

Resolution

A Resolution of the Board of Commissioners of Cobb County, Georgia imposing a County one percent (1%) Mobility Special Purpose Local Option Sales Tax as authorized by Part 3 of Article 5b of Chapter 8 of Title 48 of the Official Code of Georgia Annotated, specifying the specific transit projects to be funded by the proceeds of such tax, which shall have been selected from the Regional Transit Plan (ARTP) and approved by the Atlanta-Region Transit Link Authority; specifying the approximate cost of such transit projects; specifying the period of time for which such tax shall be imposed; requesting the Election Superintendent to call an election of the voters of Cobb County to approve the imposition of such sales and use tax; approving the form of ballot to be used in such an election; and for other purposes.

WHEREAS, House Bill 930 of the 2018 Session of the Georgia General Assembly allows the County to develop a referendum to levy a sales tax in .05% increments of up to 1% which can be used for transit capital and transit operational expenses, for a duration of up to 30 years; and

WHEREAS, eligible expenses must be identified as projects selected from the Atlanta-Region Transit Link Authority's (ATL) Regional Transit Plan (ARTP); and

WHEREAS, the Board of Commissioners adopted a resolution accepting the Cobb County Mobility Special Purpose Local Option Sales Tax (MSPLOST) – Proposed Program of Projects, and authorizing staff to proceed with development of a MSPLOST ballot referendum for November 2024; and

WHEREAS, in accordance with House Bill 930, the County sent official notices by certified mail on March 27, 2024 to the mayors in each qualified municipality located within the County, inviting each of the qualified municipalities to meet to discuss possible transit projects from the ARTP for inclusion in the Cobb County MSPLOST referendum and the proposed rate of tax; and

WHEREAS, the County conducted the meeting with the participating qualified municipalities on April 8, 2024; and

WHEREAS, in accordance with House Bill 930, on May 20, 2024, the County delivered written notice to the ATL of the intent to call for a referendum by email, followed by submission by certified mail; and

WHEREAS, in accordance with House Bill 930 (O.C.G.A. § 48-8-269.45(c)), during its June 6, 2024 meeting, the ATL notified the County that it approved the County's list of transit projects from the ARTP in its entirety.

NOW, THEREFORE, be it Resolved, by the Board of Commissioners of Cobb County, Georgia as follows:

- A. Assuming the question of imposing a County Mobility Special Purpose Local Option Sales Tax is approved by the voters of the special district in the election hereinafter referred to, the MSPLOST shall be imposed for the Purposes, Term and Estimated Costs as follows:

1. The purposes for which the proceeds of the tax are to be used and may be expended include transit projects, as defined in O.C.G.A. § 48-8-269.40, and as chosen from the approved project list included on the regional transit plan (ARTP) approved by the Atlanta-Region Transit Link Authority (Projects); all as more fully set forth in Exhibit A attached hereto and incorporated herein by way of specific reference.
2. In order to finance the Projects described herein, the MSPLOST in the amount of one percent (1%) on all sales and uses in the County is hereby authorized to be levied and collected within the special district created in the County as provided in the Act. The MSPLOST is to be imposed for a period of thirty (30) years.
3. The proceeds of such tax are to be used to wholly or partially fund the Projects. The County Projects, the Municipal Projects, and the estimated amount of anticipated MSPLOST proceeds to be allocated to each project are set forth in Exhibit A hereto.

B. Call for the Election; Ballot Form; Notice

1. The Board of Elections and Registration of Cobb County is hereby requested to call an election in all voting precincts in the County on the 5th day of November, 2024, for the purpose of submitting to the qualified voters of the County the question set forth in paragraph 2 below.
2. The ballots to be used in the election shall have written or printed thereon substantially the following:
 - () **YES** Shall a special 1 percent sales and use tax be imposed in the special district consisting of Cobb County for a period
 - () **NO** of time not to exceed thirty years and for the raising of funds for transit and transit supportive projects? These projects will be as defined in O.C.G.A. § 48-8-269.40, and will be inclusive of the approved project list within the Atlanta-Region Transit Link Authority Regional Transit Plan (ARTP).

If imposition of the tax is approved by the voters, such vote shall constitute approval of the issuance of general obligation debt of Cobb County in the principal amount not to exceed \$950,000,000 for the above purpose.

3. The Board of Elections and Registration of Cobb County is hereby authorized and requested to publish a notice of the election as required by law in the newspaper in which Sheriff's advertisements for the County are published once a week for four weeks immediately preceding the date of the election. The notice of the election shall be in substantially the form attached hereto as Exhibit B.
4. It is hereby requested that the election be held by the Board of Elections and Registration of Cobb County in accordance with the election laws of the

State of Georgia, including, without limitation, the election laws relating to special elections. It is hereby further requested that the Board of Elections and Registration of Cobb County canvass the returns, declare the result of the election, and certify the result to the Secretary of State and to the state revenue commissioner.

- C. The Clerk of the Board of Commissioners is hereby authorized and directed to deliver a copy of this Resolution to the Board of Elections and Registration of Cobb County, with a request that the Board of Elections and Registration of Cobb County issue the call for an election.
- D. The proper officers and agents of the County are hereby authorized to take any and all further actions as may be required in connection with the imposition of the MSPLOST.
- E. This Resolution shall take effect immediately upon its adoption.

COBB COUNTY, GEORGIA

Lisa N. Cupid, Chairwoman
Cobb County Board of Commissioners

ATTEST:

County Clerk

Date Adopted _____

[COUNTY SEAL]

CLERK'S CERTIFICATE

COBB COUNTY, GEORGIA

I, Pamela L. Mabry, Clerk of the Board of Commissioners of Cobb County, Georgia, **DO HEREBY CERTIFY** that the foregoing pages constitute a true and correct copy of the Resolution adopted by the Board of Commissioners at an open public meeting duly called and lawfully assembled at 9:00 A.M., on the 11th day of June, 2024 pertaining to the approval and authorization to call for the imposition of a Mobility Special Purpose Local Option Sales Tax, if approved by the voters of Cobb County at the election on November 5, 2024, and matters related thereto (the "Resolution"), the original of the Resolution being duly recorded in the Minute Book of the Board of Commissioners, which Minute Book is in my custody and control, and that the Resolution has not been amended or rescinded and is in full force and effect as of the date hereof.

I do hereby certify as follows:

- (a) That the following members of the Board of Commissioners were present at said meeting:

Chairwoman Lisa N. Cupid	Commissioner Keli Gambrill
Commissioner Jerica Richardson	Commissioner JoAnn K. Birrell
Commissioner Monique Sheffield	

- (b) That the following member was absent: _____

- (c) That the Resolution was duly adopted by a vote of:

Aye _____ Nay _____

WITNESS my hand and the official seal of Cobb County, Georgia, to be effective as of the 11th day of June, 2024.

[COUNTY SEAL]

Pamela L. Mabry
Clerk, Board of Commissioners of Cobb
County

EXHIBIT A

COBB COUNTY MOBILITY SPLOST PROPOSED PROGRAM OF PROJECTS



COBB COUNTY Mobility SPLOST

Proposed Program of Projects



www.CobbCounty.org/MSPLOST

June 2024

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Overview

The Cobb County Mobility Special Purpose Local Option Sales Tax (MSPLOST) represents a transit investment that outlines a vision to increase connectivity and promote a thriving community for all.

This program will provide the following transportation improvements to Cobb County:

- Regional mobility through direct connections to three MARTA Stations (Dunwoody, Arts Center, and HE Holmes)
- Connectivity to Hartsfield-Jackson International Airport
- Countywide microtransit zones providing transportation for all including disabled, veteran, and elderly populations
- Transit connectivity to all seven cities and three Community Improvement Districts within Cobb County
- Transit connectivity to Kennesaw State University, Life University, Chattahoochee Technical College, and other higher education institutions
- Transit connectivity to key entertainment venues, business centers, and healthcare institutions
- Construction of bicycle and pedestrian facilities to provide comfortable connectivity and access to the expanded transit system

The Cobb County MSPLOST Program project list is separated into several categories. This document briefly describes the purpose of each capital improvement and operating service and the *anticipated* corresponding funding. The MSPLOST has been developed to address the transportation needs that affect the future of Cobb County. If approved by Cobb County voters in November 2024, MSPLOST tax collection for this program will begin on April 1, 2025, and end on March 31, 2055.

Projected MSPLOST Collection over 30 Years: \$10,866,938,000

	Project Types	Estimated Costs*
1	High-Capacity Transit (BRT, ART) **	\$5,979,000,000
2	Local, Rapid & Commuter Service	\$2,804,000,000
3	Microtransit On-demand	\$1,956,000,000
4	Transit Vehicles, Facilities, and Amenities	\$2,024,000,000
5	Transit Technology	\$ 237,000,000
6	Transit Supportive – Bike/Pedestrian Access Improvements	\$ 500,000,000
7	Transit Supportive Operational Improvements	\$ 500,000,000
8	System State of Good Repair & Operating Reserves	\$ 489,000,000
9	Aspirational unfunded	To Be Determined

* In addition to MSPLOST collection, projects are anticipated to be funded by revenues from hotel motel tax, farebox, state/federal grants and local revenue bonds.

**The high-capacity transit projects will require some debt service, which is reflected in the total cost for the project type. This will aid in expediting project delivery for the ART and BRT projects.

1. High-Capacity Transit Routes

Total Estimated Project Costs: \$5,979,000,000

Note: Total estimate is inclusive of the anticipated debt service for this project type

High-capacity transit service will include Arterial Rapid Transit (ART) and Bus Rapid Transit (BRT) routes. This service uses vehicles designed to carry more people, run higher frequency, make fewer stops, and travel at higher speeds, thus providing improved traffic conditions, efficiencies, and reliability. Vehicles may travel in dedicated roadway lanes or in mixed traffic where feasible along the route. Anticipated costs include the operation and maintenance of the services.

1.1 Bus Rapid Transit (BRT)

Districts	Project	Estimated Project Cost
2, 3, 4	Bus Rapid Transit	\$5,018,034,000

Project Description

Funding will be used to implement high-priority BRT routes for bus service to operate in primarily dedicated lanes and serve high-quality stations approximately every half mile. Service is proposed to operate at a frequency of every 15 to 20 minutes. BRT will include new dedicated travel lanes on roadways, bus stations with amenities, transit signal priority at signalized intersections, real-time passenger information technology, and new vehicles.

Project Justification

Seven high-priority BRT routes have been identified based on the Comprehensive Transportation Plan's regional travel demand models, demographic analyses, and public input. These routes connect to major activity centers in Cobb and Fulton counties that have high travel demand and require high-quality transit with fast travel speeds and frequent service. BRT routes will provide more reliable, convenient, and faster bus service within these high-activity travel corridors. Below is a list of the routes identified to date. This list may be updated in the future based on changing travel demand, demographic analyses, and public input.

Location
BRT Route 1 – From Marietta to Cumberland
BRT Route 2 – From Town Center to Marietta (Marietta Transit Center)
BRT Route 3 – From Cumberland to Atlanta (MARTA Art Station)
BRT Route 4 – From Marietta to South Cobb
BRT Route 5 – From Cumberland Parkway to MARTA Dunwoody Station (Top End)
BRT Route 6 – From Cumberland Parkway to MARTA H.E. Holmes Station (Top End Extension)
BRT Route 7 – From South Cobb to MARTA H.E. Holmes Station



Figure 1. BRT Route 1

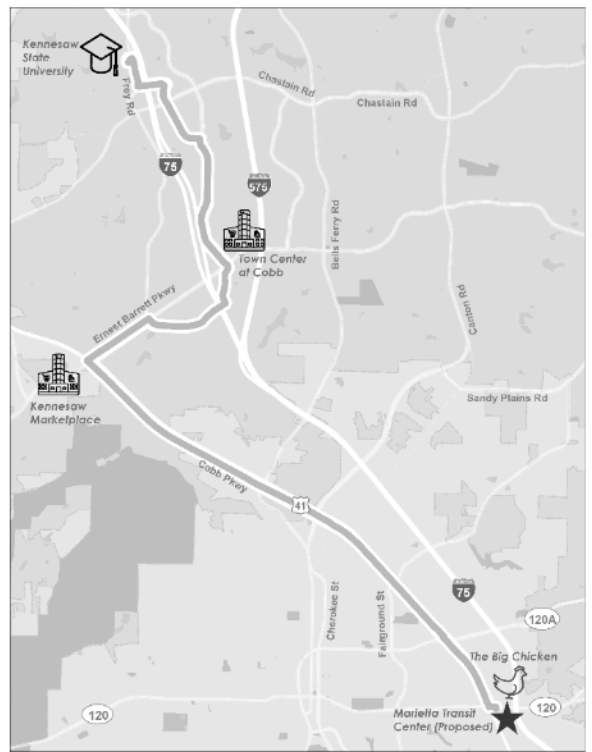


Figure 2. BRT Route 2

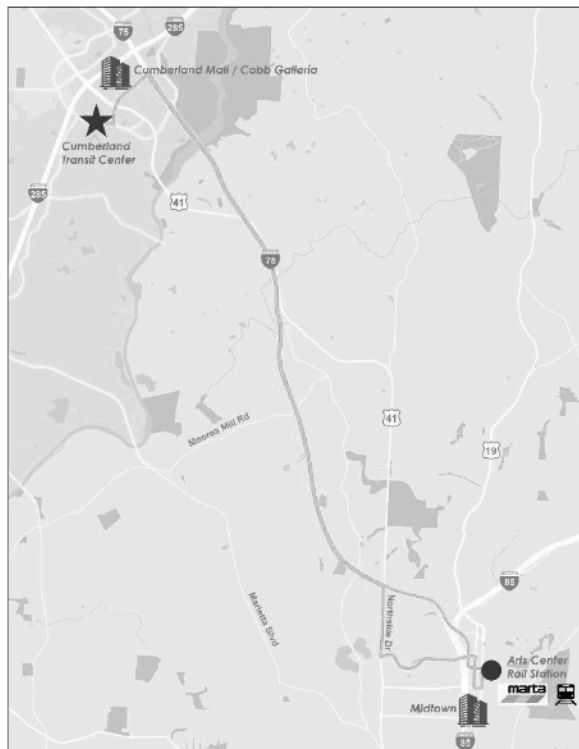


Figure 3. BRT Route 3

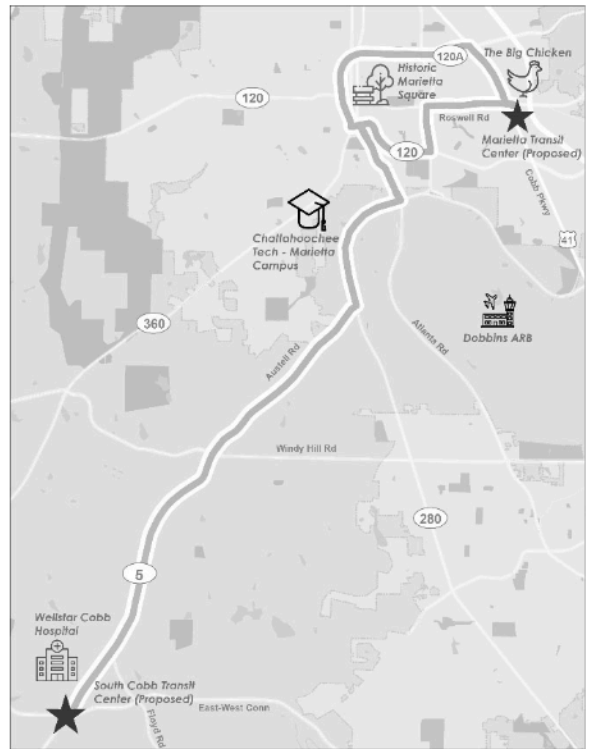


Figure 4. BRT Route 4

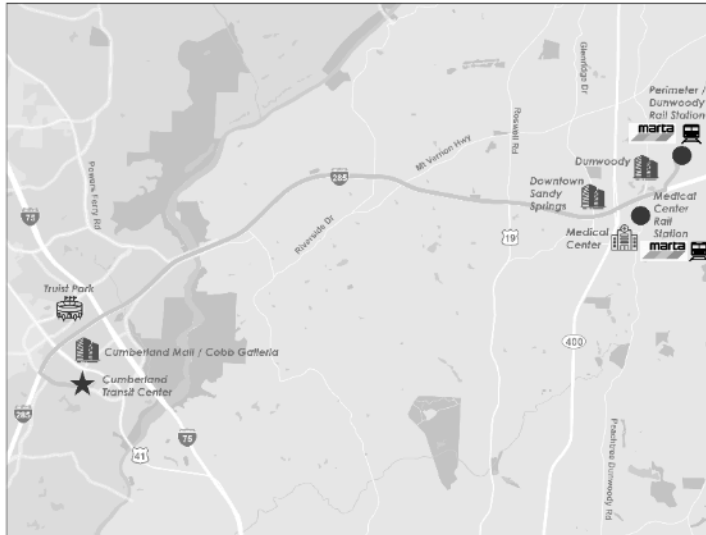


Figure 5. BRT Route 5

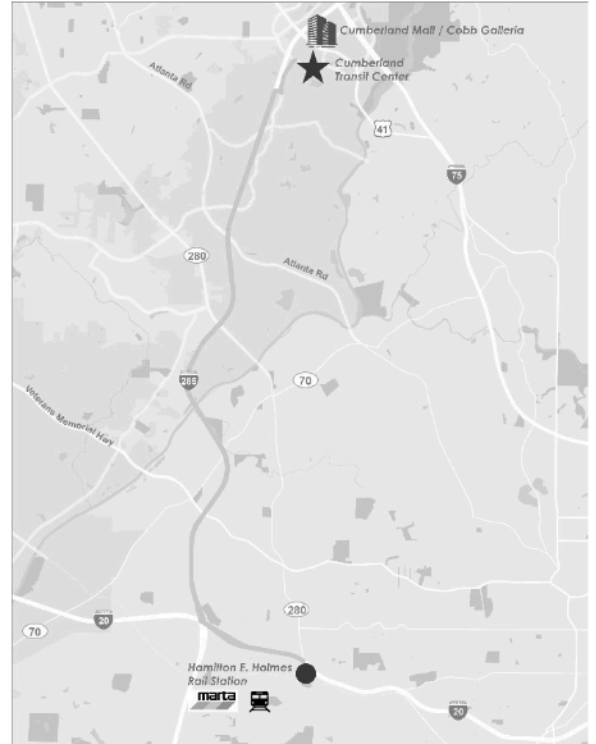


Figure 6. BRT Route 6

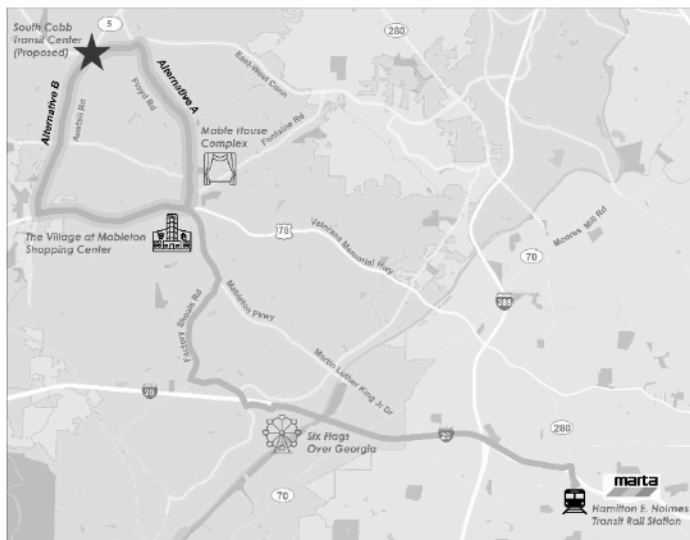


Figure 7. BRT Route 7

1.2 Arterial Rapid Transit (ART)

Districts	Project	Estimated Project Cost
2, 3, 4	Arterial Rapid Transit	\$895,253,000

Project Description

Funding will be used to implement high-priority ART routes for bus service to operate in some dedicated lanes and serve high-quality stations approximately every quarter to half mile. Service is proposed to operate at a frequency of every 15 to 20 minutes. ART will include new dedicated travel lanes on select roadways, bus stations with amenities, transit signal priority at signalized intersections, real-time passenger information technology, and new vehicles.

Project Justification

Three high-priority ART routes have been identified based on the Comprehensive Transportation Plan's regional travel demand models, demographic analyses, and public input. These routes connect to major activity centers in Cobb and Fulton counties that have high travel demand and require high-quality transit with fast travel speeds and frequent service. ART routes will provide more reliable, convenient, and faster bus service within these high-activity travel corridors. Below is a list of the routes identified to date. This list may be updated in the future based on changing travel demand, demographic analyses, and public input.

Location
ART Route 1 – From Marietta Transit Center to Roswell Road/SR 120
ART Route 2 – From Marietta Transit Center to Atlanta Road
ART Route 3 – From Cumberland to South Cobb

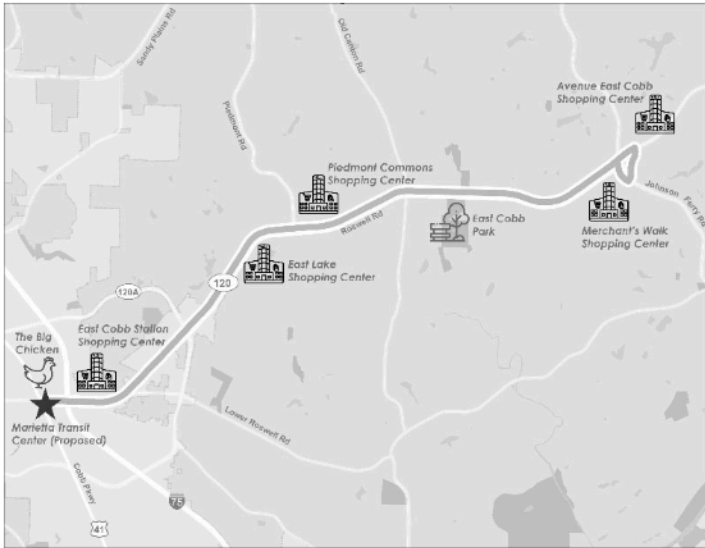


Figure 8. ART Route 1

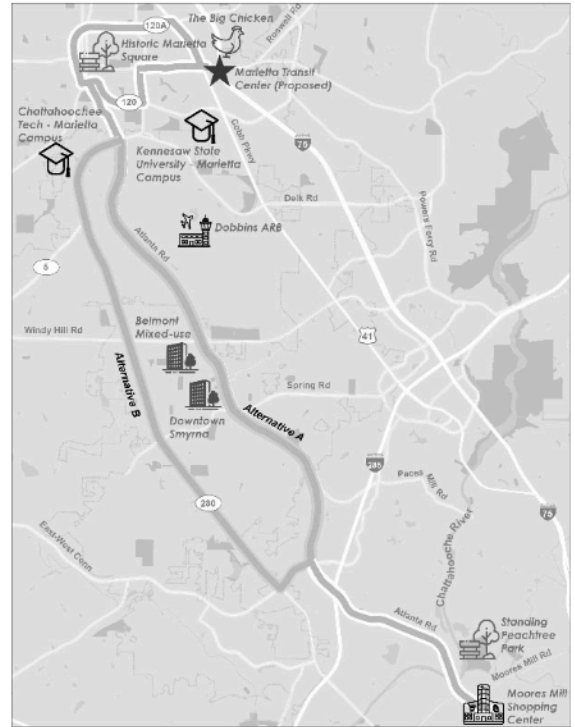


Figure 9. ART Route 2

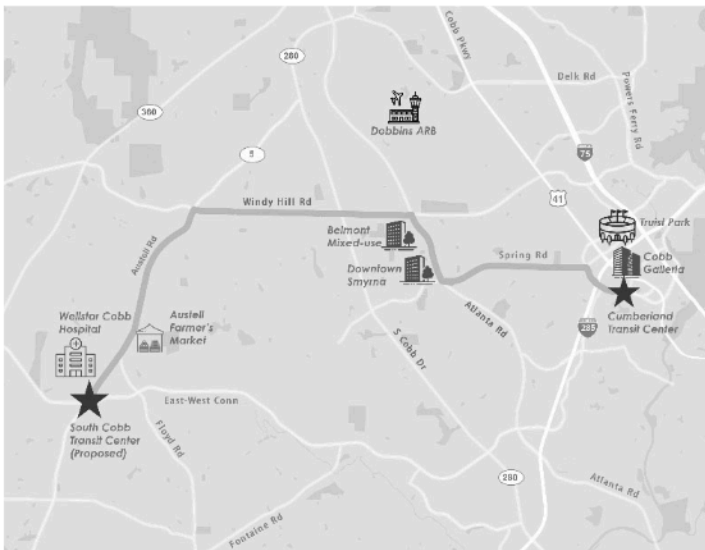


Figure 10. ART Route 3

2. Local Transit Operations

Total Estimated Project Costs: \$2,804,000,000

This program component is intended to cover both local fixed route transit service operations and general transit operations. General transit operations include, but are not limited to, safety, security, preventive maintenance, fare collections, service planning, travel training for ridership, data collection and compliance.

2.1 Local Bus Routes

Districts	Project	Estimated Project Cost
ALL	Local Bus Routes	\$1,732,067,000

Project Description

Funding will be used to operate and maintain local bus service operating in mixed flow lanes and serving stops approximately every quarter mile. Service is proposed to operate at a frequency of every 30 minutes.

Project Justification

Twelve routes for local bus service have been identified based on existing system data, travel demand, demographic analyses, and public input. Local service is needed to enhance mobility for users who are unable to drive as well as provide an alternative to driving. Local service will provide access between neighborhoods and activity centers as well as provide connections to high-capacity transit routes. Below is a list of the routes identified to date. This list may be updated in the future based on changing data, analyses, and public input.

Location
From Marietta to MARTA Arts Center Station
From Marietta to Cumberland
From Marietta to Cumberland Parkway
From South Cobb to MARTA H.E. Holmes Station
From Powder Springs to MARTA H.E. Holmes Station
From South Cobb to Lithia Springs
From Veterans Memorial Highway to MARTA H.E. Holmes Station
From Town Center to Marietta
From Acworth to Town Center
From Acworth to Marietta
From Town Center to Woodstock
From Johnson Ferry Road/Roswell Road to Roswell

2.2. Rapid Routes

Districts	Project	Estimated Project Cost
2, 3, 4	Rapid Bus Transit Operations	\$394,026,000

Project Description

Funding will be used to implement, operate, and maintain rapid bus service routes in mixed-traffic lanes that serve stops at key destinations. Service is proposed to operate at a frequency of every 15 to 30 minutes.

Project Justification

Three high-priority rapid routes have been identified based on the Comprehensive Transportation Plan's regional travel demand models, demographic analyses, and public input. These routes connect to major activity centers in Cobb and Fulton counties that have moderate travel demand and require transit with faster travel times than local bus service. Rapid routes will provide faster bus service within these high-activity travel corridors. Below is a list of the routes identified to date. This list may be updated in the future based on changing travel demand, demographic analyses, and public input.

Location
From Kennesaw to MARTA Arts Center Station
From South Cobb to Cumberland
From Johnson Ferry Road/Roswell Road to MARTA Dunwoody Station
From South Cobb to MARTA H.E. Holmes Station

2.3 Commuter Bus

Districts	Project	Estimated Project Cost
1, 3	Commuter Bus	\$308,489,000

Project Description

Funding will be used to implement, operate, and maintain commuter bus service on freeways and serve major employment areas in Atlanta. Service is proposed to operate at a frequency of every 15 to 30 minutes within morning and evening commute periods.

Project Justification

Four Commuter bus routes have been identified based on existing system data, travel demand, demographic analyses, and public input. Commuter service is needed to provide an alternative to driving long distances on Interstate 75. Commuter service will provide coach-style buses between park-and-ride lots and employment in Downtown and Midtown Atlanta. In addition, initial planning level tasks will be initiated for the Airport Connector Service, to provide connection between Cumberland to Hartsfield

Jackson Internal Airport. The service aims to provide reliable commute times and reduce congestion on freeways. Below is a list of the routes identified to date. This list may be updated in the future based on changing data, analyses, and public input.

Location
From Busbee Park and Ride to MARTA Five Points Station
From Marietta Transit Center to MARTA Five Points Station
From Acworth Park and Ride to MARTA Arts Center Station
From Cumberland to Hartsfield Jackson International Airport*

**This project will initiate initial planning efforts and will seek funding for future operation*

2.4 Paratransit

Districts	Project	Estimated Project Cost
ALL	Paratransit	\$369,935,000

Project Description

Funding will be used to provide curb-to-curb transit service for qualified individuals with mobility challenges within three-quarters of a mile of fixed-route bus service. Service is proposed to operate on demand. The component is comprised of the operating and maintenance of the service.

Project Justification

Paratransit will provide a public transit option for users who are unable to access fixed-route bus service. Additionally, the Federal Transit Administration requires paratransit service to complement fixed-route bus service.

2.5 Circulator Shuttle

Districts	Project	Estimated Project Cost
2, 3	Circulator Shuttle	\$20,000,000

Project Description

Circulator shuttles are local fixed routes that are focused on ridership stops within major activity centers, like Cumberland or Town Center, and connecting major destinations, like Kennesaw State University. Circulator shuttles can utilize a variety of vehicle types and innovative approaches to multimodal transit service and passenger mobility, like the Cumberland Sweep.

3. Microtransit On-Demand Service

Districts	Project	Estimated Project Cost
ALL	Microtransit On-Demand Service	\$1,956,000,000

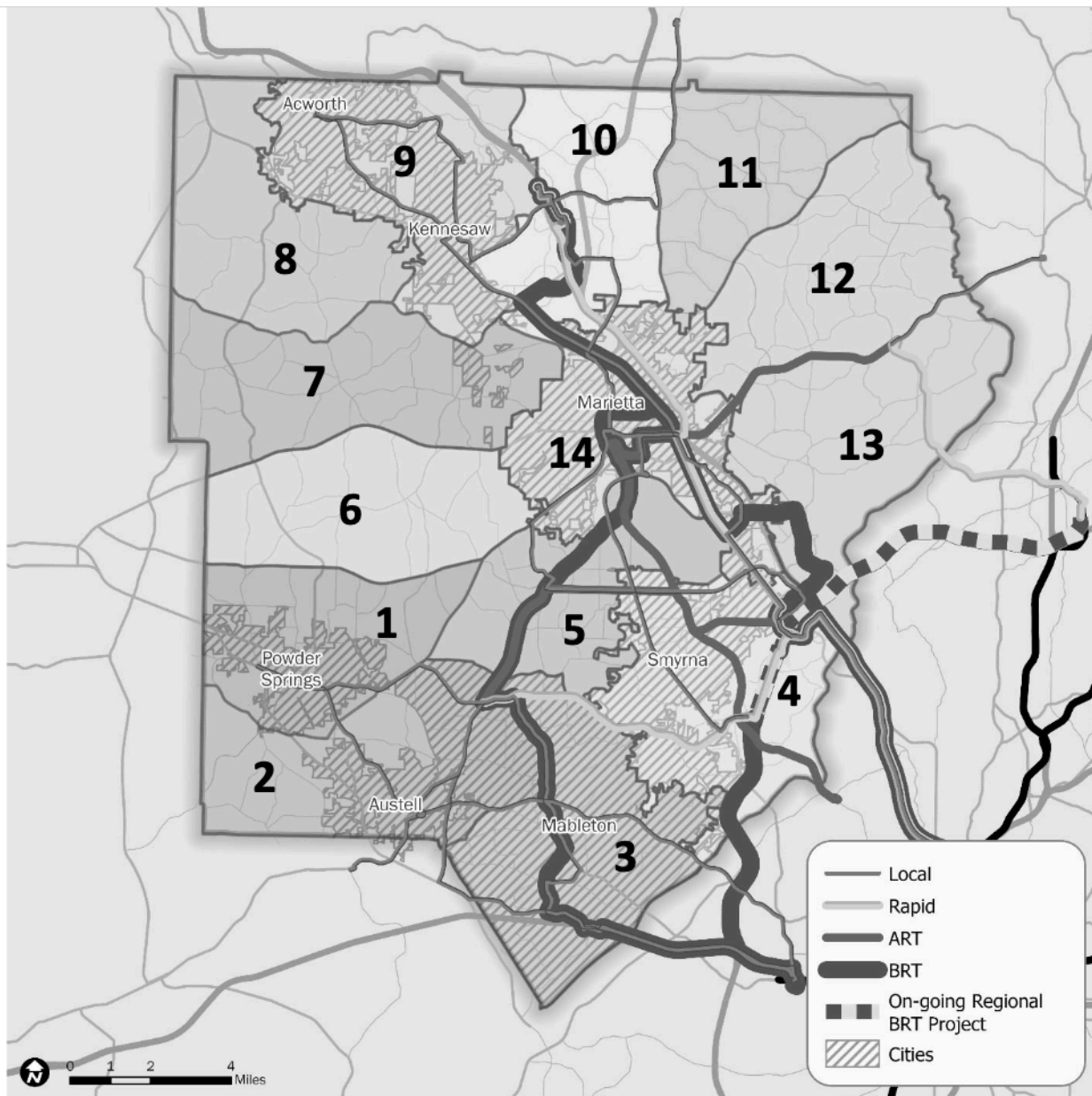
3.1 Microtransit On-Demand Zones

Project Description

Funding will be used to provide curb to curb transit service within defined geographic areas. Service is proposed to operate on demand and will connect users to the closest transit stop. Microtransit may include real-time passenger information technology.

Project Justification

Microtransit service will enhance mobility for users who are unable to drive as well as provide an alternative to driving. Microtransit service will provide public transit access throughout the entire County and provide connections to fixed-route service.



3.2 Transportation Voucher Program

Districts	Project	Estimated Project Cost
ALL	Transportation Voucher Program	\$12,943,000

Project Description

The Transportation Voucher Program assists eligible passengers by extending their mobility options beyond the Paratransit service which is a ¼ mile distance from local fixed route and to a county-wide service. Funding will be used to provide subsidies for taxi and rideshare/transportation networking company service for users to reach the closest transit stop. Eligible passengers are seniors over 65, veterans, and disabled passengers needing additional assistance. The program coordinates, in partnership with Cobb County Senior Services, to provide for more options to assist senior mobility.

Project Justification

Taxi and rideshare/transportation networking companies enhance mobility for users who are unable to drive as well as provide an alternative to driving. These companies will provide service throughout the entire County and provide connections to fixed-route service.

4. Transit Vehicles, Facilities, and Amenities

Total Estimated Project Costs: \$2,024,000,000

4.1 Vehicles

Districts	Project	Estimated Project Cost
ALL	Vehicles	\$1,280,229,000

Project Description

Funding will be used to purchase new vehicles to operate expanded transit service on proposed High-Capacity Transit routes, Transit Operations routes, paratransit areas, and microtransit areas.

Project Justification

The Comprehensive Transportation Plan identified new transit services to serve high-priority corridors as well as expand service to the entire County. The existing fleet does not have enough transit vehicles to operate the expanded transit service. Additional vehicles are required for adequate operations.

4.2 Maintenance Facilities

District	Project	Estimated Project Cost
3	Maintenance Facilities	\$103,670,000

Project Description

Funding will be used to upgrade and expand the existing CobbLinc maintenance facility and to construct a new maintenance facility for routine vehicle maintenance that will accommodate overnight fleet parking.

Project Justification

The Comprehensive Transportation Plan identified new transit services to serve high-priority corridors as well

as expand service to the entire County. The existing transit maintenance facility does not have sufficient capacity to service and maintain the additional transit vehicle fleet necessary to provide expanded transit service.

District	Location
3	Expansion of the existing CobbLinc transit maintenance facility
TBD	New CobbLinc maintenance facility

4.3 Transit Centers

Districts	Project	Estimated Project Cost
2, 3, 4	Transit Centers	\$341,939,000

Project Description

Funding will be used to construct or enhance six transit centers to serve as central locations for users to transfer between CobbLinc routes as well as access adjacent high-activity centers. The existing Cumberland and Marietta Transit Centers are expected to be rebuilt or relocated within reasonable proximity of their current locations. The South Cobb Transit Center is central to the southern area of the County. Three smaller transit hubs are anticipated at Town Center/ Busbee Park-and-Ride location, Six Flags/Riverside Parkway area, and Roswell Road/SR 120 near Johnson Ferry Road area.

Project Justification

The Comprehensive Transportation Plan identified new fixed-route transit service to serve high-priority corridors as well as expand service to the entire County. The additional fixed routes converge near six key locations and transit centers at these locations will provide a sheltered facility for users to transfer between CobbLinc routes conveniently and safely.

District	Location
3	Marietta Transit Center near current location and KSU Marietta Campus
2	Cumberland Transit Center near current location and Cumberland activity center
4	South Cobb Transit Center near the intersection of East West Connector and Austell Road
3	North Cobb Transit Center near Busbee park-and-ride lot
2	East Cobb Transit Center near intersection of Johnson Ferry Road and Roswell Road
4	Riverside South Cobb Transit Center near the intersection of Riverside Parkway and Interstate 20

4.4 Local Bus Stop Upgrades

District	Project	Estimated Project Cost
ALL	Local Bus Stop Upgrades	\$297,951,000

Project Description

Funding will be used to provide upgraded amenities at various bus stops. These may include benches, lighting, shelters, and other improvements necessary to comply with the Americans with Disabilities Act.

Project Justification

The Comprehensive Transportation Plan identified new transit services to serve high-priority corridors as well as expand service to the entire County. The expanded service will require new bus stops as well as upgrades to existing bus stops throughout the County. These upgrades will provide amenities for transit users to safely access bus routes.

5. Transit Technology

Total Estimated Project Costs: \$237,000,000

5.1 System Improvements

Districts	Project	Estimated Project Cost
ALL	System Improvements	\$211,210,000

Project Description

Technology for system operations spans a wide variety of needs at the bus stop level and facilities to the service operations. System improvements will consider both optimizing system performance and improving

the rider experience. Projects within this component could include emergency call buttons, maintenance requests, telecommunications systems for rider needs or preferences, such as USB recharging outlets, Wi-Fi. Funding will be used to provide technologies that may include real-time passenger information, transit signal priority, digital signage, and hands-free fare collection.

Project Justification

Transit system technology improvements aim to enhance the convenience and reliability of the transit system. Technology to provide real-time vehicle arrivals and departures will assist users to plan trips, minimize wait times, and understand route delays or diversions. Additional technology to reduce transit travel times between stops will improve the efficiency of transit bus operations.

5.2 Vanpool

Districts	Project	Estimated Project Cost
ALL	Vanpool	\$12,943,000

Project Description

Funding will be used to provide subsidies for commuter programs for people with similar work and home destinations.

Project Justification

Vanpools are an effective way of reducing traffic congestion on freeways and major arterials. Vehicle trips may be reduced by creating groups of commuters carpooling between similar work and home destinations.

6. Transit Supportive Accessibility Improvements

Districts	Project	Estimated Project Cost
ALL	Transit Supportive Accessibility Improvements	\$500,000,000

Project Description

Funding will be used to provide multi-use trails intersecting or aligned with transit service, and new bicycle facilities and sidewalks within a quarter mile of a transit route, and system-wide programs, like bikeshares. Eligible projects will be prioritized within program implementation.

Project Justification

Improving rider accessibility supports the overall transit system by attracting ridership from surrounding communities, employment opportunities, higher education, and entertainment centers. Multi-use trails, bicycle facilities, and sidewalks provide convenient access and an alternative to driving and parking at a facility. These facilities will provide safe mobility options to connect transit stops and stations to neighborhoods and activity centers. In addition, Cobb DOT will seek to leverage MSPLOST dollars whenever possible as matching funds for federal, state, and regional grants.

7. Transit Supportive Operational Improvements

Districts	Project	Estimated Project Cost
ALL	Transit Supportive Operational Improvements	\$500,000,000

Project Description

Funding will be used to complete transit supportive operational improvements at intersections and corridors operating fixed-route transit to enhance the safety and reliable performance of transit system operations. Eligible projects will be prioritized within program implementation and part of the overall corridor analysis along with transit service implementation.

Project Justification

The Comprehensive Transportation Plan identified locations in need of operational improvements. Specific improvement types will be determined based on site-specific conditions and include, but are not limited to, signalization, roadway realignment, raised median construction, addition of turn lanes, roadway widening, intersection grade separation, and striping modifications. In addition, Cobb DOT will seek to leverage MSPLOST dollars whenever possible as matching funds for federal, state, and local grants.

8. System State of Good Repair and Operating Reserves

Districts	Project	Estimated Project Cost
ALL	System State of Good Repair and Operating Reserves	\$489,000,000

Project Description

Funding will be set aside to preserve a system state of good repair and provide three months of transit operating expenses.

Project Justification

System state of good repair funding ensures that transit vehicles, facilities, and amenities are appropriately maintained throughout their useful life and replaced as needed. Additionally, funding will be set aside for approximately three months operating reserves to prepare for any unexpected situations.

9. Aspirational Transit Projects

Total Estimated Project Costs: To Be Determined with Further Study

Project Description

These projects are identified as aspirational through public inputs that warrant further consideration with other regional and state partners. The projects are not included in the 30-year financially constrained plan and will require other partners to implement. Funding is not programmed and can only be considered if additional revenues above financial projections are available.

Project Justification

Other organizations are considering transit investments for state and regional systems beyond Cobb County's ability to lead, fund and deliver projects without significant partnerships with the Federal, State, Regional levels. Any consideration of the following projects will involve agreements approved by the Cobb County Board of Commissioners, other funding and project delivery partners, feasibility and environmental analysis, and additional public engagement.

Project Type	Description
Heavy Rail	Heavy Rail Transit from Cumberland to MARTA Arts Center Station
Heavy Rail	Heavy Rail Transit from Cumberland to MARTA Bankhead Station
Heavy Rail	Heavy Rail Transit from Six Flags to H.E. Holmes MARTA Station
Commuter Rail	Commuter Rail Transit running along the W&A railroad alignment from Cumberland to Acworth
High-Capacity Transit Service Upgrades	Upgrading high-capacity service from ART to BRT or from BRT to LRT on key lines within the County.
Arterial Rapid Transit Service Upgrade	Upgrading Rapid bus service to ART on key lines within Cobb County or as part of a regional multi-jurisdictional transit service.

Appendix A – City Projects

The list of projects for each city have been determined to be eligible operational and access projects, based on identification in the Comprehensive Transportation Plan and/or city coordination and input. This list is not intended to be exclusive, as other projects that satisfy the eligibility definitions may be funded in addition to or in place of the listed projects. Cobb County and the City will partner to determine which of the projects will be selected for implementation through the Mobility SPLOST. In addition, Cobb County DOT will seek to leverage MSPLOST dollars whenever possible as matching funds for federal, state, and local grants for identified projects.

NOTE:

Transit supportive projects in the “Operational” category are roadway projects that provide a benefit to transit operations while also improving travel times and safety for other vehicles. These projects must be within a quarter mile of the proposed transit service. The list of projects below are some of the eligible projects for selection in this category. Cobb County and the City will partner to determine which operational projects would be preferred (others can be considered if meeting eligibility criteria) for implementation through the Mobility SPLOST. The project types include Intersections, New Connections, Operational Corridor Improvements (i.e. signal timings, access management projects like medians, etc.), Capacity Projects (i.e. Widening, etc.), Grade Separations, or Interchanges.

Transit supportive projects in the “Access” category are bicycle and pedestrian/trail projects that allow people to walk or bike to transit from a nearby location. These projects must be within a quarter mile of the proposed transit service. The list of projects below are some of the eligible projects for selection in this category. Cobb County and the City will partner to determine which access projects would be preferred (others can be considered if meeting eligibility criteria) for implementation through the Mobility SPLOST. The project types include Trails, Bridges, Access for Bicycles, or Sidewalks.

ACWORTH

Allocation	Amount
Total City Allocation	\$29,142,885
Initial Allocation (2025)	\$233,143
Short-Range (2026-2030)	\$3,264,003
Mid-Range (2031-2035)	\$3,642,861
Long-Range (2036-2055)	\$22,002,878

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_224	Lake Acworth Trail Part A	Access	Trail	\$11,887,873
BP_231	Lake Acworth Trail Part B	Access	Trail	\$2,904,735
BP_278	Proctor Creek Trail Part A	Access	Trail	\$6,702,898
BP_373	Nance Road Trail	Access	Trail	\$962,638
P_055	Lake Acworth Drive Sidewalk Improvements	Access	Sidewalk	\$5,578,861
R_695	Cobb Parkway (US 41/SR 3) Corridor Improvement	Operational	Operational - Corridor	\$10,327,848

**For definitions of operational and access categories, see note on page 18.*

***Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.*

AUSTELL

Allocation	Amount
Total City Allocation	\$10,588,747
Initial Allocation (2025)	\$84,710
Short-Range (2026-2030)	\$1,185,940
Mid-Range (2031-2035)	\$1,323,593
Long-Range (2036-2055)	\$7,994,504

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_233	Wild Horse Creek Trail (south) Part A	Access	Trail	\$11,951,904
BP_240	Wild Horse Creek Trail (south) Part B	Access	Trail	\$3,605,745
BP_246	Olley Creek Trail Part A	Access	Trail	\$3,857,870
BP_384	Austell-Powder Springs Road Trail	Access	Trail	\$16,315,973
BP_951	Pedestrian Tunnel Connecting Veterans Memorial Highway to Joe Jerkins Boulevard	Access	Bridge	\$3,571,126
BPR_910	Veterans Memorial Highway Road Diet and Intersection Improvements	Operational	Operational - Corridor	\$11,612,691
BPR_911	Shared Streets	Operational	Operational - Corridor	\$8,389,875
BPR_912	Complete Streets	Operational	Operational - Corridor	\$7,126,842
BPR_913	Jefferson Street Streetscape and Bikeway (between Veterans Memorial Park and Love Street)	Operational	Operational - Corridor	\$1,339,956
R_103	Maxham Road at Old Alabama Road Intersection Improvements	Operational	Intersection	\$653,000
R_649	Austell Road (SR 5) Widening	Operational	Capacity	\$47,239,326
R_730	Austell Road (SR 5) Corridor Improvement	Operational	Operational - Corridor	\$6,530,000

*For definitions of operational and access categories, see note on page 18.

**Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.

KENNESAW

Allocation	Amount
Total City Allocation	\$43,561,548
Initial Allocation (2025)	\$348,492
Short-Range (2026-2030)	\$4,878,893
Mid-Range (2031-2035)	\$5,445,194
Long-Range (2036-2055)	\$32,888,969

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_011	McCollum Parkway Multi-Use Trail	Access	Trail	\$8,195,242
BP_216	Kennesaw Trail	Access	Trail	\$8,575,676
BP_238	Proctor Creek Trail Part C	Access	Trail	\$2,993,412
BP_271	Kennesaw Trail System Connector - Moon Station Road	Access	Trail	\$1,321,863
BP_277	Proctor Creek - KSU Connector Trail	Access	Trail	\$14,733,496
BP_278	Proctor Creek Trail Part A	Access	Trail	\$6,702,898
BP_297	Cherokee Street Trail	Access	Trail	\$5,851,509
BP_337	Ben King - Big Shanty Trail Part B	Access	Trail	\$5,831,788
BP_382	Cobb International Boulevard Trail	Access	Trail	\$8,619,248
R_364	US 41 (Cobb Parkway) Widening	Operational	Capacity	\$68,945,307
R_420	Cobb Parkway at Barrett Parkway Grade Separation	Operational	Grade Separation	\$87,392,296
R_606	Sardis Street Extension Project	Operational	New Connection	\$7,836,000
R_618	Sardis Street Overpass	Operational	New Connection	\$9,533,800
R_695	Cobb Parkway (US 41/SR 3) Corridor Improvement	Operational	Operational - Corridor	\$10,327,848
R_712	Hickory Grove Road Improvements	Operational	Operational - Corridor	\$1,589,402
R_801	Old 41 Removal/ McCollum Parkway Realignment	Operational	New Connection	\$147,985,472

*For definitions of operational and access categories, see note on page 18.

**Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.

MABLETON

Allocation	Amount
Total City Allocation	\$100,123,659
Initial Allocation (2025)	\$800,989
Short-Range (2026-2030)	\$11,213,850
Mid-Range (2031-2035)	\$12,515,457
Long-Range (2036-2055)	\$75,593,363

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_207	Veterans Memorial Trail	Access	Trail	\$4,957,497
BP_220	Hemlock Trail Part A	Access	Trail	\$2,276,194
BP_226	Hemlock Trail Part B	Access	Trail	\$1,359,682
BP_234	Olley Creek Trail Part C	Access	Trail	\$19,627,138
BP_241	Seayes Road Trail	Access	Trail	\$1,210,257
BP_243	Fontaine Road Trail Part A	Access	Trail	\$1,871,183
BP_248	Six Flags Trail Part A	Access	Trail	\$15,206,353
BP_257	Fontaine Road Trail Part B	Access	Trail	\$10,107,289
BP_272	Six Flags Trail Part B	Access	Trail	\$2,175,466
BP_348	Heritage Park to Thompson Park Connector	Access	Trail	\$1,222,693
BP_354	Nickajack Creek Greenway Part C	Access	Trail	\$19,211,260
R_001	Six Flags Parkway Improvements	Operational	Operational - Corridor	\$65,300
R_072	Floyd Road Southwest at US 278 Intersection Improvements	Operational	Intersection	\$653,000
R_084	Veterans Memorial Highway Southeast Improvements	Operational	Operational - Corridor	\$3,153,990
R_103	Maxham Road at Old Alabama Road Intersection Improvements	Operational	Intersection	\$653,000
R_108	East West Connector at Floyd Road Intersection Improvements	Operational	Intersection	\$71,830
R_216	Floyd Road at Hurt Road Intersection Improvements	Operational	Intersection	\$653,000
R_221	Clay Road at Austell Road Intersection Improvements	Operational	Intersection	\$653,000
R_226	Floyd Road SW at Nickajack Road SW Intersection Improvements	Operational	Intersection	\$653,000
R_227	Austell Road at Floyd Road SW Intersection Improvements	Operational	Intersection	\$653,000

R_239	Floyd Road at Concord Road Intersection Improvements	Operational	Intersection	\$407,472
R_240	Blair Bridge Road at Oak Ridge Road/Riverside Parkway Intersection Improvements	Operational	Intersection	\$2,037,360
R_251	Allen/North Allen at Veterans Memorial Intersection Improvements	Operational	Intersection	\$407,472
R_425	Interchange Improvement at I-20 EB and Riverside Parkway	Operational	Interchange	\$3,177,498
R_436	East-West Connector at Austell Road (SR 5) Grade Separation	Operational	Grade Separation	\$21,609,076
R_447	Austell Road at Hospital South Drive Intersection Improvement	Operational	Intersection	\$1,191,072
R_448	Austell Road (SR 5) at Mulkey Drive Intersection Improvement	Operational	Intersection	\$1,191,072
R_474	I-20 WB Exit at Six Flags Parkway	Operational	Intersection	\$794,048
R_621	East-West Connector Widening	Operational	Capacity	\$31,778,898
R_627	SR 139 (Floyd Road/Mableton Parkway) Widening	Operational	Capacity	\$35,909,776
R_648	Floyd Road Widening	Operational	Capacity	\$15,180,944
R_649	Austell Road (SR 5) Widening	Operational	Capacity	\$47,239,326
R_730	Austell Road (SR 5) Corridor Improvement	Operational	Operational - Corridor	\$6,530,000

**For definitions of operational and access categories, see note on page 18.*

***Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.*

MARIETTA

Allocation	Amount
Total City Allocation	\$80,159,256
Initial Allocation (2025)	\$641,274
Short-Range (2026-2030)	\$8,977,837
Mid-Range (2031-2035)	\$10,019,907
Long-Range (2036-2055)	\$60,520,238

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_232	Cemetery Trail	Access	Trail	\$1,138,951
BP_267	Polk Street Trail	Access	Trail	\$8,894,778
BP_273	Sope Creek Greenway	Access	Trail	\$8,865,477
BP_279	Park Trail Connector	Access	Trail	\$3,418,408
BP_282	Rottenwood Creek Trail Phase 2	Access	Trail	\$4,714,705
BP_289	Mountain to River Gap Trail	Access	Trail	\$3,185,602
BP_290	N Marietta Parkway Connector Trail	Access	Trail	\$3,074,799
BP_295	Powder Springs Road Trail (East)	Access	Trail	\$1,264,667
BP_334	Cobb Parkway Trail (central) Part A	Access	Trail	\$12,727,754
BP_341	Delk Road - Terrell Mill Trail Part C	Access	Trail	\$3,491,205
BP_367	Olley Creek Trail Part E	Access	Trail	\$3,070,196
BP_368	Olley Creek Trail Part D	Access	Trail	\$5,842,073
BP_369	Rockridge Preserve Trail	Access	Trail	\$2,654,544
P_004	Renaissance District Sidewalks	Access	Sidewalk	\$1,838,524
P_005	Roswell Road Pedestrian Improvements	Access	Sidewalk	\$6,388,455
R_064	Bells Ferry Road Northwest Improvements	Operational	Operational - Corridor	\$4,512,230
R_065	Church Street Northeast Improvements	Operational	Operational - Corridor	\$1,198,908
R_096	Delk Road Southeast Improvements	Operational	Operational - Corridor	\$1,772,242
R_340	Franklin Gateway Improvements	Operational	Operational - Corridor	\$6,024,578
R_341	Franklin Gateway/Cobb Parkway (US 41) Connector	Operational	Operational - Corridor	\$60,061,634
R_364	US 41 (Cobb Parkway) Widening	Operational	Capacity	\$68,945,307
R_422	Cobb Parkway (US 41/SR 3) at Windy Hill Road Grade Separation	Operational	Grade Separation	\$78,360,000

R_468	Powder Springs Street at Laurel Springs Lane Intersection Improvement	Operational	Intersection	\$458,406
R_584	N Marietta Parkway Improvements - Whitlock to Cherokee	Operational	Operational - Corridor	\$961,216
R_585	Roswell Street Improvements (west)	Operational	Operational - Corridor	\$257,282
R_623	Bells Ferry Road Improvements related to managed lanes project	Operational	Operational - Corridor	\$19,067,600
R_662	Windy Hill Road Widening	Operational	Capacity	\$15,711,180
R_693	Roswell Street Improvements (east)	Operational	Operational - Corridor	\$6,874,784
R_729	US 41 (Cobb Parkway) Widening	Operational	Capacity	\$37,721,433

**For definitions of operational and access categories, see note on page 18.*

***Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.*

POWDER SPRINGS

Allocation	Amount
Total City Allocation	\$22,051,075
Initial Allocation (2025)	\$176,409
Short-Range (2026-2030)	\$2,469,720
Mid-Range (2031-2035)	\$2,756,384
Long-Range (2036-2055)	\$16,648,562

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_299	Jackson Way Trail	Access	Trail	\$555,530
BP_301	Brownsville Road Multi-Use Trail	Access	Trail	\$220,557
BP_302	Silver Comet Trail Connector - Rec Trail along Stream (Alignment Option B)	Access	Trail	\$1,501,878
BP_303	Powder Springs Multi-Use Trails	Access	Trail	\$4,571,000
BP_384	Austell-Powder Springs Road Trail	Access	Trail	\$16,315,973
BP_955	Powder Springs Creek Trail	Access	Trail	\$2,873,200
PR_438	Powder Springs Road at Forest Hill Road/Sailors Parkway Intersection Improvement	Operational	Intersection	\$764,010
R_013	Old Lost Mountain Road at Powder Springs Dallas Road Intersection Improvements	Operational	Intersection	\$653,000
R_442	Powder Springs Dallas Road at Florence Road Intersection Improvement	Operational	Intersection	\$0
R_501	Old Austell Road at Marietta Street Intersection Improvement	Operational	Intersection	\$0
R_910	Marietta Street and Austell Powder Springs Road Roundabout	Operational	Intersection	\$3,918,000
R_912	Marietta Street and New MacLand Road Streetscape	Operational	Operational - Corridor	\$1,044,800
R_987	New Parallel Access Road along Powder Springs Road	Operational	New Connection	\$1,306,000
Z_New1	Powder Springs Dallas Road	Access	Trail	Not Specified
Z_New10	Forest Hill Road	Access	Trail	Not Specified
Z_New11	Hopkins Road	Access	Trail	Not Specified
Z_New12	Carter Road	Access	Trail	Not Specified
Z_New13	Brownsville Road	Access	Trail	Not Specified
Z_New14	Oglesby Road	Access	Trail	Not Specified
Z_New15	Hill Road	Access	Trail	Not Specified
Z_New16	Grady Grier Road	Access	Trail	Not Specified

Z_New17	Transit sidewalks	Access	Sidewalk	Not Specified
Z_New2	Marietta Street	Access	Trail	Not Specified
Z_New3	RD Sailors Parkway	Access	Trail	Not Specified
Z_New4	Florence Road	Access	Trail	Not Specified
Z_New5	Old Lost Mountain Road	Access	Trail	Not Specified
Z_New6	New MacLand Road	Access	Trail	Not Specified
Z_New7	Macedonia Road	Access	Trail	Not Specified
Z_New8	Shipp Road	Access	Trail	Not Specified
Z_New9	Elliott Road	Access	Trail	Not Specified

**For definitions of operational and access categories, see note on page 18.*

***Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.*

SMYRNA

Allocation	Amount
Total City Allocation	\$72,946,006
Initial Allocation (2025)	\$583,568
Short-Range (2026-2030)	\$8,169,953
Mid-Range (2031-2035)	\$9,118,251
Long-Range (2036-2055)	\$55,074,235

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_010	Cooper Lake Road Bike/Ped Improvements	Access	Trail	\$5,578,861
BP_207	Veterans Memorial Trail	Access	Trail	\$4,957,497
BP_243	Fontaine Road Trail Part A	Access	Trail	\$1,871,183
BP_251	Church Street Trail	Access	Trail	\$4,550,224
BP_266	Windy Hill Trail Part A	Access	Trail	\$6,131,832
BP_268	Roswell Street Trail	Access	Trail	\$5,941,850
BP_270	Poplar Creek Trail Extension	Access	Trail	\$4,061,216
BP_281	Cumberland Boulevard Trail	Access	Trail	\$1,608,903
BP_292	Windy Hill Trail Part B	Access	Trail	\$4,072,477
BP_317	Cobb Parkway Windy Hill Connector Trail	Access	Trail	\$3,988,245
BP_334	Cobb Parkway Trail (central) Part A	Access	Trail	\$12,727,754
BP_338	South Cobb Drive Trail	Access	Trail	\$7,945,802
BP_383	Chattahoochee River Trail (US-78 Veterans Memorial to I-285)	Access	Trail	\$6,144,730
R_082	Atlanta Road Southeast Improvements	Operational	Operational - Corridor	\$1,339,956
R_084	Veterans Memorial Highway Southeast Improvements	Operational	Operational - Corridor	\$3,153,990
R_106	East West Connector at Cooper Lake Road Intersection Improvements	Operational	Intersection	\$1,222,416
R_107	East West Connector at Fontaine Road SE Intersection Improvements	Operational	Intersection	\$638,634
R_168	SR 3 (Cobb Parkway) at Circle 75 Parkway Intersection Improvements	Operational	Intersection	\$653,000
R_188	Gaylor Street at East-West Conn Intersection Improvements	Operational	Intersection	\$237,692
R_189	Highlands Ridge Road at E-W Conn Intersection Improvements	Operational	Intersection	\$407,472
R_431	S Cobb Drive (SR 280) at East West Connector Grade Separation	Operational	Grade Separation	\$17,761,600

R_634	S Cobb Drive (SR 280) Widening	Operational	Capacity	\$112,336,896
R_642	East-West Connector Widening	Operational	Capacity	\$12,407,000
R_662	Windy Hill Road Widening	Operational	Capacity	\$15,711,180
R_925	Windy Hill at South Cobb Drive Grade Separation	Operational	Grade Separation	\$19,590,000
R_926	Atlanta Road at Windy Hill Grade Separation	Operational	Grade Separation	\$19,590,000
R_927	South Cobb Drive Improvements	Operational	Operational - Corridor	\$39,180,000

**For definitions of operational and access categories, see note on page 18.*

***Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.*

UNINCORPORATED COBB COUNTY

Allocation	Amount
Total City Allocation	\$641,426,824
Initial Allocation (2025)	\$5,131,415
Short-Range (2026-2030)	\$71,839,804
Mid-Range (2031-2035)	\$80,178,353
Long-Range (2036-2055)	\$484,277,252

Project ID	Project Name	Project Category*	Project Type	Estimated Total Project Cost (\$2024)**
BP_010	Cooper Lake Road Bike/Ped Improvements	Access	Trail	\$5,578,861
BP_012	Bells Ferry Road Bike/Ped Improvement	Access	Trail	\$5,602,740
BP_210	Powder Springs Road Trail (West)	Access	Trail	\$3,816,271
BP_212	East Cobb Trail - Old Canton Road (north)	Access	Trail	\$3,187,942
BP_219	East Cobb Trail - Sewell Mill Creek Trail	Access	Trail	\$2,561,450
BP_230	Lower Roswell Trail Extension Part A	Access	Trail	\$727,947
BP_233	Wild Horse Creek Trail (south) Part A	Access	Trail	\$11,951,904
BP_234	Olley Creek Trail Part C	Access	Trail	\$19,627,138
BP_244	East Cobb Trail - Johnson Ferry Road (north)	Access	Trail	\$6,448,368
BP_247	East Cobb Trail West Extension Part B	Access	Trail	\$2,899,647
BP_250	East Cobb Trail - Johnson Ferry Road (south)	Access	Trail	\$7,283,196
BP_255	Atlanta Road Trail	Access	Trail	\$1,821,096
BP_256	East Cobb Trail East Extension	Access	Trail	\$6,272,676
BP_258	East Cobb Trail West Extension Part A	Access	Trail	\$1,341,487
BP_277	Proctor Creek - KSU Connector Trail	Access	Trail	\$14,733,496
BP_328	Woodlawn Drive Trail - Proposed Alternate to Johnson Ferry	Access	Trail	\$3,216,780
BP_329	Lower Roswell Trail Extension Part B	Access	Trail	\$1,021,039
BP_333	Noonday Creek Trail - Bells Ferry to Noonday Park	Access	Trail	\$17,233,976
BP_337	Ben King - Big Shanty Trail Part B	Access	Trail	\$5,831,788
BP_340	Delk Road - Terrell Mill Trail Part B	Access	Trail	\$4,041,170
BP_341	Delk Road - Terrell Mill Trail Part C	Access	Trail	\$3,491,205
BP_342	Terrell Mill Road Trail Part A	Access	Trail	\$1,677,904
BP_343	Wildwood Parkway Trail Part C	Access	Trail	\$1,208,833
BP_344	Terrell Mill Road Trail Part B	Access	Trail	\$1,586,382
BP_357	Vinings Trail	Access	Trail	\$2,558,093
BP_360	Campus Loop Road (part of Big Shanty)	Access	Trail	\$438,896

BP_367	Olley Creek Trail Part E	Access	Trail	\$3,070,196
BP_368	Olley Creek Trail Part D	Access	Trail	\$5,842,073
BP_370	Bells Ferry Road Trail Part B	Access	Trail	\$7,244,904
BP_381	Wildwood Parkway Trail Part D	Access	Trail	\$2,728,791
BP_384	Austell-Powder Springs Road Trail	Access	Trail	\$16,315,973
BP_385	Noonday Creek Park to Kell High School Trail	Access	Trail	\$5,540,390
BP_386	Canton Road North Trail	Access	Trail	\$6,657,891
BP_387	Shallowford Road Trail	Access	Trail	\$4,209,942
R_007	Callaway Road Southwest at Austell Road Intersection Improvements	Operational	Intersection	\$653,000
R_026	Pearl Street at South Cobb Drive Intersection Improvements	Operational	Intersection	\$653,000
R_064	Bells Ferry Road Northwest Improvements	Operational	Operational - Corridor	\$4,512,230
R_096	Delk Road Southeast Improvements	Operational	Operational - Corridor	\$1,772,242
R_120	Paper Mill Road at Sherwood Lane Intersection Improvements	Operational	Intersection	\$653,000
R_126	SR 120 at Johnson Ferry Road Intersection Improvements	Operational	Intersection	\$5,432,960
R_129	Ernest W Barrett Parkway (E/W) at Bells Ferry Road (N/S) Intersection Improvements	Operational	Intersection	\$1,114,018
R_168	SR 3 (Cobb Parkway) at Circle 75 Parkway Intersection Improvements	Operational	Intersection	\$653,000
R_172	Atlanta Road at Cumberland Parkway Intersection Improvements	Operational	Grade Separation	\$125,261,072
R_177	Powers Ferry Road (NB/SB) at Terrell Mill Road (EB/WB) Intersection Improvements	Operational	Intersection	\$653,000
R_180	SR 120 (Roswell Road) (EB/WB) at Robinson Road (NB) Intersection Improvements	Operational	Intersection	\$653,000
R_193	SR 280 / S Cobb Drive (E/W) at SR 5 / Atlanta Road (N/S) Intersection Improvements	Operational	Intersection	\$653,000
R_211	New Chastain Road at Hilltop Drive Intersection Improvements	Operational	Intersection	\$407,472
R_216	Floyd Road at Hurt Road Intersection Improvements	Operational	Intersection	\$653,000
R_217	Chastain Road at I-75 SB Intersection Improvements	Operational	Intersection	\$653,000
R_222	Austell Road at Hurt Road Intersection Improvements	Operational	Intersection	\$653,000
R_223	Windy Hill Road at Austell Road Intersection Improvements	Operational	Intersection	\$653,000
R_227	Austell Road at Floyd Road SW Intersection Improvements	Operational	Intersection	\$653,000
R_235	Austell Road at Hicks Road Intersection Improvements	Operational	Intersection	\$65,300
R_238	Austell Powder Springs Road at Mosley Road Intersection Improvements	Operational	Intersection	\$1,290,328
R_241	Johnson Ferry Road at Riverhill Road Intersection Improvements	Operational	Intersection	\$65,300

R_422	Cobb Parkway (US 41/SR 3) at Windy Hill Road Grade Separation	Operational	Grade Separation	\$78,360,000
R_634	S Cobb Drive (SR 280) Widening	Operational	Capacity	\$112,336,896
R_640	SR 120 (Roswell Road) Widening	Operational	Capacity	\$100,103,594
R_649	Austell Road (SR 5) Widening	Operational	Capacity	\$47,239,326
R_657	Powers Ferry Road Widening	Operational	Capacity	\$10,875,062
R_663	Windy Hill Road Widening	Operational	Capacity	\$103,440,424
R_682	New Chastain Road	Operational	Operational - Corridor	\$12,711,298
R_725	SR 120 (Roswell Road) Corridor Improvement	Operational	Operational - Corridor	\$6,530,000
R_730	Austell Road (SR 5) Corridor Improvement	Operational	Operational - Corridor	\$6,530,000
R_933	Paces Ferry Road at Atlanta Road Intersection Improvement	Operational	Intersection	\$653,000
R_964	Canton Road Corridor Improvement	Operational	Operational - Corridor	\$6,709,265
ZZ_New	Bike Share Program Stations	Access	Bicycle	Not Specified

**For definitions of operational and access categories, see note on page 18.*

***Estimated Total Project Cost does not reflect the anticipated contribution from MSPLOST.*

EXHIBIT B

**NOTICE OF ELECTION
TO THE QUALIFIED VOTERS OF COBB COUNTY, GEORGIA**

**NOTICE OF ELECTION
TO THE QUALIFIED VOTERS OF COBB COUNTY, GEORGIA**

NOTICE IS HEREBY GIVEN that on the 5th day of November, 2024, an election will be held at the regular polling places in all the election districts of Cobb County, Georgia (the “County”), at which time there will be submitted to the qualified voters of the County for their determination the question of whether a one percent (1%) County Mobility Special Purpose Local Option Sales Tax (the “MSPLOST”) shall be imposed on all sales and uses in the special district created in the County for a period of thirty (30) years for the raising of approximately \$11,000,000,000.00 for the purpose of funding transit projects (the “Projects”) specified in the form of the ballot set forth below.

- () **YES** Shall a special 1 percent sales and use tax be imposed in the special district consisting of Cobb County for a period of time not to exceed thirty years and for the raising of funds for transit and transit supportive projects? These projects will be as defined in O.C.G.A. § 48-8-269.40, and will be inclusive of the approved project list within the Atlanta-Region Transit Link Authority Regional Transit Plan (ARTP).
- () **NO**

If imposition of the tax is approved by the voters, such vote shall constitute approval of the issuance of general obligation debt of Cobb County in the principal amount not to exceed \$950,000,000 for the above purpose.