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MOBILITY 2055

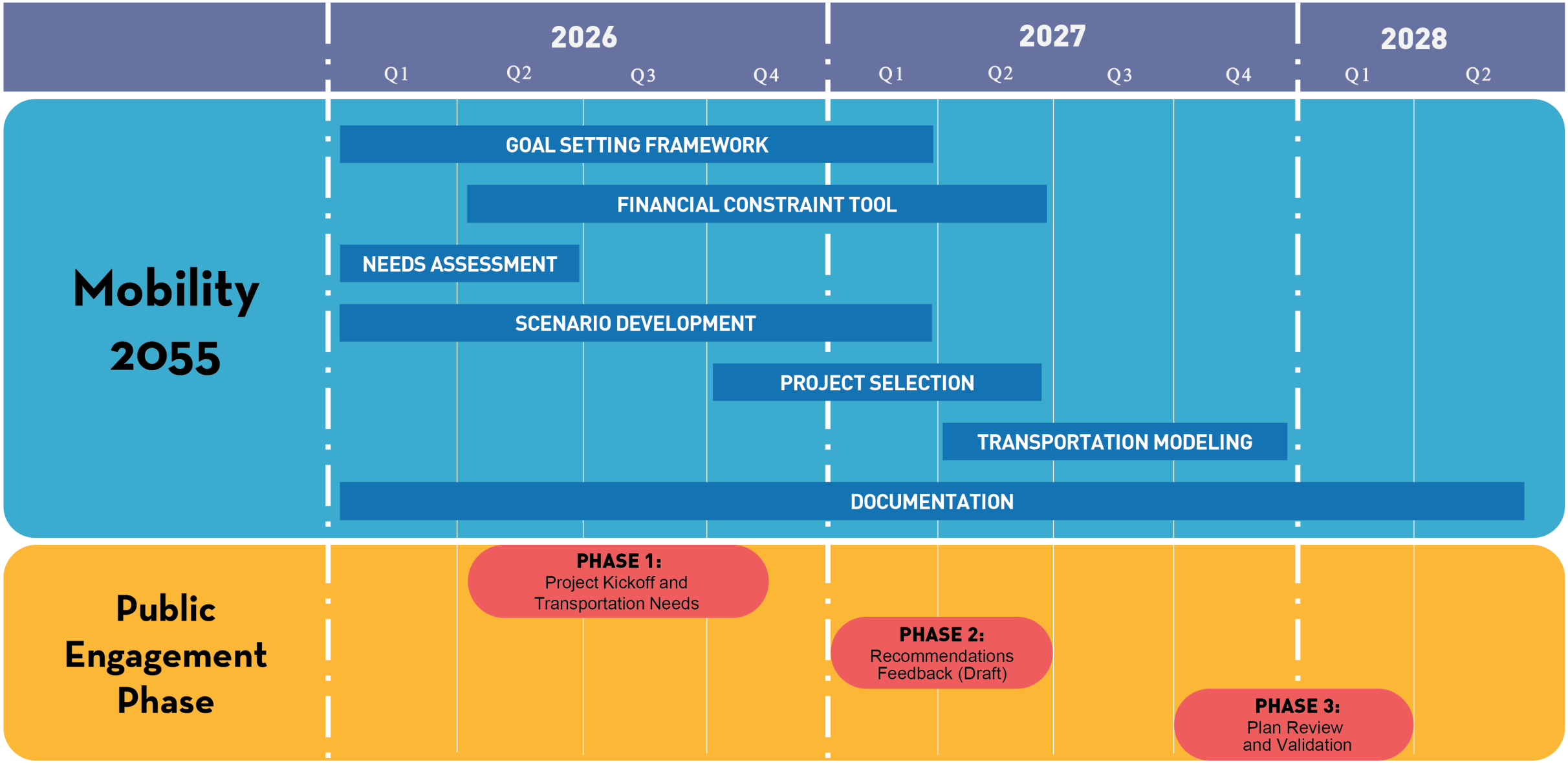
METRO ATLANTA ON THE MOVE

Transportation Coordinating Committee

Atlanta Regional Commission

Today's Agenda

- Policy Framework
- Project Evaluation
- Project Submission
- Discussion


2026
Q1
Q2
Q3
Q4
2027
Q1
Q2
Q3
Q4
2028
Q1
Q2
Mobility 2055
GOAL SETTING FRAMEWORK
FINANCIAL CONSTRAINT TOOL
NEEDS ASSESSMENT
SCENARIO DEVELOPMENT
PROJECT SELECTION
TRANSPORTATION MODELING
DOCUMENTATION
Public Engagement Phase
PHASE 1:
Project Kickoff and Transportation Needs
PHASE 2:
Recommendations Feedback (Draft)
PHASE 3:
Plan Review and Validation

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Policy Framework

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MTP Policy Framework Priorities

- Eliminate serious transportation injuries and fatalities
- Support economic competitiveness and innovation
- Expand sustainable, well-planned, multimodal transportation infrastructure
- Advance access to economic mobility for vulnerable populations
- Maintain and optimize the existing transportation system
- Build a resilient transportation system that supports public health

MTP Priorities & Objectives

1. Eliminate serious transportation injuries and fatalities

- 1.1 Apply a safe systems approach to all roadway projects
- 1.2 Apply complete streets policies and guidance to regionally funded roadway projects

2. Expand sustainable, well-planned, multimodal transportation infrastructure

- 2.1 Enhance transit service and expand system coverage
- 2.2 Concentrate growth and housing around high-capacity transit stations and corridors
- 2.3 Improve network connectivity for walking and biking

3. Maintain and optimize the existing transportation system

- 3.1 Upgrade and maintain freight network capacity
- 3.2 Ensure sponsors maintain a state of good repair and have exhausted all congestion mitigation strategies before considering expansion strategies

MTP Priorities & Objectives

4. Support economic competitiveness and innovation

- 4.1 Adapt to disruptive technologies and evolving mobility needs
- 4.2 Accelerate transportation project implementation

5. Advance access to economic mobility for vulnerable populations

- 5.1 Build shared regional priorities through meaningful engagement with vulnerable populations, local partners, and elected officials
- 5.2 Increase access to opportunity (e.g., jobs, health, culture, education)

6. Build a resilient transportation system that supports public health

- 6.1 Reduce transportation pollution and improve air quality
- 6.2 Apply climate resiliency measures in regionally funded projects

Key ARC Policy Levers (PACE)

The PACE levers (plan, allocate, convene, enable) are filters to help discern if a strategy fits within ARC's sphere of influence.

Plan

ARC can ensure the MTP Framework directly guides the agency's own planning efforts.

Allocate

ARC can use its discretion over a portion of its suballocated federal funds, including STBG-Urban, TAP, and the Carbon Reduction Program, to prioritize projects that advance the MTP Framework.

Convene

ARC can use its regional leadership and influence to coordinate action and advance priorities where implementation depends on others.

Enable

ARC can give jurisdictions the tools, information, and capacity they need to act.

Priority 3: Maintain and optimize the existing transportation system

Objective

3.2 Achieve state of good repair and manage congestion on the region's roadway network before funding new roadway capacity expansion.

Strategies



P

Use state and local asset-management data to assess regional infrastructure conditions and establish state-of-good-repair priorities and targets.



A

Require roadway capacity expansion projects seeking ARC discretionary funding to document operational, TDM, safety, and access-management alternatives before expansion is funded.



C

Coordinate ARC, GDOT, transit agencies, and local governments to identify recurring congestion and operational challenges, align improvement priorities, and advance coordinated solutions.



E

Provide shared asset-condition data, system-performance tools, and targeted technical assistance to help local governments identify maintenance needs, improve operations, and develop priority projects.

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MTP Project Evaluation

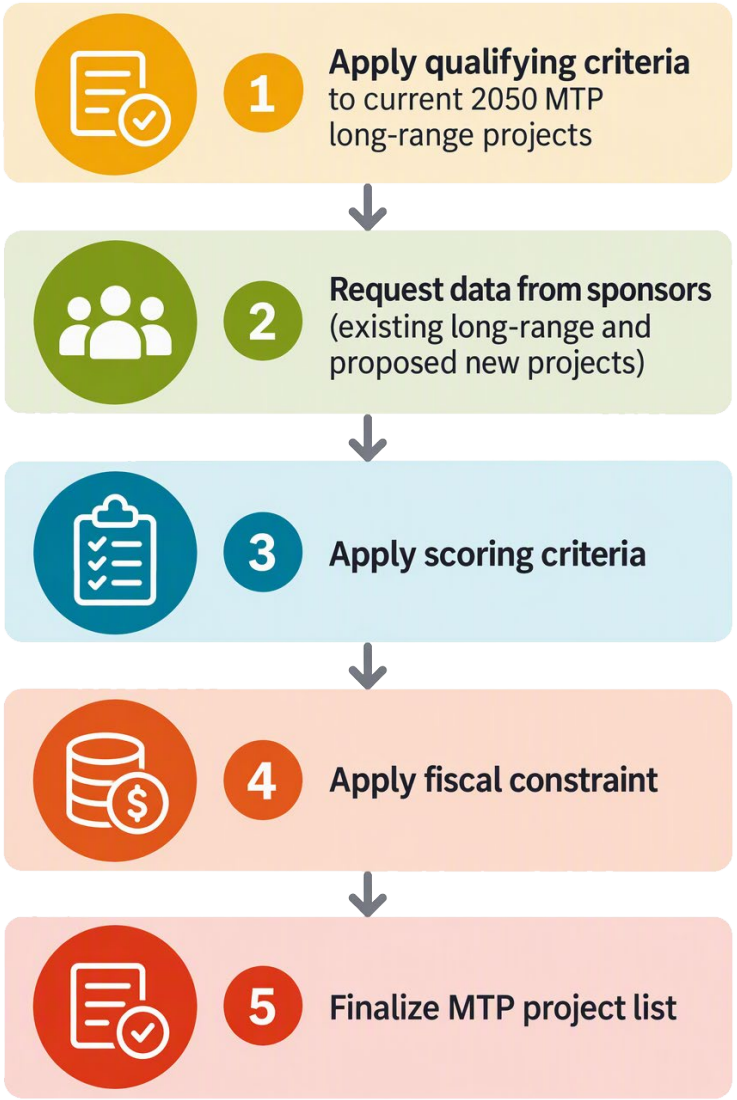
Note: This is a new process for ARC's MTP to evaluate long-range projects only and does not affect the TIP solicitation process

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Big Picture

- Policy framework as guiding star
  - All projects are scored with the same rubric
  - ~75% of scoring derived from project type and ARC GIS data
  - ~25% of scoring derived from sponsor-provided project information
- Process
  - Apply qualifying criteria to current 2050 MTP long-range projects
  - Request data from sponsors (existing long-range and proposed new projects)
  - Apply scoring criteria
  - Apply fiscal constraint
  - Finalize MTP project list
- Restrictive by design; criteria identify **projects of regional importance**



Qualifying Criteria: Eligibility

- Project originates from a plan sponsored or adopted by a state agency, ARC, transit agency, or local jurisdiction
- Project sponsor is an eligible entity
- Project is eligible for federal aid
- If a locally-sponsored project is located on the state system, it must have documented concurrence from GDOT
- Project is designated as regionally significant for air quality conformity analysis purposes
- **For general capacity projects only:** project sponsor can demonstrate operational improvements were considered prior to adding through lanes

Qualifying Criteria: Advancement

- At least one within the past four years:
  - Completion or initiation of corridor, feasibility, environmental, or alternatives analysis
  - Identification of a locally preferred alternative for a major transit investment, where applicable
  - Movement from a later long-range band to an earlier time horizon
  - Identification of a funding strategy or committed sponsor contribution
  - Another documented planning or project-development milestone accepted by ARC
- Projects in the 2045-2055 time horizon will be exempt from these criteria. Continued inclusion in future MTPs will require demonstration of advancement.

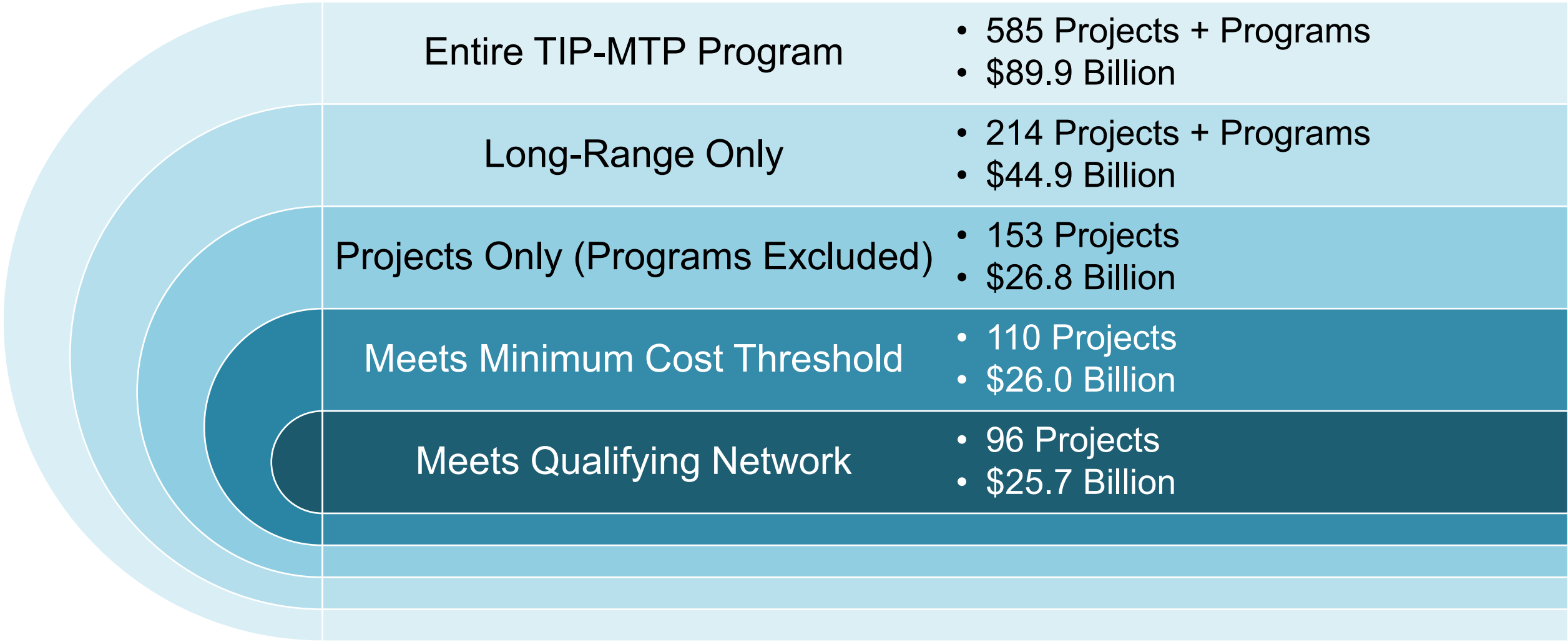
Qualifying Criteria: Network Alignment

Project Type	Qualifying Network
Roadway Preservation, Operations, and Safety	• Interstates and arterials • Any roadway on the High Injury Network, located in freight cluster, or in a Livable Centers Initiative (LCI) Areas
Roadway Capacity Expansion	• Interstates and arterials (principal and minor)
Transit	• Premium transit • High-frequency transit network • Transit facilities that meet all other qualifying criteria
Walking and Biking	• Regional Trail Vision network • Existing regional trails • Connection to either

Qualifying Criteria: Project Scale

Project Type	Minimum Threshold
Major roadway capacity and regional transit (express lanes, managed lanes, general-purpose capacity, interchange capacity, bus rapid transit capital, rail capital, major bus capital).	$20 million
System preservation, operations, and access (bridge upgrades, interchange upgrades, roadway maintenance, operations and safety, transit facilities, transit operations and maintenance).	$5 million
Active transportation and complete streets (bicycle facilities, pedestrian facilities, joint bicycle-pedestrian facilities, complete-street retrofits, sidepaths and trails).	$5 million
Regional programs and planning (formula lump sums, Livable Centers Initiative programs, transportation demand management and air quality programs, planning, scoping, regional set-asides, recurring funding programs).	Not evaluated

Evaluation Funnel



Summary Statistics

- 96 total projects from 19 sponsors
- Total cost across projects is $25.6 B; median project cost is $51 M
- GDOT leads with 45 projects (47% of projects and 72% of total cost)
- Median of 2 projects per sponsor
- **No scoring or advancement criteria have been applied beyond the qualifying-network and minimum-cost screens**

Project Type	Total Projects	Project Share	Total Cost (M)	Cost Share
General Purpose Capacity	47 (GDOT: 22)	49%	$3,061	12%
Bus Rapid Transit Capital	12	13%	$4,321	17%
Operations & Safety	11	11%	$175	1%
Express Lanes	6	6%	$16,164	63%
Rail Capital	5	5%	$952	4%
Interchange Capacity	5	5%	$428	2%
Bridge Upgrade	5	5%	$80	<1%
Sidepaths and Trails	2	2%	$32	<1%
Bus Capital	1	1%	$362	1%
Maintenance	1	1%	$11	<1%
Interchange Upgrade	1	1%	$18	<1%

Individual whole-number percentages may not sum to exactly 100% because of rounding

Scored Criteria

Criterion	Considerations
Safety	• Alignment with the Safe System Approach in the ARC Regional Safety Strategy
Multimodal Expansion	• Expands/improves transit service coverage • Expands/improves walking and biking connectivity • Expands/improves first- and last-mile connectivity
Maintain and Optimize	• System preservation • Congestion need and management approach
Economic Competitiveness and Innovation	• Freight network reliability • Innovative project features • Innovative delivery features
Economic Mobility	• Connecting people to destinations • Support for regional housing strategy
Resiliency and Public Health	• Carbon reduction and climate resilience strategies

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Project Submission

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Project Submission Schedule

November

- Share proposed project evaluation approach
- Provide resources to sponsors
- Open project submission

December

- Discuss final project evaluation approach
- Individual follow-up meetings if requested

January

- Close project submission
- Evaluate projects

- *Goal is to have fiscally-constrained draft plan by April 2027*

Project Submission Contents

Information Needs from Sponsors

- Confirm project data / geometry
- Confirmation of eligibility
- Safety countermeasures
- Congestion management strategies
- Innovative project features
- Accelerated implementation strategies
- Resiliency/clean energy features

Format

- Excel spreadsheet
- Optional: Project data/geometry corrections

Provided to Sponsors

- Project data and geometry we have (CTP projects, combined transit projects, regional needs)
- Policy network layers
- Sponsor one pagers
- Qualifying and scoring criteria memo/presentation
- Descriptions/resources to guide responses to items in left column

Discussion