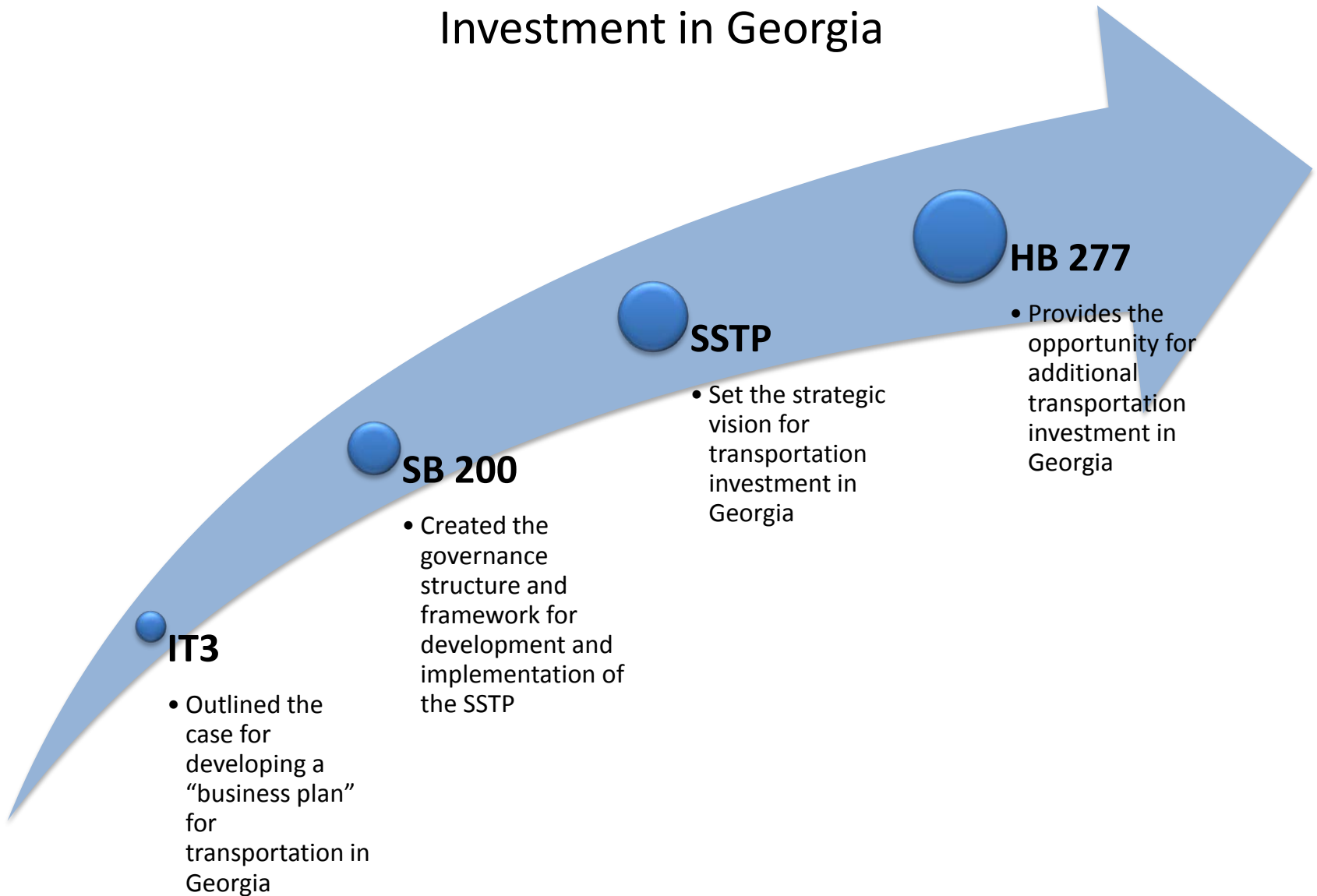


Final Recommended Criteria

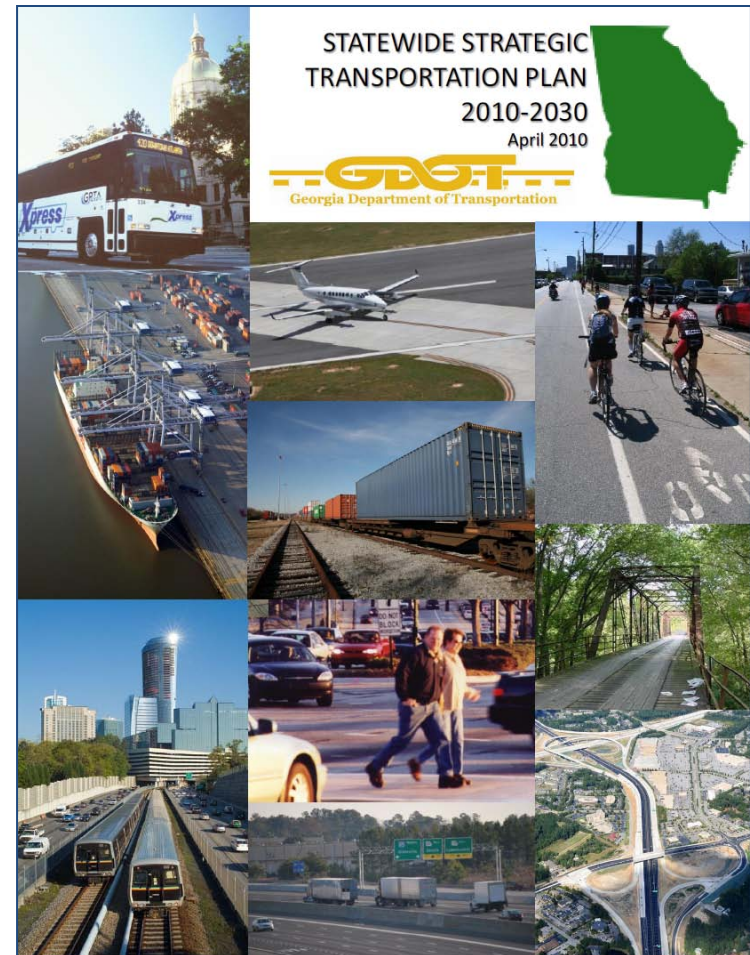
HB 277

HB 277 Provides the Opportunity for Additional Transportation Investment in Georgia



The SSTP Sets a Strategic Course for Transportation that Produces Jobs and Economic Growth

- “Alternatively, a new investment strategy supported by additional resources could transform our transportation network and create over \$480 billion in GDP growth for Georgia over the next 30 years and generate up to 425,000 new jobs.”



The Expected Outcomes and the SSTP's Four Performance Goals were Major Drivers in Development of Final Recommended Criteria

SSTP Performance Goals

- Support Georgia's economic growth and competitiveness
- Ensure safety and security
- Maximize the value of Georgia's assets, getting the most out of the existing network
- Minimize the impact on the environment



The Final Recommended Criteria are Designed to Guide the Development of Strategic, Deliverable, Publically Supported Investment Lists

Expected Outcomes

- Strategic use of funds
- Delivery of projects
- Public support

Final Recommended Criteria for the Atlanta 10-County Special Tax District

*Final Recommended Criteria for the Development of an Investment List of Projects and Programs.
Excludes 15% Local Share to be distributed by formula to Cities and Counties.*

The following performance goals, desired outcomes, guiding principles, and framework guided the design of the final recommended criteria, as well as comments received from counties, cities, MPOs and others following their review of the draft recommended criteria:

Performance Goals as Adopted in the Statewide Strategic Transportation Plan (SSTP)

- Support Georgia's economic growth and competitiveness.
- Ensure safety and security.
- Maximize the value of Georgia's assets, getting the most out of the existing network.
- Minimize the impact on the environment.

Outcomes

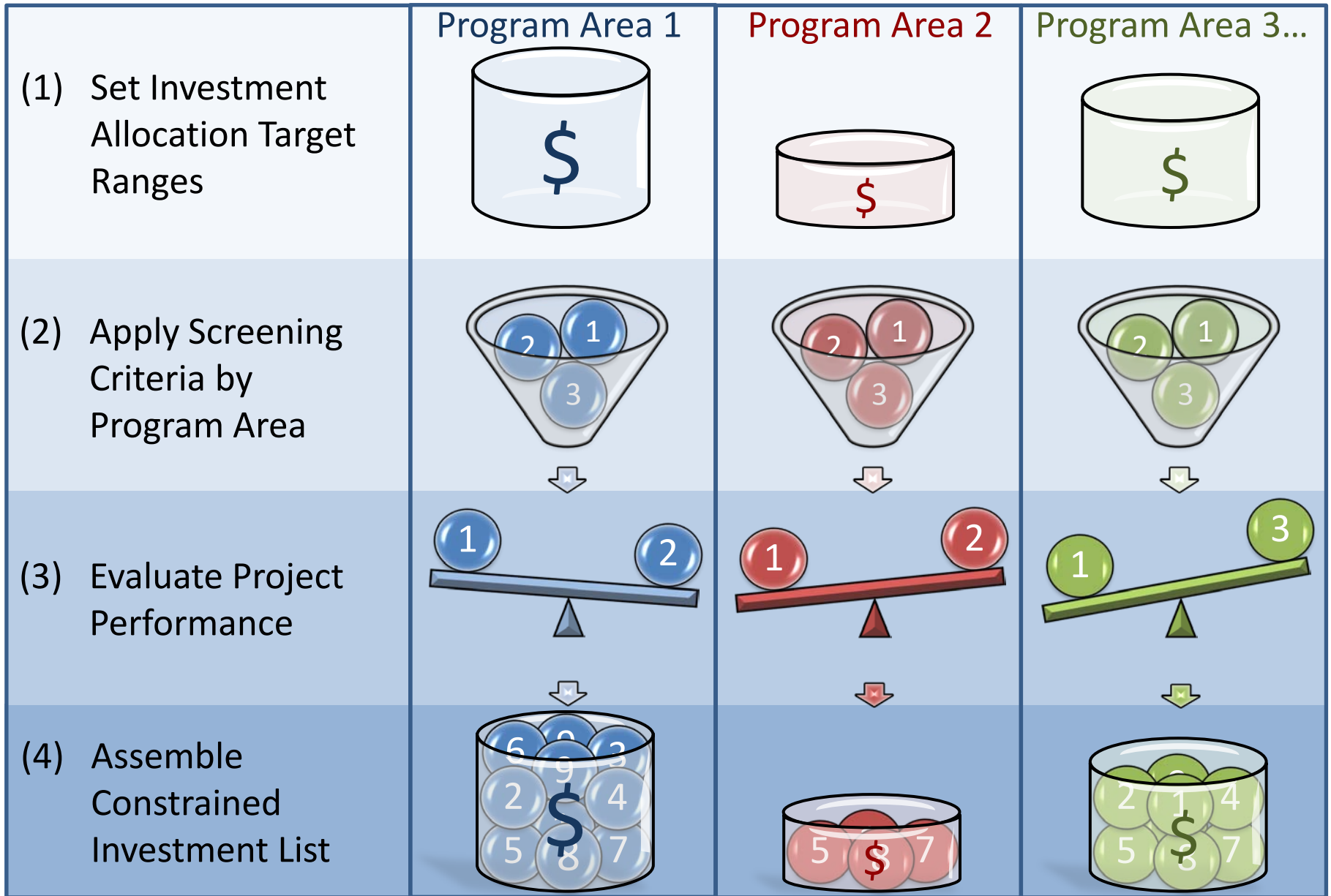
- Strategic use of funds to achieve the best value for taxpayers' dollars and improvement of the region's transportation network.
- Transportation projects¹ delivered on time and on budget.
- Public support for projects funded by the regional sales tax and public trust that state and local governments will deliver on their promises.

Guiding Principles

- Investment list is developed with a focus on deliverability.
- Projects are from existing plans and/or studies (for example, the GDOT work program, ARC long range plan and short range program, ARC Congestion Management Process, county transportation studies, etc.).
- Investment list is consistent with the policies of the SSTP and policies of the Atlanta Region's PLAN 2040.
- Investment list encourages effective multimodal solutions that appeal to a broad spectrum of the region's citizens.

¹ "Project" means, without limitation, any new or existing airports, bike lanes, bridges, bus and rail mass transit systems, freight and passenger rail, pedestrian facilities, ports, roads, terminals, and all activities and structures useful and incident to providing, operating, and maintaining the same. The term shall also include direct appropriations to a local government for the purpose of serving as a local match for state or federal funding.

Criteria Framework



The Investment Allocation Target Ranges are a Starting Point for Discussion by the Roundtable

- Highlight tradeoffs of spending more or less in programs
- Based on SSTP, but constrained by other factors such as deliverability, availability of other fund sources, etc.
- Broad ranges recognize need of roundtables to consider many factors

NE Georgia RC →

Program Areas	Investment Allocation Target Ranges (%)	Illustrative Estimate Over 10 Years Based on Draft Economic Projections (\$)
Roadway Capital	50% - 70%	\$380 - \$540 Million
Roadway & Bridge Maintenance (Asset Management)	0% - 10%	\$0 - \$77 Million
Safety and Traffic Operations	15% - 50%	\$120 - \$380 Million
Freight & Logistics	2% - 10%	\$15 - \$77 Million
Aviation	0% - 5%	\$0 - \$38 Million
Bicycle and Pedestrian	1% - 5%	\$7.7 - \$38 Million
Transit Capital	0% - 10%	\$0 - \$77 Million
Transit Operations & Maintenance	0% - 10%	\$0 - \$77 Million

1. Criteria are Strategic

- Roadway capital projects serve origins or destinations of trips to/from and within major employment and activity centers throughout region
- Roadway/bridge maintenance projects on state routes or roads that connect major regional employment or activity centers
- Safety projects align with the key emphasis areas of the Governor's Strategic Highway Safety Plan
- Traffic operations projects improve or enhance region's ITS network, incident management program, operational improvements or signal coordination and timing
- Freight and Logistics projects that address demand for goods movements
- Bike/ped projects that provide connectivity to/from or within a major regional employment or activity center
- Aviation Projects at new or existing airports that are part of airport plan
- Transit capital projects connect to employment centers or activity centers in region
- Transit operations and maintenance first serve to enhance existing service

2. Criteria Require Delivery

- Emphasis on construction phase or acquisition of capital equipment
- Each phase included in the list, and each phase necessary to complete the phase in the list, regardless of funding source, must demonstrate full funding

- Emphasis on delivery:
 - All phases funded with Transportation Investment Act revenue should be able to be completed or underway within ten years
 - Approximately 40% of funding should be allocated to project phases that could be completed or underway within six years
 - Remaining funds should be allocated to projects that could be completed or underway within ten years



3. Criteria Encourages Public Support