



**Project Submittal Form – Atlanta 10-County Regional Commission Area\*\***

**1. Project Name:** \_\_\_\_\_

**Location (city, county, counties)** \_\_\_\_\_

**2. Lead Agency:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Contact (name, e-mail, phone):** \_\_\_\_\_

**3. Program Area (Select all that apply):**

<input type="checkbox"/>	Roadway Capital
<input type="checkbox"/>	Roadway & Bridge Maintenance (Asset Management)
<input type="checkbox"/>	Safety and Traffic Operations
<input type="checkbox"/>	Freight & Logistics

<input type="checkbox"/>	Aviation
<input type="checkbox"/>	Bicycle and Pedestrian
<input type="checkbox"/>	Transit Capital
<input type="checkbox"/>	Transit Operations & Maintenance

**4. Project Purpose:**

**5. How does project meet the adopted Atlanta Roundtable criteria?**

**6. Public Benefit (Check all that apply and explain how the project can achieve that goal):**

<input type="checkbox"/>	Enhance safety	
<input type="checkbox"/>	Congestion relief	
<input type="checkbox"/>	Economic development	
<input type="checkbox"/>	Increase modal options:	
<input type="checkbox"/>	Other (describe)	

\*Submittal form for projects and programs that meet the adopted Atlanta Roundtable criteria. Project submittal requirement and criteria do not apply to the 15% local share to be distributed by formula to cities and counties.

\*\*Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, Rockdale Counties

7. **Project Description Summary:** On an attached sheet and limited to 250 words, provide a detailed description of the project that includes location/limits (especially city and county limits), project components and functional improvements. Please provide an 8½” x 11” black & white or color map of the project location noting project limits or service area. Map must be clear and legible and include street detail.

8. **Total Project Funding (current dollars) for:**

Phase/Scope	Total Cost (\$)	Total Amount Requested (\$)
Design		
Right-of-Way		
Construction		
Other (describe)		
Transit Operations		
Transit Capital		

9. **Project Readiness:**

a. Project is programmed/adopted in local or regional plans consistent with adopted Atlanta Roundtable guidance. Check all that apply. For GDOT and ARC plans and programs, include project number. For county plans and transportation studies, include title and date adopted.

- GDOT Construction Work Program (CWP): \_\_\_\_\_
- GDOT State Transportation Improvement Program (STIP): \_\_\_\_\_
- ARC Regional Transportation Plan or Transportation Improvement Program (TIP): \_\_\_\_\_
- County Capital Improvement Plan: \_\_\_\_\_, date: \_\_\_\_\_
- County/City Comprehensive Plan: \_\_\_\_\_, date: \_\_\_\_\_
- Transportation Study: \_\_\_\_\_, date: \_\_\_\_\_
- Other \_\_\_\_\_, date: \_\_\_\_\_

b. Provide the percentage complete for the following:

Phase, if applicable	% Complete	... as of (date)
Environmental documentation		
Design plans		
Right-of-Way Acquisition		

10. **If funding were available today, provide the estimated completion time for each phase:**

Phase	Number of Months
Design (if applicable)	
Right-of-Way (if applicable)	
Construction	

### Project Description Summary

The I-285 Top End Transit Corridor from Cumberland to Perimeter Center is a priority project in the discussions of building a regional transit system that supports the criteria adopted by the Atlanta Regional Roundtable.

Phase I logically is the creation of additional highway capacity and multi-model congestion relief from Cumberland to Perimeter. A more than \$257 million I-285 BRT project from Cumberland to Perimeter is already listed in Envision 6 RTP and the FY2008-2013 TIP.

- An I-75/I-285 Bus Rapid Transit (BRT) system is estimated to attract at least 40,000\* riders a day and connect the Cumberland, Perimeter and Doraville markets – one of the largest commuting corridors in Metro Atlanta with 4,000 businesses and the largest concentration of corporate jobs and medical facilities. The BRT also will interface with a planned light rail line from Doraville north to the Gwinnett County Civic Center. *\*40,000 riders are anticipated for the proposed transit corridor based on 14,000-17,000 riders a day from Cumberland to Marietta to Kennesaw and 23,000-26,000 riders a day from Cumberland to Perimeter to Doraville.*
- The Perimeter Community Improvement Districts (PCIDs) and the Cumberland CID contributed \$600,000 each for an initial feasibility study.
- This project has bi-partisan support and received a federal appropriation of \$500,000 in 2008 through the efforts of Congressman John Lewis with support from Senators Saxby Chambliss and Johnny Isakson and Congressman Tom Price. The Georgia Department of Transportation is currently using this appropriation to move this project forward.
- Time, effort and funds have been expended to complete the corridor planning phase and to identify potential solutions. Project alternatives have been narrowed down to four.
- **The environmental phase is now underway.** Part of the federal \$500,000 appropriation is being used to prepare the Environmental Impact Statement for adding transit. GDOT and the Georgia Regional Transportation Authority are using federal highway money coming to those agencies to fund the Environmental Impact Statement for the highway improvements portion of the full project. **GDOT should receive a preliminary draft of the environmental document during the summer and a complete first draft should be ready for presentation to the public by October or November 2011.**
- I-285's top end is one of the most heavily traveled and congested corridors in Georgia, serving between 200,000 and 250,000 vehicles per day, according to the "Revive 285 Top End" study completed in 2008.

In order to sustain the economic importance of the I-285 top end area, it is crucial that a quality transit system be implemented to better connect people to jobs in major activity centers such as Perimeter and Doraville. This makes the most sense and returns the highest yield on both short and long term transportation investments. To that end, **the I-285 Top End Transit Corridor makes sense as a top priority for any regional transportation funding package.**