Programs and Projects Committee
Proposed Agenda
Wednesday, October 14, 2026

I. Call to Order

II. Approval of the Agenda for October 14, 2026

III. Approval of the Meeting Minutes for August 19, 2026

IV. GDOT Express Lanes

V. I-285 Express Lanes Transit Update

VI. Transportation Improvement Program (TIP) First Read

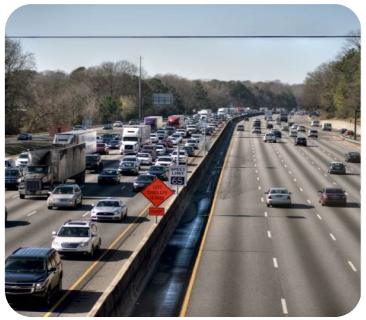
GTEA GEORGIA TRANSPORTATION EFFICIENCY AUTHORITY

GDOT Georgia Department of Transportation

I-285 East Express Lanes Project Delivery Updates

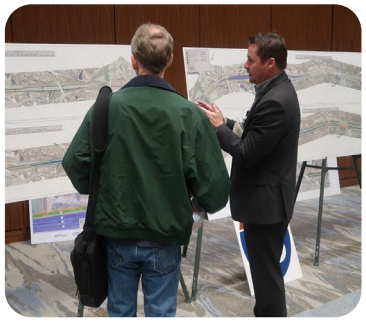
Tim Matthews

October 14, 2026







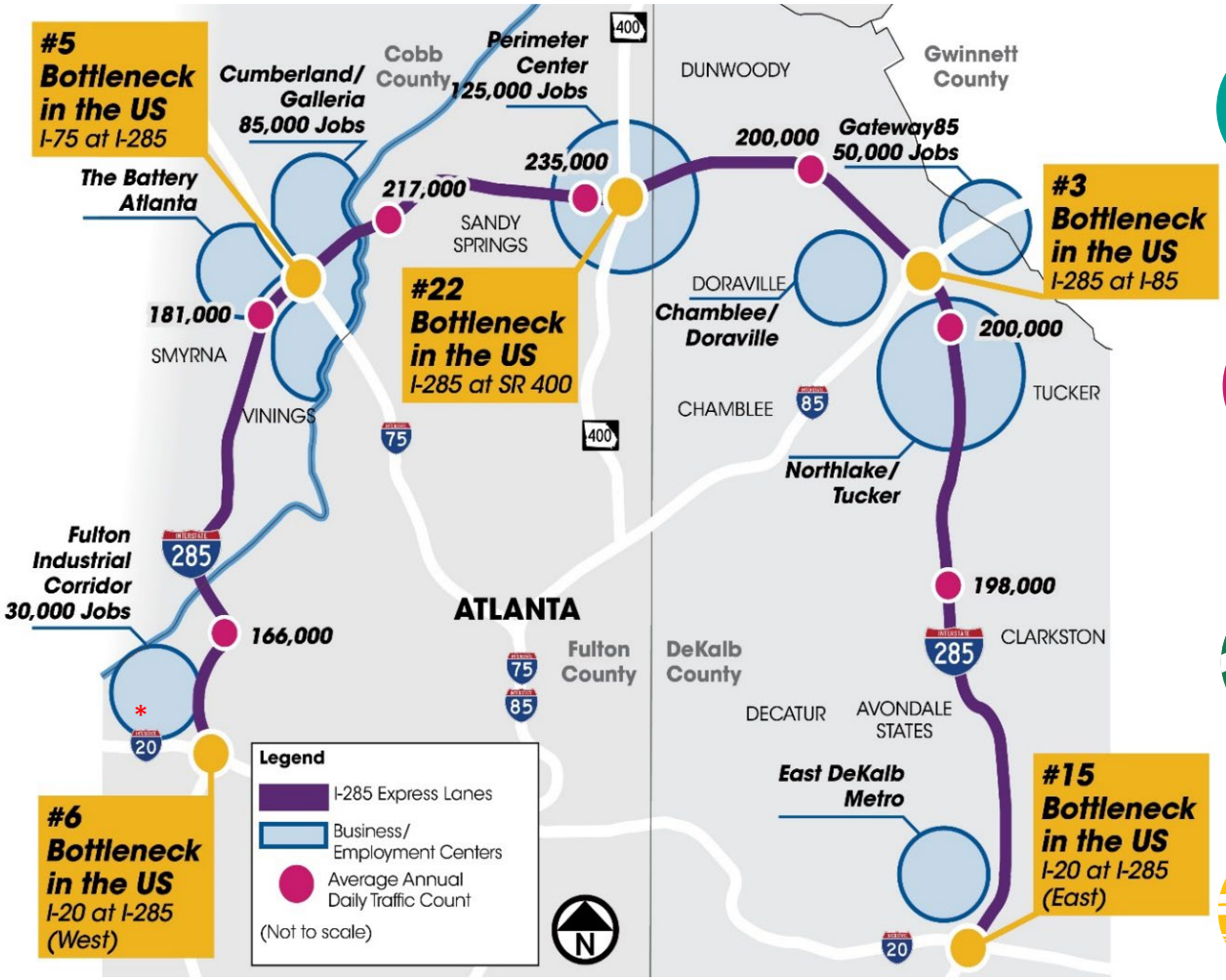


I-285 East Express Lanes Procurement Accomplishments

RESTRICTION ON COMMUNICATIONS

Activity	Dates
Conducted Request for Information Outreach	**March 2024 – July 2024**
Issued Notice of Intent to Advertise (NOIA)	**August 16, 2024**
Hosted Industry Forum	**August 29, 2024**
Request for Qualifications (RFQ) Advertisement	**September 16, 2024**
GDOT STB-SRTA Joint Resolution Approval	**May 16, 2024 & June 4, 2024**
Received Statement of Qualifications (SOQs)	**December 17, 2024**
Announced Shortlist Firms	**February 20, 2025**
Request for Proposal (RFP) Activities ➢ *RFP Release – March 2025* ➢ *Coordinated Questions and Responses for each Draft RFP* ➢ *Hosted multiple rounds of One-on-One Meetings* ➢ *Alternative Technical Concepts (ATCs)* ➢ *Issued Final RFP – April 2026* ➢ *Received Proposals – July 2026* ➢ *Proposal Evaluation*	**March 2025 – October 2026**
Best Value Proposer Award	**October 15, 2026**

More People. More Trips. More Demand.



- **6.4M+** residents in Metro ATL
- ARC forecasts Metro ATL will reach **7.9 million residents by 2050**

- **75** hours lost a year due to congestion
- **I-285** is congested **8 hours of the day**
- **25%** traffic growth in **15** years

- Metro ATL job growth **22%** by **2050**
- Key job & activity centers around **I-285**

- **10%** heavy trucks
- Truck volume to double by **2050**

Top 100 Truck Bottlenecks in the U.S. – 2026, American Transportation Research Institute (ATRI)

* Currently being improved via active projects

I-285 Express Lanes Overview

Adds New Capacity
Two barrier-separated express lanes in each direction across the northern half of I-285.

Hybrid Project Delivery
Utilize a Public Private Partnership (P3) & a collaborative Comprehensive Development Agreement (CDA).

Dynamic Pricing System
Toll rates adjust to maintain more consistent, dependable travel speeds for users.

New Travel Options & Access
Travelers maintain their current access while gaining new travel options.

Enhances Multimodal Transportation
Enables more reliable transit operations and strengthens corridor connectivity.



I-285 East Express Lanes: A Transformational Project

34 Miles
to New Express Lanes Capacity

2 Lanes
In each direction

Multiple Phases
Planned Delivery

50 years
Operating Term



Significant Stakeholder Coordination

Over 300 meetings since 2019

- ✓ Counties
- ✓ Cities
- ✓ Community Improvement Districts
- ✓ Business Organizations
- ✓ Communities/HOAs
- ✓ Schools



Mobility Partnerships

- Pre-let activities
- Procurement
- Project management
- Operations (TMC and HERO)

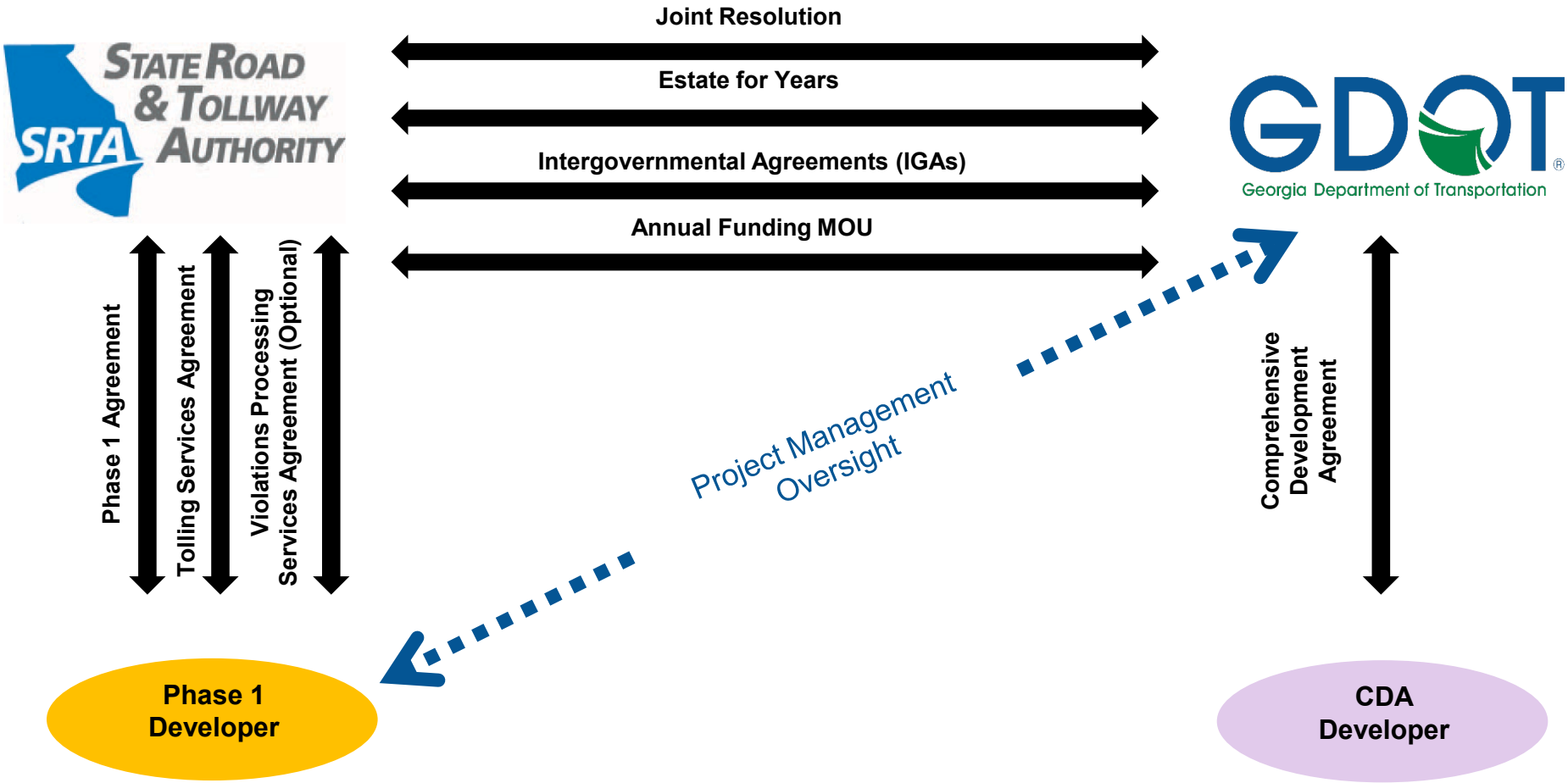
- Contracts with developers
- Payments to developers
- Operates and tolls existing express lanes
- Peach Pass Commercial Back Office Provider

- Coordinate with transit operators including MARTA, Cobb, and Gwinnett
- Administers metro ATL federal transit funds
- Organizes transportation infrastructure

- Fulton County Transit Plan
- DeKalb County Transit Plan



GDOT – SRTA – Developer Relationships – Phase 1 and CDA



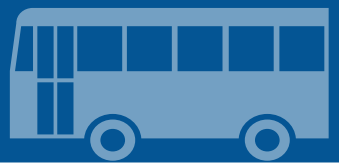
GDOT manages project using Department processes and procedures



I-285 Transit Considerations

A Better Corridor for Transit

Transit Vehicles
use the express lanes toll-free.



More Reliable Operating Conditions
support future regional service.



Creates Opportunities
to connect existing transit hubs and networks.



Builds on Regional Collaboration
with transit partners and communities.





I-285 East Express Lanes Project

The Georgia Express Lanes Network Effect

1.3M Active Peach Pass Transponders

32M Total Trips in the Operational Express Lanes Facilities

70K New Peach Pass Customers Added to the State

Source: FY 2025 SRTA Annual Report



I-285 East Express Phase 1: A Transformational Project

Phase 1 AT A GLANCE

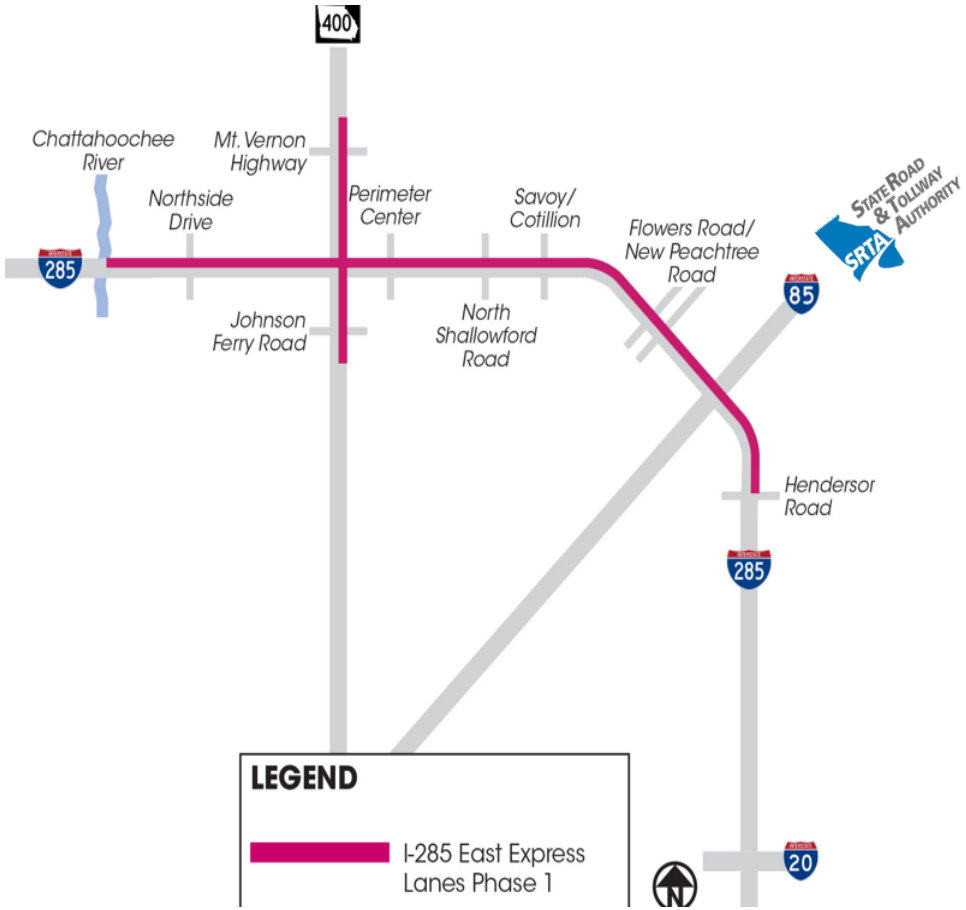
19 **Centerline Miles**

47 **Lane Miles**
Including maximum extension limits

Financial Close
Oct. 29, 2027
Deadline

Eligible Vehicles
Classes 1–6
Passenger + light commercial

Completion
April 2034
Anticipated



I-285 Express Lanes Comprehensive Development Agreement

PHASE 2+ (CDA) AT A GLANCE

34 Centerline Miles

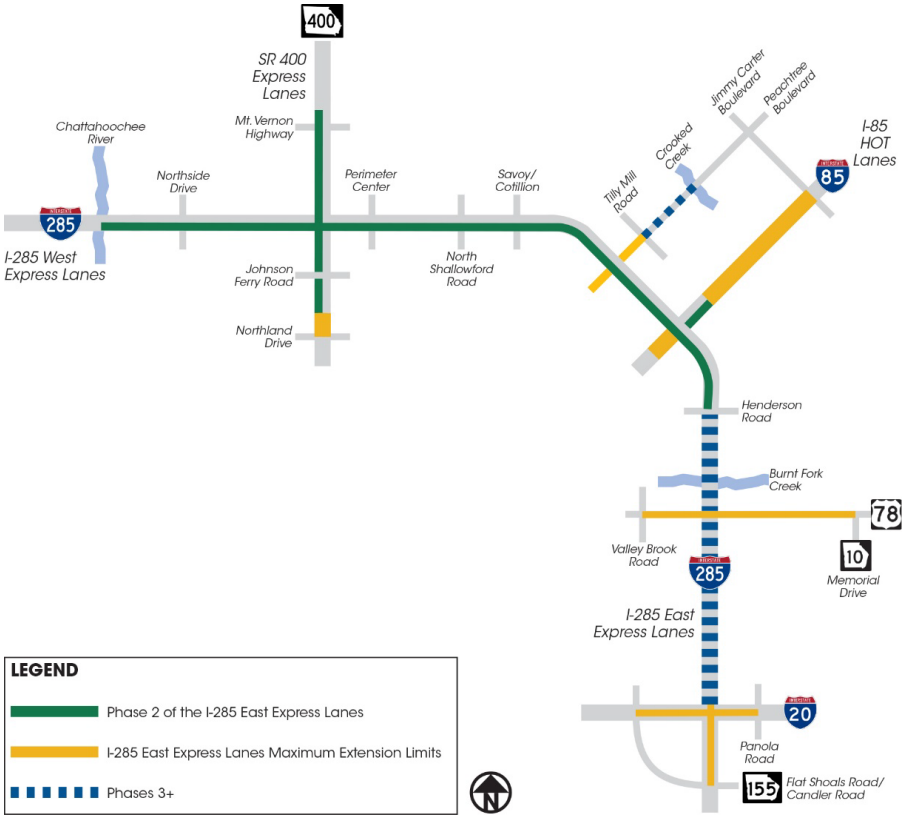
151 Lane Miles
Including maximum extension limits

CDA Period
Dec. 2026 - Dec. 2034

PDW Period
2 years
For each Phase Developed Under the CDA

Completion
2040/2041
Anticipated

Procurement Outcome: Agreement to develop with construction of each Phase to begin after DBFOM agreement is reached on price and scope. Each Phase is a stand-alone project .



Proposer's plan and schedule to develop each phase

A Different Delivery Model for a Project of This Scale



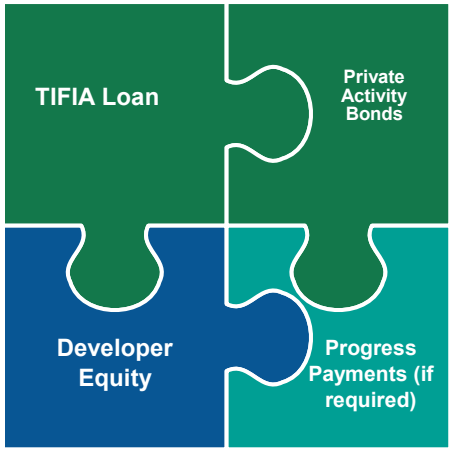
Georgia's first-of-its-kind **Comprehensive Development Agreement (CDA)** is the framework for future phases for I-285 East Express Lanes.



Financial Overview

Funding & Financing Snapshot: Sources & Uses

Developer's Typical Project Financing Sources



Note that Proposers may include Owner Payments (Concession Fee) to State, rather than requesting Progress Payments if revenue estimates are high enough, ***subject to Proposer's traffic and revenue projections***

Developer's Financing Tools

- **Developer Equity:** 25% minimum of total financing
- **Private Activity Bonds (PABs) Allocation:** $1.098B - currently only available for Phase 1
- **TIFIA**: sized to 49% of eligible costs
- **Other Debt Financing:** Other types of debt such as taxable bonds or private placements

Developer's Uses

- Design and Construction
- Developer Contingency
- Authority Reimbursement & Concession fee
- SPV, Insurance
- Operations and Maintenance
- Development and Advisory fees
- Debt Costs
- Equity Letter of Credit
- Reserve funding

State Expenditures and Programming

- **Phase 1 Expenditures to Date (Federal/State):** ~$515M
- **Programmed Federal/State funding for I-285 East Express Lanes:**
  - $3.8B (2027-2035)
  - $5.3B (2027-2041)
- **Public Subsidy available for Phase 1:** Progress Payments (if required) $100M
- **PDW Milestone Payments**: Capped at $100M for Phase 2 and $230M for other remaining phases

CONFIDENTIAL DRAFT



I-285 East Express Lanes: Procurement Update

A Strong Field of Teams Competing to Deliver

285 EAST PEACH PARTNERS (285 EPP)	EAST PERIMETER PARTNERS (EPP)	TOP END MOBILITY GROUP (TEMG)
Equity Members • ACS Infrastructure Development Inc. • MERIDIAM 285 East, LLC • Acciona Concesiones S.L. **Phase 1 Lead CST Contractor – Joint Venture** • Flatiron Dragados, Constructors, Inc. • Acciona Construction USA, Corp. **Phase 1 Lead Design Engineering Firm** • Arcadis U.S. Inc.	**Equity Members** • Plenary Americas US Holdings Inc. • Sacyr Infrastructure USA LLC • Shikun & Binui Concessions USA LLC **Phase 1 Lead CST Contractor** • East Perimeter Contractors (Sacyr Construcción S.A.; Shikun & Binui – America Inc.) **Phase 1 Lead Engineering Firm** • WSP USA Inc	**Equity Members** • Cintra Global BV • TSI I-285 LLC **Phase 1 Lead CST Contractor** • Ferrovial Construction-Webber 285 (Ferrovial Construction US Corp; Webber, LLC) **Phase 1 Lead Engineering Firm** • AECOM Technical Services, Inc.

Shortlisted proposer teams were presented at the P3 Board Committee Meetings on February 20, 2025.

I-285 East Express Lanes Project Next Steps

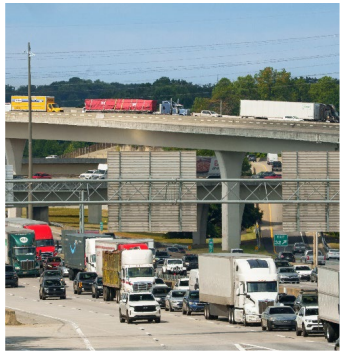
RESTRICTION ON COMMUNICATIONS

Activity	Dates
P3 Steering Committee Selection Recommendation	October 15, 2026
Best Value Proposer Award	October 15, 2026
Commercial Close	December 2026
Early Works	January 2027 – October 2027*
Financial Close	October 2027*
Construction Start	November 2027*
Services Commencement	April 2034*

* Subject to change based on the Best Value Proposer's Schedule

Beyond the Lanes: Benefits Across the Corridor

Choice & Travel Reliability



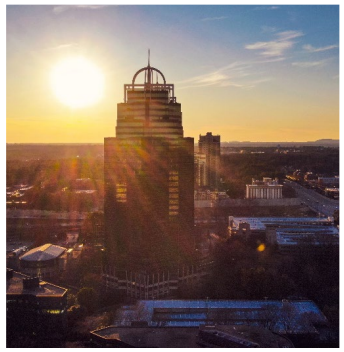
Connections & Access



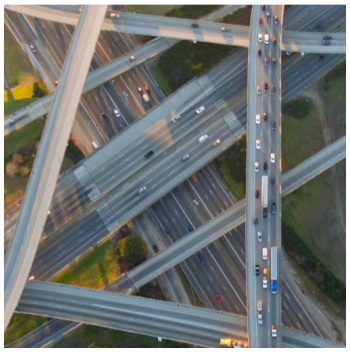
Regional Mobility



Greater Transit Opportunities



General Purpose Lane Benefits



GTEA GEORGIA TRANSPORTATION EFFICIENCY AUTHORITY

I-285 Express Lanes Transit Update

Jon Ravenelle

Chief of Transportation Analysis, Finance & Program Implementation

October 14, 2026

I-285 Express Lanes Transit

Background

1. GDOT's I-285 Top End Express Lanes P3 project will add two barrier-separated, tolled lanes in each direction on the northern Perimeter
2. In 2019, mayors along the northern part of I-285 conducted a Transit Feasibility Study, finding that bus-rapid-transit (BRT) on the new Express Lanes would offer high-performance transit at a fraction of the cost of heavy rail across the Top End of I-285
3. In 2022, an historic MOU among ATL (now GTEA), MARTA, ARC and four counties, committing a total of ~$16M to advance planning and design of transit in Express Lanes

Change

1. GDOT is scheduled to announce award of the East Phase 1 to the best value proposer on October 15, 2026
2. Modeling shows strong demand for BRT in the Express Lanes, with community-based stations drawing the most riders; heavy rail would cost 8–10X more and have be a less accessible transit option
3. I-285 Express Lanes Transit Study was completed in July 2025; Express Lane improvements were recommended to GDOT and further design work is underway

Recommendation

- ✓ GTEA Board briefing on status of I-285 Top End Express Lanes Transit planning & design
- ✓ Continue coordination among all partners on Express Lanes Transit design, update the concept level service plan, initiate 30% community-based station design, and develop financial and implementation plans

Bottom Line Up Front

Bus Rapid Express Lanes Transit is the right fit for I-285

Heavy rail: 8–10X the cost, with lower productivity

Planning-level estimates put heavy rail at least 8–10 times the cost of bus rapid transit, with lower productivity due to the in-line stations it would require along I-285

Strong demand for Bus Rapid Express Lanes transit

Modeling demonstrated strong demand for bus rapid transit service within the I-285 Top End Express Lanes

Community based stations draw the most riders

The I-285 Express Lanes will be built primarily elevated outside of the existing general-purpose lanes, not in the median as on SR-400, so community-based stations attract stronger demand than in-line stations

Built to scale with the corridor

As bus rapid transit solution, Express Lanes Transit can scale and adapt as development and travel patterns across the corridor evolve

I-285 Express Lanes Transit Project History

I-285 Top End Express Lanes Transit

Project History

2017

Brookhaven Mayor John Ernst leads mayors of 7 cities across I-285's Top End and 2 CIDs to study I-285 Top End Transit Feasibility*

2019

Mayors' I-285 Top End Transit Feasibility Study finds bus rapid transit system using the GDOT Express Lanes is operationally and financially feasible across Top End of I-285

2022

Local planning led to historic Memorandum of Understanding (MOU) detailing collaboration and initial funding to advance planning and design of transit in I-285 Top End Express Lanes

**I-285 Top End Transit Feasibility Study city and CID partners included: Brookhaven, Chamblee, Doraville, Dunwoody, Sandy Springs, Smyrna, Tucker, Cumberland CID, and Perimeter CIDs*

2022 MOU Signatories and Study Partners

marta

GTEA GEORGIA TRANSPORTATION EFFICIENCY AUTHORITY

GDOT Georgia Department of Transportation

COBB COUNTY STATE OF GEORGIA 1832

COBB LINC

Gwinnett

RIDE Gwinnett

ARC Atlanta Regional Commission

FULTON COUNTY

DeKalb County GEORGIA

- City of Atlanta
- City of Brookhaven
- City of Chamblee
- City of Clarkston
- City of Doraville
- City of Dunwoody
- City of Mableton
- City of Sandy Springs
- City of Smyrna
- City of Tucker
- Assembly CID
- Chamblee Doraville CID
- Cumberland CID
- East Metro DeKalb CID
- Gateway85 Gwinnett CID
- Lilburn CID
- Perimeter CID
- South Fulton CID
- Tucker Summit CID (formerly Stone Mountain CID)
- Tucker-Northlake (CID)

I-285 Express Lanes Transit Study

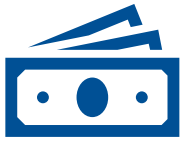
I-285 Express Lanes Transit Study Goals



Develop a plan and preliminary designs for potential Express Lanes Transit service along I-285 between the H.E. Holmes and Indian Creek MARTA stations

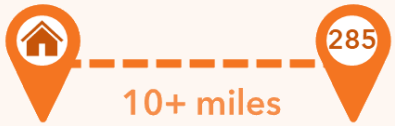


Identify opportunities to leverage the planned express lanes to serve customer demand and major employment centers across the corridor



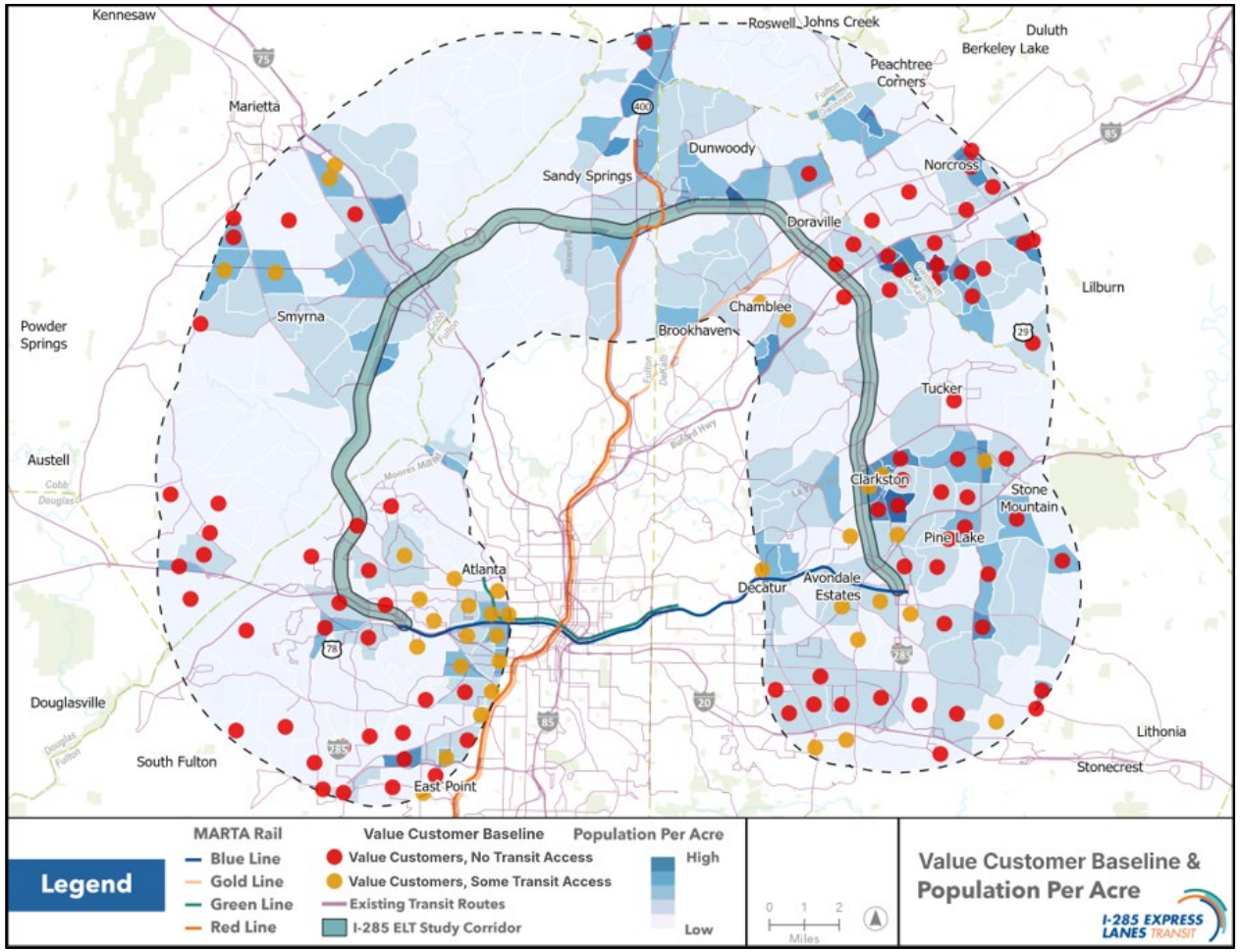
Position the region to seek funding for the future implementation of Express Lanes Transit

Three customer segments shaped the concept level service design

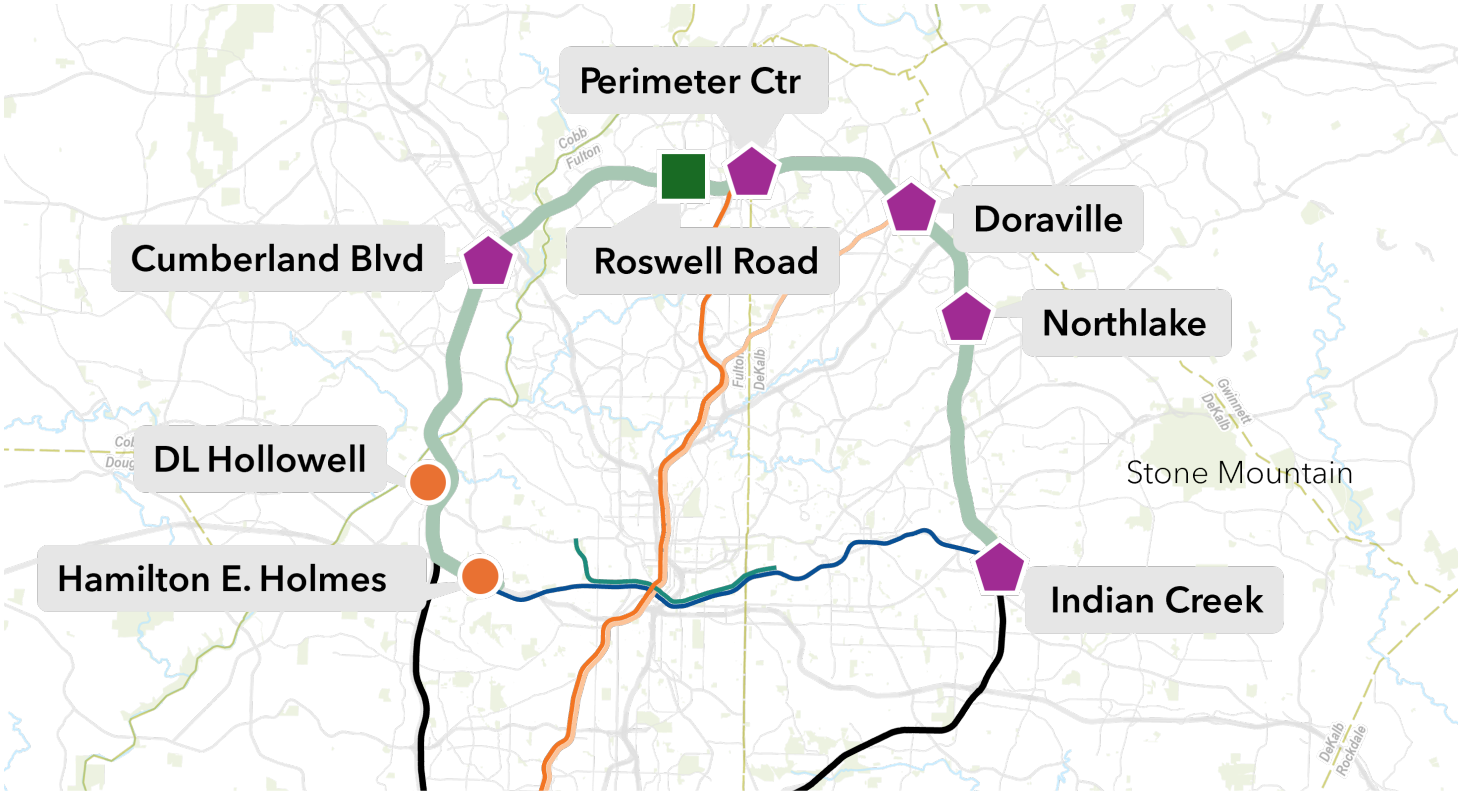
	Corridor Residents	Value Customers	Commuter Customers
Distance from I-285			
Why they ride	Speed, reliability, and limited stops	Reliable, affordable access to jobs and services	Time and cost savings compared to driving
Who they are	Residents and employees along the I-285 corridor	Budget-conscious, with limited or no car access	Employees with longer distance commutes
Trip types	All-day I-285 express lanes transit trips	All-day work, shopping, and daily errands	Peak-hour work trips
Access mode			

Customer Demand Increases with More Access and Higher Reliability

- Most I-285 corridor trips connect to major employment and activity centers
  - ✓ Cumberland
  - ✓ Perimeter Center
  - ✓ Doraville
- Strong market demand from residents around the corridor
- Limited demand for entire length: “end-to-end” trips from H.E. Holmes and Indian Creek MARTA Stations
- Concept-level service plan balances ridership, access, reliability, and cost-effectiveness



Proposed Stations & Improvement Types



Key

Express Lanes (Tier 1) Improvements

Queue jumps, bridge pier locations, station locations, signal & operational improvements

Community-Based Infrastructure (Tier 2) Improvements

Dedicated bus lanes, enhanced stops, queue jumps, bridge widening, station location, signal & operational improvements, coordination

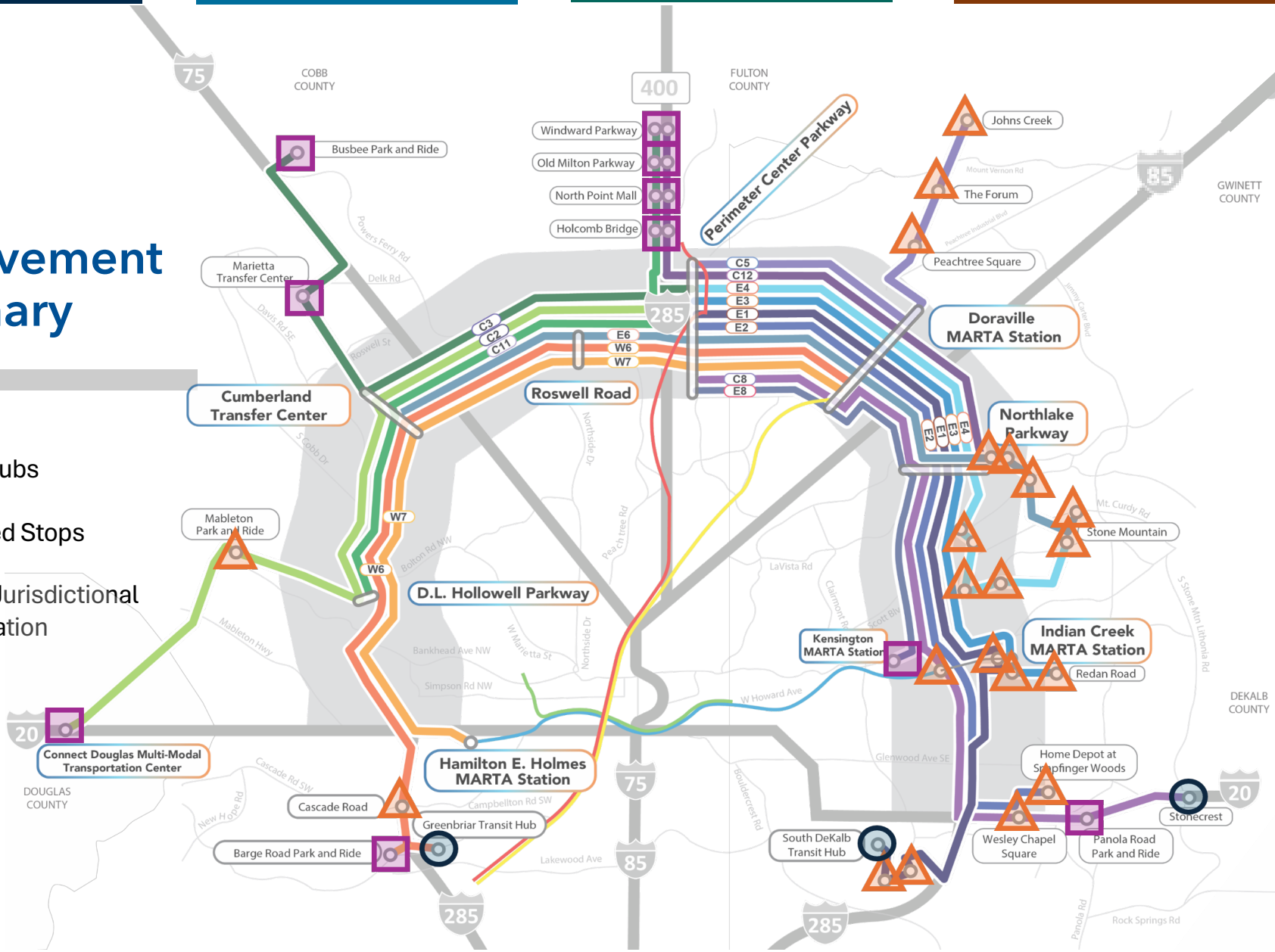
Both Tier 1 & 2 Improvements

Combination of both Tier 1 and Tier 2 improvements

Draft Improvement Summary

Key

- MARTA Transit Hubs
- Enhanced Stops
- Agency/Jurisdictional Coordination



Current Project Status & Next Steps

Current Status

I-285 Express Lanes Transit Plan	Status
Public Meetings	*Completed May 2025*
I-285 ELT Study Strategic Plan	*Completed July 2025*
Priority Improvements	*Recommended to GDOT for Procurement Documents*

Next Steps

Ongoing Coordination With GDOT

Continued reviews of I-285 Express Lanes design

Update Concept Level Service Plan

Revisit service plan for updated travel, service, and development patterns

Initiate 30% Station Design

Prioritize and advance community-based station engineering in preparation for implementation

Express Lanes Transit Implementation Plan

Develop financial strategy and timeline for service implementation

GTEA GEORGIA TRANSPORTATION EFFICIENCY AUTHORITY

Transportation Improvement Program (TIP) First Read

Allie Velleca

Deputy Chief of Transportation Analysis

October 14, 2026

Transportation Improvement Program (TIP) First Read

Background

1. The TIP is developed by ARC and adopted by TAQC, a 33-member body with primarily local representation, including a GTEA representative
2. ARC's FY24–27 TIP included $10.7B across 424 projects, with GDOT directing 60% of funds
3. Development of the FY27–30 TIP began in Dec 2025, with public comment open through Oct 27
4. Under the Governor's Executive Order, TIP approval and modification authority is delegated to GTEA

Change

1. ARC's new FY27-30 TIP is expected to be voted on by TAQC on November 12th
2. The new ARC FY 27-30 TIP must be adopted to access federal funds and keep projects on schedule
3. The new TIP includes major investments in MMIP, CMAQ/TA programs, and other key projects aimed at improving safety and reducing congestion across the region

Recommendation

- ✓ Board review new ARC FY27-30 TIP as first read programming $19.2B across 365 projects, with GDOT directing 76% of the funds
- ✓ Board action in November to consider approval of the TIP on behalf of the Governor

Transportation Headwinds

Rising costs and increased demand are outpacing infrastructure buildout

Infrastructure Pressures

Aging Structures
Average age of a bridge on an NHS route is 44 years (expected useful life is 50 years) [1]

Rising Construction Costs
69% increase in inflation for construction costs since 2021[2]

Economic Landscape

Increased Freight
Georgia's freight tonnage will increase by 52% by 2050[3]

Growing Population
Atlanta's population will increase by 30% by 2050

Impacts to System Users

Safety
Nearly 50% of Atlanta's total crashes occur at intersections[4]

Traffic Backups are Growing
3rd highest growth in traffic in the U.S. since 2023[5]

1 https://usbridge.com/the-lifespan-of-structurally-deficient-bridges-in-america/
2 National Highway Construction Cost Index (NHCCI) Interactive Dashboard
3 2025 State Freight Plan and Bureau of Transportation Statistics, Freight Analysis Framework
4 GDOT Crash Data Dashboard
5 2025 INRIX Global Traffic Scorecard

ARC FY 27-30 Transportation Improvement Program (TIP) & 2050 Metropolitan Transportation Plan (MTP) Overview

ARC's Regional Planning Documents

ARC serves as the federally-designated Metropolitan Planning Organization (MPO) that formulates the MTP and TIP. Both must be financially constrained.



Short Range

Transportation Improvement Program (TIP)

Developed by:
Atlanta Regional Commission
(Approved by both ARC and GTEA)

Allocates federal funds within the first 4 years of the MTP

Long Range

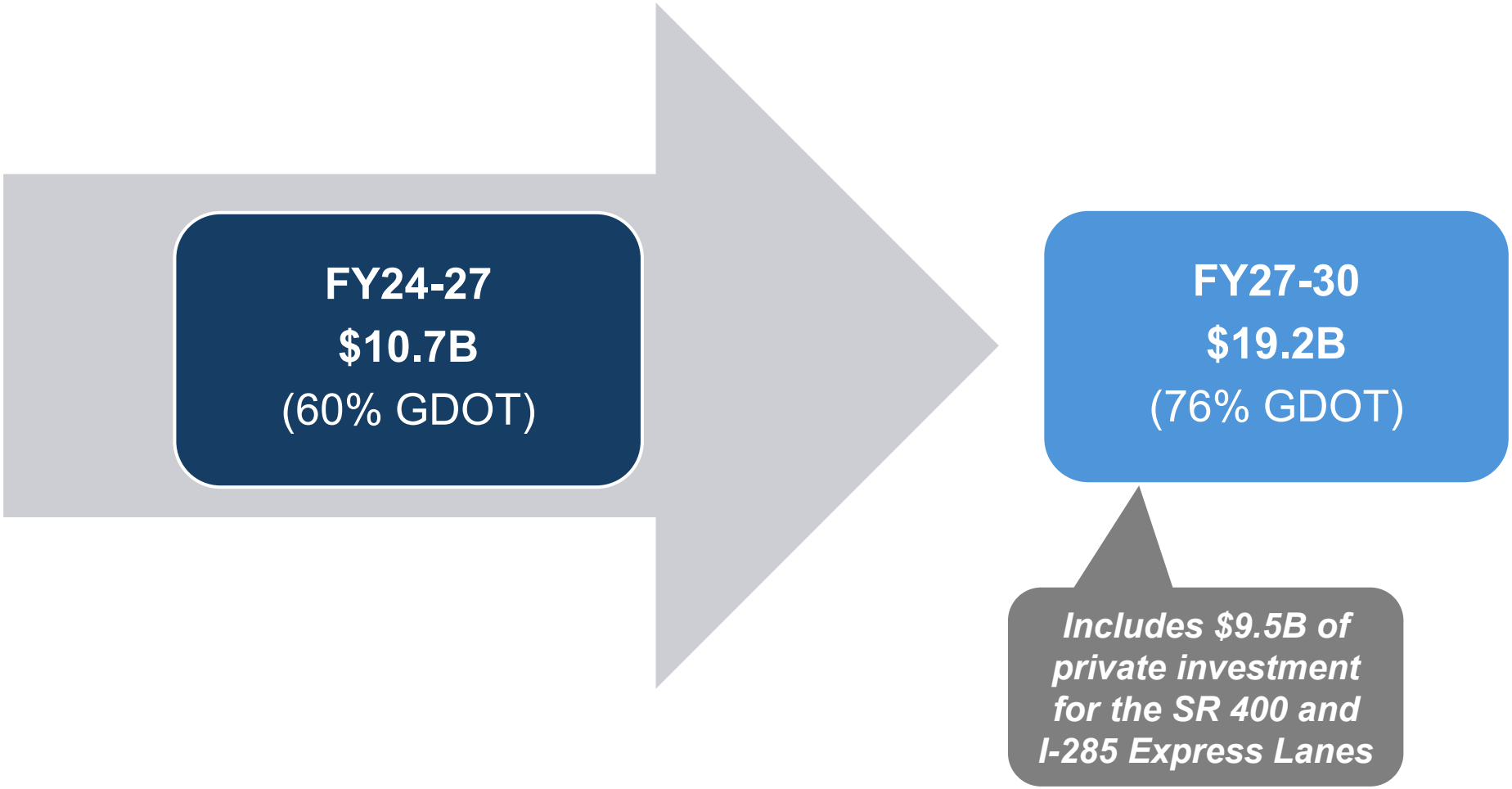
Metropolitan Transportation Plan (MTP)

Developed by:
Atlanta Regional Commission
(no Federal requirement for Governor or GTEA approvals)

Identifies transportation projects over 20-year time horizon

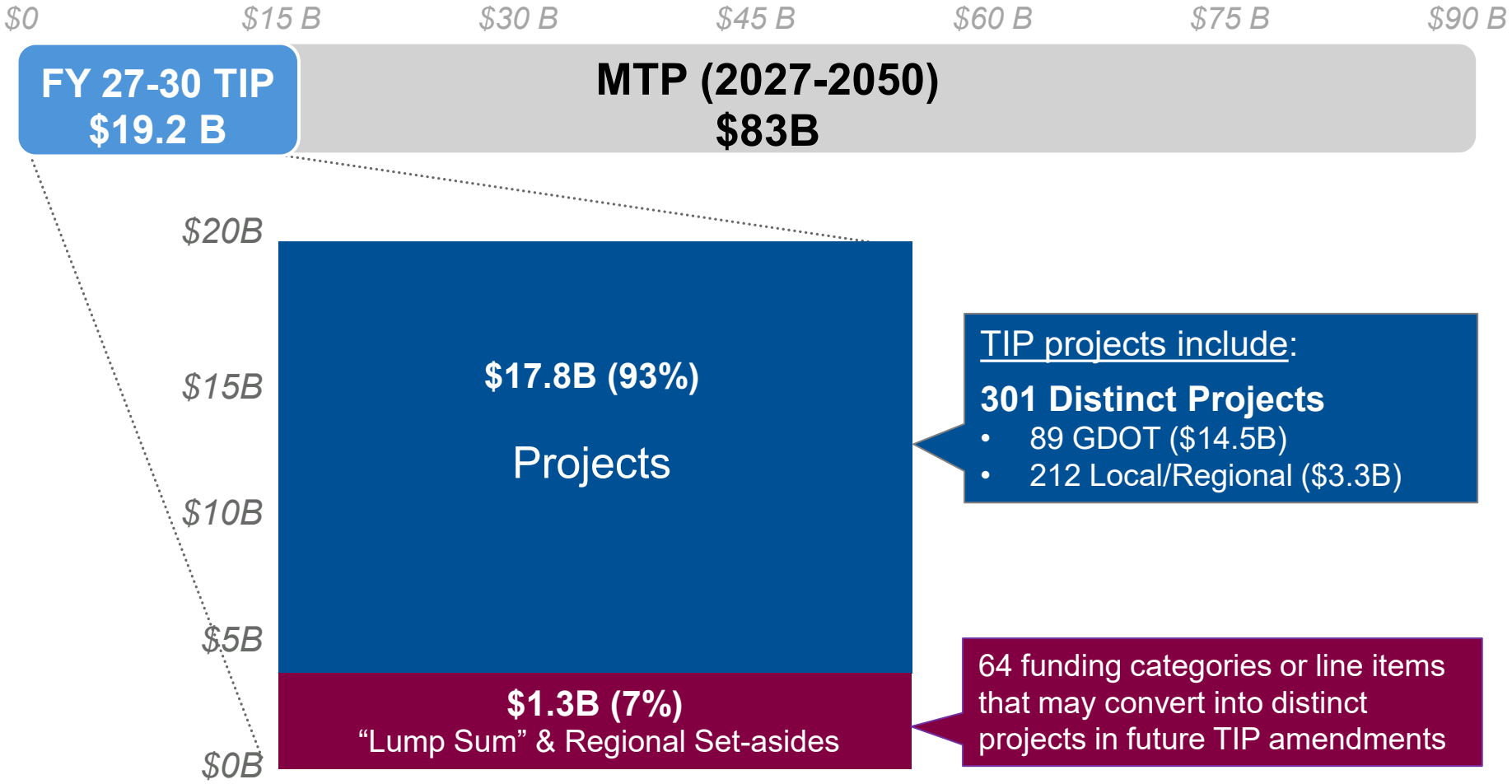
TIP Overview

Total TIP financial investment increased 81%, primarily driven by private funds



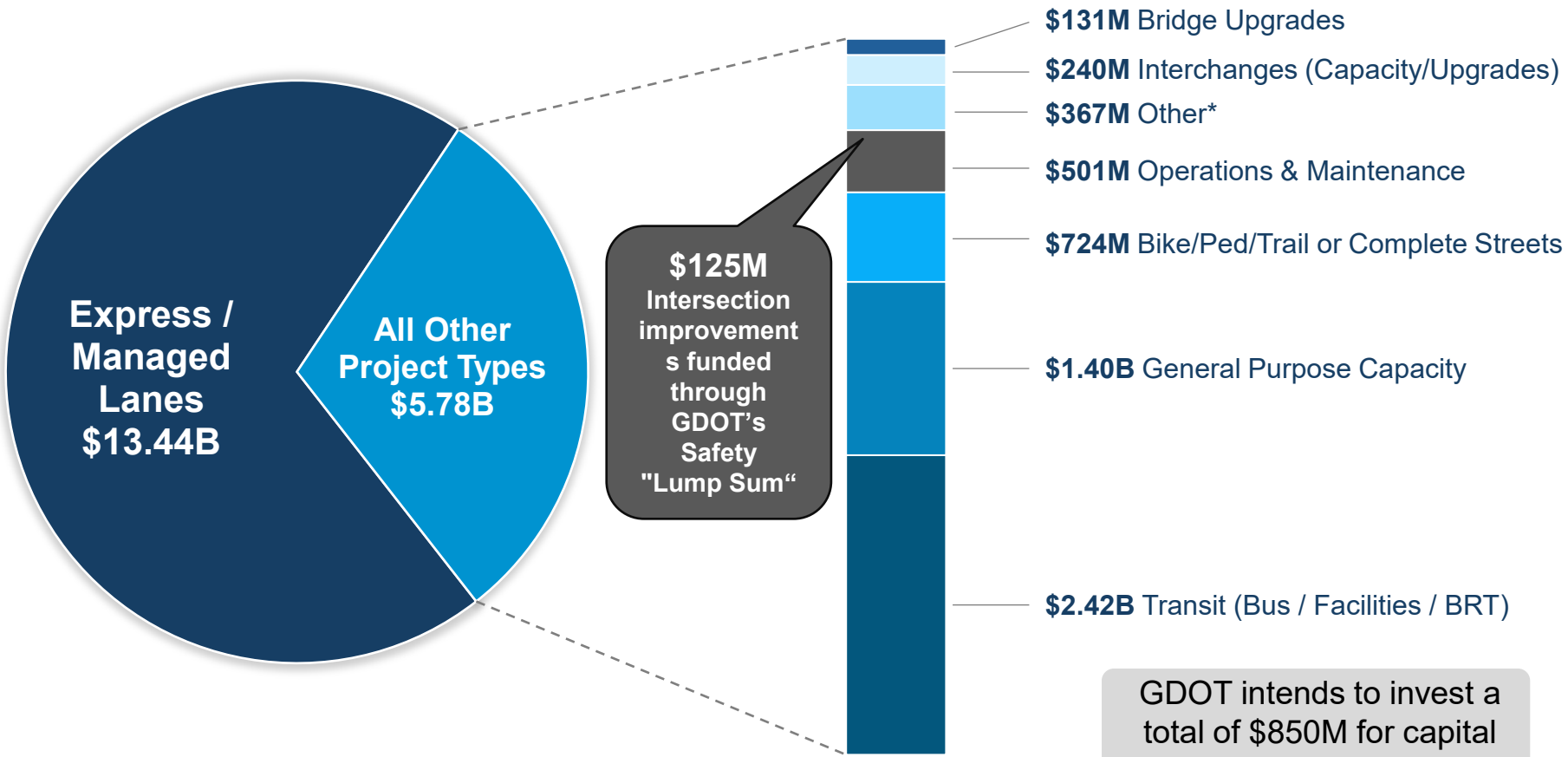
ARC FY 27-30 Transportation Improvement Program (TIP) & 2050 Metropolitan Transportation Plan (MTP) Overview

MTP currently includes $83 Billion in transportation investments in infrastructure projects, programs, studies, maintenance, & operations thru 2050



ARC FY 27-30 TIP

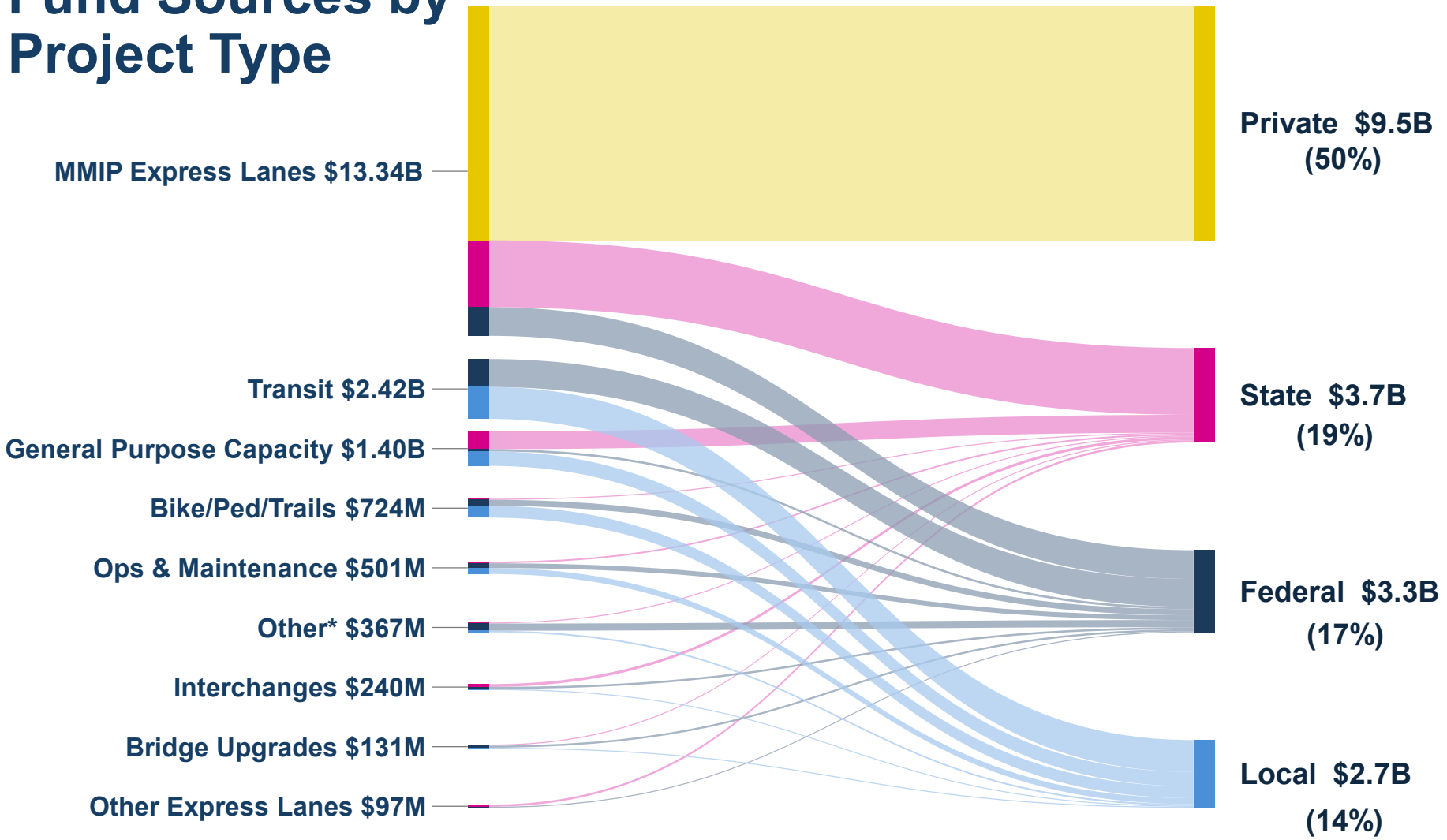
Project Types



GDOT intends to invest a total of $850M for capital maintenance in the Atlanta area for projects yet to be determined

*Other category includes LCI, Planning, Scoping, TDM & Air Quality, and Miscellaneous.

$19.2B in Total TIP Fund Sources by Project Type



*Other category includes LCI, Planning, Scoping, TDM & Air Quality, Studies and Miscellaneous. Band thickness is proportional to dollars.

Project Pipeline in the FY27-30 TIP*

All TIP Projects

Preliminary Engineering & Scoping	Right-of-Way	Construction & Utilities Relocation
94 project phases	**158 project phases**	**225 project phases**
$811M	**$1.1B**	**$16.6B**
4% TIP funds	*6% TIP funds*	*86% TIP funds*

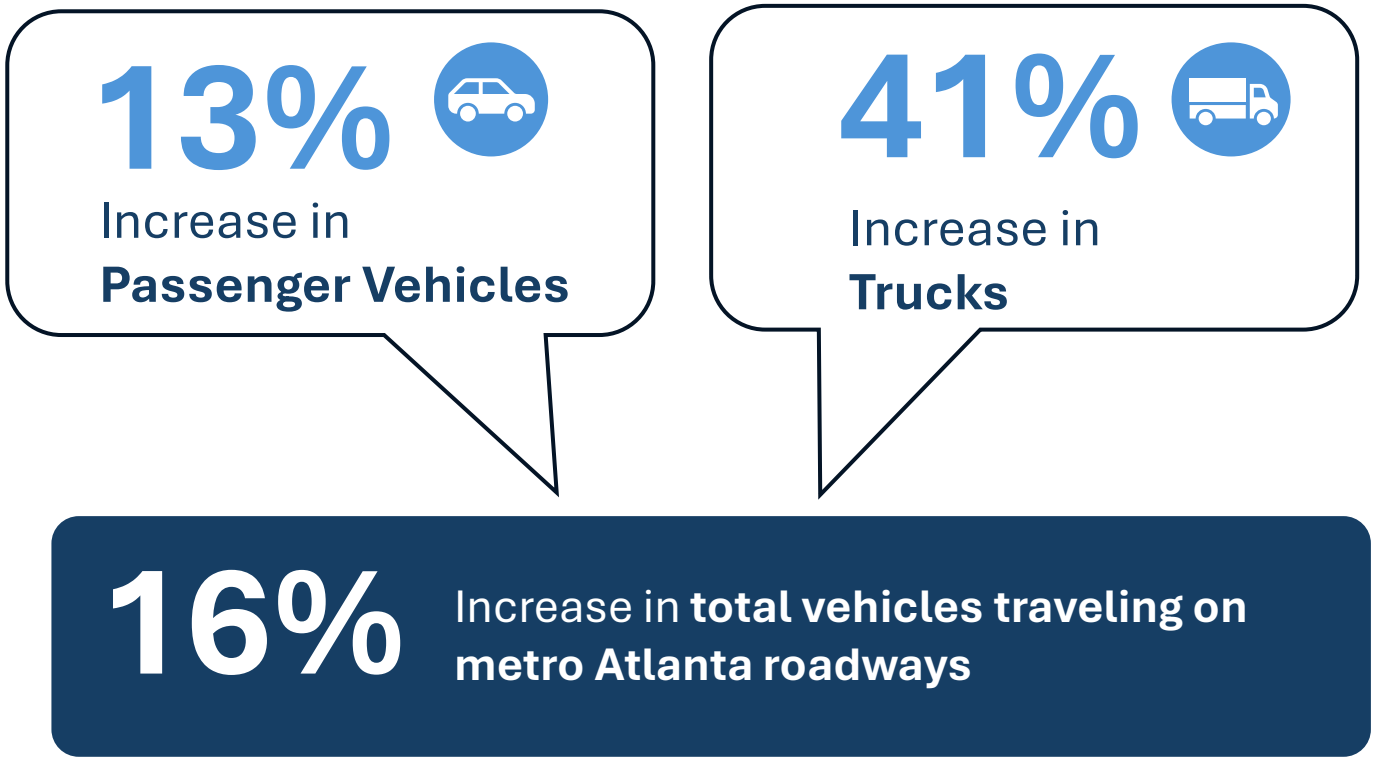
GDOT TIP Projects

22 project phases	**34 project phases**	**54 project phases**
$674M	**$752M total**	**$13.1B**
4% TIP funds	*4% TIP funds*	*68% TIP funds*
	B/C: 2.59	

**Some projects have multiple phases within TIP years. Does not include 4% of projects from regional set-asides.*

State Investment in the Metro Region

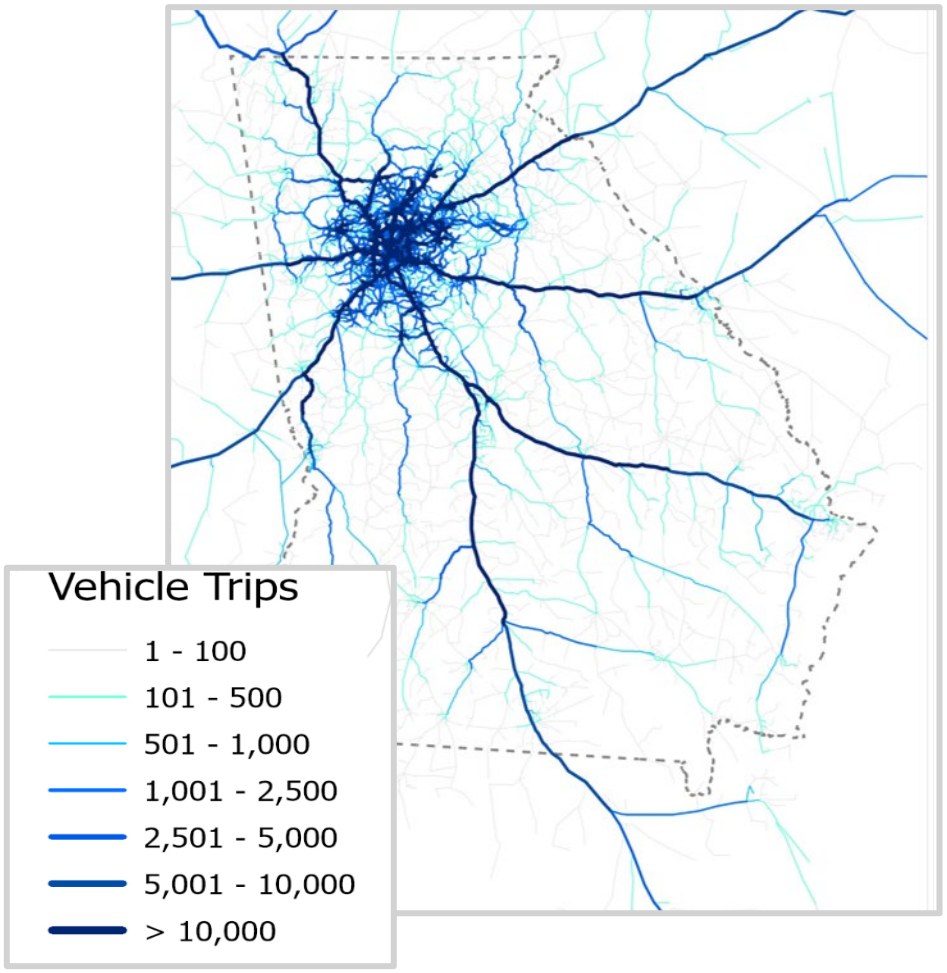
Trips on roads with projects in the TIP will significantly increase between 2030-2050*

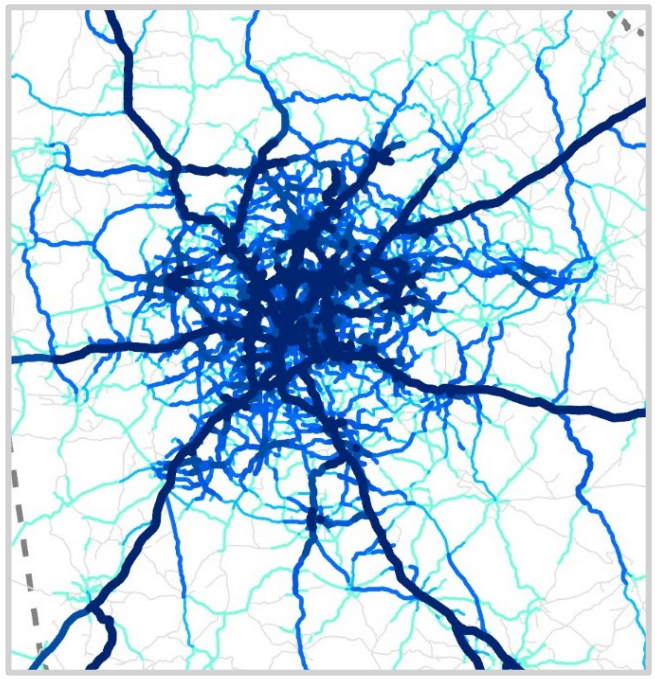


*This benefits analysis is limited to a subset of 48 of the total 89 GDOT sponsored projects

Impacts of GDOT's Projects in ARC's TIP

All daily trips benefit from GDOT's metro Atlanta investments

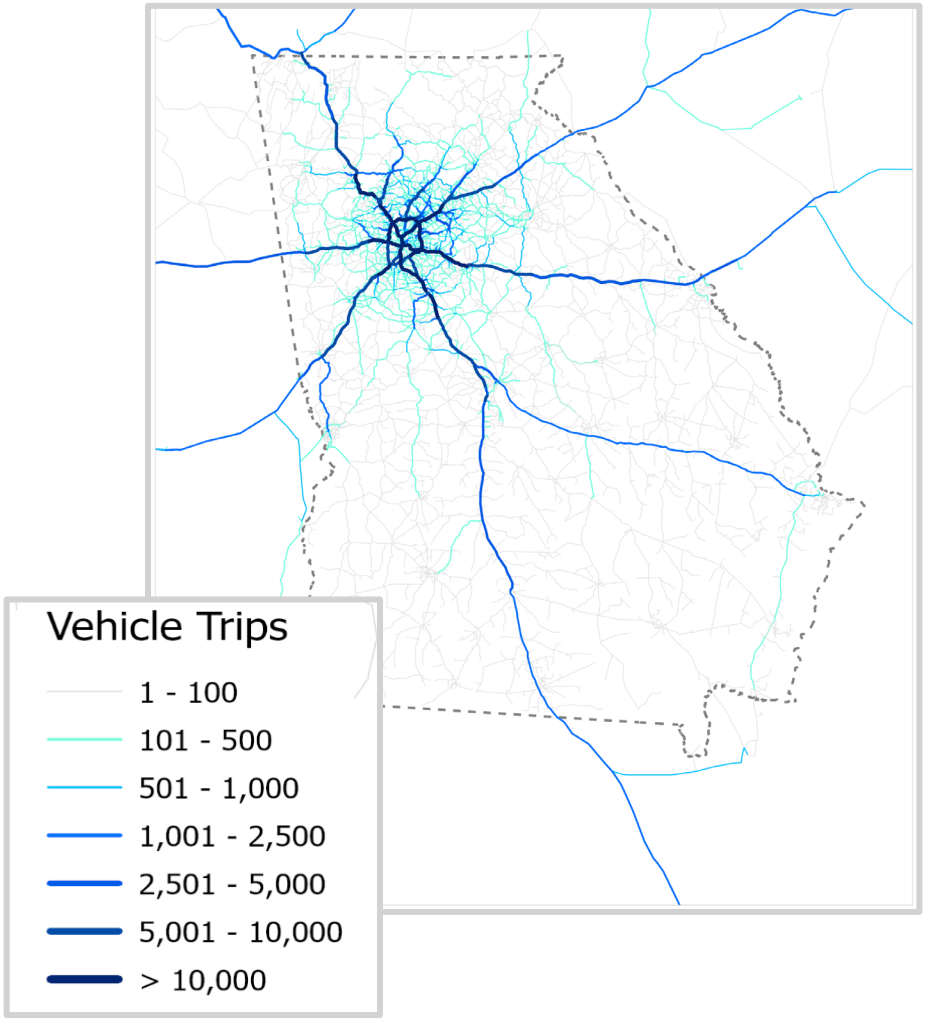


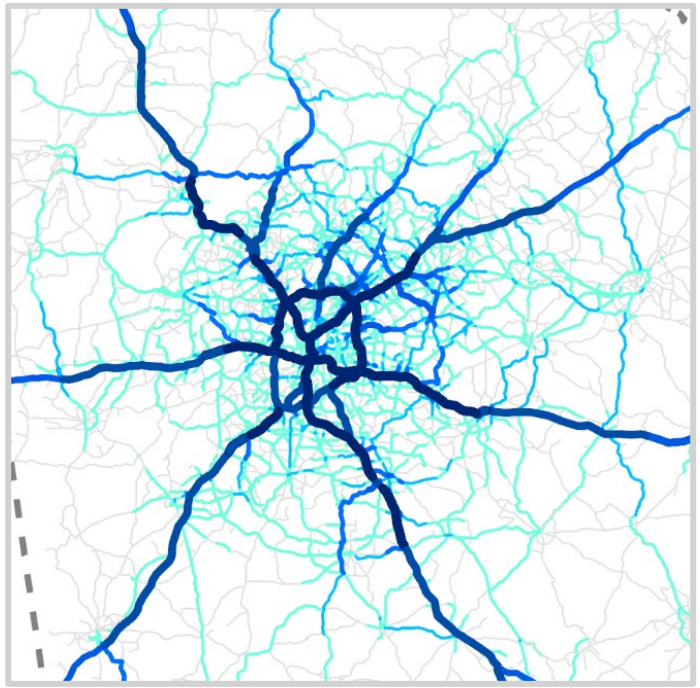


- Hours of delay reduction: 972M
- Delay reduction value: $18.9B
- Crash reduction value: $12.8B

Impacts of GDOT's Projects in ARC's TIP

Daily Truck trips benefit from GDOT's metro Atlanta investments





113M vehicle hours of delay reduced

Major Mobility Investment Program (MMIP) are High-Value and High-Impact Projects

Over the 30-year lifecycle of GDOT's MMIP investments, the initial estimates of monetized benefits equates to ~$43 billion, which is near a 3:1 ROI. This figure is likely to improve significantly once the private developers' Express Lanes designs are incorporated into the transportation model.

Project Benefits	Annualized	Lifecycle*
Reduction in **cost of crashes**	**$421M**	**$13B**
Reduction in **cost of delay**	**$1B**	**$30B**
Hours saved for all vehicles	**51M**	**1.5B**
Hours of saved for trucks only	**7M**	**210M**
Annual tons of CO^2 reduced	**187K**	**5.6M**

Notes:
Includes I-285 EL (Top End, Eastside, Westside), SR 400 EL, I-285 at I-20 West Interchange, and I-285 at I-20 East Interchange.
*Assumes 30-year lifecycle for managed lanes projects, 20-year lifecycle for all other projects per FHWA BCA guidance.

State Investment in the Metro Atlanta Region

GDOT's projects improve access to 2-3 million jobs in 2050



Employment Type	Jobs in 2050	
	2-Mile Area	5-Mile Area
Service	1,437,300	2,166,400
Utilities, Manufacturing, Wholesale, Transportation & Warehousing	207,600	384,300
Retail	181,100	312,800
Agriculture, Mining, & Construction	93,600	165,700
Total	**1,919,600**	**3,029,200**

FY 27-30 TIP Review

Key Milestones for TIP review, public comment, and GTEA Board action

SEPT. – OCT.

Sept. 28TH – Oct. 27TH
ARC's Public Comment Period

ARC 30-day period to receive public feedback

OCTOBER

GTEA Board Preview

GTEA staff providing the Board a preview of the proposed TIP

NOVEMBER

12TH – ARC TAQC Board Approval

★ **18TH – GTEA Board Action**

Formal GTEA Board action to consider approval of the TIP