or whiskers) were calculated for identifying outliers.

1. lower inner fence: $Q1 - 1.5 \cdot IQ$
2. upper inner fence: $Q2 + 1.5 \cdot IQ$
3. lower outer fence: $Q1 - 3 \cdot IQ$
4. upper outer fence: $Q2 + 3 \cdot IQ$

A point beyond an inner fence on either side is considered a mild outlier. A point beyond an outer fence is considered an extreme outlier. The multipliers of 1.5 and 3.0 to IQ are typical factors used to define the maximum distances from the lower and upper quartiles.

This technique was only applied to assess the ATR data. In addition, some extreme values were observed while aggregating data and they include 99 for Pulp, 999 for MC, and less than 10 for PC in the peak hour. The Box Plot technique was able to identify these extreme values as outliers, in addition to other outliers. A total of 15 box plots (one for each vehicle class) were drawn for each hour of the entry. An entry was removed from the database if an outlier was identified.

The Box Plot technique cannot be applied to the portable station data because generally only 1 to 2 entries are available for a station. The data for each station was visually checked for any abnormalities. The original dataset would be examined for reasons of abnormalities, which would then be used to determine whether the entry should be removed from the database.

2.1.4.1 Data Delivery

The final traffic volumes, aggregated by 5 vehicle classes by direction, were geo-coded to the ARC 20-county highway network provided by PBS&J. Only data of the latest available year was geo-coded. Several stations could not be located. The following table summarizes the geo-coding effort. Traffic data of 227 stations were successfully geo-coded.

| Status | # Stations Not Found In Network | | # Stations Found In Network | | Grand Total |
|--------------------|---------------------------------|-----|-----------------------------|-----|-------------|
| | Portable | ATR | Portable | ATR | |
| Geo-coded | 6 | 1 | 148 | 72 | 227 |
| Can't be geo-coded | 16 | 5 | | | 21 |
| Direction error | 6 | 10 | | | 16 |
| Grand Total | 28 | 16 | 148 | 72 | 264 |

Note: The Projected Coordinate System for the ARC highway network:
NAD_1983_StatePlane_Georgia_West_FIPS_1002_Feet

Once the data was geo-coded, a highway map was plotted with volumes and percent share of vehicle class. These numbers were visually checked against nearby stations for consistency. Unexplainable inconsistent data was removed from the network.

APPENDIX C – Recoding of Transit Bus Stops

MEMO

To: Patti Schropp, Chris Simons
From: Jeff Bruggeman
Date: October 18, 2005
Subject: Recoding of ARC Model Bus Stops

As you know, I pulled together a revised version of bus stopping patterns for the 2000 ARC network back at the end of August. This was as a somewhat exploratory activity. Since then, I have tried to develop a more rigorous and highly automated process which is presented in this memo. The resulting process has been re-applied to the 2000 network as well as to the 2030 “baseline” network you provided. The resulting 2000 network is slightly different from that produced earlier, but probably would not have a huge impact on model calibration. If a situation presents itself to do an update, it might be worth doing just for consistency.

The process proceeds in several steps, again making things as automated as I can. The process includes three fairly simply stand-alone Fortran programs, plus a simple TP+ script to dump highway link and node files at the outset and an optional manual intervention in between the steps to override “decisions” based on a review of network geometry. The steps are as follows:

- 1) Extracted ACSII link and node files

In the prior version, I did a quick conversion to Tranplan and dumped the ASCII files using Tranplan utilities. I also use the “assignment group” field to separate limited access facilities from local streets. Following a discussion with Chris, I revised the procedure to dump the ASCII file directly from a simple TP+ script and to use the “facility type” field as a more accurate determinant of limited access facilities. The latter resulted in a few changes in the listing of “eligible” nodes as the “assignment group” coding is apparently not being maintained and a few errors exist. The simple script, HDUMP.S, is invoked by me in a one-line batch file, HDUMP.BAT. You may well have a procedure already that does something similar or a better way to invoke your TP+ scripts.

- 2) Common file names

A simple ASCII file, STOPS2.CTL, was created to contain all of the input and output file names used by the various special-purpose programs. The file includes a “token” in columns 1-20 which is read by each program and identified with the specific files. The actual file names used are included in columns 21-60. At this point, they are common for the 2000 and 2030 runs, which would be done in different directories, except for the input and output network file names.

- 3) Input networks

At Chris's suggestion, I have limited the analysis to the "second" of the two files that are created for each alternative and assumed that the "first" file, that contains MARTA lines and other "premium" transit services, has been coded correctly. In the 2030 network, I found one small apparent typo in the coded network which prevented my being able to parse the text. I have included the corrected file (in a modified name) in the materials I am transmitting.

4) Scanning process

The first of the special-purpose programs, SCAN2, was written to convert the network files into a format which could be easily processed and to examine the patterns of stop nodes and non-stop nodes on a route-by-route basis. The program first reads the input network and does a quick conversion to a similar NAMELIST format to make further processing somewhat easier. In order to do this, it notes some special coding in the network. The original version of the program simply deleted this coding and required the user to manually re-insert it at the end of the process. This version attempts to automate this process, but it is designed strictly for special coding that appears in the networks reviewed to date and will almost surely "die" if other special coding is used. The first of the special coding, the use of an "OWNER" field in two routes, could probably have been treated as an alternate header variable. The second coding, using the "ACCESS" feature to control board-only and alight-only nodes, was noted only in the 2000 network (so far) and was much more difficult to process and is subject to "blowing up" if a different logic is applied in future networks.

After noting the special codes on a data set and the route file in a NAMELIST format, the program re-reads the line file and writes it out again in a simplified ASCII format to make further processing simpler. The program then processes each route and checks each node to identify whether three or more transit "legs" exist at that node, indicating the potential for a transfer to occur at that location. The program also checks against an assumed approximate boundary of the CBD from coordinate geometry and produces a summary file (TROUTE2.SUM) which is currently not used in further processing.

Next, the program examines the highway network file to flag any node which serves as a centroid connector in the highway network. Since the access control logic used in the ARC model builds over the highway centroid connectors, they are very important part of the modeling system. Unless some special situation exists, it is assumed that any local bus which passes a centroid connector should probably stop there. At the same point in the logic, the program scans for nodes which fall on freeways, ramps, or other limited access facilities. In this case, it is assumed that, barring a special situation, buses do not normally stop along these facilities or at most ramp junctions with local streets, as such locations are typically an unsafe location for a bus stop, with autos weaving through the interchanges and other challenging geometric constraints.

The program produces special files for the ramp nodes, the centroid nodes, and a data set which flags each stop based on whether or not three or more "legs" are connected.

5) Line comparisons

A second simpler special-purpose program, "HITS2", is run immediately after the scanning program. It reads the ASCII version of the line file produced by the SCAN2 program together with the centroids,

ramps, and legs files also produced by that program. The program then creates a series of “hits” (stop nodes) and “misses” (non-stop nodes) for the system as a whole. A couple of summary report files are produced which are not used directly in the third stage, but may be examined for confirmation as to what has been coded in the network. The most useful of these files, “NODE2.PRN”, produces a summary to the route numbers with “hits” and the route numbers with “misses”, for every node in the network which has both “hits” and “misses”.

The program also reads in a file which contains prior assessments of whether individual nodes should be flagged for consistent stopping or not stopping. This file is denoted at the moment as “NODE2.Y00” for the year 2000 network and would normally be blank for an initial year 2000 application but based on the 2000 results and used as a “seed” for a future year network. The file, when completed, includes a “use as a stop node” flag of “2” in column 1 and a “use as a non stop node” flag of “1” in column 1, followed by the node number in columns 2-9. The remaining columns in the file include the flag value from the previous application and the status of the “legs” and “ramp” flags. A fragment of the file is shown below:

| Mixed: | | | | |
|--------|------|-----|-----|------|
| Def | Node | Y00 | Leg | Ramp |
| 2 | 2505 | 0 | 2 | 0 |
| 2 | 2527 | 0 | 2 | 0 |
| 2 | 2539 | 0 | 2 | 0 |
| 2 | 2545 | 0 | 2 | 0 |
| 1 | 2547 | 0 | 1 | 0 |
| 2 | 2550 | 0 | 2 | 0 |
| 1 | 2554 | 0 | 1 | 0 |
| 2 | 2556 | 0 | 2 | 0 |
| 2 | 2558 | 0 | 2 | 0 |
| 1 | 2572 | 0 | 1 | 0 |
| 1 | 2573 | 0 | 1 | 1 |
| 2 | 2576 | 0 | 2 | 0 |
| 1 | 2585 | 0 | 1 | 0 |
| 2 | 2586 | 0 | 2 | 0 |

For all nodes where both stops and non-stops occur, a record is produced in the file. At the current point, a “default” estimate is made based on the prior year file (if available), the centroid connector flag, the ramp flag, and the number of legs flag. If the centroid is used, the node is given the “all stop” code of “2”. If a ramp is involved, the node is given the “no stop” code of “1”. If three or more legs are present, the node is given the “all stop” code.

6) Manual review

A manual procedure was used to review the codes of interest in the 2000 networks and subsequently in the 2030 network. The defaults were generally accepted with three exceptions:

- If the node served as the exit from a “driveway” at a MARTA station, it was recoded as a non-stop node since it is highly unlikely that buses would stop at this location for safety and operational reasons
- If a node that only had two legs, such as “shape point” on a route that had other nearby stops, it was usually left as a “non-stop” code. However, if the node could serve as access from a centroid that may have been otherwise not well served by the route or other surrounding routes, then an “all-stop” code would have been substituted. This is the most arbitrary part of the process.
- Occasionally, a “non-stop” node was converted to a stop node if some other unusual situation occurred, such as a location with only two legs but served as the starting or ending point for one or more of the routes.

Procedurally, the “NODE2.TXT” file produced from the previous program was copied into a new name, “NODE2.LST” and this file was edited using the manual process. It should be noted that any node which had been consistently coded with all routes serving it either stopping or not-stopping, no changes were made.

7) Recoding of route files

The third and final special purpose program, “RESTOP2”, is run after the manual intervention. Of course, as a default mode of operation, the manual intervention could be ignored and the “rules” in the previous programs assumed to produce a reliable set of stops.

As discussed earlier, the program produces two sets of revised line files. The first set limits the creation of stop nodes to the resolution of the conflicts noted above. The second set assumes that all stops are stop nodes unless specifically “turned off” by the process above. It is understood that the first set is being used at this point.

In addition to applying the stop and non-stop rules, the bulk of the third program is consumed by re-insertion of the special codes found in the original network for the “OWNER” flag and far more importantly the “ACCESS” codes. As noted above, an attempt has been made to automate this process, but no warranties are implied or given.



REGIONAL TRANSPORTATION PLAN

Appendix F Public Comment Report



March 2014 Update

Appendix F

Public Comment Report

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Background for Public Comment

Overview

In its role as the Metropolitan Planning Organization for the metropolitan Atlanta Region, ARC has a distinct responsibility to provide the public with transportation planning information throughout any transportation planning process. This information should be shared early and often, and be presented in a manner that is clear and understandable. This report endeavors to document how that was accomplished for the PLAN 2040 Regional Transportation Plan (RTP), as updated in March 2014, its associated Transportation Improvement Program for FY 2014– 2019 and the Conformity Determination Report. All of this is being integrated with the Georgia Department of Community Affairs (DCA) required Regional Agenda and coordinated with the Area Agency on Aging programs.

This report is divided into four primary sections:

- Policy background that governs the public outreach activities at ARC
- Discussion of the outreach process that encouraged public input with accounting of the results of this process
- Section on the public comments received during the official public review and comment period along with ARC and planning partner responses
- Exhibits section with examples of outreach formats used in the process

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.

Atlanta Regional Commission Guidelines

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. Its vision is to be a regional leader in identifying values, developing policies and executing plans that matter to residents and communities, that ensure competitive advantage and that preserve long term sustainability and livability. 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.

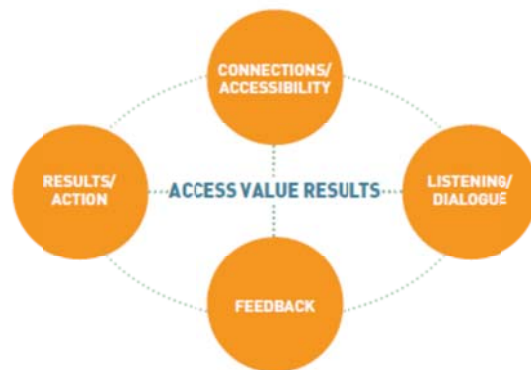
ARC Values

ARC adopted an internal strategic plan in 2011 to ensure focus and concerted effort towards achieving critical, regional objectives. The following three tenets – derived from ARC's organizational values that illustrate its culture, beliefs, and characteristics – are integral to the community engagement process:

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.



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.

Community Engagement – Transportation Participation Goals

ARC's Transportation Access and Mobility Division is provided guidance through the *Regional Community Engagement Plan*, adopted August 2011 by the ARC Board. The goals of the plan are as follows:

- Enhance the impact of participation on transportation decision-making. To accomplish this goal, ARC strives to:
 - Increase the number of people participating in the process.
 - Increase the number of opportunities to participate.
 - Increase the understanding of transportation planning
 - Evaluate the effectiveness of participation processes.

- Increase the coordination of participation activities between ARC, local jurisdictions and transportation agencies in the Atlanta Region to more effectively provide outreach mechanisms for:
 - Sharing activities and results
 - Implementing shared agendas
 - Communicating coordination results.

The following components of community engagement are identified in this plan and are employed for Regional Transportation Planning Process. As much as possible, 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. 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

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.

Supporting documents for the above may be obtained from ARC's website, www.atlantaregional.com

PLAN 2040 Stakeholder Involvement Program

This program is ARC's plan to meeting the requirements of both DCA for the development of the Regional Agenda and US DOT for the development of the RTP. It outlines the program's constituent groups and actions, as well as participation techniques and plan development/participation schedule. It identifies the following PLAN 2040 Stakeholders:

- Policy-making elected/appointed officials from local, regional and state jurisdictions. This also includes 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, and who advise officials are also targeted here.
- State and local private sector leadership and interested people within special interest groups that consistently engage in PLAN 2040 issues.
- Individuals or groups that participate in ARC activities based on short-term, issue-driven concerns.

Public Outreach Process

Introduction

Beginning with the earliest outreach and visioning activities in 2009, the PLAN 2040 process was comprehensive combining land use and transportation. It was guided by both federal requirements for transportation planning and state requirements for land use planning. This comprehensive approach provided a focus that was integral to how PLAN 2040 results were viewed, discussed and understood. This process, however, spread beyond the tie between land use and transportation planning. It encompassed planning for several services as well: senior services, water resource planning, employment services planning and health assessment planning. This process consequentially extended to a larger stakeholder representation and expanded the interested parties to the process.

In addition, the PLAN 2040 process was bookended by two major regional efforts: the visioning effort known as Atlanta Fifty Forward and the regional sales tax referendum, Transportation Investment Act of 2010 (TIA). These community outreach efforts supplemented the development of PLAN 2040.



Since the adoption of the PLAN 2040 RTP in 2011, outreach continued to build upon previous efforts to inform this iteration of the PLAN 2040 RTP (March 2014 Update). The public involvement activities conducted by ARC and the Regional Roundtable for the TIA outreach was the largest ever conducted by the agency. It employed many new innovative techniques and reached an audience of 120,000. The public feedback collected during this process which related to specific transportation projects as well as community needs and preferences, have been incorporated into the RTP. Other outreach activities related directly to this RTP development are also noted below.

Outreach Summary and Milestones

Transportation outreach and planning is a continuous and constant process. Major outreach activities conducted for development of PLAN 2040 from 2008-2011 were integral to the further outreach and development of the PLAN 2040 RTP (March 2014 Update).

Outreach activities are ones that achieve the following goals for PLAN 2040 development: Setting the Framework, Identifying the Issues, Identifying Goal, Objectives, Policies and Guidelines and Sharing Recommendations. Key activities are highlighted below. Further detail of the earliest outreach that helped

develop the vision for PLAN 2040 is available in Appendix F of the PLAN 2040 Documentation approved July 2011, available at www.atlantaregional.com/plan2040.

Since the original adoption of PLAN 2040 in July 2011, the Atlanta Regional Commission has completed several activities that support and enhance public involvement, including efforts related directly to the development of the March 2014 RTP Update such as:

- *Title VI Plan & Program* update – adopted August 2013 and approved by FTA in September 2013.
- *DBE Program & Plan* update – developed concurrently with the Title VI Plan update, completed and uploaded to the FTA TEAM system in September and currently pending FTA approval.
- *Regional Community Engagement Plan* – adopted August 2012
- *Limited English Proficiency Plan* – adopted in August 2012

Also, in mid-2011, ARC adopted a new 5-year Strategic Plan that refreshed the purpose, vision and mission of the 66 year-old organization and revisited values. In December 2012, ARC adopted a new staff evolution plan to support realization of the Strategic Plan. The staff plan is a change in mindset and culture to help ARC meet the current and future needs of the Atlanta region. From the four former departments, the organization is shifting to three centers – Community Services, Livable Communities and Strategic Relationships. The three centers will work in a cross-function style and focus on helping to drive change, not just planning for change. With respect to transportation planning, the Community Engagement Manager in the Center for Strategic Relationships will provide support agency-wide in the areas of community engagement, environmental justice, social equity. That position was filled in November 2013 and roles and responsibilities will soon be formalized.

Key Outreach Milestones

- In development of PLAN 2040, ARC conducted leadership interviews with ARC senior staff meeting with 43 metro Atlanta leaders representing local and state governments, as well as business, economic, education, environmental and social fields of endeavor.
- Local government outreach was extensive and included different areas of planning within local government with a targeted emphasis on continuous interaction with local elected officials.
- Youth outreach: This included high school and university age participants, particular through the Clark Atlanta Transportation Institute, ARC's MARC (Model ARC) leadership program, and a discussion group of students from Emory, Georgia State, Georgia Tech, Kennesaw, Morehouse and Oglethorpe campuses.
- Surveys and polls were undertaken by the Transportation and Land Use Committees, the Transportation Access & Mobility Division, online surveys and a scientific telephone poll.
- In 2013, ARC conducted the first-ever statistically-significant regional perception poll to assess resident opinions throughout the region. In the future, this public perception poll will be compared to success attributes measured through the PLAN 2040 regional indicators scorecard.

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- PLAN 2040 website resources were available throughout the year with retooled web presence containing multiple resources and process results developed in an ongoing manner.
 - ARC and its planning partners, working with the Social Equity Advisory Committee and CEN, continues to address environmental justice requirements and equity issues in public participation plans and activities. The current participation plan was updated in 2012 and involved extensive consultation with representatives from the environmental justice communities. Public participation plans for planning studies, comprehensive transportation plans, and Livable Centers Initiatives planning activities use the updated Regional Community Engagement Plan as a document of reference.
 - The Social Equity Advisory Committee works to ensure that the needs of low-income persons, minorities, the disabled, and other traditionally underserved populations in the region are considered in ARC's planning processes, programs, and initiatives. The committee is currently comprised of the following: ARC Board/citizen representatives, Georgia Stand-up, Gwinnett Coalition for Health and Human Services, DeKalb Branch of NAACP, Emory University's Office of Community Partnerships, Atlanta Urban League Young Professionals, Disability Link, Cobb County Transit Advisory Board, Douglas Connect, Latin American Chamber of Commerce of Georgia, Refugee Women's Network, Henry County NAACP, Atlanta Neighborhood Development Partnership, Georgia Division of Aging Services, Clayton County Resource Center, Latin American Association, Center for Pan-Asian Community Services, Partnership for Southern Equity, Mexican American Consulate, Coalition for the People's Agenda, Community Services Agency for Cherokee County, Office of Community Services for Morehouse College, Transit Riders Union, Spelman College, Pittsburg Community Improvement Association, Atlanta Neighborhood Development Partnership, and African-American, Asian-American, Latino, and older adult community representatives/advocates.
 - ARC continues to strengthen its methodology for assessing benefits and burdens. In 2011, the Equitable Target Area (ETA) index was developed by the Atlanta Regional Commission to identify high concentrations of environmental justice (EJ) communities in the Atlanta region. The composite index utilizes five parameters: the senior population, low education attainment, housing values, poverty, and the distribution of minorities. Based on the methodology, areas that scored higher than the regional average were determined to be ETA communities, and were subsequently categorized into three levels of ETA "concentrations": medium ETA, high ETA, and very high ETA. The index aims to provide a more detailed analysis of EJ communities, in order to facilitate addressing their needs in the transportation planning process. This process was used for PLAN 2040 analysis and for the Transportation Investment Act of 2010 analysis as well as analysis related to specific transportation projects with on-going calls within the agency, such as Livable Centers Initiative program.
 - In the development of PLAN 2040, ARC worked with the Civic League for Regional Atlanta and regional stakeholders to convene neighborhood forums in support of the "Fifty Forward" visioning initiative which engaged thousands of citizens in planning discussions around critical key issues. The Civic League was also a key partner in the development of ARC's pilot Pop-Up Open House in 2014, which transformed a vacant storefront in a vibrant town center to attract new participants to an information format that is accessible, innovative and interactive with opportunities to weigh in on key issues to the RTP development.

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- For the Transportation Investment Act of 2010, ARC worked with the Civic League for Regional Atlanta, the Partnership for Southern Equity, and others in the social justice network to gain input through monthly community briefings. Communications efforts were very successful and included: online surveys that garnered over 10,000 responses, telephone townhalls reaching over 100,000 people, Clark Atlanta University Summer Transportation Institute and Model ARC for youth input, Civic League Get a Move On Town Hall, the Partnership for Southern Equity Moving to Opportunity forums, public referendum forums, and Executive Committee/Roundtable meetings. Community briefings were held in April and May to provide citizens with information on how the process would proceed and the content of the law. In addition, people signed up for email alerts for ongoing Roundtable activities. University of Georgia-led focus groups were conducted in each county and the City of Atlanta, and surveys were conducted by Kennesaw State University and the Roundtable reaching over 12,000 respondents by the end of July. An AARP townhall provided over 11,000 participants with up-to-date information.
 - For the TIA, a website was established for the public to access information about the criteria, lists, meeting agendas/minutes, studies ongoing regarding potential projects, and results of outreach efforts. Housed on this website, ARC included three primary ways for visitors to get to know the regional projects: interactive mapping, Google Earth flyover tours, and project maps along with project fact sheets. The website also included a [Frequently Asked Questions](#) compendium, a summary guide on financial management and oversight (titled "[Following the Money](#)"), a brief "[10 Facts about the Referendum](#)" document, an [infographic](#) on how the components of the law would work upon passage of the referendum, technical reports on economic and travel impacts, and several presentations and videos explaining the analyses ARC performed.
 - Throughout outreach for TIA, presentations by each of the counties were given to the ARC Board on each of their project lists and were posted to the website in addition to listing each county's local 15% lists (if made available). Modal project maps of expressway, bridge, and interchange projects, road corridors and bridge replacement projects, and transit expansion and preservation projects were also provided. The website archived all of the Roundtable meetings and results from the public involvement activities to date and can be accessed at www.metroatlantatransportationvote.com.
 - ARC continues to collaborate with external partners to promote the utilization of health impact assessment and other tools and processes in regional planning activities. The Council for Quality Growth and Regional Development (CQGRD) conducted a Health Impact Assessment of PLAN 2040 to determine how the plan might affect the health of residents and communities around the region. The CQGRD conducted an online survey about the potential health impacts of PLAN 2040. It was available, in addition to other venues, on the ARC PLAN 2040 website. In August 2011, CQGRD hosted training for local governments and other sponsors on utilizations of the assessment.
 - ARC has an agency-wide approach to community outreach. With respect to transportation planning, the Community Engagement Manager in the Center for Strategic Relationships, reporting to the Director's Office, provides support [agency-wide](#) in the areas of community engagement, environmental justice, social equity. That position was filled in November 2013 and roles to be defined to work closely with the outreach coordinator in the Transportation Access & Mobility Division. Further, community outreach staff throughout the agency are similarly involved in their specific areas of focus.

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- ARC established the Global Atlanta Initiative to enhance outreach in environmental justice communities. Both the Ethnic Minorities Information System and Multicultural Directory are new tools community partners use for planning purposes. There are 21 profiles of ethnic communities in the region available as a resource, including Asian American, African American, and Latino communities.
 - ARC's Transportation Access & Mobility Division and the Aging Services Advisory Committee are working together to address mobility issues of the disabled and the elderly. ARC serves on several aging planning committees in the community that look at transportation issues. Also, as directed by the Board, ARC's Transportation Access & Mobility Division and Aging Services Division work together to incorporate the transportation needs of older adults in the transportation planning process. In 2012 ARC hosted a mobility summit focused on the needs of older adults, persons with disabilities and transportation-disadvantaged populations.
 - ARC worked interdepartmentally to develop a Human Services Coordinated Transportation Plan focused on the transportation needs of persons with disabilities, older adults, and persons with low incomes and making recommendations on how to improve transportation for these groups. The Human Services Coordinated Transportation Plan, developed with extensive community engagement and stakeholder input, was updated and approved by the ARC Board in April 2010. ARC continues to expand and build on the HST work through the facilitation of monthly meetings with the HST Advisory Committee. ARC also participates in the state's Office of Highway Safety Older Driver's Task Force, MARTA's Elderly Disabled Access Advisory Committee, Cobb County Mobility Council, and other committees that address transportation issues and concerns regarding HST populations. In 2011, ARC was awarded funds under FTA's Veterans Transportation and Community Living Initiative Grant to develop a regional one-click software system in support of regional mobility management. This effort is coordinated amongst key pilot sites and stakeholders including the Department of Veterans Affairs, Goodwill of North Georgia, DisAbility Link, Cobb County Community Transit, Agewise Connection and GA Commutes.
 - ARC developed an agency-wide Limited English Proficiency (LEP) Plan to provide meaningful access to LEP Persons. The LEP plan includes elements that ensure that where substantial numbers of residents of the Atlanta region live who do not speak or read English proficiently, these LEP individuals have access to the planning process and published information. And, that the production of multilingual publications and documents and/or interpretation at meetings/events will be provided to the degree that funding permits. ARC completed an update to the plan in 2012.

Audiences Engaged

The following Stakeholders were engaged throughout the PLAN 2040 process:

- **Local elected officials** included the ARC Board, the additional eight counties of the MPO, and city mayors/county administrators not serving on the ARC Board. Also included was outreach with the Metropolitan Atlanta Mayors Association, Georgia Municipal Association and Association County Commissioners Georgia.
- **Local government planners** specializing in transportation, transit, land use, sustainability, the environment, water resources, historic preservation, housing, services to population groups, evacuation/hazards.
- **Local planning community:** consultants in architecture, community participation, city planning, professional organizations, nonprofit organizations around selected sites in region specializing in housing, development, transportation demand management associations, financing, maintenance and operations for roadways, services for community.
- **Federal and State planning partners** included members of the State Legislature and State Departments of Transportation, Community Affairs, and Natural Resources. Federal partners included the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency.
- **Business community** included chambers of commerce, business coalitions, professional groups, local business leadership groups, banking community, developers, insurers, community improvement districts, freight organizations
- **Schools and Universities** included the Schools and Communities working group along with University System, Board of Regents, local research councils and departments housed in the universities.
- **Special interest groups** and advocacy organizations includes environmental and energy organizations, land conservation, bicycle/pedestrians, and transit.
- **Civic leadership and community groups** included The Civic League for a Regional Atlanta that provided neighborhood forum venues to discuss regional issues, including local leadership groups around the region.
- **Neighborhood and homeowners associations** through individual meetings, interaction via the internet.
- **Faith organizations** including umbrella groups and partnership groups for community action.
- **Youth** included universities programs, ARC leadership programs, and high school programs such as the Boys and Girls Clubs throughout the region.



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- **Individuals or groups** that participate in ARC activities based on short-term, issue-driven concerns through online public meetings and neighborhood forums.

Outreach Components

Because of the diversity of audiences, the planning process needed to incorporate a variety of ways to have conversations and to get feedback. Below are the ways PLAN 2040 was accessed:

Face to Face Discussions

Committee Framework: Existing committee structure at the Atlanta Regional Commission was utilized extensively on a recurring basis. Membership included ARC staff, planning partners and subject experts and members of the public.



- **Standing Committees:** ARC Board committees of Transportation and Air Quality Committee, Regional Transit Committee, Environmental and Land Use Committee, Aging Services Committee, and their technical committees: Transportation Coordinating Committee, Land Use Coordinating Committee, Aging Advisory Committee as well as the Atlanta Regional Workforce Board,
- **Standing Subcommittees:** ARC Committees included the Transit Operators Subcommittee, Social Equity Advisory Committee and Aging Services Advisory Committee, Bicycle/Pedestrian Task Force, Freight Mobility Task Force, Financial Planning Committee, Management and Operations Subcommittee, Public Involvement Advisory Group and the Human Services Transportation Advisory Committee.
- **Ad hoc groups:** Chairs/Co-Chairs Subcommittee was composed of the chair of the Transportation and Air Quality Committee, the Environment and Land Use Committee and the Aging Services Committee and met periodically in the first phases of the planning process. In addition, a Long Range Regional Forecast Technical Advisory Group convened economic experts from around the region.

Targeted Discussions: Targeted discussions provided input from specific population groups and modal/advocate sectors from around the region. These groups were selected so that their representation provided broad based dialogue between the general public, subject experts, and planners. These group discussions were integral to the overall process because of the increased interaction with these groups and planners. Over a third of all outreach meetings held during PLAN 2040 were in this category.

Stakeholder Briefings: At strategic times during the process, groups were gathered to talk together, across interests and geographies. These briefings provided a chance for planning staff to share their work to date, get input and reaction to use in the next phase of work.



Localized Outreach:

The Civic League for a Regional Atlanta, in partnership with ARC's Transportation Access & Mobility Division, organized and hosted a Pop-Up Open House, transforming a vacant space in downtown Decatur into an informal and publically-accessible transportation open house. This newly styled public meeting is intended as a pilot to be replicated throughout the region for upcoming RTP Updates.

Speaking Engagements: ARC senior staff and planners were regularly invited to speak about PLAN 2040 and to engage audiences in question-and-answer discussions. The audiences ranged from professional organizations to lunch and learns and conference sessions.

Online and Interactive

PLAN 2040 online open house: ARC hosted an interactive online open house from January 11, 2014 through February 21, 2014. This site was incorporated into the www.atlantaregional.com/RTPupdate where detailed information is available on the RTP plans, projects and documentation. The online open house incorporated elements such as comment forms and staff email, as well as slide shows containing background information about transportation planning.

PLAN 2040 Maps: The PLAN 2040 website provided regional growth and system maps to help illustrate foundations of the planning process and the resulting projects derived from this process.

Electronic invitations: The PLAN 2040 online public meetings, public hearings, and neighborhood forums have been distributed through a Campaigner listserv. The invitations went out to thousands on the ARC contacts list – which was tailored to targeted distributions.

Newsletters: PLAN 2040 information was regularly provided in Regional Planning Newsbriefs, Land Matters, and Transportation Spotlight online newsletters. The Community Engagement Network received a weekly email that updated planning partners and stakeholders about PLAN 2040 progress. In addition, a monthly publication, Regional Snapshots, compiles the latest data to explore important regional issues.

Facebook/Twitter: ARC has an agency account in these social media and posts to Facebook and Twitter on a daily basis. When PLAN 2040 outreach activities were available, these outlets were utilized. ARC's Facebook information goes to almost 1,400 recipients, the agency's Twitter account has over 2,700 followers, and has nearly 1,000 connections on LinkedIn.



Public Review and Comment Period

Introduction

The review and comment period for the PLAN 2040 RTP (March 2014 Update) occurred from January 11, 2014 through February 21, 2014. A Pop-Up Open House, held in Downtown Decatur, opened the public comment period on January 11, 2014. A second Open House and was held at ARC's offices in Atlanta on January 22, 2014. From January 20, 2014 to February 21, 2014, an online open house was posted that presented the recommendations and implementation activities of the PLAN 2040 RTP and asked the public its thoughts. Also occurring during the review period was a public hearing before the ARC Board at its regularly scheduled meeting and presentations before stakeholder audiences. Below is the documentation of the results of this review period.

Receipt of Public Comment

ARC received public comments during the review and comment period through the following:

- PLAN 2040 email – 21
- RTP Public Hearing – 0

These comments will be addressed below by category and ARC staff response.

Outreach Impacts

The PLAN 2040 development process was unique from previous regional plans. It is a true comprehensive plan combining land use and transportation and reaches out to areas not traditionally addressed in metro Atlanta's past regional plans like aging, workforce development, and health impacts. PLAN 2040 was also informed as to the priorities of the State of Georgia through the first ever Statewide Strategic Transportation Plan and updated DCA regional planning rules. PLAN 2040 benefited and was informed by other regional efforts such as recent and ongoing local planning efforts like Comprehensive Plan updates and new Comprehensive Transportation Plans, as well as continuous and ongoing public outreach.

In order to build an efficient plan to meet needs and further regional goals with limited resources, PLAN 2040's outreach incorporated targeting stakeholders and receiving broad public input. Policy-makers and their staffs, private sector leaders and non-governmental organizations, individuals or groups that traditionally participate in ARC activities, and minority or underserved populations were the focus of outreach efforts. This was complimented by receiving broad public input from around the region through the use of a variety of formats including online public meetings and surveys. The following aspects of the plan strongly reflect what ARC and its planning partners heard from the outreach process and make of the focus of public interest:

| What the Public has Said | PLAN 2040 Response |
|--|---|
| Maintain existing and expand transit services | <ul style="list-style-type: none"> ✓ Financial support of regional transit operators for preservation of existing system and state of good repair ✓ Multimodal Passenger Terminal ✓ Clifton Corridor, I-20 East Corridor, Atlanta Beltline and Streetcars ✓ Alternatives analysis for light rail projects in Cobb and Gwinnett Counties ✓ Managed lanes encourage expansion of bus service by offering reliable trip times ✓ Human Services Transportation ✓ Livable Centers Initiative, Regional Development Guide, and Unified Growth Policy Map support needed land uses |
| Greater emphasis on promotion of health in development and implementation of plans | <ul style="list-style-type: none"> ✓ One of the plan's goals is to "Encourage Healthy Communities" and one of the objectives is to "Foster a Healthy, Educated, Well Trained, Safe and Secure Population" ✓ Last mile connectivity emphasis area of STP Urban program will fund new bicycle and pedestrian projects that support active transportation ✓ Livable Centers Initiative ✓ Lifelong Communities ✓ Federal air quality goals met ✓ Recommends incorporating Health Impact Assessment findings into plan implementation and updates ✓ Air quality and greenhouse gas analysis |
| Improve implementation of plan recommendations | <ul style="list-style-type: none"> ✓ The Plan Management element of RTP articulates key actions that need to be taken to implement the plan, a process for tracking a reporting implementation of actions and specific projects, and identifies measures to track the impact of the plan on the Atlanta region. ✓ Comprehensive Transportation Plan Program ✓ Performance Framework used to evaluate and select projects ✓ Environmental consultation and mitigation |

Detailed Public Comments and Responses

Freight

Comment

Are the politicians paying attention at all? Do they realize a lot of congestion is caused by slow moving trucks in traffic whose loads often are passing through Atlanta and should be on rail but there is no system set up to tax trucks appropriately for passing through the state and actually paying the costs of maintaining roads for freight thus creating incentives for using rail? Why are we building more road capacity before exhausting other more efficient options?

Response

Freight movement is an important part of the state and regional economies and truck drivers pay motor fuel taxes to support the maintenance and expansion of the roadway network. However, existing revenue streams, from both commercial operators and private automobile drivers, are proving insufficient to support the amount of infrastructure built over the last several decades. Dialogue must continue on how to expand revenue from a variety of sources to ensure that all parts of the transportation network can continue to function as well as possible and support economic growth. All options to move people and/or freight in the most efficient manner possible must be part of that discussion. Diverting truck traffic to the rail network cannot be solved strictly at the regional level, however, and would need to be addressed at either the multi-state or national level to ensure system continuity. ARC is prepared to actively participate in any discussions on that issue which may be initiated by the state and/or federal governments.

Planning

Comment

The [DeKalb County 2014 Transportation Plan](#) has projects which could address many of our transportation concerns, but for a variety of reasons they will not be able to find funding to complete even our most urgent projects. Here are the projects from their plan which I think will have the most impact on Chamblee and the North DeKalb region. The projects I have **bolded** are the ones that I feel are the most urgent and should be added to your plan:

- **Project ID 1362: Buford Highway/P'Tree Industrial Blvd: Buford Hwy/ Peachtree Industrial Blvd - new alignment.**
- Project ID 2219: Chamblee Tucker Road from P'Tree Industrial Blvd to 285: Road diet to include two through lanes and a center left-turn lane and bike lanes. Operational and Pedestrian improvements will also be made at key locations along the corridor

-
- Project ID 3216: Chamblee Dunwoody Road from Peachtree Blvd to Cumberland Drive: Road diet candidate (subtract 2 lanes, to add bike lanes from Peachtree Blvd to New Peachtree); Re-stripe for bike lanes from New Peachtree to Cumberland.
 - **Project ID 5084: Buford Highway from County Line West to County Line East: Road diet project - subtract 2 lanes to add bus-only facilities/ transit priority facilities for Bus Rapid Transit. Includes pedestrian sidewalk and crossing improvements in key locations as well as access management along the entire corridor.**

Response

PLAN 2040 sought to accomplish a comprehensive assessment of regional needs, in tandem with local, state and federal partners, to identify projects to address these needs given current and projected fiscal constraints. As funding programs allow, ARC holds project solicitations where local governments apply to receive federal funding on new projects. The road projects referenced may be candidates for a solicitation for STP Urban funding, which is likely to occur in the latter half of 2014. We appreciate your feedback and encourage you to speak with your local transportation planning department about opportunities to advance projects to implementation.

We have shared your comments with the local representative for DeKalb County on the Transportation Coordinating Committee.

Comment

While the plan for 2040 looks really great and is very exciting to look at, I am curious to see where all the funds will be coming from for all these new projects. The funds set in place right now do not seem like they can fund all of the projects. Will you be introducing new ways to raise revenue for transportation development throughout the region? Also, I understand the goal is to have all of these projects completed by 2040, but is there already a set yearly schedule in place for when each project needs to be completed?

Something else I noticed is that while all the major areas of Atlanta will be connected by bus or rail with Plan 2040, but when commuters use the bus or train, how will they then get to work? I understand planners refer to this as the “last mile” that usually inhibits people from using transit because the place they are trying to get to is too far from the nearest public transit station (esp since Atlanta is so spread out and car-centric) Will local governments have to fund city transit systems to then get their workers to their final stop?

Response

PLAN 2040 contains two elements in the Regional Transportation Plan (RTP). The first is the financially constrained element, reflecting the investments the region can afford between 2014 and 2040. Within this element is the Transportation Improvement Program (TIP), which allocates federal funds for use in construction of the highest-priority projects in the first six years of the plan (through fiscal year

2019), and this is a fiscally constrained list. The second element is the Aspirations Plan, which is an expression of what is possible to accomplish with transportation in the Atlanta Region if additional revenues are identified in the future.

The transit vision in PLAN 2040 that connects a large portion of the Atlanta Region with bus and rail contains both constrained and aspirational components. This conceptual map was developed through a planning process that included local jurisdictions in the region. Local jurisdictions and planning partners such as GDOT and MARTA implement the construction of all projects in the Plan, and are awarded funds on a competitive basis as funding becomes available. These planning partners develop final plans of how projects interface with the surrounding communities.

Comment

As a 40 year resident of Metro Atlanta I have noted that a major source of our traffic congestion is poor signage. Many bottlenecks are created by poor road sign management. There are too many to list here but a prime example is on I-285 East approaching I-85 North. The above-the roadway sign has 2 arrows indicating 2 lanes for northbound I-85. The problem is-the arrows point not to the lane, but to the lines between the lanes. It is confusing to me every day I travel onto I-85 North. I have to count the lanes to be sure I am in the proper lane. For strangers to the area, it is unintelligible and the bottleneck here shows that. That is one out of many examples. Before we spend a lot of money on new lanes/roads, why not see what new signs, or properly placed old signs might accomplish.

Response

Confusing or inadequate signage can cause drivers to slow and/or erratic movements at key decision points, increasing the potential for congestion and crashes. GDOT constantly strives to ensure that highway interchanges are well signed and installs or upgrades signs around the region on a continual basis. They also are exploring more innovative driver information techniques, such as painting interstate shields on various lanes of I-75/85 through downtown Atlanta to alert drivers of proper lane positioning well in advance of the Brookwood split and the I-20 interchange.

We have shared your comments about this location with the Georgia Department of Transportation for their consideration.

Comment

The unbridled high-rise development projects in the Atlanta region are going to be a greater threat to transportation than any other factor. Without spending on infrastructure needed today (including transportation, water, sewers, schools and community services), the area cannot afford these developments. A moratorium on these developments is mandatory. We can't keep trying to stuff a 5 pound bag with 10 pounds of special interest projects and expect us to pay for them.

Response

Future growth and desired land use were key components of the performance-based planning process used to develop the PLAN 2040 Regional Transportation Plan. Only those projects that were compatible with regional development goals were considered for federal funding. ARC supports the direction to program funding for investments that promote development goals and will continue to emphasize this as PLAN 2040 is implemented.

It is also important to note that Georgia is a home rule state, which means that all decisions related to land use and zoning reside with city and county governments. While ARC can serve as a resource to help local governments understand the consequences of various development patterns and to proactively plan for them as much as possible, it cannot dictate what types of development can occur in a given area.

Comment

Why are unneeded projects like...

AR-ML-410 - 110600-Programmed I-85 NORTH MANAGED LANES - INCLUDING SOUTHBOUND AUXILIARY LANE FROM SR 20 TO SR 317 AND NORTHBOUND AUXILIARY LANE FROM SR 20 TO SR 324 (GRAVEL SPRINGS ROAD)

...even on the project list? There are higher priority projects like rail transit extension into Gwinnett that are much more important and will have a much greater impact on traffic. That \$112M would pay for the beginnings of a light rail system from the Doraville MARTA station into Gwinnett. We don't need the managed lanes extended north – if anything extension across the top end perimeter is warranted first. There is no current or future need if a real alternative to driving is provided in that corridor. Traffic in the I-85 corridor north of I-285 is caused by lack of alternatives for people going across the top end perimeter. Light rail from the Gwinnett Arena to the perimeter center area would relieve the congestion between those two points on the existing roads.

Response

At this time, planning for a rail transit extensions into Gwinnett County or from Gwinnett to the Perimeter area have not been studied to the point where a preferred alignment, technology, or initial cost have been identified. Once that has been completed, the potential project can be reviewed for consideration to be included in the RTP.

We have shared your thoughts on the most appropriate projects for the northeast part of the region with MARTA, GDOT and Gwinnett County.

Comment

Project for consideration in Cobb County: Canton Road Connector, between Sandy Plains Road and I-75 northbound on / off ramps (1.2 miles), add one lane in both directions (for a total of six lanes) with each becoming a right-turn only lane at its terminus.

Response

We have shared your suggestion with Cobb County staff for their consideration as they develop priorities for future funding opportunities.

Bicycle and Pedestrian

Comment

The [DeKalb County 2014 Transportation Plan](#) has projects which could address many of our transportation concerns, but for a variety of reasons they will not be able to find funding to complete even our most urgent projects. Here are the projects from their plan which I think will have the most impact on Chamblee and the North DeKalb region. The projects I have **bolded** are the ones that I feel are the most urgent and should be added to your plan:

- Project ID 007: New Peachtree Road from Clairmont Rd to Doraville MARTA station: Detailed corridor study is needed: provide improved bicycle and pedestrian access incl a combination of bike lanes, fill in sidewalk gaps, or multi-use sidepath. Realign the intersection of New Peachtree Rd at Shallowford Rd NE.
- **Project ID 0825: Clairmont Road from Buford Highway to Peachtree Industrial: Install sidewalks and improve pedestrian crossings along this corridor.**
- **Project ID 0858: Dresden Drive from Peachtree Road to Plaza Fiesta: Install sidewalks and improve pedestrian crossings along this corridor.**
- Project ID 2230: Clairmont Road from Peachtree Blvd to Buford Highway: Improve access for bikes along this corridor.

Response

The projects included within a local planning document will need to be introduced into PLAN 2040 RTP and the short-range Transportation Improvement Program (TIP) through the ARC's Transportation Coordinating Committee (TCC). ARC holds project solicitations where local governments apply to receive federal funding on new projects and this is the primary method for adding new projects to the TIP. The projects referenced may be candidates for solicitations for STP Urban or Transportation Alternatives funding, which are likely to occur in the latter half of 2014. We encourage you to speak with your local transportation planning department about opportunities to introduce projects and advance them to implementation.

We have shared your comments with the local representative for DeKalb County on the TCC.

Comment

Old National Highway Pedestrian is close for ARC public consumption, right of way and easements are not complete.

Response

This comment is from a local government and relates to the status of a TIP project. No comment is required.

Comment

Global Gateway Connector Bicycle and Pedestrian Bridge shows only the design portion with no reference to the \$3.5 million costs or the \$784,000 local portion

Response

The referenced project was partially funded for scoping and engineering activities under a 2013 solicitation for projects under the Transportation Alternatives program. Another solicitation is likely to occur in the latter half of 2014 and there is an opportunity to secure additional federal funds for the completion of the project.

Roadways

Comment

The [DeKalb County 2014 Transportation Plan](#) has projects which could address many of our transportation concerns, but for a variety of reasons they will not be able to find funding to complete even our most urgent projects. Here are the projects from their plan which I think will have the most impact on Chamblee and the North DeKalb region. The projects I have **bolded** are the ones that I feel are the most urgent and should be added to your plan:

- **Project ID 660: Clairmont Road and 85: Operations; Signal System Improvements, Areawide**
- **Project ID 668: Shallowford Road and 85: ITS; Congestion Management Improvements**
- Project ID 1420: Buford Highway and Motors Industrial Way (at 285): Free flow right turn lane on northbound Buford Hwy to eastbound I-285; eastbound through lane on Motor Ind. Way onto I-285 eastbound ramp to eliminate storage congestion during peak hours.

Response

The projects included within a local planning document will need to be introduced into PLAN2040 and the short-range Transportation Improvement Program (TIP) through the ARC's Transportation Coordinating Committee (TCC). ARC holds project solicitations where local governments apply to receive federal funding on new projects and this is the primary method for adding new projects to the TIP. The safety and operations projects referenced may be candidates for a solicitation for STP Urban funding, which is likely to occur in the latter half of 2014. We encourage you to speak with your local transportation planning department about opportunities to introduce projects and advance them to implementation.

We have shared your comments with the local representative for DeKalb County on the TCC.

Comment

On the interchange improvements only part of the top end perimeter is shown as being improved on the interchange improvement map. The entire area between I-75 and I-85 needs improvement which is shown on the RTP project map. It really isn't very clear what is planned.

Response

The entire I-285 North corridor between I-75 and I-85 is proposed for managed lanes being planned under the Revive285 study. A few "stand-alone" interchange and operational improvements are also proposed along the corridor and are shown independent of the larger managed lane project. These discrete projects will generally be implemented sooner than the larger managed lane project, thus requiring them to be shown separately. ARC apologizes for any confusion and invites the commenter to contact us if additional clarification is required regarding transportation improvements proposed along I-285 North.

Comment

Here are my questions and concerns regarding Georgia's transportation future:

- 1) At Minimum, BUILD NEW EAST-WEST alternative to I-285....a Northern Arc. Over 3 million people in northern counties without a freeway.
- 2) Build NEW I-75 BYPASS. Houston, Dallas, Raleigh all have 2,3 and even 4 loops. Atlanta needs at least a partial outer loop built.
- 3) NCDOT maintains 80,000 miles (2nd only to Texas) of highways AND spends \$3 Billion per year on NEW HIGHWAYS. They have an annual budget of \$5 Billion using \$2 Billion for maintenance. Georgia's gas prices are the same as NC's. They take in 37.5 cents per gallon just for the state (not including the 18 cent federal portion). Even though gas prices are the same in both states, Georgia is only getting 7.5 cents per gallon. WHERE IS THE REMAINING 20-30 CENTS GOING? Why doesn't Georgia have \$5 billion a year to spend like NC does?

-
- 4) Metro Atlanta's arterials need to have left turns removed or relocated. Research "Michigan Lefts", "Jersey jughandles", and "NC Superstreets."
 - 5) Georgia's gas tax should be tripled tomorrow, and all of it used for highway improvements.
 - 6) LEARN FROM OTHER STATES how to afford new highway construction. In the last 20 years and currently, NC is always building hundreds if not thousands of miles of BRAND NEW interstate-quality highways. Georgia's interstate network hasn't changed since the 1960's. WHY NOT?

Response

Most of these comments ultimately relate to funding availability. Since Georgia's base motor fuel tax has not increased since 1971 and is not indexed to inflation, the purchasing power of that revenue has eroded significantly. And although Georgia also imposes a 4% sales tax on motor fuel, this has been insufficient to keep pace with rapid growth and the rise in project construction costs. A great deal of available funding at the state's disposal over the past decade has gone towards maintaining, reconstructing and rehabilitating the massive amount of freeway infrastructure built during the last quarter of the 20th century. This trend towards maintenance rather than expansion is likely to continue, and even accelerate, in coming years as more existing infrastructure reaches the end of its useful life.

Your thoughts on new controlled access highways will require a significant new revenue source and leadership from the state since the alignment of those suggested would likely include areas outside the Atlanta metropolitan transportation planning area.

We have shared your comments with the Georgia Department of Transportation.

Comment

- Spending money re-doing the I-85/Highway 74 interchange on the south side is a waste of time. Traffic may be heavy there, but spending precious dimes on that exit seems like a waste, when traffic is so much worse in so many other areas.
- Building extra CD lanes on I-75 near Forest Pkwy. Will relieve congestion there, but the millions (I think \$89 million) needed to do it doesn't fit the good it would do. Much like with the first suggestion, that money could be spent elsewhere. And not completing this until 2030 also seems too long to wait.
- One place to spend some of that extra money on is figuring out where in the world the extra Braves traffic is going to go in Cobb County in 2017 and beyond. There will have to be bus bridges that connect MARTA to CCT or something, not to mention improved interchanges near the already taxed, complicated intersection of I-285, I-75, Hwy. 41, and Windy Hill Rd. That \$\$ may come from Cobb taxpayers, but the traffic effects will extend far past Cobb and will have to fall on the state in some way, so money needs to be spent here.

-
- Everything is a process and planning takes ages, but not even beginning to address the GA-400 and I-285 interchange until 2017 is over ten years too late. Who knows how bad that traffic will be by then and how much the pattern could change. And for the time and cost, there really needs to be something more drastic than CD lanes put in, though they will help. The best thing that could happen to GA-400 is extending the MARTA rail up to Alpharetta.
 - Making Panola Rd. move better will help I-20, but that morning ride between Conyers and I-285 is not going to get much better, even if travel on that exit will be.

Response

These comments can be summarized as: 1) the relative need of certain projects in a regional context, and 2) the lengthy time required for implementation.

In developing the PLAN 2040 RTP, ARC conducted extensive technical analysis and outreach with state and local planning partners to determine the need and purpose of many projects. While the level of existing congestion was a major consideration in funding recommendations, the plan also had to account for safety concerns, regional equity, project readiness, the level of public and political support and future growth assumptions. The plan is updated on a regular cycle at a minimum of once every four years, so the need and purpose for many projects will be reassessed and can either be accelerated or delayed in the future as appropriate.

Once the decision is made to advance a project, the timeline for environmental review, engineering/design, right-of-way acquisition and construction can be quite lengthy. Streamlining the process as much as possible is a topic of considerable ongoing discussion within the transportation profession to address public and political dissatisfaction with the perceived slow pace of progress.

We have shared your comments on these projects with the Georgia Department of Transportation.

Comment

Godby Road Widening is close enough for ARC public consumption, right of way is not completed nor has the \$5,840,000 local funding been spent.

Response

This comment is from a local government and relates to the status of a TIP project. No comment is required.

Transit

Comment

While I acknowledge the many hours of effort into this plan and the need for fiscal constraints, the RTP active list of projects incorrectly prioritize auto travel and have little investment in transit. It is discouraging that this effort results in a permanent downward spiral on a path that cannot be sustained. Offering additional modes of transportation could transform the corridor and begin to make a meaningful connection between our Region and the rest of Georgia. The goal is a more competitive region connected to the hub cities of our state. A continued emphasis on road investment will buy only a temporary slight improvement that will be diminished over time. Specific transit projects should be judged on the highest total return on investment by connecting regions rather than activity centers. Therefore, I request that ARC reevaluate its transit project priorities such that the Atlanta – Lovejoy Commuter Rail Service (ASP-AR-430, ASP-AR-435) and/or South Corridor Heavy Rail SPUR (ASP-AR-429) projects be removed from “aspirational” to a high priority active project with targeted completion by 2020.

1. Regional: Transit Oriented Development (TOD) in Clayton County would only improve the economy and quality of life in the surrounding counties; as Clayton’s county’s anemic growth and general economic depression has slowed growth in the whole southern metro area and beyond. Furthermore, the MMPT does not have a real reason to exist unless it unifies MARTA and commuter rail/high speed Atlanta to Macon link.
2. Economy: Rail, as opposed to bus, creates real property value and signifies stability and is therefore more attractive to businesses and individuals. As a result, rail in Clayton County will attract businesses and higher-paid individuals to locate to south metro Atlanta. This would cause an economic boom in the south part of our region and will help reduce the high unemployment rate in Clayton. Rail access for Clayton County is required for Atlanta to successfully apply the Aerotropolis concept to tap into ATL airport as an economic generator for the region. The airport has been well served by MARTA’s connection to Fulton and DeKalb. A passenger rail line in Clayton and further south allows the rest of Georgia to connect to this premium economic asset.
3. Balanced growth and development: Clayton, Henry, Spalding and other south metro areas have a huge supply of low cost available land for development and re-development. This condition will permit a value capture scenario that accelerate growth and will generate revenue to underwrite the cost of developing rail. Businesses coming into Clayton county and TOD will encourage redevelopment of existing vacant properties. By contrast, automobile/road investments and extension of MARTA to them encourage urban sprawl and loss of greenspace to accommodate land inefficient development. Furthermore, economic centers in south metro Atlanta will better balance the congested north metro Atlanta pattern. This balance is also needed because the natural resources needed to accommodate the next wave of growth are available on the southside but will be much more expensive elsewhere.
4. Social: Rail access will provide low income residents of Clayton county access to jobs and not require a car to participate in the job market. Redevelopment of vacant properties will

reduce the high crime rate in Clayton County, as the vacant properties are crime magnets. In combination, this will have a significant impact on Georgia's high poverty rate, as poverty is concentrated in suburban areas like Clayton County. Importantly this approach will reduce the inequity of our current public investment strategy.

5. Cost and economic return: This project reuses or shares existing rail lines, and is both a lower cost development and a higher return on investment. This is possible because of the relatively low cost of land on the south side and the likelihood of values to grow exponentially.

Response

At this time, planning for the Atlanta – Lovejoy Commuter Rail Service is being led by the Georgia Department of Transportation. GDOT did not submit this project for consideration in the constrained RTP as they have not yet identified a project sponsor who would operate the service and have not identified funding for capital or operations. The South Corridor Heavy Rail SPUR also has similar issues. No project sponsor has been identified nor have the appropriate studies been completed to identify a preferred alignment, technology, or initial costs. Once that has been completed, the potential projects can be reviewed for consideration to be included in the RTP.

We have shared your comments on these projects with the Georgia Department of Transportation and MARTA.

Comment

It was great to see the Concept 3 transit plan still alive but what projects will be planned to be finished by 2040? Is the implication all of them? I would prioritize the light rail line from the Gwinnett Arena to Cumberland and the Braves new stadium.

Response

The transit expansion projects identified to be completed by 2040 are included in Chapter 4 – Strategies on pages 4-28 through 4-31. They are also included in the project list:

- AR-400 – Georgia Multimodal Passenger Terminal
- AR-411 – Clifton Corridor Light Rail Transit – Phase 1
- AR-420 – I-20 East Transit Initiative – Phase I Heavy Rail Transit Extension
- AR-470 – GA 400 Transit Initiative – Phase 1
- AR-475 – Connect Cobb/Northwest Atlanta Transit Corridor Bus Rapid Transit – Phase 1
- AR-480 – Amtrak Station Relocation
- AR-490 – Atlanta Streetcar Expansion – Phase 1

Comment

In thinking about what happens to traffic patterns when something goes wrong, it is a terrible waste to build a light rail line on the top end perimeter to the Cumberland Area and not build it to midtown. A

wreck on I-75 essentially cuts Cobb County off from Downtown and the Airport. There is no commuter rail to Cobb in the plan, so this is not an option. Traveling via Sandy Springs would add 40 minutes to the trip. Relying entirely on I-75 is a terrible mistake. My patients and employees coming from Cobb County to my Emory Midtown location are frequently delayed by accidents in this corridor and have no options. There is no rational reason to avoid connecting these two employment centers with rail transit.

Response

The decision-making adopted by ARC in early 2013 to guide development of the PLAN 2040 RTP places emphasis on providing multimodal connectivity between major employment and activity centers around the region. The bus rapid transit service currently being studied by Cobb County will also include enhanced express bus connectivity to Atlanta utilizing the existing HOV lanes. Various studies over the years to investigate the feasibility of rail service along the corridor have not gained traction due to the lack of single operator with authority to build and operate the rail line, high costs and public opposition. At this time, there is no planning work actively underway to connect the Cumberland and Midtown areas by rail.

We have shared your comments with Cobb County, the City of Atlanta, MARTA and CCT.

Comment

The corridor from the Marta Arts Center Station through Atlantic Station to I-75 which is shown as street car should be light rail even if it is not extended to Cumberland. People need to be able to leave their cars at I-75 and Howell Mill or Northside and come directly into the midtown area. Locating the Amtrak station (which presumably will also be a stop for commuter rail) on a streetcar route is silly if Amtrak service is expanded. A massive number of people would come at one time requiring distribution. In rush hour one accident on 17th street shuts down all transit, bus and streetcar. Separating the transit guideway from the traffic gives more options in case of a large event or traffic disruption. Atlantic Station is growing and the commercial and industrial properties on Northside Drive/Howell Mill will further develop as well.

Response

At this time, there is no planning work actively underway to connect the Cumberland and Midtown areas by rail. The project referenced is in the aspirations element of the plan. Any project which ultimately advances will need to go through an intensive design and engineering process where the concerns raised can be addressed.

We have shared your comments with Cobb County, the City of Atlanta, MARTA and CCT.

Comment

The West side of Atlanta up the Marietta street/Huff Road corridor where traffic is already terrible [and] is very poorly served by the plan except for the Beltline connection. The commuter rail to South Cobb has no stops in Fulton County until the MMPT.

Response

At this time, there is no planning work actively underway to connect the Cumberland and Midtown areas by rail. The project referenced is in the aspirations element of the plan. Any project which ultimately advances will need to go through an intensive design and engineering process where the concerns raised can be addressed.

We have shared your comments with Cobb County, the City of Atlanta, MARTA and CCT.

Comment

Obviously a rail connection from Emory to Midtown (via Lindbergh) is the highest priority for me as I work in both those sites and currently have to drive.

Response

This corridor is being actively studied by MARTA and is proposed in the plan. We have shared your comment expressing support for a rail connection to the Emory area with MARTA.

Comment

The commuter rail is shown on an image on the 2040 plan, so I assumed there would be information about it. Can I assume that is part of ARC's long term dream, but it will not come to fruition until the state makes it a priority? Our community is very concerned about the environmental impact of the construction of this rail line, and would like to stay abreast of any plans.

Response

Commuter rail is not included in the constrained RTP. The Georgia Department of Transportation oversees commuter rail planning for the state and has not yet identified any commuter rail projects has priorities for consideration in the RTP.

Comment

Fixed mass transit is a boondoggle for special interests. Any rail system in our area is a massive waste of taxpayers' money. Why keep pushing for these projects when it is proven to be a waste on resources?

Response

The Regional Transportation Plan 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.

Comment

The transit map looks great, but I think it would be better if the 400 corridor was existing HRT, instead of LRT.

Response

At this time, MARTA is currently studying the GA 400 corridor to determine the appropriate alignment and transit technology for the corridor. The map you refer to is Concept 3 and is a long-range aspirational transit vision for the region and as projects go through additional study and refinement, Concept 3 is also updated. Once MARTA completes their study and determines the alignment, transit technology, and costs, the Concept 3 map will be updated.

Your comment on the desired technology for transit service along the corridor has been shared with MARTA.

Comment

Since a young lady questioned Keith Parker , MARTA General Manager, when transit would be extended to Clayton County (even though the Airport Station is in College Park and Clayton County), what she really wanted to know was when would it get to Riverdale to provide her service to the Northside.

State Route 138 Express Bus could be started with Clayton County SPLOST 2015 Transit funding \$10 million subject to citizen approval on May 20.

Until MARTA Rapid Rail is extended from East Point to Southern Crescent Center east of Maynard Jackson International Terminal and until Regional Rail is extended from Southern Crescent Center (or Tara Bus Rapid Transit Service (BRT)) to Jonesboro, Express Bus Service could terminate at Airport Domestic Terminal or College Park Station.

Response

These comments have been shared with Clayton County and MARTA for their consideration in ongoing discussions about reinstating and expanding transit services in that county.

Comment

Commuter rails should be abbreviated to eliminate duplication and waste of money as follows:

- Gainesville to Norcross MARTA,
- Athens to Lindbergh MARTA,
- Madison to Avondale Estates MARTA,
- Griffin to southern Crescent MARTA (to be built),
- Newnan to Georgia International Convention Center ATL SkyTrain (which is a free connection to Airport MARTA Station)

Response

Commuter rail is not included in the constrained RTP. The Georgia Department of Transportation oversees commuter rail planning for the state and has not yet identified any commuter rail projects has priorities for consideration in the RTP. We have shared your thoughts on commuter rail scopes and their relationship to MARTA services with GDOT and MARTA.

Southern Environmental Law Center

Comment

SELC provided two letters, both of which are included at end of this section. The first letter is titled “Comments on Update to PLAN 2040 Regional Transportation Plan.”

Response

SELC makes several comments related to continuing to improve the metropolitan transportation planning process. ARC believes these comment are worthwhile for consideration. Recognition is provided by SELC of efforts made by ARC on selected issues during development of the PLAN 2040 RTP (March 2014 Update), with suggestions offered on how those efforts can be expanded or better leveraged in the future. Key recommendations, along with a specific response for each, are as follows:

-
- *PLAN 2040 should embrace changing demographic trends*

SELC states that the path laid out for PLAN 2040 recognizes fundamental changes in the region's demographics which have occurred in recent years and which are forecast to continue. SELC recommends additional commitment to several specific policies to better address these ongoing changes.

In the spring of 2013, ARC adopted a decisionmaking framework which is consistent with the policies supported by SELC. This framework will continue to provide core direction in future plan updates. The framework focuses on optimizing and managing existing assets, with priority given to maximizing person throughput within existing rights-of-way and expanding use of travel demand management strategies. System expansion activities, where necessary, are directed towards bottleneck relief, activity center access and managed lanes (to provide a reliable trip option). Transit expansion serving regional employment centers is also a priority.

ARC will continue to work with local governments and its state and federal planning partners to better institutionalize the framework strategies in all stages of the regional plan development process.

- *ARC should build on its use of performance measures to not only select projects but also to guide the allocation of funds between program areas*

Although the methodology for prioritizing projects within certain categories is well established and documented, SELC questions how decisions are made on which types of projects receive funding priority. The recommendation is made to use performance measures to assist in that process to deliver the desired outcomes.

Federal guidance on performance measures is still a work in progress, but ARC is prepared to integrate that into its project prioritization processes once available. The region is committed to maximizing all available funds to achieve the best possible performance of the system and advancing the goals of PLAN 2040.

- *A scenario-based approach should be used to develop the funding allocation and the socio-economic forecasts*

SELC suggests testing a range of scenarios across possible funding priority areas, which is consistent with and complementary to the previous comment.

SELC also suggests that scenarios be more plausible than the extreme scenarios tested by ARC during development of PLAN 2040. These extreme scenarios did provide useful information

on the extent to which decisions could impact system performance, even if it's highly unlikely that regional policy moves in that direction.

ARC agrees that a next logical step would be to build off those efforts and define scenarios within a more narrow and reasonable range. Another plan update must be completed by early 2016 to account for an expansion of the metropolitan planning area and one of the initial tasks is likely to be identifying a matrix of socio-economic, infrastructure and finance scenarios for analysis and discussion. ARC anticipates a robust regional dialogue on what direction achieves the best balance of being reasonable, desirable and affordable.

- *ARC must update and expand its analysis of greenhouse gas emissions*

Four specific activities are recommended by SELC on this topic. Some are more technical in nature and may be considered in future work program activities and through consultation with ARC's air quality planning partners. Others have policy implications and would need to be thoroughly vetted before any action could be taken. These recommendations will be reviewed with management for future direction.

- *The region must continue to reduce mobile source ozone pollution and plan for the challenge of attaining tighter ozone standards in the future*

SELC raises a valid concern about the possibility of future tighter emissions budgets and the ability of the region to meet those budgets based on a fairly small cushion in future years. ARC recognizes and shares those concerns and has discussed them with air quality planning partners through the Interagency consultation process. The particular issue described with the 2024 analysis area is largely due to an idiosyncrasy within the federal MOVES air quality model. ARC and other agencies around the country have identified this issue and raised it as a concern for possible attention by USDOT and EPA. ARC will continue to be proactive on this issue to ensure that a process is in place to adjust the plan as appropriate to meet all relevant emissions budgets.

Comment

SELC provided two letters, both of which are included at end of this section. The second letter is titled "Comments on CMAQ Project Recommendations."

ARC Response

SELC questions whether the dedication of federal CMAQ funds to a proposed extension of HOT lanes in Gwinnett County is the most appropriate and effective use of those funds. ARC's recommendation was based on a solicitation and technical analysis for emissions benefits which were conducted in the latter half of 2013, with funding proposed in the PLAN 2040 RTP.

Prior to the initiation of the solicitation process in mid-2013, ARC and GDOT collaborated on identifying emphasis areas for the three specific federal programs over which ARC has a direct role in reviewing and recommending projects (CMAQ, STP Urban and Transportation Alternatives). Based on FHWA guidance and discussions between GDOT and the FHWA Georgia Division office, HOT lanes were identified as one of five emphasis areas for funding. Only a single HOT lane project in the region (GDOT-2), however, was determined to be eligible under the federal guidelines and it was submitted for consideration.

The project contributes significantly to the broader RTP goal of enabling reliable trip times for drivers and transit patrons riding along the I-85 corridor. While the analysis showed that the emissions benefits of the proposed HOT lanes extension were relatively modest, other factors led to the project being recommended for funding. The HOT lanes project is at an advanced stage of readiness and is well positioned to draw down the obligation authority quickly so that the state and region do not run the risk of losing funds due to possible future actions of Congress. Importantly, a substantial backlog of unused CMAQ obligation authority exists due to poor implementation rates over the past decade. It is also important to note that GDOT-2 contributed to an overall package of CMAQ projects which were diverse in character and well spread around the region geographically, which is always an important consideration of the policy committee.

ARC is committed to ensuring that limited funding is used as effectively as possible on projects that generate the greatest benefits. Significant work is proposed in 2014 to expand the capabilities of the tool used to quantify the likely emissions benefits of projects submitted for CMAQ funding consideration. These enhancements will be reflected in the next solicitation.

GDOT Response

Prior to submitting the I-85 HOT lanes extension (GDOT-2) to ARC for funding, the Department conducted a technical analysis to determine the project's eligibility for CMAQ. GDOT provided the analysis to FHWA and worked closely with their Georgia office and CMAQ experts in Washington, DC. FHWA reviewed the project specifics and found that GDOT-02 met the CMAQ eligibility requirements. And, as the SELC letter dated 2/21/14 states, "FHWA guidance concludes that HOT lanes are eligible projects."

GDOT-02 will benefit an entire region of metro Atlanta through improved reliability on I-85 in Gwinnett County. It expands the region's current HOV/HOT network and will benefit both transit and auto commuters alike. The project has been developed to its current state of readiness precisely because the policy committee of the Atlanta MPO determined that the implementation of managed lanes is sound policy.

In conjunction with the construction and opening to traffic of GDOT-02, the Georgia Commute Options (GCO) Program will actively promote carpooling, vanpooling and transit in the expanded HOT lanes. The GCO program will focus on increasing the number of individuals who choose to make an

alternative commute. A key component of the HOT managed lane project is that registered transit, vanpools and 3+ person carpools travel toll free to increase person throughput in the corridor.

Letters of Support

In addition to the comments addressed above, a small numbers of letters were submitted expressing support for specific projects in the plan. These warrant no specific response from ARC and are included at the end of this section.

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February 21, 2014

Via Electronic Mail and Regular U.S. Mail

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RE: Comments on Update to Plan 2040 Regional Transportation Plan

Mr. Orr:

The Southern Environmental Law Center submits the following comments regarding the Atlanta Regional Commission's proposed update to Plan 2040. SELC is a non-profit, non-partisan organization that works throughout the Southeast to promote environmentally sustainable transportation policies and infrastructure investments.

Since Plan 2040 was adopted in 2011, ARC has done a commendable job of navigating a variety of challenging circumstances including the economic depression, the housing crash, the adoption of a new federal transportation bill, the failure of the regional transportation sales tax referendum in metro Atlanta, and the continuing decline in transportation funding. These challenges provide both the need and the opportunity to refine the way metro Atlanta approaches transportation planning. ARC should use this update to Plan 2040 and subsequent revisions to the region's long term plan to steer metro Atlanta's transportation system in a more effective and sustainable direction.

Plan 2040 Should Embrace Changing Demographic Trends

Several important demographic shifts have emerged or accelerated since the adoption of Plan 2040. Metro Atlanta has grown more slowly over the past several years than previously projected and significantly less than its rate of growth over previous decades.¹ Per capita vehicle miles traveled (VMT)² and new roadway construction have leveled off and begun to decline.³

¹ Regional Snapshot: 2013 Population Estimates (August 2013)

http://documents.atlantaregional.com/enewsletters/reg_snapshot/0813/pop_estimates_main.pdf

² Per Capita VMT Ticks Down for Eighth Straight Year, Eric Sundquist (February 2013)

<http://www.ssti.us/2013/02/per-capita-vmt-ticks-down-for-eighth-straight-year/>

³ When Will We Reach Peak Road, David Levinson (January 2014) <http://transportationist.org/2014/01/01/when-will-we-reach-peak-road/>

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Fewer cars are on the road⁴ and young drivers are waiting longer to obtain their driver's license.⁵ Metro Atlanta has seen a remarkable reversal in real estate development, away from the drivable suburban form which defined the region's growth over previous decades and toward a more walkable, urban form.⁶ ARC is obviously aware of these trends and they are reflected, to various degrees, in Plan 2040's socio-economic forecast and its travel demand modeling. But the plan itself must be reviewed and adjusted in light of these rapidly emerging trends.

Fortunately, Plan 2040 already has many of the necessary policies in place to adapt to these emerging trends including its emphasis on multimodal transportation, maintenance and operations of the existing road network, and improving access to activity centers. But ARC must deploy these policies more assertively in its funding decisions. For example:

- Projects to increase access in and between activity centers should be prioritized;
- The LCI program should be expanded and LCI projects should be among the first funded;
- Projects designed to accommodate future growth in driveable, suburban areas should de-emphasized and in most cases removed from the plan entirely;
- Freeway investments should focus on addressing bottlenecks and other design improvements rather than adding new capacity;
- New capacity projects should only be considered where no operational or design solutions exist;
- Funding eligible for active transportation projects (such as STP and CMAQ) should be used primarily for these purposes rather than adding new capacity.

These policies do not require a radical departure from the path forward already laid out in Plan 2040, but do require a more singular focus and commitment to these policies in funding decisions. Aggressively pursuing these policies, when combined with the changing demographic trends, will create a reinforcing cycle capable of producing the vibrant, thriving, sustainable communities envisioned in the plan. Failing to embrace to these policies will create friction between the plan and demographic trends, further exacerbating the region's transportation challenges. Plan 2040 must prepare the region for how it will grow over the next two decades, not respond to how it grew over the past two decades.

⁴ [The Shrinking American Car Fleet](http://green.blogs.nytimes.com/2010/01/07/the-shrinking-american-car-fleet/) John Collins Rudolf (January 2010)

http://green.blogs.nytimes.com/2010/01/07/the-shrinking-american-car-fleet/?_php=true&_type=blogs&_r=0

⁵ [The Reasons for the Recent Decline In Young Driver Licensing in the U.S.](http://deepblue.lib.umich.edu/bitstream/handle/2027.42/99124/102951.pdf), Brandon Schoettle (August 2013)

<http://deepblue.lib.umich.edu/bitstream/handle/2027.42/99124/102951.pdf>

⁶ [The WalkUp Wake-up Call: Atlanta](http://business.gwu.edu/walkup/atlanta2013/), Christopher Leinberger (2013) <http://business.gwu.edu/walkup/atlanta2013/>

ARC Should Build On Its Use Of Performance Measures To Not Only Select Projects But Also To Guide The Allocation of Funds Between Program Areas.

One of the important advancement in Plan 2040 is its increased use of performance measures to guide its prioritization of projects. The plan identified objective performance metrics and used these metrics to evaluate and prioritize projects based on their ability to achieve these desired outcomes. Selecting project based on performance, rather than political or other subjective criteria, anticipated one of MAP-21's key changes and is likely to produce a more effective plan.

However, one significant portion of the funding process which remains unclear, and apparently continues to be based on subjective criteria, is how available funds are allocated between program areas. Appendix C-1 lays out the methodology for deciding between competing projects within a program area but does not explain how funds are allocated between different program areas. For example, the current performance-based planning measures help identify the best "Arterial Highway Expansion" project but don't address whether the money would be better spent on "Roadway Operation/Preservation" projects. The next step in performance-based planning is to use objective performance measures not only in project selection but also in the allocation of funding between program areas. For all the same reasons performance-based planning improves project selection it will likewise improve the allocation of funding between project areas.

A Scenario-Based Approach Should Be Used To Develop The Funding Allocation And The Socio-Economic Forecast.

Performance metrics could be incorporated into the funding allocation decision by evaluating the performance of different funding allocation scenarios. The proposed Update calls for 71% of funding to be used for Preservation and Optimization, 26% for System Expansion, and 3% for Demand Management. Within the System Expansion category, the proposed Update calls for 27% to be used for transit, 28% for managed lanes, and 45% for general roadway capacity. It is unclear how these percentages were determined and if this division produces the optimal performance for the region. Comparing this allocation against a range of other feasible allocations would inform this decision and ensure that the region is maximizing its transportation investment.

ARC should similarly examine alternate feasible scenarios with regard to the socio-economic forecast. Plan 2040 examines the performance of alternate growth scenarios, comparing a "Base Case" against three extreme land use scenarios (Ultra Sprawl, Concentrated Growth, and Local Policy scenarios). It is highly unlikely that any of these alternate scenarios would occur, which minimizes the usefulness of this scenario analysis in developing the region's long range plan.

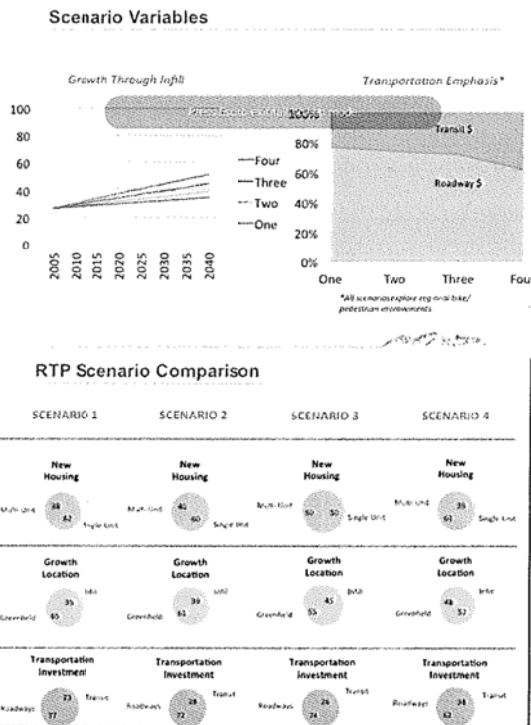
A better approach would consider the performance of a spectrum of feasible scenarios. The approach used by the Wasatch Front Regional Council in the preparation of its long range plan offers a useful comparison.⁷ The Wasatch Front Regional Council held meetings to discuss four possible growth and development scenarios. Rather than testing hypothetical extreme growth scenarios, they considered four options along a spectrum of plausible growth. These scenarios had slightly different amounts of infill development and, as a result, slightly different mixes of roads and transit investment.

The Council solicited input from local governments, communities, and key partners on these options, and based on this input prepared a draft preferred scenario for the long range plan. In this way, the socio-economic forecast, the funding allocation, and project selection decisions were all tested through scenario analysis and optimized to produce the outcomes sought by the region.

Plan 2040's use of performance metrics and scenario planning were important steps forward for the region's transportation and land use planning, but these efforts must continue to improve. Ensuring that each step of the region's long range plan is tested with competing scenarios, is rated against objective criteria, and is firmly grounded in data will calibrate the plan to achieve the region's goals.

ARC Must Update and Expand Its Analysis of Greenhouse Gas Emissions.

Another important advancement in Plan 2040 was its incorporation of greenhouse gas emission (GHG) as a planning consideration. Compared to elsewhere in the country, a greater percentage of GHGs emitted in Georgia come from the transportation sector and the state does



⁷ http://www.wfrc.org/new_wfrc/index.php/plans/regional-transportation-plan

less to curtail those emissions.⁸ ARC's 2010 white paper considering the region's GHG emissions and Plan 2040's inclusion of GHGs in its cost benefits analysis showed important leadership on this issue. Modeling GHG emissions as part of the recent CMAQ project evaluation is another commendable step to incorporate GHGs into the regional transportation planning framework. But there are four additional steps ARC can take to further its consideration of GHGs and remain current with best practices around this issue.

First, ARC should adopt a GHG reduction goal. Similar to the MVEB and conformity determination for ozone and particulate matter, ARC could establish a regional GHG emission target (either on a total or a per capita basis) and ensure that the region's short term and long term plans are modeled to achieve that goal. Addressing GHG emissions in this fashion would be consistent with MAP-21's emphasis on performance-based planning and will position the region for future federal regulations on transportation-related GHG emissions.

Second, ARC should update its March 2010 GHG white paper, "Taking the Temperature: Transportation Impacts on Greenhouse Gas Emissions in the Atlanta Region." The modeling in this document relies on the previous regional transportation plan (Envision6) and previous CAFE standards. ARC should update the analysis in this document to incorporate the current plan, the most recent fuel economy standards, and demographic changes since the previous white paper.

Third, ARC should prepare a regional inventory of transportation-related GHG emissions. States and MPOs around the country have prepared such inventories to clarify the sources and quantities of GHG emissions from different transportation-related sectors.⁹ This information, in turn, can help identify sources which are releasing a disproportionately high portion of the region's GHGs and opportunities to cost-effectively reduce those emissions.

Fourth, ARC should initiate a climate vulnerability and mitigation study. Climate change will impact metro Atlanta region in a myriad of ways including changing historical precipitation patterns, accelerating ozone formation, increasing the number of severe weather events, and altering performance of transportation assets. Unless the region identifies the potential risks from climate change it cannot begin planning to address them. FHWA has initiated a climate resilience pilot program¹⁰ and released a Climate Change & Extreme Weather Vulnerability

⁸ 2010 State energy-related carbon dioxide emission shares by sector, Energy Information Agency
<http://www.eia.gov/environment/emissions/state/analysis/pdf/table4.pdf>

⁹ The Chicago Region Greenhouse Gas Baseline Inventory and Forecast, (December 2009)
http://www.cmap.illinois.gov/documents/10180/36697/Greenhouse-Gas-Inventory_12-7-09_final.pdf/2ea10932-c343-4f66-a933-af5277bed21d

¹⁰ FHWA: Climate Resilience Pilots
https://www.fhwa.dot.gov/environment/climate_change/adaptation/ongoing_and_current_research/vulnerability_assessment_pilots/
Climate Change Adaptation Peer Exchanges: Comprehensive Report: The Role of State Departments of Transportation and Metropolitan Planning Organizations in Climate Change Adaptation, FHWA (August 2012)

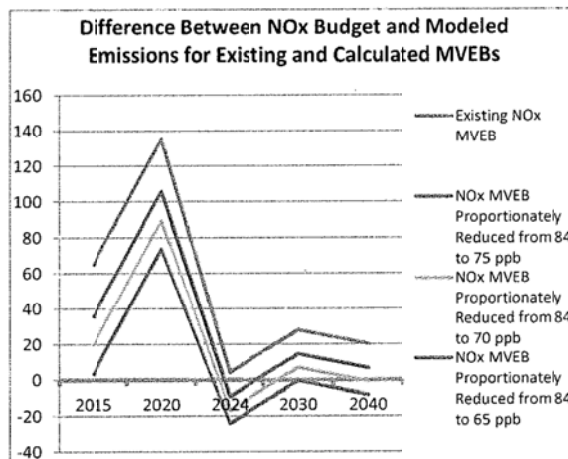
Assessment Framework document for State DOTs and MPOs to use.¹¹ ARC should follow the lead of its peers around the country and prepare a climate resilience study for metro Atlanta.

The Region Must Continue to Reduce Mobile Source Ozone Pollution And Plan For The Challenge Of Attaining Tighter Ozone Standards In The Future.

As the Plan 2040 Conformity Report explains, metro Atlanta is in a transition period with respect to the National Ambient Air Quality Standard (“NAAQS”) for ozone. Since the adoption of Plan 2040, metro Atlanta has both been redesignated as a maintenance area for the 1997 8-hour ozone standard (84 ppb) and classified as a marginal nonattainment area for the 2008 hour standard (75 ppb). The Environmental Protection Agency continues to evaluate the adequacy of the 2008 standard, and recent documents suggest that the standard may be further reduced to between 70 ppb to 60 ppb.¹²

ARC’s conformity analysis is based on a Motor Vehicle Emission Budget (MVEB) adopted to comply with the 1997 ozone standard. It is highly likely that compliance with the 2008 and future NAAQS standards for ozone will require this budget to be reduced. Plan 2040’s emission projections, particularly around 2024, raise concerns about the region’s ability to comply with a lower MVEB.

The graph at right illustrates this problem. The blue line depicts the difference between the existing MVEB and the modeled emissions. The red, green, and purple lines depict the difference between modeled emissions and potential future MVEBs, if the MVEB is reduced proportionately to the difference between the 84 ppb standard and possible 75, 70, and 65 ppb standards. Should the MVEB be reduced to the same degree, metro Atlanta’s modeled emissions would exceed the



https://www.fhwa.dot.gov/environment/climate_change/adaptation/workshops_and_peer_exchanges/2011-2012_summary/index.cfm

¹¹ Climate Change & Extreme Weather Vulnerability Assessment Framework, FHWA (December 2012)

http://www.fhwa.dot.gov/environment/climate_change/adaptation/resources_and_publications/vulnerability_assessment_framework/

¹² Policy Assessment for the Review of the Ozone National Ambient Air Quality Standards:

Second External Review Draft, Environmental Protection Agency (January 2014)

<http://www.epa.gov/ttn/naaqs/standards/ozone/data/20140131pa.pdf>

budget in 2024 in all scenarios, and again in 2040 in two of the scenarios.

Although overly simplistic, this model illustrates the limited excess capacity available in the MVEB in future years and potential difficulties complying with tighter ozone NAAQS if mobile source emissions are not reduced further. There is no doubt that metro Atlanta's air is cleaner than it was a decade ago and ozone emissions are presently within the current MVEB. But ARC should anticipate and begin planning for lower MVEBs and a more emissions-constrained future. Reducing vehicle emissions must remain a priority, both in evaluating the region's transportation plans and in project selection.

Conclusion

Thank you for your consideration of these comments. If you have any questions or concerns please do not hesitate to contact me at (404) 521-9900 or bgist@selcga.org.

Sincerely,



Brian Gist

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February 21, 2014

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RE: Comments on CMAQ Project Recommendations

Mr. Orr:

The Southern Environmental Law Center submits these comments on the Atlanta Regional Commission's Congestion Mitigation and Air Quality Program ("CMAQ") Project Funding Recommendation (the "Recommendation"). SELC is a non-profit, non-partisan organization that works throughout the Southeast to promote environmentally sustainable transportation policies and infrastructure investments.

ARC's process for prioritizing CMAQ projects and the resulting Recommendation largely succeeds in identifying projects that best satisfy the purpose of the CMAQ program and the region's transportation goals. The Recommendation's single shortcoming is the proposal to allocate \$44 million in CMAQ funds toward project number GDOT-02, the proposed high occupancy toll lane extension project in Gwinnett County. This recommendation is at odds with the purpose of CMAQ program and is unsupported by the project's performance data. Instead, ARC should shift a portion of this recommended funding to a suite of better-performing projects which are more in line with the purpose and goals of CMAQ.

Introduction

The CMAQ program was created to help areas comply with the Clean Air Act's requirements regarding transportation-related air pollution. The CMAQ program helps reduce these mobile source emissions by "realign[ing] the focus of transportation planning toward a more inclusive, environmentally sensitive, and multimodal approach to addressing transportation

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problems.”¹ Providing a dedicated source of funding for projects which reduce mobile source air pollution is the central purpose of the program and the connection between CMAQ and air quality extends throughout the program including how the funding is allocated, 23 U.S.C. § 104, where it must be used, 23 U.S.C. § 149(b), and project eligibility. The purpose and performance of GDOT-02 makes it a poor fit for the CMAQ program.

Guidance Permitting The Use Of CMAQ Funds For HOT Lane Projects Relies On A Questionable Interpretation Of Law.

In recommending GDOT-02 for funding, the threshold question is whether this type of project is eligible for CMAQ funding. Although FHWA Guidance concludes that that HOT lanes are eligible projects,² this Guidance is at odds with the plain language of the statute and relies on a questionable interpretation of law.

As amended under MAP-21, the CMAQ statute provides:

No funds may be provided under this section for a project which will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times.

23 U.S.C. § 149(c)(3) (emphasis added). The FHWA Guidance looks to 23 U.S.C. § 166, which includes HOT lanes within its definition of high occupancy vehicle lanes, as the basis for concluding that HOT lanes are a high occupancy vehicle facility and therefore eligible for CMAQ funding. This interpretation is problematic because it effectively rewrites the plain language of the statute, eliminating the additional requirement that the high occupancy vehicle facility also limit single occupant vehicle (“SOV”) access to off peak hours. ARC is obviously not tasked with resolving the shortcomings of FHWA’s legal interpretations, but it should consider this legal deficiency and the problems that may arise from relying on FHWA’s guidance.

Funding The HOT Project With CMAQ Funds Is Not Sound Policy.

Even if it is legally permissible to use CMAQ funding for HOT lanes, allocating 39% of the region’s available CMAQ funds to GDOT-02 is not a good policy choice. As the above-quoted language makes clear, CMAQ was not intended to fund SOV capacity projects. Yet GDOT-02 is likely to result in increased driving and more SOV capacity. Modeling for the region’s other managed lane projects on I-75 South and the Northwest Corridor show that they will be used primarily by SOV and will increase total VMT and average annual daily traffic counts. Further, they are projected to make little impact on congestion levels in the corridor as a

¹ http://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/brochure/brochure03.cfm

² This conclusion is contained both in FHWA’s 2008 CMAQ Guidance and its recently released Interim Guidance for the program under MAP-21. See FHWA Notice of Interim Guidance and Request for Comment, Congestion Migration and Air Quality Improvement Program, 218 Fed. Reg. 67442 (Nov. 12, 2013).

whole. Approximately 85% of vehicles on the existing I-85 HOT lanes, which GDOT-02 would extend, are SOV.³ Unless the demographics of GDOT-02 prove dramatically different than the region's other managed lane projects, GDOT-02 is likely to increase SOV capacity and automobile travel, the exact outcomes CMAQ was created to avoid.

Using CMAQ funds for GDOT-02 is also shortsighted given the flexibility of these funds and the imbalance in the region's overall funding portfolio. ARC has generally done a commendable job of navigating the maze of restrictions and limitations on various funding programs to ensure that worthy alternative transportation projects move forward. CMAQ funds are particularly important in this matching because they can be used for a variety of purposes which are otherwise difficult to fund such as start-up transit operations, safe routes to schools, traffic demand measures, and clean vehicle retrofits. The Recommendation's proposal to use CMAQ funds for the Atlanta Streetcar, ATL-01, is an example of how this flexibility can be used to maximum impact. Although ATL-01's air quality impacts are modelled to be modest, funding this project is appropriate because it is squarely in line with the purpose of the program and would be difficult to fund through other means.

The same is not true for GDOT-02. As Georgia DOT and ARC have consistently explained, the purpose of managed lanes is not to provide an alternative to SOV travel but to provide a more reliable option for SOV drivers. Rather than providing alternatives to the status quo, this project would reinforce it. Further, unlike transit operational costs, managed lane projects are eligible for numerous general purpose funding streams including the National Highway Performance Program, state gas tax revenue, and toll revenue. These funding programs are intended for projects to improve the performance of the region's roadways, like GDOT-02, and the amount of funding available through them dwarfs what is available through CMAQ. Stretching the meaning of the CMAQ program to fund a project which is more properly funded through other, much larger programs is not a sound policy choice.

CMAQ Funds Should Be Redirected Toward More Cost-Effective Projects.

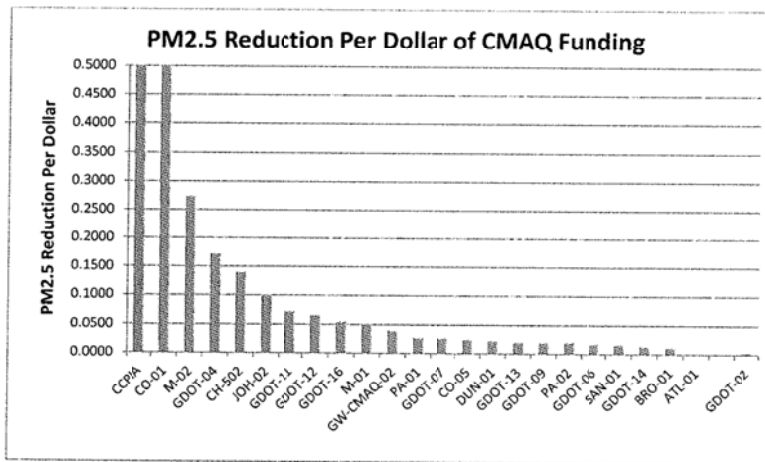
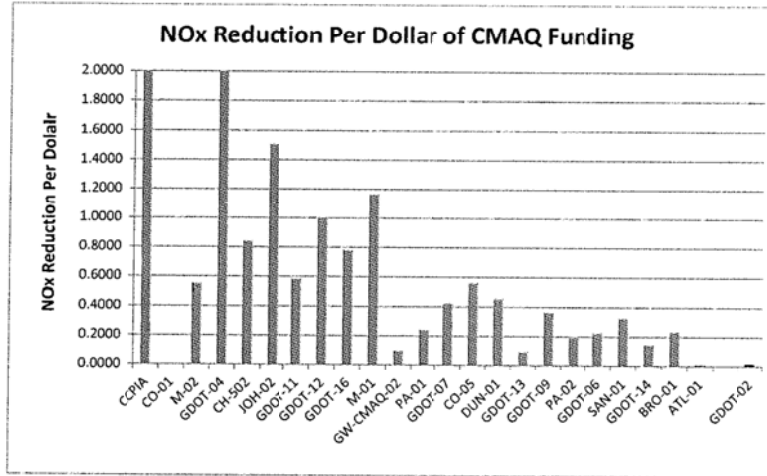
Instead of allocating \$44 million to GDOT-02, a portion of these funds should be redirected toward a suite of projects included on the shortlist but not included in the Recommendation. These Alternate Projects will provide greater air quality benefit than GDOT-02 and will do so at a lower cost.

MAP-21, Plan 2040, and the Statewide Strategic Transportation Plan all direct that transportation funding decisions should be driven by performance measures. To this end, the Recommendation includes congestion and air quality data for the projects under consideration.⁴

³ I-85 Express Lanes Monthly Travel Data, Georgia State Road and Tollway Authority (Jan. 2014).

⁴ ARC also modeled greenhouse gas emission reductions and the population that lives or works within ¼ mile of the proposed projects. Although not expressly required for CMAQ funding, this modeling is in line with the underlying purposes of the program and is a useful input in evaluating the performance of the projects. These criteria likewise do not support funding GDOT-02 at the recommended level.

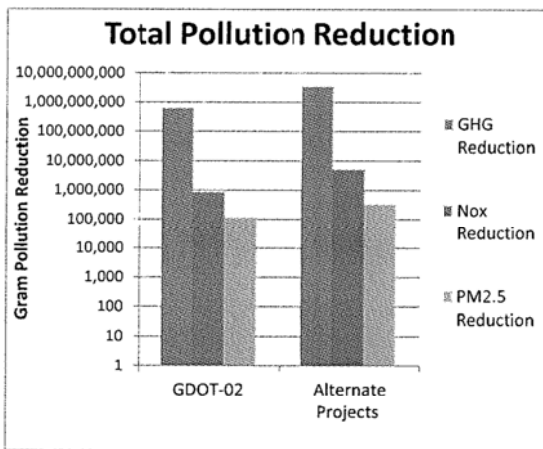
However, instead of supporting the decision to fund GDOT-02, this data reveals it to be among the least effective projects included in the Recommendation. The project's poor performance is particularly striking because it is by far the largest proposed funding amount. Considering GDOT-02's NOx and PM2.5 reductions on a per dollar basis, this project is not a sound investment.



Nor can GDOT-02's funding be justified based on congestion reduction. The Recommendation indicates that GDOT-02's congestion benefits could not be modeled. See,

2013 CMAQ Project Solicitation at Appx. B. It is unlikely that building this project will make a meaningful impact on congestion levels on the roadway as a whole because, as GDOT has stated, managed lanes “do not, nor are they intended to, resolve or even substantially improve congestion in the general purpose lanes.”⁵ HOT lanes are designed to mitigate congestion in the managed lane, not to reduce total congestion levels on the road as a whole.

Rather than committing \$44 million to GDOT-02, ARC should redirect \$26,208,000 to fund a suite of sixteen intersection operation, signal timing and transit projects. These Alternate Projects will provide greater air quality benefits than GDOT-02, and will do so more cost-effectively.⁶



Compared to GDOT-02, the Alternate Projects would reduce GHG emissions by an additional 2,842,809,713 grams; NOx emissions by an additional 4,315,873 grams, PM2.5 emissions by an additional 213,293 grams, and would increase the population within ¼ mile of the project by 92,587 people. And the Alternate Projects would only require 59% of the funding allocated for GDOT-02.

| | GHG Reduction Per Dollar (grams) | NOx Reduction Per Dollar (grams) | PM2.5 Reduction Per Dollar (grams) |
|---------------------------|----------------------------------|----------------------------------|------------------------------------|
| GDOT-02 | 14.6 | 0.0195 | 0.0026 |
| Alternate Projects | 2322.7 | 0.1974 | 0.0125 |

The Recommendation offers three policy explanations for not funding these projects. But, when applied to GDOT-02, these considerations make an even more compelling case for not funding GDOT-02. First, the Recommendation suggests that the Alternate Projects were excluded because they are less effective than those proposed for funding. As the information set forth above makes clear, by every metric the Alternate Projects outperform GDOT-02. Second,

⁵ Final Environmental Impact Statement for Northwest Corridor Project at 5-114, Federal Highway Administration (Oct. 2011)

⁶ The intersection improvement projects are ALP-01; CH-501; CL-03; DAL-01; FS-001; GW-CMAQ-04; MIL-01; NE-01; and RO-02. The traffic signalization projects are GDOT-01; GDOT-03; GDOT-05; GDOT-08; GDOT-10; and GDOT-15. The transit project is CO-03.

the Recommendation suggests that the Alternate Projects were excluded because their primary purpose is something other than improving air quality or alleviating congestion. This same critique could be levied against GDOT-02 and most of the other projects proposed for funding. Although it may not be their intended purpose, the emissions data makes clear that the Alternate Projects have merit on that basis as well. Finally, the Recommendation suggests that the Alternate Projects are better suited for funding through other means. Given the large funding programs available for HOT lane projects and the fact that these other funding programs could not be used for transit, traffic signalization or intersection improvements, this critique provides an even more compelling reason for disqualifying GDOT-02.

The region's stated commitment to performance-based planning is tested in decisions such as this one. Although managed lanes are emphasized as a key part of the region's transportation strategy, this commitment should not trump sound policy and empirical data. The performance data and policy considerations simply do not support funding GDOT-02 with CMAQ funds. ARC should use these funds as they were intended and reallocate the funding necessary to advance the better-performing, more cost-effective Alternate Projects.

Conclusion

The 2013 CMAQ Project Solicitation commits to fund the "top-performing" projects. The Recommendation's proposed allocation of \$44 million to GDOT-02 falls short of this goal. The region's commitment to performance-based planning, the policies behind the CMAQ program, and the statute governing these funds all support reallocating these funds to the Alternate Projects.

Thank you for your consideration of these comments. If you have any questions or concerns please do not hesitate to contact me at (404) 521-9900 or bgist@selcga.org.

Sincerely,



Brian Gist

cc: Toby Carr (Georgia Department of Transportation)



February 6, 2014

John Orr, Manager, Transportation
Access, & Mobility Division
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Dear Mr. Orr:

The Perimeter Community Improvement Districts (PCIDs) offer their support of the GA 400 Collector Distributor (CD) Project (Project Identification Number: FN-AR-100A) as a top priority project of regional significance. On behalf of the local elected officials, local business leaders and citizens, we advocate that the GA 400 CD Project remain in the project list as part of ARC's update to the PLAN 2040 Regional Transportation Plan.

We also advocate that the GA400 CD Project remain authorized in years 2014-2017. This project has been on the drawing board for over a decade with an approved design and environmental authorization. Of the 63 parcels of required right of way, 42 have already been acquired on this corridor.

In addition to the federal, state and local investment in this project, the PCIDs made an investment in the implementation of the Hammond Drive Ramps at GA 400 in 2011. PCIDs invested over six million dollars of private funds to deliver this critical piece of the CD system project on an accelerated design build schedule. The full value of this investment will only be realized with the implementation of the full CD system project between I-285 and Spalding Drive.

This CD system design will shift traffic queues at interchanges to the parallel CD system, as opposed to queuing onto the GA 400 mainlines. This change provides a significant reduction at ingress and egress points along GA 400 between I-285 and Spalding Drive, improving safety and reducing congestion around interchanges. The construction of the parallel CD system also provides opportunities for alternate routing of GA 400 traffic to maintain mobility around construction activities, maintenance activities and incident management.

The operational improvements of the CD system are targeted to improve the segment of GA 400 between Hammond Drive and Abernathy Road from travel speeds estimated to be 28 MPH NB and 48 MPH SB in 2018 during peak-hour to travel speeds estimated to be 50 MPH NB and 55 MPH SB in 2019 during peak-hour. Current traffic volumes peak at approximately 210,000 vehicles daily on sections of this corridor.

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One Ravinia Drive | Building One, Suite 1125 | Atlanta, Georgia 30346 | Main: 770.390.1780 | Fax: 770.390.1782 | www.perimetercid.org

Central Perimeter is one of the largest office submarkets and Fortune 500 centers in the region with 33 million-square-feet of office space. Real estate within the 4.2 square-mile area of the PCIDs at the market's core generates approximately \$306.6 million in tax revenues for the State of Georgia annually. Central Perimeter is also one of the largest employment centers in the region, providing 123,515 jobs. According to the ARC-, 88 percent of those jobs are filled by employees commuting into the area. And, 79 percent of the 65,639 people who live in the market commute out of the area for work. Many of these commuters go through the I-285 and GA 400 Interchange and on to destinations along GA 400.

Capacity improvements to the GA 400 corridor are imperative not only for the Central Perimeter submarket, but also for the Cumberland Market in Cobb County and the growing job market in Doraville, GA 400 north to the North Fulton Market and GA 400 south to the Buckhead, Midtown and Downtown Markets.

Improvements to the GA 400 corridor would provide the connectivity necessary to retain and attract businesses in Central Perimeter, an important economic engine in Georgia. Central Perimeter contains 25 percent more commercial office space than the central business district of Charlotte, North Carolina.

Thank you for your consideration of the GA 400 CD Project as a critical need for the state of Georgia and the Atlanta region.

Sincerely,



Yvonne D. Williams
President and CEO
Perimeter Community Improvement Districts

Cc:
Governor Nathan Deal
Lieutenant Governor Casey Cagle
Speaker of the House David Ralston
US Senator Johnny Isakson
US Senator Saxby Chambliss
Member of Congress Tom Price
Mayor Rusty Paul, City of Sandy Springs
Mayor Mike Davis, City of Dunwoody
Mayor J. Max Davis, City of Brookhaven
Mayor Eric Clarkson, City of Chamblee
Mayor Donna Pittman, City of Doraville
Chris Riley, Chief of Staff, Governor Nathan Deal
Jay Shaw, Board Chair, GDOT

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Dan Moody, Board Member, CDOT
Keith Golden, Commissioner, GDOT
Toby Carr, Planning Director, GDOT
Jannine Miller, Executive Director, GRTA
Chris Tomlinson, Executive Director, SRTA
Kerry Armstrong, Board Chair, ARC
Liane Levetan, Board Member ARC
Jane Hayse, Director, Center for Livable Communities, ARC
John Heagy, Chair, Central (DeKalb) Perimeter Community Improvement District
Chuck Altimari, Chair, Fulton Perimeter Community Improvement District
Donna Mahaffey, Chief of Staff, Perimeter Community Improvement Districts

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1



February 6, 2014

John Orr, Manager, Transportation
Access, & Mobility Division
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Dear Mr. Orr:

The Perimeter Community Improvement Districts (PCIDs) offer their support of the I-285 at GA 400 Interchange Project (Project Identification Number: AR-957) as their top priority project of regional significance. On behalf of the local elected officials, local business leaders and citizens, we advocate that, as part of ARC's update to the PLAN 2040 Regional Transportation Plan, the I-285 at GA 400 Interchange Project remain in the project list. We also advocate that the preliminary engineering phase of the I-285 at GA 400 Interchange Project remain authorized in year 2016. The PCIDs have committed 10 million dollars in partnership to accelerate this project and remain dedicated to assisting federal, state and local transportation agencies in developing creative strategies to move this project forward with unity among business leaders and local elected officials to benefit the entire region.

The I-285 at GA 400 Interchange is located at the top end of I-285, which was named one of the most congested corridors in the U.S. by the well-respected Texas Transportation Institute, the largest transportation research agency in the country. Approximately 200,000 vehicles pass through the I-285 and GA 400 Interchange each day. That is comparable to the entire population of Augusta - Richmond County traveling through that area daily. ARC calculations show that congestion levels will be reduced by as much as 28 percent once the project is complete.

Central Perimeter is one of the largest office submarkets and Fortune 500 centers in the region with 33 million-square-feet of office space. Real estate within the 4.2 square-mile area of the PCIDs at the market's core generates \$306.6 million in tax revenues for the State of Georgia annually. Central Perimeter is also one of the largest employment centers in the region, providing 123,515 jobs. According to the ARC, 88 percent of those jobs are filled by employees commuting into the area. And, 79 percent of the 65,639 people who live in the market commute out of the area for work. Many of these commuters go through the I-285 and GA 400 Interchange. When you add in the truck traffic and additional commutes through the top end area to other major employment centers, the numbers are staggering.

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The rate of crashes on I-285 top end exceeds the statewide average for similar roadways by more than 30 percent, according to the revive285 top end Existing Conditions Report. Segments of I-285 and GA 400 had crash and injury rates over four times the statewide average; some segments had rates over ten times the statewide average. More crashes occur near the GA 400 Interchange than near any other location along the top end of I-285.

Capacity improvements to the I-285 at GA 400 Interchange are imperative not only for the Central Perimeter sub-market, but also for the Cumberland Market in Cobb County and the growing job market in Doraville, GA 400 north to the North Fulton Market and GA 400 south to the Buckhead, Midtown and Downtown Markets.

Improvements to the interchange would provide the connectivity necessary to retain and attract businesses in Central Perimeter, an important economic engine in Georgia, Central Perimeter already has 25 percent more space than the central business district of Charlotte.

Thank you for your consideration of the I-285 at GA 400 Interchange Project as a critical need for the state of Georgia and the Atlanta region.

Sincerely,



Yvonne D. Williams
President and CEO
Perimeter Community Improvement Districts

Cc:
Governor Nathan Deal
Lieutenant Governor Casey Cagle
Speaker of the House David Ralston
US Senator Johnny Isakson
US Senator Saxby Chambliss
Member of Congress Tom Price
Mayor Rusty Paul, City of Sandy Springs
Mayor Mike Davis, City of Dunwoody
Mayor J. Max Davis, City of Brookhaven
Mayor Eric Clarkson, City of Chamblee
Mayor Donna Pittman, City of Doraville
Chris Riley, Chief of Staff, Governor Nathan Deal
Jay Shaw, Board Chair, GDOT
Dan Moody, Board Member, GDOT
Keith Golden, Commissioner, GDOT

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Jane Hayse, Director, Center for Livable Communities, ARC
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Chuck Altimari, Chair, Fulton Perimeter Community Improvement District
Donna Mahaffey, Chief of Staff, Perimeter Community Improvement Districts

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Fayette
COUNTY

140 STONEWALL AVENUE WEST, STE 100
FAYETTEVILLE, GEORGIA 30214
PHONE: 770-305-5200
www.fayettecountyga.gov

"WHERE QUALITY
IS A LIFESTYLE"

February 21, 2014

John Orr, Manager
Transportation, Access, & Mobility Division
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: Public Comment on RTP Update

Dear ^{Sohn} Mr. Orr:

The purpose of this letter is to formally document Fayette County's support of the interchange project at State Route 74 and I-85 (FS-AR-182) in the RTP. This interchange is the vital link connecting Fayette County with the Atlanta region and substantial upgrades are needed as soon as possible to address existing safety and congestion problems.

Furthermore, we request that the funding for this project be increased to cover the costs associated with the partial coverleaf option. As documented in the Interchange Modification Report, this option provides the best level of service in the short and long term analyses. Given the projected growth within South Fulton, Fayette and Coweta Counties, we believe implementation of any other option would be a failure with respect to addressing the long-term needs of these communities.

Fayette County has, and continues to get, substantial requests from our citizens requesting improvements/upgrades/relief at this interchange. Understanding that today is the last day for public comment on the RTP, how should we direct our citizens to forward their comments to the Atlanta Regional Commission and Georgia Department of Transportation in the future? We will begin that process upon your reply.

As always, we appreciate your continued assistance on all transportation issues.

Sincerely,

A handwritten signature in black ink, appearing to be 'SAB', with a horizontal line extending to the right.

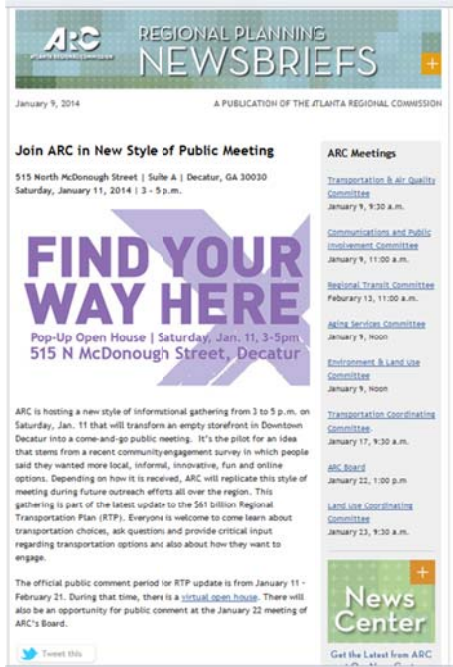
Steve Brown
Chairman, Fayette County Board of Commissioners

CC: Steve Rapson, County Manager, Fayette County
Phil Mallon, Public Works Director, Fayette County

PLAN 2040 Outreach Exhibits

ARC Publications

- *ARC Regional Planning Newsbrief, January 9, 2014*



- Electronic flyers and posts



- *ARC Community Engagement Network Newsletter*
December 18, 2013



- *ARC Events webpage*



- *ARC News Center*, January 2, 2014 <http://news.atlantaregional.com/?p=1487>



[Topics](#) [ARC Website](#) [Home](#)

RTP Pop-Up Open House

Posted on January 2, 2014 by Grace Trimble



The Atlanta Regional Commission is hosting a new style of informational gathering from 3 to 5 p.m. on Saturday, Jan. 11 that will transform an empty storefront in Downtown Decatur into a come-and-go public meeting. It's the first test-run of an idea we got from YOU and the overwhelming response to the community engagement survey this summer.

In that survey, more than 2,000 of you said you wanted more local choices, different ways to

engage and online options. You said you wanted informal connections, innovation and, dare we say it, fun. So, save the date and come try this first "Pop-up" conversation. It's an idea we hope to replicate in communities all over the region.

This gathering is part of the latest update to the \$61 billion Regional Transportation Plan (RTP), metro Atlanta's framework for mobility and prosperity. ARC invites you to come learn about transportation choices, ask questions and give us some critical input about how to make these kinds of important meetings more fun, informative and engaging.

[Learn more...](#)

This entry was posted in [Main Feature](#), [Transportation](#) by [Grace Trimble](#). [Bookmark the permalink.](#)

ABOUT ARC NEWS CENTER

The ARC News Center puts the most current information about ARC activities and programs in an easy-to-find format, organized by topic, cross-indexed and linked to the ARC website.

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- *Transportation Spotlight* blog
<http://transportationspotlight.wordpress.com/2014/01/07/regional-transportation-plan-pop-up-open-house-this-saturday/>

The screenshot shows a WordPress blog post from 'Transportation Spotlight'. The header features the site's logo and navigation links (Home, About, Contact Us). The main content area is titled 'Regional Transportation Plan Pop-Up Open House This Saturday' and includes a large graphic that says 'FIND YOUR WAY HERE' with a map of the Atlanta region. Below the graphic, the text describes the event: 'ARC is hosting a new style of informational gathering from 3 to 5 p.m. on Saturday, Jan. 11 that will transform an empty storefront in Downtown Decatur into a come-and-go public meeting. It's the pilot project for an idea we got from the overwhelming response to the community engagement survey this summer. In that survey, more than 2,000 residents said they wanted more local choices, different ways to engage and online options. This "Pop-up" conversation is intended to promote informal connections, innovation and, dare we say it, fun. It's an idea we hope to replicate in communities all over the region.' The text continues: 'This gathering is part of the latest update to the \$61 billion Regional Transportation Plan (RTP), metro Atlanta's framework for mobility and prosperity. ARC invites you to come learn about transportation choices, ask questions and give us some critical input about how to make these kinds of important meetings more fun, informative and engaging. We need your help to pass along this message, so please share this email. More information can be found at ARC's website.' The event details are: 'Pop-Up Open House January 11, 2014 | 3:00 PM – 5:00 PM 515 North McDonough Street | Suite A | Decatur, GA 30030'. On the right side of the page, there are widgets for 'SUBSCRIBE!' (with an email input field and a 'Sign me up!' button), 'SEARCH "TSPOT"' (with a search input field and a 'Search' button), 'CATEGORIES' (with a dropdown menu), and 'ARCHIVES' (with a list of months from January 2014 to November 2010).

- *LinkedIn*

<http://www.linkedin.com/company/atlanta-regional-commission>


- Facebook <https://www.facebook.com/atlantaregionalcommission>

The collage consists of several Facebook posts from the Atlanta Regional Commission (ARC). The top post features the ARC logo and a photograph of a modern building complex. Below this are several other posts:

- A post titled "Online Open House | RTP Update | Regional Transportation Plan | Transportation | Atlanta" with a link to www.atlantaregional.com. It includes a photo of an open house event and mentions users like Charlene Mingus, Regan Hammond, and Gabe Gault.
- A post titled "Downtown Decatur Pop-up Open House (50 photos)" dated January 11, 2014. It includes a photo of the event and text stating: "ARC hosted its first pop-up open house in downtown Decatur on Saturday, Jan. 11, 2014. If you missed this meeting, you can still participate in our online open house at: <http://atlantaregional.com/openhouse> — at Downtown Decatur." It also shows a photo of a building with a "YOU ARE HERE!" sign.
- A post titled "Training and Education Services | atlantaregional.com" with a link to www.atlantaregional.com. It features a photo of five people holding signs with question marks.
- A post titled "Sunday Morning Meditation: Transportation planners focus on doing more with less" dated January 13, 2014. It includes a photo of a person looking at a display board and text stating: "Metro Atlanta transportation planners say future road and rail improvements will require working with whatever funding they've got. That won't be a much more than what the metro area receives now, ..."

Atlanta Regional Commission
January 11

We're in downtown Decatur now for the pop-up open house. Come on by! We're next to Eddies Attic.




Like · Comment · Share

Ellen Dozier Nayer, Sylvia Collins Smith, Maricle Belin and 5 others like this.

Atlanta Regional Commission shared a link.
January 10 near Atlanta, GA

If you're coming to Decatur on Saturday for ARC's Pop-up Open House, you might also want to stop by the Carlos Museum at Emory for a great art exhibit:



Review: Romare Bearden captures universality at heart of Odyssey, at Carlos Museum | ArtsATL
www.artsatl.com


An exceptional and compelling exhibition of Romare Bearden's Odyssey-themed works is currently at Emory's Michael C. Carlos Museum.

Like · Comment · Share

Molly Smith likes this.

Atlanta Regional Commission
January 9


ARC will be popping up in Decatur this Saturday! Please join us for refreshments and an opportunity to learn about the regional transportation plan for metro Atlanta. You will also get a chance to win a dinner at one of Decatur's fabulous restaurants!



Like · Comment · Share

Atlanta Regional Commission shared a link via Georgia Commute Options.
January 10

Way to go, Savannah!



CAT Bike brings bicycle sharing to Savannah
bicyclicampaign.org

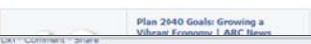
Savannah is the first city in Georgia to offer a bicycle sharing program. Cushman Area Transit's CAT Bike program launches in January 2014 with stations at the Joe Murray Rivers, Jr. Intermodal Transit Center and Ellis Square (sponsored by City of Savannah Mobility and Parking).

Like · Comment · Share

Nicholas Juliano, MARTA Guide, Amy Ingles and 5 others like this.

Atlanta Regional Commission shared a link.
January 10 near Atlanta, GA

In ARC's latest Regional Snapshot, Mke and Mke take a look at metro Atlanta's Plan 2040 goals and regional economic indicators:




Like · Comment · Share

Jim Qualls Georgia Real Estate likes this.

Atlanta Regional Commission shared a link.
January 10 near Atlanta, GA

How we see you tomorrow afternoon at ARC's first Pop-up Open House in downtown Decatur! It runs from 3:00 - 5:00. We'll have refreshments, and you can come and go as you please:




Atlanta Regional Commission to Hold Pop-up Town Hall in Decatur
decatur.gatch.com

The meeting is being held to give the public an update to the \$61 billion Regional Transportation Plan.

Like · Comment · Share

Molly Smith, Melissa Roberts, DeKalb County Transportation Plan and 2 others like this.

Atlanta Regional Commission shared a link.
January 6 near Atlanta, GA



Like · Comment · Share

Wanona Satcher, Regan Hammond, Charlene Mirgus and 11 others like this.

Atlanta Regional Commission Thanks to everyone who came out and made our first pop-up open house a big success! We had a great crowd and lots of great conversations.
January 13 at 9:45am

Michael Mumper Cool. I'd love to see a recap of number of people who attended, what displays were up, comments received or questions answered, what happens with that info...
January 13 at 10:10am

Atlanta Regional Commission Michael, The open house marked the beginning of the public comment period for the Metro Atlanta Regional Transportation Plan Update. The public comment period closes on Feb. 21. Here's more info about the RTP update: <http://atlantaregional.com/.../regional.../rtp-update>

RTP Update | Regional Transportation Plan | Atlanta Regional Commission
atlantaregional.com

ARC is updating the PLAN 2040 Regional Transportation Plan in 2033 and 2014. This... See More

January 13 at 11:34am · 41

Atlanta Regional Commission We now have an online Open House with the maps, infographics and documents displayed at the pop-up open house: <http://atlantaregional.com/openhouse>

Online Open House | RTP Update | Regional Transportation Plan | Transportation | Atlanta...
atlantaregional.com

Learn more about Online Open House at atlantaregional.com

18 hours ago

Local Press

- *The Decatur Minute* at: <http://thedecaturminute.com/2014/01/09/arc-to-host-pop-up-open-house-in-decatur/>

The screenshot shows the homepage of 'The Decatur Minute' website. At the top, there are navigation links for 'Home' and 'About', and a search bar. The main header features the site's logo and a tagline: 'The latest on shopping, development and events in Decatur, Georgia'. Below the header, there are several sections:

- Feeds:** Posts and Comments.
- Recent Posts:** A list of recent articles including 'Bogalusa Boutique Events', 'Jan. 17: Storm Drainage Improvement Update', 'The Valentine Mystery Continues...', 'The Proposed Tree Conservation Ordinance is Ready!', and '3 (Safety) Resolutions Worth Keeping'.
- Authors:** A list of contributors including Cawie Toddor, P.D., Catherine, Deborah, Kate, Lizette, Linda, Lynn, Meredith, Regina, Russ, Tonia, Tammy, and Sarah.
- City of Decatur Blogs:** Links to 'Be Active Decatur' and 'Decatur Tax Blog'.
- Archives:** A dropdown menu to 'Select Month'.
- Search:** A search bar with a 'Search' button.
- Past Posts:** A dropdown menu to 'Select Month'.

The main article, 'ARC To Host Pop-Up Open House in Decatur', is dated January 9, 2014, by Linda. It features a large graphic that says 'FIND YOUR WAY HERE' with the Atlanta Regional Commission (ARC) logo. The article text reads:

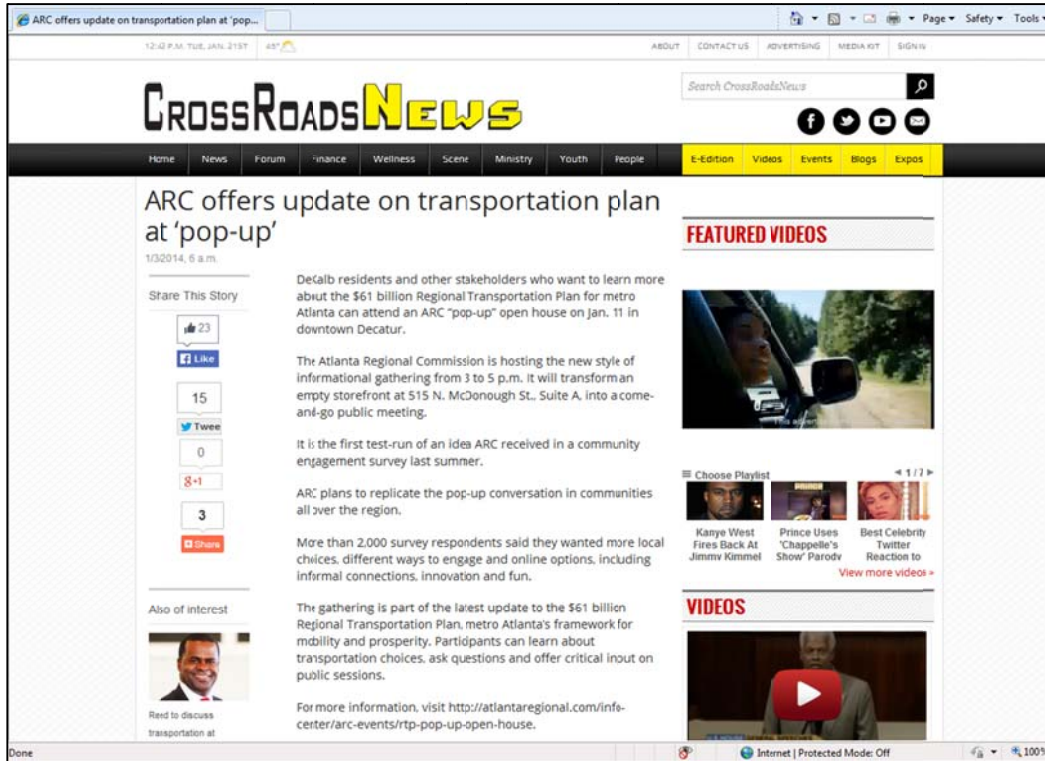
The Atlanta Regional Commission (ARC) is hosting a new style of informational gathering here in Decatur on Saturday, January 11 from 3 – 5 p.m. They will transform the vacant storefront under Eddie's Attic at 319 N. McDonough St. into a come-and-go community meeting. The topic is the latest update to the \$61 billion Regional Transportation Plan (RTP), metro Atlanta's framework for mobility and prosperity. ARC invites the community to come learn about transportation choices, ask questions and give them some critical input about how to make these kinds of important meetings more fun, informative and engaging.

The idea for this new style meeting stemmed from an overwhelming response to a community engagement survey last summer in which more than 2,000 people said they wanted more local, informal, innovative, fun and online options. They chose Decatur as the test-run location and if it proves to be successful, ARC will replicate it during future outreach efforts all over the region.

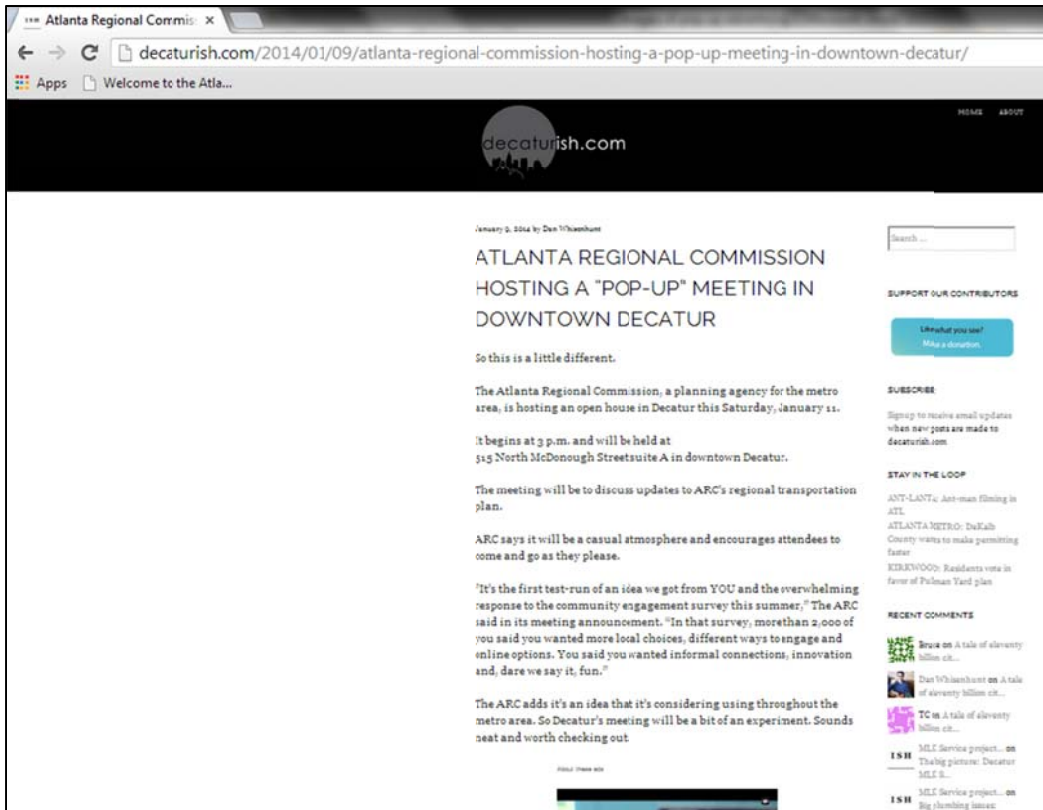
They also promise refreshments and prizes! [Click here](#) for more information.

Posted in [Uncategorized](#) | [Leave a Comment](#)

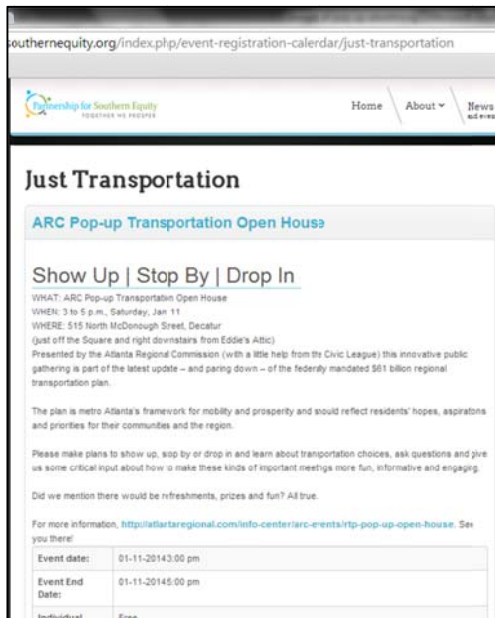
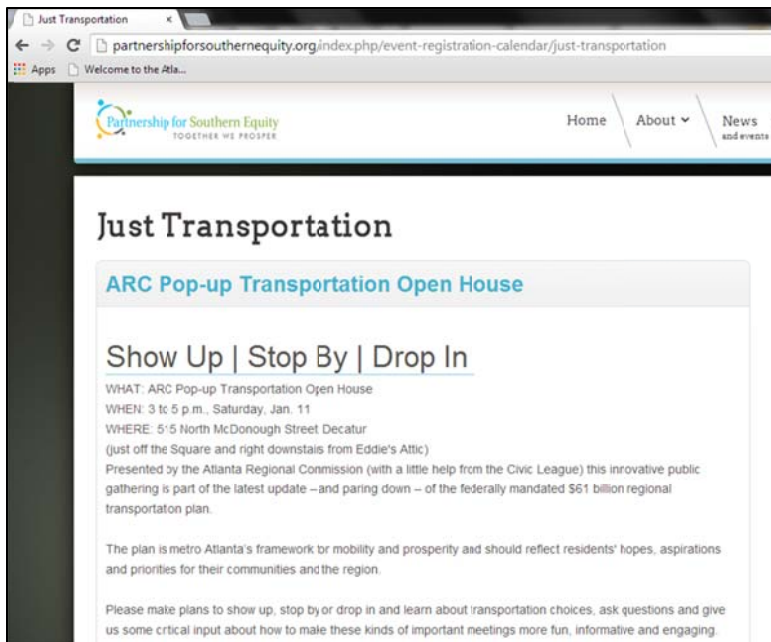
- *CrossRoads News* at: <http://crossroadsnews.com/news/2014/jan/03/arc-offers-update-transportation-plan-pop-/>



- Decaturish.Com at <http://decaturish.com/2014/01/09/atlanta-regional-commission-hosting-a-pop-up-meeting-in-downtown-decatur/>



- Partnership for Southern Equity at: <http://partnershipforsouthernequity.org/index.php/event-registration-calendar/just-transportation>

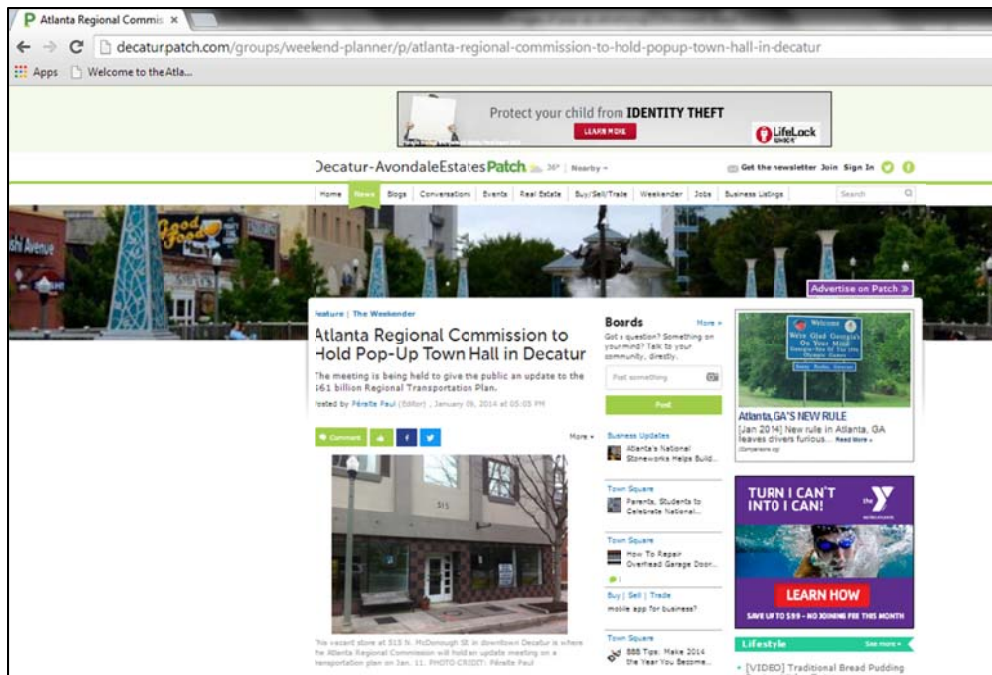


- Atlanta INtown at:

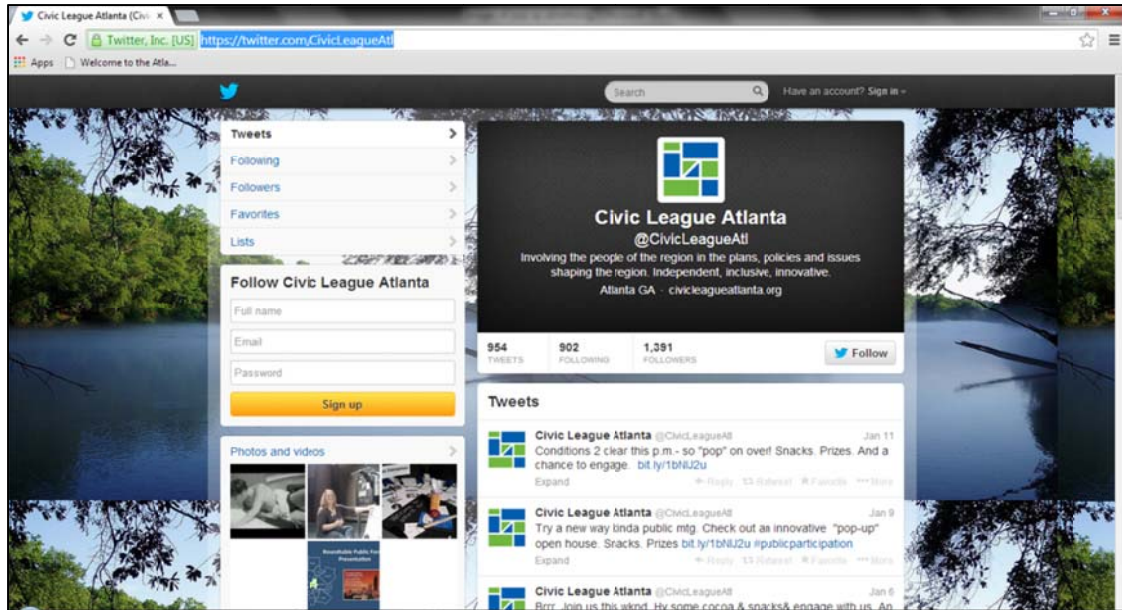
<https://twitter.com/ATLIntownPaper/status/422064516839780352>



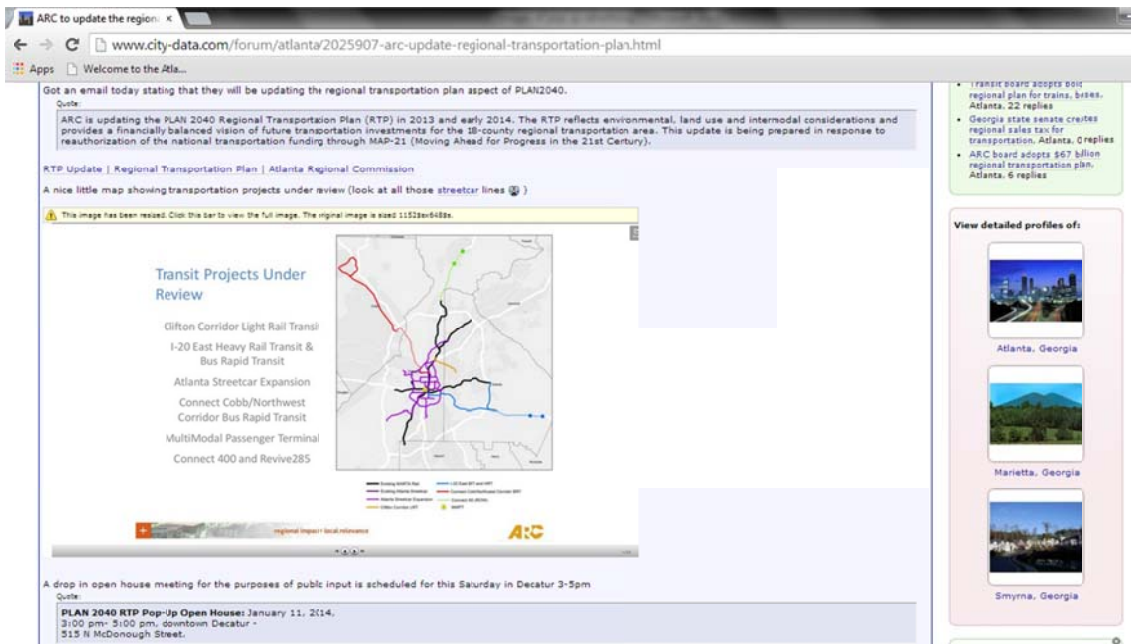
- Decatur Patch at: <http://decatur.patch.com/groups/weekend-planner/p/atlanta-regional-commission-to-hold-popup-town-hall-in-decatur>



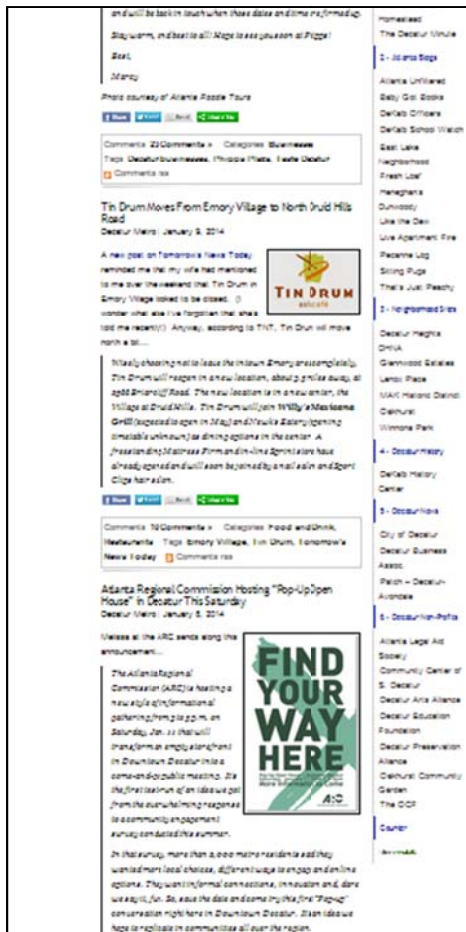
- *Civic League for Regional Atlanta* at: <https://twitter.com/CivicLeagueAtl>



- *City Data* at: <http://www.city-data.com/forum/atlanta/2025907-arc-update-regional-transportation-plan.html>



- The Decatur Metro at: <http://www.decaturnmetro.com/page/9/>



- La Vision Newspaper Spanish language public notice at: <http://lavisionnewspaper.com/magazine/01-10-14/>



- **ARC's Online Open House**

The screenshot displays the ARC website's 'Online Open House' page for the PLAN 2040 RTP update. The page is organized into several key sections:

- Navigation:** Includes 'ABOUT US', 'INFO CENTER', 'LAND USE', 'ENVIRONMENT', 'TRANSPORTATION', 'LOCAL GOVERNMENT', 'WORKFORCE SOLUTIONS', and 'AGS RESOURCES'.
- Left Sidebar:** Lists various transportation topics such as 'Regional Transportation Plan', 'Transportation Improvement Program', 'Community Engagement', 'Commute Options', 'Roads & Highways', 'Bicycle & Pedestrian', 'Transit', 'Human Services Transportation', 'Freight', 'Management and Operations', 'Mobility Management', 'Financing Transportation', 'Travel Demand Model', 'Studies', and 'Resources'.
- Main Content Area:**
 - Online Open House:** Announces the update to the PLAN 2040 RTP and invites public input.
 - Transportation Funding:** An infographic titled 'ROAD WORK AHEAD' showing funding sources: State (10%), Federal (24%), and Local (6%).
 - PLAN 2040 Goals and Objectives:** An infographic detailing the goals and objectives of the PLAN 2040 RTP.
 - Changing Demographics in the Region:** An infographic showing population trends for the region.
 - Interchange Improvements:** A map showing planned interchange improvements to address roadway bottlenecks.
 - Managed Lanes:** A map showing the planned expansion of the region's managed lanes system.
 - Roadway Projects:** A map showing planned roadway projects in the region.
 - Transit Expansion Concept:** A map showing the overall transit expansion concept for the region.
 - Active Transportation:** A map showing bicycle and pedestrian (active transportation mode) projects in the region.
- Right Sidebar:**
 - What are the Key Recommendations?:** Lists key recommendations such as 'Volume 1: Regional Transportation Plan', 'Volume 1: Appendix', 'Volume 2: Conformity Determination Study', 'Volume 2: Exhibit', 'Budget Bill', 'Stipend Checks to the project', 'RTP Update Overview', and 'Congestion Mitigation & Air Quality (CMAQ) Funding Recommendations'.
 - Contact Us:** Provides contact information for the RTP, including an email address and a phone number.
 - Public Comment Procedures:** Includes a link to learn more about public comment procedures and how to submit recommendations.