

**Attachment C**  
**Draft Criteria for Atlanta 10-County Special Tax District**  
*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.*

**OVERVIEW**

**Outcomes** - The following desired outcomes drove the development of the draft investment criteria:

- Strategic use of funds to achieve the best value for taxpayers' dollars and improvement of the region's transportation network.
- Transportation projects 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** - The following principles guided the development of the draft investment criteria:

- 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 Statewide Strategic Transportation Plan 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.

**Framework for Investment Criteria**

The final investment list of projects to be funded by the Transportation Investment Act's (TIA) regional transportation sales tax referendum will be developed by first setting investment allocation target ranges for each program area (see #1 on page 2 ) based on the Statewide Strategic Transportation Plan (SSTP) and the Atlanta Regional Commission's PLAN 2040. These will be used to align the Unconstrained Example Investment List (UEIL) with performance goals for each program area within the revenue expected to be available. Next, projects being considered for support by the TIA revenue will be evaluated using qualitative screening criteria (see #on page 2) designed to allow further consideration of projects that align with the SSTP and PLAN 2040 and can be delivered within the timeframe of the regional sales tax.

The Transportation Investment Act also requires that the criteria include performance goals and that projects on the investment list include a "statement of expected public benefits." Performance goals and public benefits analysis are inter-related and become one of the many tools to assist the Director of Planning to formulate the Unconstrained Example Investment List. The performance goals and public benefits will be provided along with the Unconstrained Example Investment List at a later date. The kind of metrics that will be used to determine the public benefit will come from the SSTP and PLAN 2040. Ultimately, they are intended to assist the Roundtable in selecting the best projects and to allow the region's citizens a solid evaluation of the use of their sales tax dollars.

## **DRAFT CRITERIA FOR ATLANTA SPECIAL DISTRICT**

### **1. Draft Investment Allocation Target Ranges**

- a. Minimum and maximum investment goals (for the 10-year period) for program areas will support implementation of the Statewide Strategic Transportation Plan.
- b. Program areas and allocation ranges:

<b>Program Areas</b>	<b>Target Ranges</b>
Roadway Capital	20-50%
Transit Capital	10-40%
Transit Operations and Maintenance	5-20%
Safety	5-10%
Traffic Operations	2-5%
Non-motorized (Bike/Pedestrian)	0-5%
Freight and Logistics	0-2%
Aviation	0-2%
Roadway and Bridge Maintenance(Asset Management)	0-5%

### **2. Draft Screening Criteria by Program Area**

#### **a. Roadway Capital**

- i. The projects that qualify under “roadway capital” serve origins or destinations of trips to/from employment and activity centers throughout the region. Alternately, roadway capital projects are among the most congested regional corridors as determined through ARC’s Congestion Management Process. These projects could be roadway widenings, interchanges, interstate improvements, etc.
- ii. Emphasis will be on the construction phase, but projects can be included in the Unconstrained Example Investment List which are able to demonstrate assurances of deliverability of any funded phase within the 10 year sales tax period, including preliminary engineering, environmental reviews, and right-of-way.
- iii. The Director of Planning recommends prioritization of the project selection as follows: *(Tiers reflect the level of certainty in deliverability)*
  - a) Tier One – Projects that have construction phases which can begin within six years of the start of the regional sales tax.
  - b) Tier Two – Projects which have an approved concept report with no other work completed.
  - c) Tier Three – Projects recommended and endorsed by the local governments, MPO, or legislators but which have not reached the milestones noted above.

**b. Transit Capital**

- i. To comply with HB 277 Section 7, the highest consideration will be given to the projects that are most highly prioritized by ARC (in conjunction with the Director of Planning and GRTA) per economic benefit, lowest environmental impact, and completion of environmental permitting (O.C.G.A. 50-32-5 (f).)
- ii. Emphasis will be on the construction phase or acquisition of capital equipment.
- iii. Transit capital projects should have a contingency plan to operate or liquidate assets if future operating funds are based on a renewal of HB 277.
- iv. Transit projects should have independent utility.
- v. Transit service for the proposed project should be provided in more than one county.
- vi. Transit service for the proposed project should ultimately connect to employment centers or activity centers in the region.
- vii. Transit projects should serve areas with land use ordinances that enable increased development densities around stops and stations.
- viii. Capital expenditures may include new, systematic replacement, upgrades, refurbishment, etc.
- ix. The Director of Planning recommends the prioritization of the project selection as follows: (*Tiers reflect the level of certainty in deliverability*)
  - a) Tier One – If an EIS is anticipated, the approved draft environmental documentation or FTA-approved LPA and Alternative Analysis will be completed by the end of FY 2012.
  - b) Tier Two – Projects which have completed a feasibility study
  - c) Tier Three - Projects recommended and endorsed by the local governments, ARC or legislators but which have not reached the milestones noted above. Tier three projects might be those projects that may be the feasibility/development work for future infrastructure projects to be funded beyond the 10 year sales tax.

**c. Transit Operations and Maintenance**

- i. Any funding must first serve to enhance the existing “core” regional transit systems in operation as of January 1, 2011. The “core” is defined as the transit service that crosses at least one county boundary and includes stops and/or stations in more than one county. After the existing core is brought up to a state of good repair, operations and maintenance funding from the regional sales tax would then be allocated to new transit capacity projects (with exception of such portions of MARTA’s system in existence on January 1, 2011 – see O.C.G.A 48-8-241c).

**d. Safety**

- i. Projects which align with the key emphasis areas of the Governor’s Strategic Highway Safety Plan (SHSP.)

- ii. Priority is given to projects that correct or improve a road location or feature with high potential for safety improvement, or addresses a specific highway safety deficiency. The objective of each project is to reduce fatalities and serious injuries.
  - iii. Projects may include intersection improvements to address safety concerns, shoulder widening, pedestrian/bicycle safety improvements, projects that eliminate hazards at rail-roadway crossings, traffic calming measures, installation of guardrails, crash attenuators, traffic signals, signage, and pavement marking improvement projects, etc.
- e. Traffic Operations and High Tech Traffic Solutions**
- i. Projects which improve or enhance the region's intelligent transportation system network, incident management program, or signal coordination and timing where applicable.
  - ii. Projects address an existing operational issue resulting in an improved level of service or reduction in delay or other congestion costs.
- f. Non-motorized**
- i. Projects which are identified in the Atlanta Region's Bike/Ped Plan.
  - ii. Projects which provide connectivity to a regional activity center.
  - iii. Projects which provide connection to existing or planned transit including bus stops and multi-modal centers. (Note: Off-roadway paths/streetscapes, etc. should be pursued using the 15% discretionary share.)
- g. Freight and Logistics**
- i. Projects which address the demand for goods movement into, out of, and within the state as identified through the Statewide Freight and Logistics Study (ongoing) or the Atlanta Regional Freight Mobility Plan.
  - ii. Projects which enhance the flow of freight transported by trucks and/or rail.
  - iii. Projects which facilitate the transfer of freight between modes.
- h. Aviation**
- i. Projects at new or existing non-commercial service airports which are contained in the airport's 5-year Airport Capital Improvement Program submitted annually to the GA DOT and FAA. The types of projects included in this area are runways, taxiways, aprons, and navigational aids.
  - ii. Projects which are consistent with the goals and objectives of Georgia's Statewide Aviation System Plan.
- i. Roadway and Bridge Maintenance (asset management)**
- i. Priority for resurfacing/rehabilitation needs is on state routes or routes that are considered regionally significant as defined by roads that connect regional employment centers. Priority will be based on PACES and bridge ratings provided by GDOT. (Note: Off-system resurfacing should be pursued using the 15% discretionary share.)