



**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 REVIVE I-285 TOP END - PERIMETER TO DORAVILLE Transit Corridor from Perimeter Center to Doraville is a priority project in the discussions of building a regional transit system that supports the criteria adopted by the Atlanta Regional Roundtable.

Between Washington, D.C. and Texas, one of the largest concentrations of white collar jobs and Class A office space is in the Central Perimeter area of Metro Atlanta.

- Perimeter is a significant economic engine for Atlanta and for Georgia.
- With 28 million-square-feet of leasable space, two-thirds of which is Class A, Perimeter is the largest office market in Metro Atlanta and one of the largest in the Southeast.
- It is also one of the largest employment centers with more than 100,000 jobs and 35,000 more expected in the next 10 years.
- The total value of commercial property in Perimeter is \$3.36 billion.
- Real estate in Perimeter generates \$307 million annually for state coffers.

In order to sustain this economic engine, the Perimeter market must move forward with connections to other major markets and with traffic congestion relief.

- Our explosive growth in the past 40 years from farmland to the center of regional growth and the backbone of the I-285 top end Atlanta Metro area is a phenomenal success story. But success brought with it some of the worst traffic congestion in the region.
- 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.
- Based on anticipated residential and employment growth, travel demand in the corridor is expected to continue to grow. Metro Atlanta was the second fastest growing metro area in the country during the 2000s, adding more than 1 million people, and 3 million more are expected by 2030, according to the Atlanta Regional Commission. Atlanta historically has been a destination for young professionals and many of those are attracted to jobs in the Perimeter market. With the second largest shopping mall in the Southeast and numerous restaurants and hotels, the service industry also attracts sizable numbers of young people. At the same time, ARC research reveals that since 2000 those residents ages 65+ are the fastest growing age group in Metro Atlanta. Both Generation X (ages 25-39) and aging baby boomers are increasingly target markets for transit.
- If the Perimeter Community Improvement Districts continue to make investments and improvements in transportation, connectivity, walkability, green space and other quality of life factors, the area will experience significant growth in jobs,

housing, office space, retail and hotel units during the next 10 years, according to a study completed for the PCIDs in July 2009.

- The frequency of crashes along the corridor is worse than for other similar roadways throughout the state.
- I-285 is the only major east to west connection between the two key I-75 and I-85 interstate corridors in the northern Atlanta area. Significant east to west travel patterns exist with significant demand for east to west transit service. However, no transit exists along the corridor although more than 70 percent of the region's job growth has occurred within this corridor.
- The study conducted by Robert Charles Lesser & Company projects the following growth in Perimeter:
  1. Nearly 35,000 jobs will be added to the 100,000 that already exist in Perimeter
  2. Office space absorbed will climb by 5.7 million-square-feet
  3. New office space will increase by 6.8 million-square-feet
  4. 6,283 more for sale housing units and 3,104 rental units will be available
  5. Nearly 1 million more square-feet of regional retail space and nearly 300,000-square-feet of neighborhood retail space will be added
  6. Nearly 1,800 hotel rooms will be added

Perimeter's market needs the I-285 top end transit corridor from Perimeter to Doraville to continue economic growth and the Perimeter connection is critical for Doraville.

- The Perimeter Center district drives most of the commuting activity to, from, and within the I-285 top end corridor, according to the Revive 285 Top End "Existing Conditions Report" released in May 2008.
- Among the activity centers, the Perimeter Center district attracts the largest number of work trips and studies show that the high number of work-related trips into the area creates significantly more congestion than through trips.
- "The Perimeter Center district can in effect 'carry the load' for the remainder of the service area, since it has sufficient trip densities to support transit service from the east, west, and south. The commuter ridership to and from the other activity centers would complement the Perimeter Center service," the Revive 285 report said.

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

As far back as 1992 there have been ARC studies and findings pointing to this corridor.

Phase I logically is the creation of additional highway capacity and multi-modal congestion relief from Perimeter to Doraville.

A \$258 million Perimeter to Doraville project is listed in Envision 6 RTP.

- The Revive285 top end – preliminary results from the travel forecasting indicate that four of the seven busiest transit stations are between Perimeter and Doraville including proposed stations at Concourse-Hammond, Perimeter Mall/MARTA Dunwoody station, Ravinia, Chamblee Dunwoody and Motors Industrial Boulevard.
- An I-285 Bus Rapid Transit (BRT) system from the Perimeter Center area to Doraville is expected to attract approximately 13,000 riders a day and interface with a planned light rail line from Doraville north to the Gwinnett County Civic Center.
- The Perimeter Community Improvement Districts (PCIDs) and the Cumberland CID each contributed \$300,000 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.
- The I-285 top end transit corridor connects the Cumberland and Perimeter job markets with the redevelopment of the GM site in Doraville. Perimeter to Doraville is a crucial part of the I-285 top end transit connection. ARC's Northwest Transit Corridor Refinement Study, March 1992, concluded that "the segment from Cumberland to Perimeter is the least cost-effective of those tested. However, if developed in conjunction with a circumferential line east of Perimeter Center, it could play a important role in the regional transit system." This early study clearly suggests that the Cumberland to Perimeter Center segment was not viewed as a cost-effective segment by itself. The link from Perimeter to Doraville transit link is extremely important as a building block in Cobb, Fulton, DeKalb and Gwinnett Counties plans for joining regional transit lines together in a comprehensive system that will provide real, alternative transportation choices for the public.
- The Revive 285 Top End study noted a large number of internal trips within the Perimeter market and suggested that a local circulator could tie into and augment transit service. The study said that these local transit options not only will serve the local demand, but may also make the regional commute by transit trip option attractive.

- The PCIDs are now planning to adopt the study's suggestion. To complement the current 11 existing private shuttle services for employees from Perimeter's three MARTA stations to office buildings (operated at an annual expense of more than \$900,000 from individual companies), the PCIDs plan to add an inter-Perimeter circulator system to complement MARTA's service.

During the 10-year history of the PCIDs, the maintenance and creation of jobs have been uppermost in the minds of staff and investors as we have built a solid business case for infrastructure projects to improve mobility and accessibility.

- We fully understand and support the importance of a regional public transit system that is coordinated, connected and convenient to move people to jobs.
- The PCIDs have promoted safety, security and maximizing the value of Georgia's assets while improving environmental conditions. We are also partners with our local, state and federal agencies and organizations. We put "skin in the game" and good solid competitive justification for projects and their priority. The State's adopted transportation master plan and administrative changes now position Georgia for a bright future. Perimeter has worked diligently to focus on those principles.
- Our signature style is engaging all stakeholders, identifying priorities, strategically seeking funding opportunities and sharing CID funding resources. We have the attention of regional, national and international companies and are rapidly moving toward a more compact, connected and sustainable community that is less car-dependent to improve and enhance our position as a leader in the Metro area in attracting and maintaining businesses that create jobs. Our plans and the corporate philosophy of Perimeter include MARTA as a significant partner to reach our goals.
- We have proven that our collective leadership has the ability to succeed in "getting to yes" with our city, county, state, federal and community partners. We show return on investment in our implementation of projects. We share our self-taxation funding resources to partner and move projects forward. The PCIDs have a dedicated funding stream of approximately \$7 million annually from 4 mills of additional taxation. From their inception in 1999 (DeKalb PCID) and 2001 (Fulton PCID) through 2010, the PCIDs have contributed \$14.2 million in additional property taxes for transportation and infrastructure projects completed or underway in Perimeter and leveraged \$86.3 million more – a 6 to 1 return on investment.
- We are also highly sensitive and supportive of the process including Cobb, DeKalb, Fulton and Gwinnett Counties in the various next phases of transit implementation.

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.