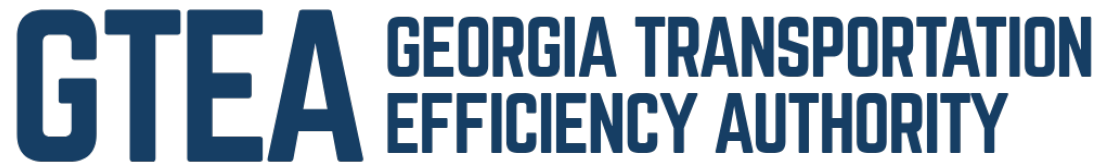


Programs and Projects Committee

Proposed Agenda

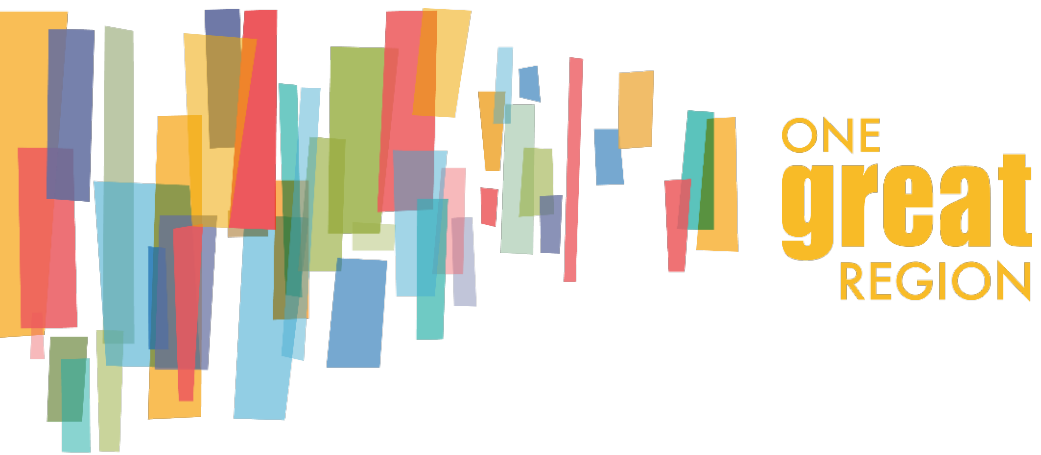
Wednesday, August 19, 2026

- I. Call to Order
- II. Approval of the Agenda for August 19, 2026
- III. ARC Presentation of Transportation Improvement Program (TIP)



ARC Presentation of Transportation Improvement Program (TIP)

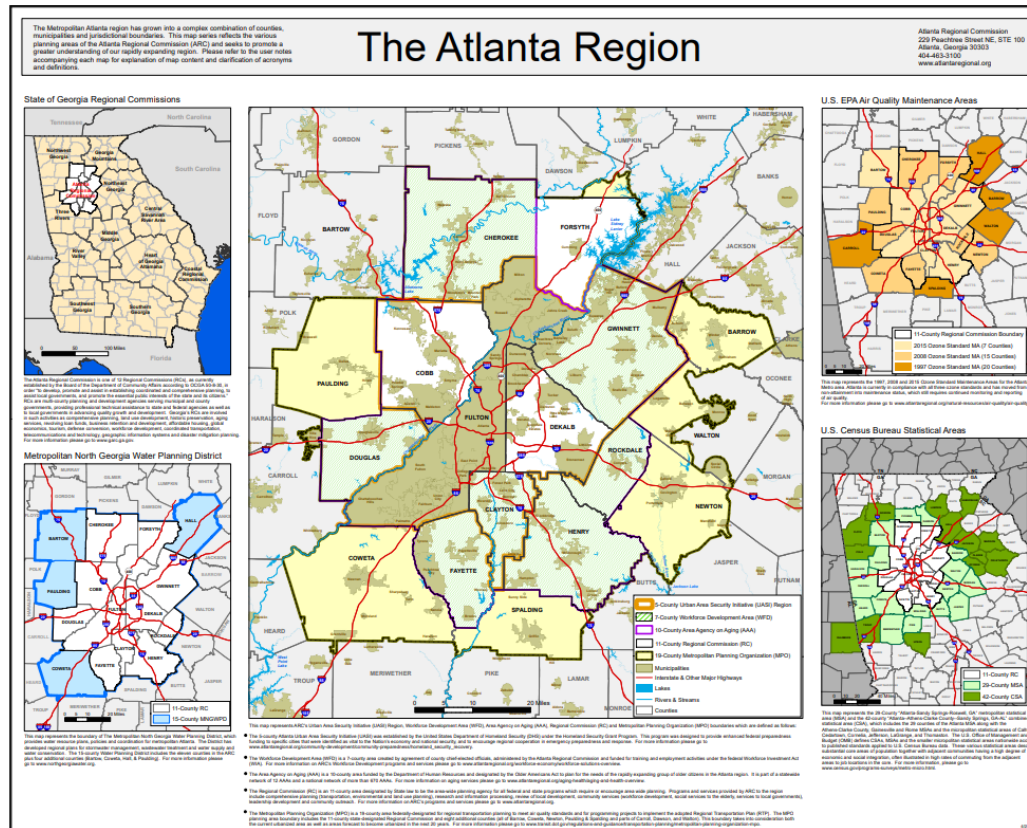
August 19, 2026



ARC TIP Overview

GTEA Board Meeting | August 2026

What is ARC?



[ARC Regions Map \(poster size\)](#) | [ARC Open Data & Mapping Hub](#)

What We Do

STRATEGIC INVESTMENTS



Community
Development



Natural
Resources



Transportation
Planning

COMMUNITY SERVICES



Aging Services
& Resources



Mobility
Services



Workforce
Development

REGIONAL RESOURCES



Homeland Security
& Emergency
Preparedness



Leadership
Development



Research
& Analytics

Our Impact



\$5.2 billion
in transportation
funding allocated
through 2028



\$1 million
in Livable Centers
Initiative study grants in
2025



\$30 million
provided for
senior services in
2024



30%
reduction in per
capita water use
since 2000

ARC Board



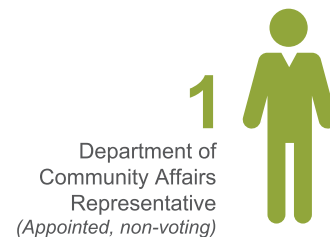
11 County Commission Chairs



12 County Mayors



15 Citizen Members



41
Total Members

Vision

ONE **great** REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

Values

Excellence | **Integrity** | **Equity**

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.

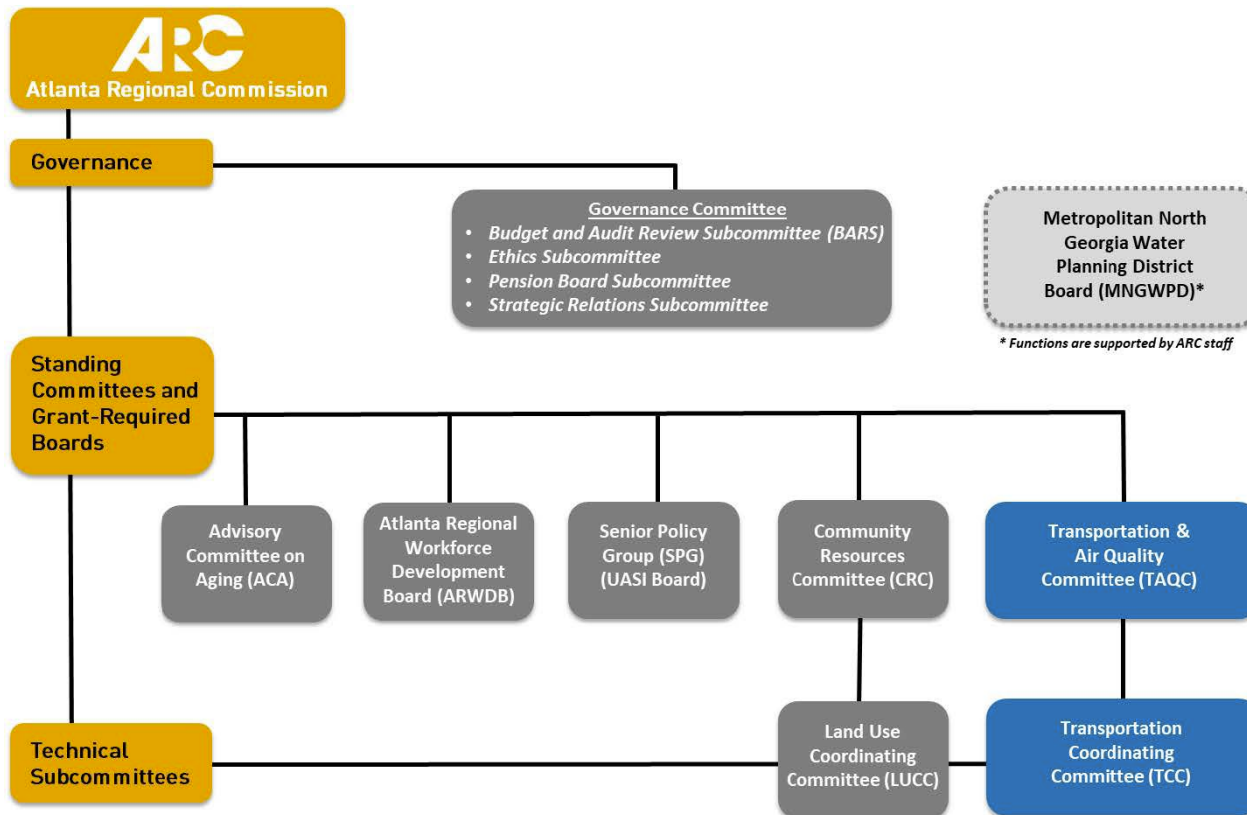


Diverse stakeholders engage and take a regional approach to solve local issues.



A competitive economy that is inclusive, innovative, and resilient.

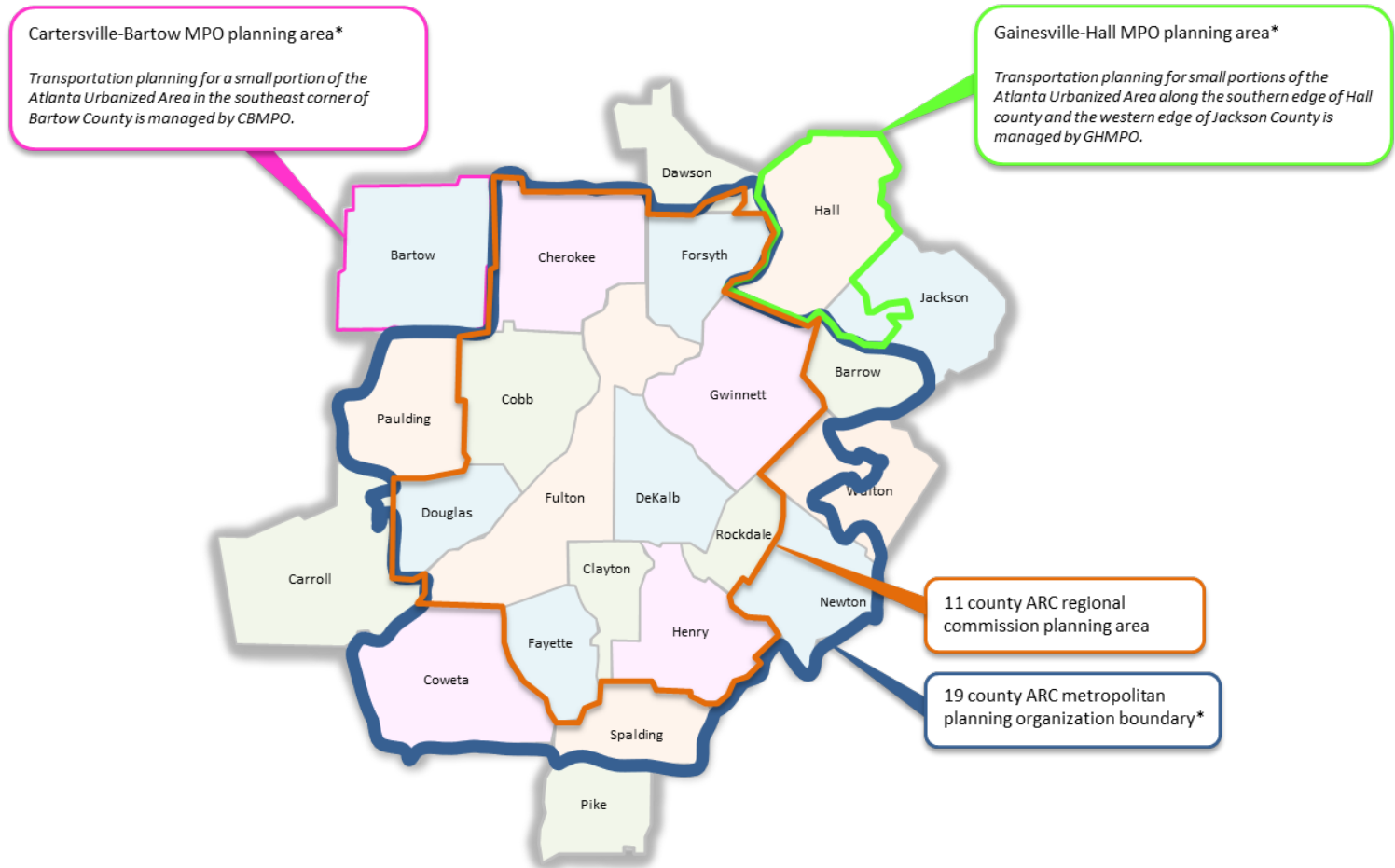
ARC Committee Structure



What is an MPO?

- Metropolitan Planning Organization (MPO)
 - An organization designated by federal law to provide local officials and residents input into the planning and implementation of projects funded with federal transportation dollars for metropolitan areas with populations of greater than 50,000
- Atlanta MPO Area
 - 16 full counties and 3 partial counties (Walton, Dawson, and Carroll)
- Coordination with adjacent MPOs through Interagency Process– Cartersville-Bartow MPO and Gainesville-Hall MPO
- Interagency Consultation Group meets once a month to develop a regional consensus on air quality impacts from plan revisions

What is an MPO?

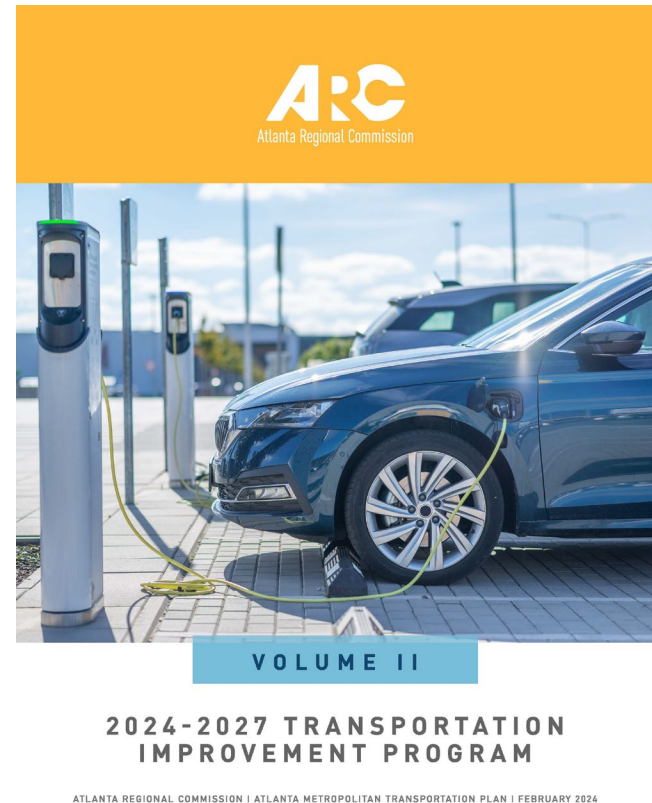


Metropolitan Transportation Plan (MTP)

- Long Range Transportation Plan (20+ years)
- Regionally significant projects
- Costs estimates show uncommitted federal funds but MTP fiscally constrained based on revenue forecasts
- Long Range Fiscal Years
 - LR 2029-2030
 - LR 2031-2033
 - LR 2034-2040
 - LR 2041-2050

What is the Transportation Improvement Program (TIP)?

- Short range element of Metropolitan Transportation Plan (MTP)
- Contains a list transportation projects that have federal funds programmed on one or more project phase within the fiscal years of a TIP
- Current TIP covers fiscal years 2024-2027 – but ARC is currently working on a FY 2027-2030 TIP



TIP Project Solicitation Process

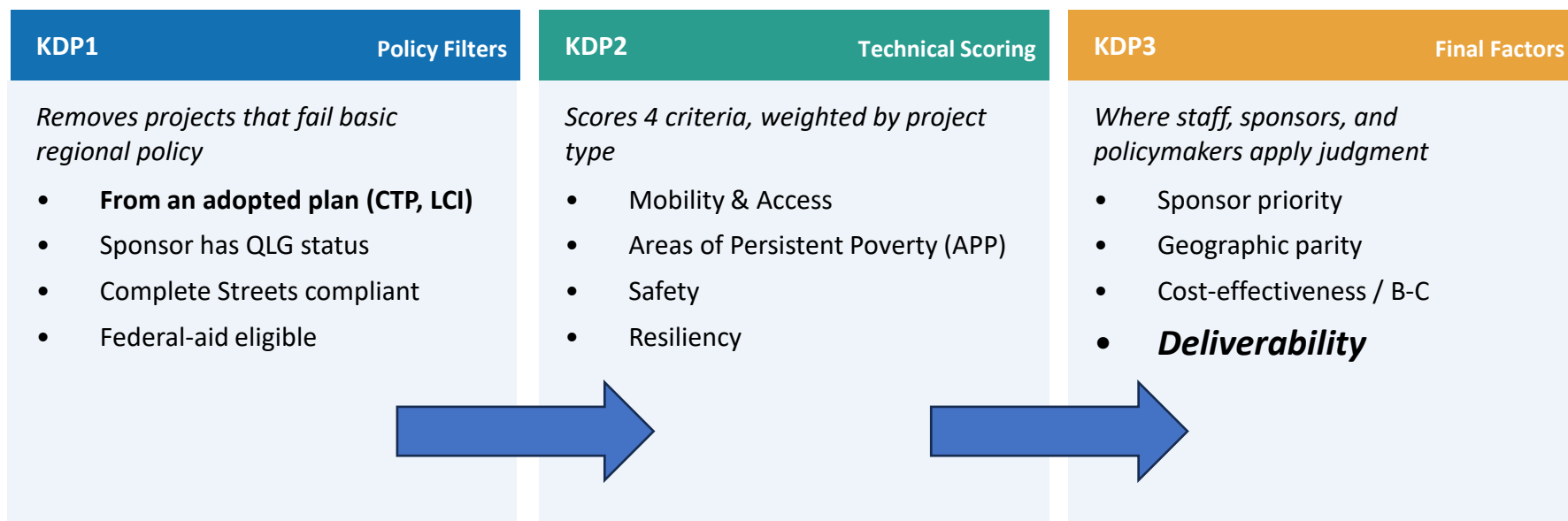
 Federal Funds:	\$3.7B (18.8%)
 <i>ARC-allocated federal funds:</i>	<i>\$564M (2.9% of total TIP funds)</i>
 State Match:	\$470M (2.4%)
 Local Match:	\$789M (4%)
 Independent state-funded phases:	\$3.35B (17%)
 Independent locally-funded phases:	\$1.96B (9.9%)
 Independent bond/privately financed:	\$9.47B (47.9%)
 Total Programmed Funds:	\$19.76B (100%)

TIP Project Solicitation Process

-  ARC opens a call for project proposals **December 2025**
-  Applications due **January 2026**
-  Applications run through KDP evaluation process **January – May 2026**
-  Award notices issued **June 2026**
-  Anticipated board action and inclusion in TIP **October 2026**

The TIP KDP framework: how every project gets evaluated

Every project candidate runs through a 3-stage funnel — Key Decision Points 1, 2, and 3. KDP1 is the gate, KDP2 is the engine, KDP3 is where judgment lives. By the time something reaches you, it has cleared all three.



KDP1 — The policy filters that come first

If a project fails any KDP1 filter, it stops — no scoring, no consideration. These filters protect against bad investments before we waste analytical effort on them.

General filters

- Must originate from a locally adopted plan or transit agency plan
- Sponsor must have Qualified Local Government (QLG) status
- GDOT support letter required for state-system projects
- Must be federal-aid eligible



Roadway capacity filters

- 4+ lane roads must include a median (safety standard)
- Must comply with Complete Streets policies for all modes
- Must include Proven Safety Countermeasures
- No expansions in rural-only areas (per UGPM)



Transit capacity filters

- Rail / BRT must be in MTP or ATL Regional Transit Plan
- Must demonstrate a firm financial package
- Must connect to existing transit service or regional center
- Applies to ROW, utility, and construction funding requests

KDP2 — The technical scoring engine

Every project gets scored 0-100 against 4 criteria. The criteria are the same across all 9 project types — but the weights differ, because what matters for a sidewalk isn't what matters for a bridge.



Mobility & Access

Does the project move people and goods efficiently? Does it connect people to jobs and destinations? Includes congestion, reliability, access for those with disabilities.



Areas of Persistent Poverty

Does the project serve historically underserved populations? Where it is, who it serves, what outreach happened, what externalities it creates.



Safety

Does the project address systemic and corridor-specific transportation safety issues? Crash history, design countermeasures, vulnerable-user risks.



Resiliency

Emissions reduction (NOx, VOC, PM2.5, CO2). Stormwater and flood-risk management. Asset condition. Aligned to climate adaptation.

These 4 criteria reflect ARC's Planning Values, including the Strategic Framework:

KDP3 — Final factors: where judgment enters the data

Performance scores alone shouldn't pick projects. KDP3 captures the things that don't fit on a spreadsheet — local priority, regional fairness, value for money, and whether a project will actually get built.



Sponsor priority

What the local community chose through their own outreach and political process. The CTP is often where this priority is established and documented.



Geographic parity

Are projects distributed fairly across the region? No part of the region should be perpetually skipped, even when individual projects don't score the highest.



Cost-effectiveness / Benefit-Cost

Roadway expansion uses traditional B/C. All other project types use a cost-effectiveness measure (users per dollar, AADT per dollar, boardings per dollar).



Deliverability

Can the sponsor actually build it? Concept report, ROW, environmental work, sponsor's delivery track record. Late projects undermine public trust.

HOW THIS GETS FUNDED

Behind the awards: ~\$140M a year in federal funds available to ARC under Infrastructure Investments and Jobs Act (IIJA) programs

~\$110M / year

**STBG — Surface
Transportation Block Grant**

The flexible backbone — funds roads, bridges, transit, and bike/ped projects.

~\$16.5M / year

**TAP — Transportation
Alternatives**

Bike and pedestrian infrastructure, trails, and Safe Routes to School.

~\$13.5M / year

**CRP — Carbon Reduction
Program**

Projects that reduce carbon emissions across the region.

Note: GDOT, not ARC, administers the CMAQ (Congestion Mitigation & Air Quality) program, including call for projects and project selections.

Available Funds as of May 2026 – Before TIP Solicitation and Development of FY 2027-2030 TIP:

Fiscal Year	Percent of Available Funds Programmed	Contingency Funds Remaining for Programming/Cost Increases
2027	66%	\$ 47,401,610
2028	100%	\$ 0
2029	0%	\$ 140,508,474
2030	0%	\$ 140,508,474

Available Funds as of November 2026 – After TIP Solicitation and Development of FY 2027-2030 TIP:

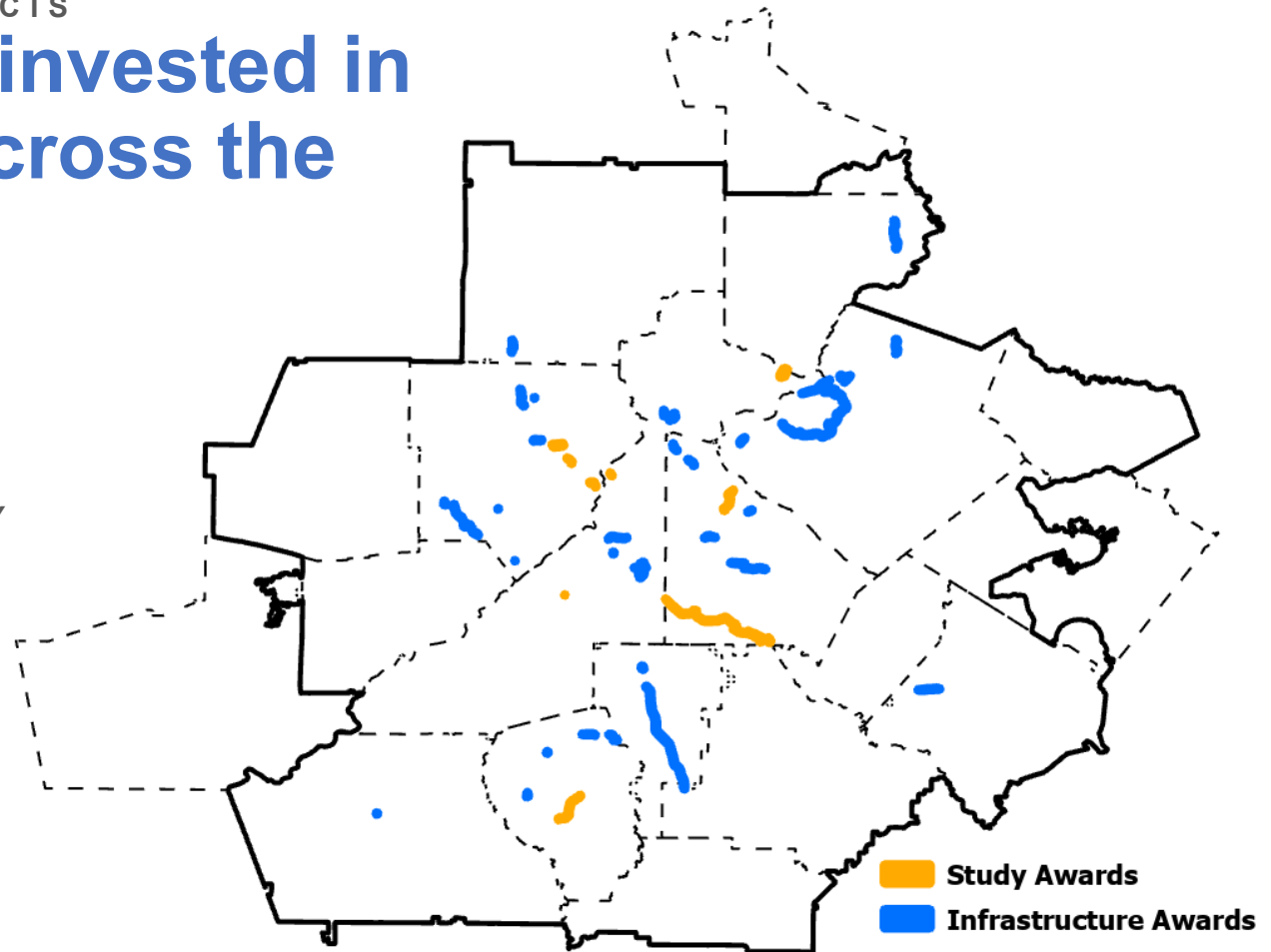
Fiscal Year	Percent of Available Funds Programmed	Contingency Funds Remaining for Programming/Cost Increases
2027	75%	\$ 35,967,466
2028	68%	\$ 45,288,916
2029	76%	\$ 33,364,293
2030	29%	\$ 99,228,464

2026 TIP CALL FOR PROJECTS

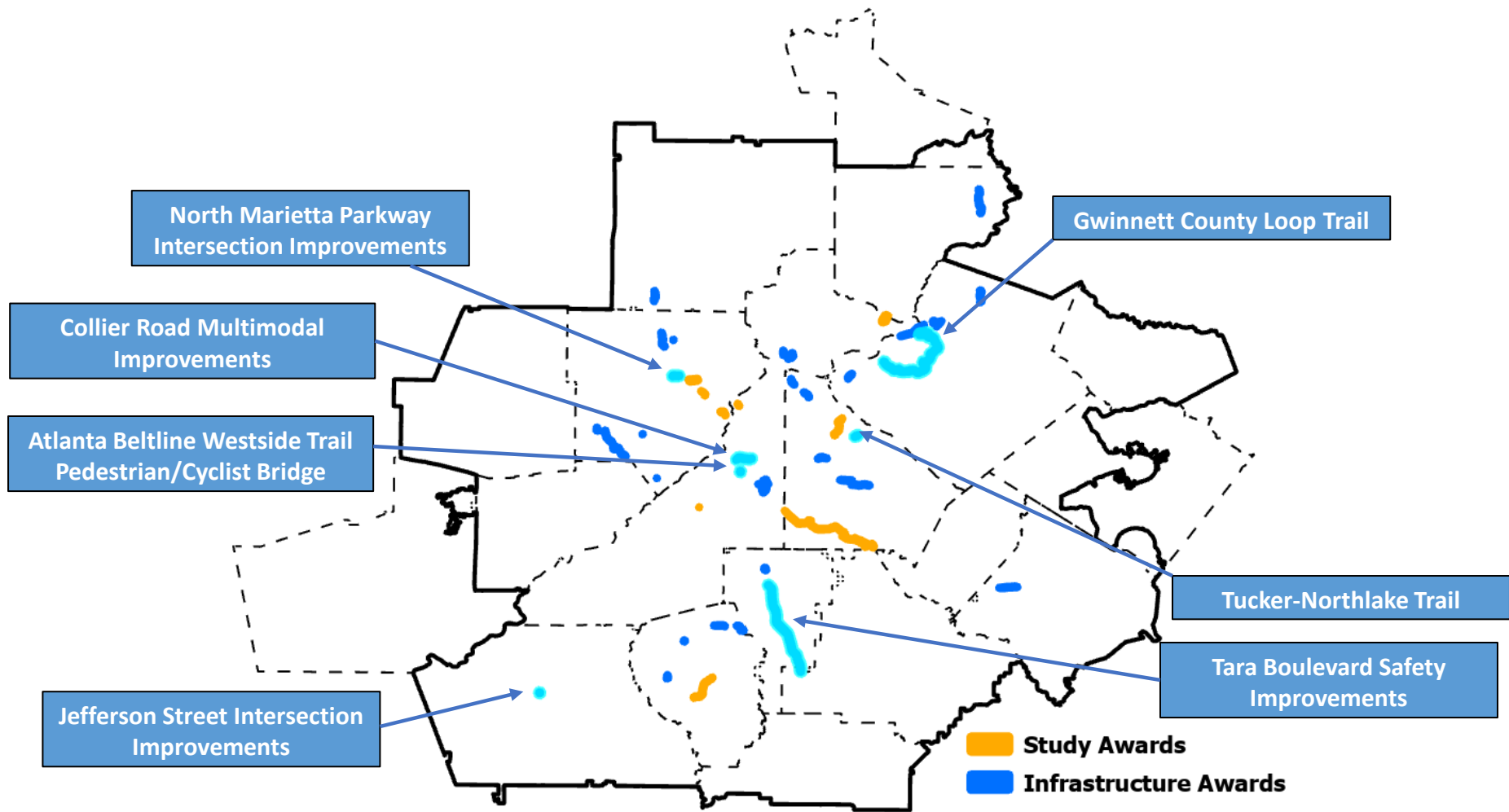
\$89.2 million invested in 43 projects across the region

104 APPLICATIONS
RECEIVED FROM 43
AGENCIES

43 PROJECTS ULTIMATELY
AWARDED ACROSS 29
AGENCIES



43 investments across the region — find the one nearest you



Six kinds of investment, one goal: a safer, better-connected region



\$21.2M awarded to Bike/Ped projects

Strategically investing in people and infrastructure by providing more options for commuting and leisure.



\$4.9M awarded to maintenance projects

Ensuring operational excellence by maintaining what we've already built.



\$16.1M awarded to Trails projects

Fostering healthy, safe, and livable communities accessible by all transportation modes.



\$28M awarded to TSMO projects

Easing congestion with smarter signals and operations for smoother, more reliable commutes.



\$14.4M awarded to Transit projects

Providing more transportation options that foster a competitive economy and operational excellence.

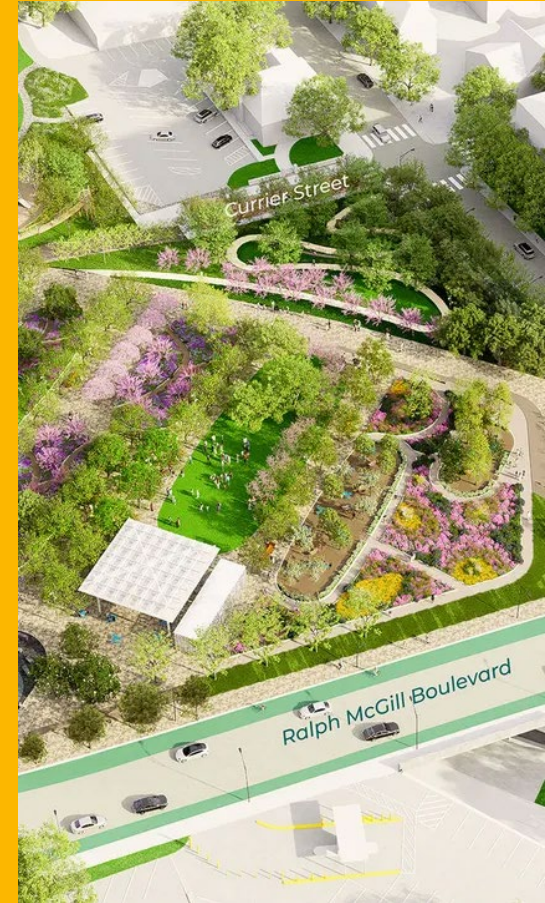


\$4.3M awarded for studies

Investing today in planning for a resilient future.

The Stitch: reconnecting Downtown neighborhoods severed by the highway

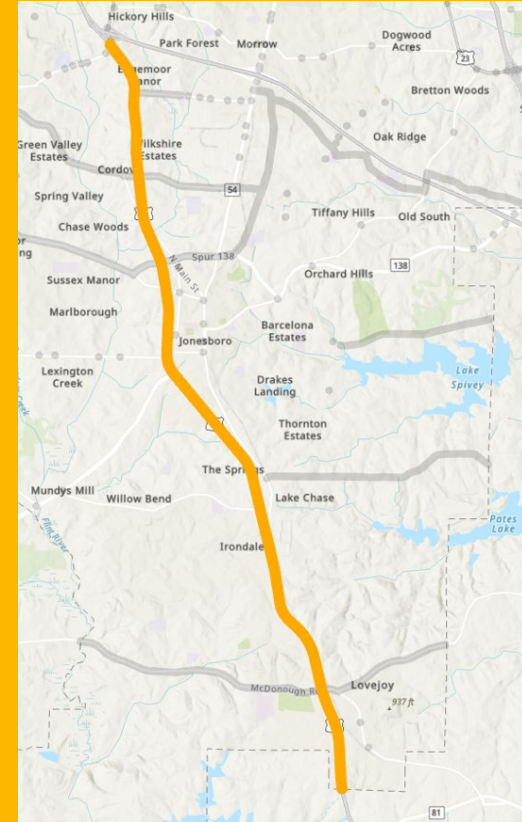
- **\$3M awarded for Pre-Engineering — ARC previously funded Scoping for this project**
- The Stitch advances the region's Metropolitan Transportation Plan by reconnecting neighborhoods divided by highway infrastructure, improving multimodal mobility, and creating safer walking and biking connections.
- New public green space over the Connector promotes equitable access, enhances quality of life, and fosters sustainable, resilient regional growth.



ARC

Tara Boulevard: making one of the region's busiest corridors safe to walk and cross

- **\$5.4M awarded for Right-of-Way — ARC previously funded Pre-Engineering and Construction**
- These pedestrian safety improvements make one of the region's busiest corridors safer and more accessible for people walking, biking, and using transit.
- The project reduces serious crashes while expanding equitable access to jobs, services, and community destinations — a direct advance of the MTP's safety and connectivity goals.



A new operations hub powering expanded, zero-emission-ready transit service

- **\$8M awarded for Construction of the Multipurpose Operations & Maintenance Facility**
- The facility strengthens the region's transit infrastructure and improves the reliability and efficiency of bus operations across Clayton County.
- It enables expanded service, accommodates future zero-emission buses, and advances the MTP's goals of increasing mobility and access to jobs and services.



ARC

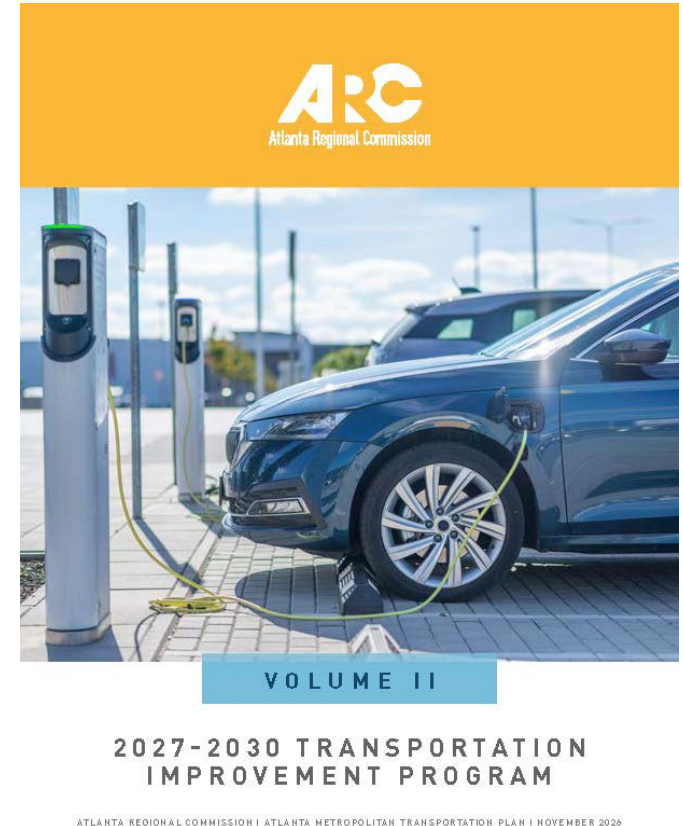
WHAT'S NEXT

More investment is on the way: the FY 2027-2030 TIP arrives this November

ARC is developing a new FY 2027-2030 Transportation Improvement Program — taking the place of what would be Amendment #7 to the FY 24-27 TIP — for adoption in November 2026.

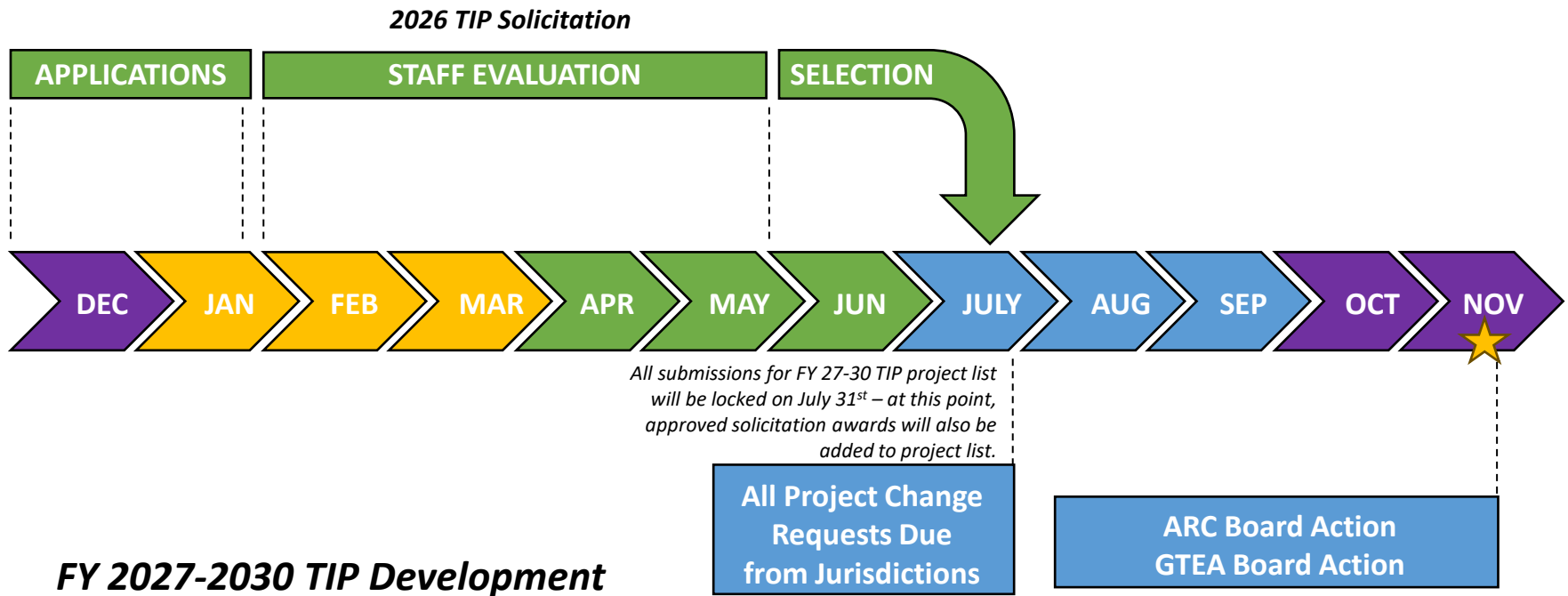
Key dates on the road to adoption:

Full TIP document sent for TCC/TAQC review ahead of public comment period	September 16
Full review presentation	October 14
Final documentation sent to TCC/TAQC with Public Comment Report	October 30
ARC Board/TAQC Action	November 12
GTEA Board Action	November 18



THE ROAD TO ADOPTION

From this year's awards to a new TIP: adoption set for November 2026



Contact for more questions or discussion:
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