



DRAFT

VOLUME I

**2050 METROPOLITAN
TRANSPORTATION PLAN**

Vision

ONE
great
REGION

Atlanta Regional Commission

229 Peachtree Street, NE

Suite 100

Atlanta, Georgia 30303

atlantaregional.org

Mission

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

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.

Values

Excellence - A commitment to doing our best and going above and beyond in every facet of our work allowing for innovative practices and actions to be created while ensuring our agency's and our colleague's success.

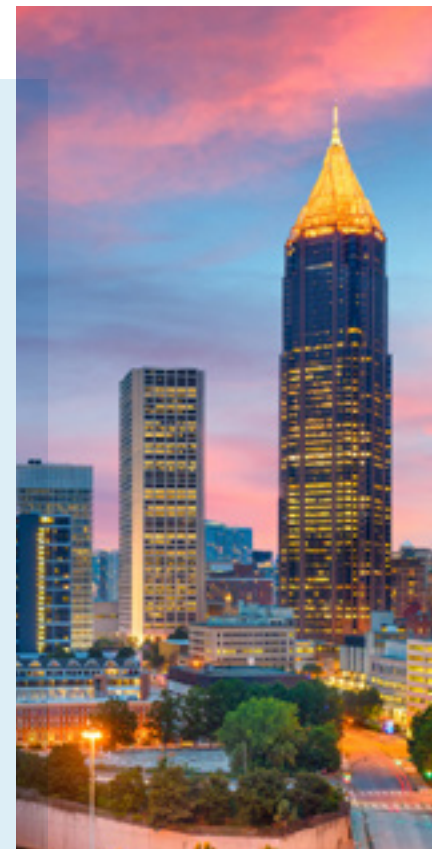
Integrity - In our conduct, communication, and collaboration with each other and the region's residents, we will act with consistency, honesty, transparency, fairness and accountability within and across each of our responsibilities and functions.

Equity - We represent a belief that there are some things which people should have, that there are basic needs that should be fulfilled, that burdens and rewards should not be spread too divergently across the community, and that policy should be directed with impartiality, fairness and justice towards these ends.

Title VI of the Civil Rights Act prohibits discrimination by federal-aid recipients on the basis of race, color and national origin. Other federal and state authorities provide protection from discrimination based upon sex, age, disability, income and family status. As a federal funding recipient, the Atlanta Regional Commission (ARC) takes its civil rights responsibilities seriously and will not exclude from participation in, deny benefits to or subject anyone to discrimination based on membership in any of the above classifications. Moreover, ARC regularly reviews its policies, plans and programs to ensure they are both free from discrimination and promote equitable distribution of MPO services.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, or national origin, they have the right to file a complaint with ARC. More information is available on our website at atlantaregional.org/titlevi or by contacting the Title VI Officer, Brittany Zwald at bzwald@atlantaregional.org. Individuals with a hearing impairment may also contact ARC at **800.255.0056**.

The contents of this plan reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Georgia Department of Transportation (GDOT), and other transportation planning, implementation and/or service delivery agencies. This report does not constitute a standard, specification, or regulation.



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PUBLIC REVIEW AND COMMENT PROCESS

Before an MTP and TIP are finalized, the public and stakeholder agencies, including the state Department of Transportation, local governments and transit operators, must be provided an opportunity to review and comment on draft recommendations. Federal law requires a public comment period and a minimum of one public hearing. The length of the comment period is not defined by law or regulation, but ARC's procedures as defined in the [Participation Plan](#) mandates a minimum of 30 days for new plans. That guiding document also recognizes that a single hearing for a region as large and diverse as metro Atlanta would be sufficient, so it outlines an engagement process which is more robust and continuous throughout the entire update cycle.

As this update cycle drew to a close, ARC offered an informal engagement opportunity for the public to learn about proposed recommendations, offer their thoughts, and provide input to guide the next plan update cycle. This occurred in conjunction with the Atlanta Streets Alive event on October 22, 2023.

The information shared during this event built upon the insight gained from dozens of meetings, forums, workshops, speaking engagements and other activities conducted over the past four years as part of ARC's regular modal and subarea planning and coordination efforts. The knowledge gained from hundreds of hours of conversation with thousands of people throughout that period were instrumental in shaping the plan's recommendations, so this informal event provided an opportunity to summarize all of that work and share it with the region.

The formal comment period followed and extended from October 27, 2023 to December 8, 2023. The required public hearing was held in conjunction with ARC's regularly scheduled Transportation and Air Quality Committee (TAQC) and Board meeting on November 8, 2023. This was an in-person event. A secondary virtual hearing was conducted on November 15, 2023. Both of these provided the opportunity for individuals to formally submit their comments on the plan and receive a documented response, per federal requirements. A final conversation was conducted with partner agency staff members at the Transportation Coordinating Committee (TCC) meeting on December 8. Although the focus centers on professional staff, TCC meetings are open to the public and comments before the committee are allowed if a speaker registers in advance.

All formal comments and responses, as well as a more detailed overview of the engagement events preceding adoption and their outcomes, are provided in [Volume IV: Public Engagement](#).



ARC ADOPTION RESOLUTION

Placeholder page for ARC adoption resolution
(1 of 2)

Placeholder page for ARC adoption resolution
(2 of 2)

USDOT CONFORMITY DETERMINATION LETTER

Placeholder page for USDOT conformity determination letter
(1 of 2)

Placeholder page for USDOT conformity determination letter
(2 of 2)



AMENDMENT AND ADMINISTRATIVE MODIFICATION HISTORY

Federal law requires that the MTP and TIP be comprehensively updated at least every four years in air quality nonattainment and maintenance areas. This plan was most recently updated in February 2024. As time passes, incremental changes will need to be made as project scopes, schedules and budgets are refined. These changes can be made between major updates either through administrative modifications, which are relatively minor in nature, or through amendments, which are more significant and require a more formal process. Administrative modifications are made on a quarterly basis, while amendments are typically conducted only once or twice a year.

PARTICIPATION PLAN

Refer to the [Participation Plan](#) for more information on the types of changes which are made under each process and the procedures which ARC follows in conducting them.

Below is a timeline of when the project list and related information in this and related documents have been modified since the plan's original adoption date. For an accounting of key changes to each of the four volumes comprising the 2050 MTP and FY 2024-2027 TIP, refer to [Appendix 2](#).



ACTION

Major MTP/TIP Update



DATE

February 2024





VOLUME I | LEGAL BACKGROUND

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OVERVIEW OF MTP REQUIREMENTS

The Metropolitan Transportation Plan (MTP) is a federally-required [\[23 USC §134\]](#) long-range planning document that evaluates existing travel conditions, forecasts future needs, identifies potential strategies and solutions, and recommends project and programmatic investments over a 20+ year horizon. The first four years of the MTP comprise the Transportation Improvement Program (TIP). The Atlanta Region's FY 2024-2027 TIP is **Volume II** of the overall MTP document set.

Every metropolitan area in the country with a population greater than 50,000 must have a designated Metropolitan Planning Organization (MPO). There are 420 MPOs nationally, of which 16 are located either entirely or partially within the State of Georgia. MPOs are vested with responsibility for developing the MTP and updating it regularly. In the Atlanta region, the plan is updated every four years, at a minimum, but can be modified more frequently as necessary.

An MTP must be fiscally constrained, meaning that planned expenditures cannot exceed the amount of revenue which is anticipated to be reasonably available from well-established transportation revenue sources, including federal, state, regional, local and private entities. The plan must be multimodal in nature and address the full spectrum of how people and goods travel to, from and within a metropolitan area, including driving, walking, bicycling and transit. In areas with air quality challenges, like the Atlanta region, the plan must demonstrate that the amount of pollution generated by transportation vehicles do not exceed emissions budgets established by applicable State Implementation Plans (SIPs), developed in coordination with the US Environmental Protection Agency (EPA).

MPOS IN ATLANTA REGION



420 MPOs

Nationwide

16 MPOs

State of Georgia

Every 4 Years

Atlanta Region Plan Updated



The MTP, and the TIP by extension, must address ten federal planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Plans must be developed through a robust stakeholder and public engagement process. The MPO is required to provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, affordable housing organizations, and other interested parties with a reasonable opportunity to comment on any draft plan before it is finalized.

10 Planning Factors

1. Vitality
2. Safety
3. Security
4. Accessibility
5. Sustainability
6. Intergration
7. Efficiency
8. Preservation
9. Resiliency
10. Tourism



FEDERAL TRANSPORTATION PLANNING LEGISLATION

There are a number of federal laws, rules and regulations that govern the way metropolitan transportation planning is conducted and how stakeholder participation is managed. The overarching law is the transportation authorization act, a statutory provision that establishes or continues a federal agency, activity, or program, such as the Federal-aid Highway Program (FAHP) for a fixed or indefinite period of time.

The FAHP authorization sets funding and requirements for transportation planning and programming. It also may set forth the duties and functions of an agency or program, its organizational structure, and the responsibilities of agency or program officials. This includes regulatory details that guide MPO planning and public involvement, as well as information about the parameters of various funding programs. Most authorization acts are multi-year acts that contain provisions for not only the FAHP, but for other surface transportation modes, such as transit.

The first authorizing legislation establishing the FAHP was passed by Congress nearly 100 years ago. While not every act revises regulatory provisions for MPO planning or public involvement, there are often shifts in policy emphasis with new legislation.

In November 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. Also commonly referred to as the Bipartisan Infrastructure Law (BIL), it is the largest long-term investment in infrastructure and the economy in our nation's history. IIJA provides \$1.3 trillion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including roads, bridges, and mass transit, water supply, resilience, and broadband. Roughly half this amount is dedicated specifically to transportation.

IIJA continues the fundamental requirements for metropolitan transportation planning in place since the early 1990s. This process requires development of a long-range MTP, as well as a short-range component that reflects investment priorities for at least the next four years called the Transportation Improvement Program (TIP). The TIP associated with this MTP can be found in Volume II: FY 2024-2027 Transportation Improvement Program.

IIJA continues the performance management approach and performance-based planning and programming requirements of previous laws, including the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. In their planning process, all MPOs must incorporate performance measures, set targets, and monitor progress related to national performance goal areas.

IIJA presents the region with tremendous opportunity, but also poses significant implementation challenges due to its multidisciplinary nature. A wide array of traditional and new federal transportation planning programs will now be implemented within an interrelated funding structure that includes water quality, broadband service, clean energy, cybersecurity and other types of infrastructure. This is requiring a reexamination of how ARC's role as an MPO relates to its other functional areas, as well as whether the agency's mission should expand into additional disciplines. The accelerated adoption of clean energy technologies in the transportation sector, in particular, will have major implications on planning and infrastructure investment priorities.

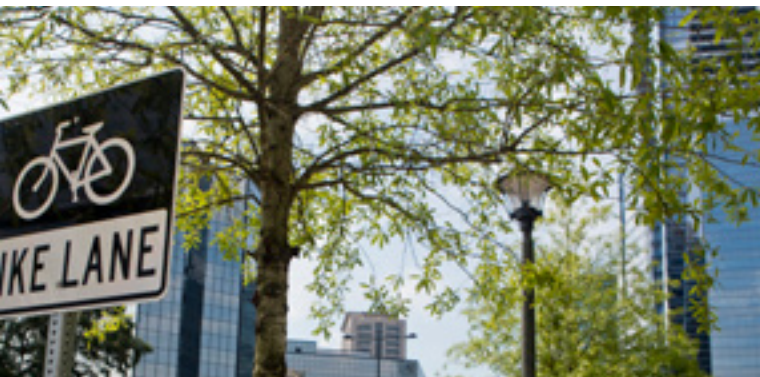


FINANCIAL PLAN

Information on IIJA funding programs and amounts can be found in the [Financial Plan](#) chapter of this document.

OTHER RELEVANT FEDERAL LEGISLATION AND GUIDANCE

In addition to IIJA, numerous other directives inform the regional transportation planning process. These range from Congressional legislation, to guidance and regulations developed by USDOT and other agencies, to executive orders issued by the President. While each of these carry a different status in terms of the force of law, they are all critical considerations in developing plans that will gain the approval of federal review agencies.



CLEAN AIR ACT

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the [CAA Amendments of 1990](#). The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from Metropolitan Transportation Plans, Transportation Improvement Programs, and the resultant projects from both, are consistent with ("conform to") the State's air quality goals in the SIP.

Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

TITLE VI OF THE CIVIL RIGHTS ACT

Civil rights and environmental justice requirements are directly related to the practice of providing meaningful participation in the transportation planning process.

[Title VI of the Civil Rights Act of 1964](#) requires that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Public agencies must enforce the provisions of Title VI of the Civil Rights Act of 1964 and take positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs, services, and activities.





AMERICANS WITH DISABILITIES ACT (ADA) AND SECTION 504 OF THE REHABILITATION ACT OF 1973

The [Americans with Disabilities Act](#) (ADA) was passed by Congress in 1990 and amended in 2008. This law prohibits discrimination against people with disabilities in everyday activities. The ADA prohibits discrimination on the basis of disability, just as other civil rights laws prohibit discrimination on the basis of race, color, sex, national origin, age, and religion. The ADA guarantees that people with disabilities have the same opportunities as everyone else to enjoy employment opportunities, purchase goods and services, and participate in state and local government programs.

FHWA's regulatory responsibilities under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973 (Section 504) include oversight of State and local entities and recipients of Federal transportation funds. The intent is to ensure that these agencies do not discriminate on the basis of disability in any highway transportation program, activity, service or benefit which they provide to the public.

Key FHWA oversight activities include:

- Ensuring that public entities, recipients and sub-recipients are informed of their responsibilities to provide accessibility in their transportation programs, activities, and facilities.
- Ensuring that public entities, recipients and subrecipients are applying accessibility standards to all transportation facilities.
- Ensuring that all complaints filed under the ADA and/or Section 504 are processed in accordance with established complaint procedures.

MPO PLANNING AND PUBLIC INVOLVEMENT REGULATIONS

Federal regulations governing the development of MTPs are included in the Code Of Federal Regulations (CFR) [§ 450.306](#). In addition to the ten planning factors identified earlier in this section, there are seven more specific requirements of an MTP defined here. These sections state that an MTP must meet the following basic requirements:

- Assess the needs of all system users, including people driving, taking transit, walking, and bicycling.
- Be developed through a robust engagement process involving citizens, elected officials, public agencies, and other key stakeholders.
- Include a variety of strategies, programs, and projects to best address the identified needs.
- Include both a short-term element (minimum of four years) and a long-term element (minimum of 20 years).
- Be fiscally constrained, meaning that projected revenues from reasonably available sources will be sufficient to cover the costs of the plan. A financially unconstrained, aspirational vision may also be developed at the MPO's discretion.
- Address all federally required performance measuring and monitoring requirements.
- In regions which do not meet or are in maintenance for federal air quality standards, the plan must result in a transportation system which does not produce emission levels above specified amounts.



EXECUTIVE ORDER 12898 - FEDERAL ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

[Executive Order 12898](#) (February 1994) directs each Federal Agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations,” including tribal populations.

EXECUTIVE ORDER 14008 - ON TACKLING THE CLIMATE CRISIS AT HOME AND ABROAD

[Executive Order 14008](#) (January 2021) amended Executive Order 12898 to secure environmental justice and spur economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, and health care.

Section 223 of EO 14008 established the Justice40 Initiative.

Justice40 Initiative

The Justice40 Initiative directs 40% of the overall benefits of certain Federal investments to flow to disadvantaged communities. A White House Environmental Justice Interagency Council is overseeing the initiative, ensuring that each federal agency develop and implement their own programs and policies for implementing Justice 40.

In January 2022, USDOT published their [Equity Action Plan](#). The plan represents a shift in how transportation programs are viewed and delivered. The Equity Action Plan section on Power of Community highlights actions that USDOT will take to ensure that meaningful public participation happen in historically disadvantaged communities. This includes promoting the inclusion of quantitative equity screening criteria and meaningful public participation in TIPs, issuing guidance and training to support funding recipients to conduct meaningful public participation under existing requirements; and establishing Department-wide monitoring of USDOT funding recipient compliance with their meaningful public participation obligations.

EXECUTIVE ORDER 13985 – ADVANCING RACIAL EQUITY AND SUPPORT FOR UNDERSERVED COMMUNITIES THROUGH THE FEDERAL GOVERNMENT

Designed to foster a whole-of-government equity agenda, [Executive Order 13985](#) (January 2021) directs federal departments and agencies to review and redress systemic inequities in their policies and programs that serve as barriers to equal opportunity.

The Federal Government’s goal in advancing equity is to provide everyone with the opportunity to reach their full potential. Consistent with these aims, each agency must assess whether, and to what extent, its programs and policies perpetuate systemic barriers to opportunities and benefits for people of color and other underserved groups. Such assessments will better equip agencies to develop policies and programs that deliver resources and benefits equitably to all.

As part of this directive, federal agencies shall consult with members of communities that have been historically underrepresented in the Federal Government and underserved by, or subject to discrimination in, Federal policies and programs. In addition, an interagency working group on equitable data is established with the Chief Statistician of the United States and the United States Chief Technology Officer, serving as Co-Chairs of the Data Working Group. The Data Working Group shall consult with agencies to facilitate the sharing of information and best practices, consistent with applicable law. Finally, this order strongly encourages independent agencies to comply with the provisions of this order.



JUSTICE40 INITIATIVE

The Justice40 Initiative directs **40% of the overall benefits** of certain Federal investments to flow to **disadvantaged communities**.

EXECUTIVE ORDER 13166 - IMPROVING ACCESS TO SERVICES FOR PERSONS WITH LIMITED ENGLISH PROFICIENCY

Executive Order 13166 (August 2000) requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. It is expected that agency plans will provide for such meaningful access consistent with, and without unduly burdening, the fundamental mission of the agency. The Executive Order also requires that the Federal agencies work to ensure that recipients of Federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

To assist Federal agencies in carrying out these responsibilities, the U.S. Department of Justice issued a **Policy Guidance Document** (LEP Guidance). The USDOT then issued **Policy Guidance Concerning Recipient's Responsibilities to LEP Persons**, which is modeled after DOJ's guidance. As described in the guidance, DOT recipients are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

These steps include four factors that recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

- The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
- The frequency with which LEP individuals encounter the program.
- The nature and importance of the program, activity, or service provided by the recipient to people's lives.
- The resources available to the recipient and costs.

Four Key Factors for Meaningful Access for a limited English proficiency person

**Proportion of LEP individuals
eligible for services.**

**Frequency of LEP encounters
with the program.**

**Significance of the program to
individuals' lives.**

**Balance of available resources
and costs.**



ARC'S ROLES AND RESPONSIBILITIES

The Atlanta Regional Commission, which began in 1947 as the Metropolitan Planning Commission (MPC), was the first publicly funded multi-county planning agency in the U.S. As the state designated comprehensive planning agency for the Atlanta region, ARC coordinates planning efforts for multiple counties in the areas of aging, community services, environmental planning, governmental services, job training, land use and public facilities, as well as transportation planning.

ARC'S ROLES INCLUDE:

- The federally designated MPO for a 20-county Atlanta region to develop the MTP and TIP.
- The Metropolitan Area Planning and Development Commission (MAPDC) as detailed in Georgia Code 50-8-82, with the responsibilities of a state Regional Commission, for the City of Atlanta and an eleven-county area. In fulfilling its MAPDC functions, ARC operates under rules promulgated by the Georgia Department of Community Affairs (DCA).
- The Area Agency on Aging (AAA), providing services and policy guidance to address aging issues.
- The administrative agency for the Atlanta Regional Workforce Development Board (ARWDB).
- The local administrative agency for the Atlanta Urban Area Security Initiative (UASI), responsible for preparing and coordinating the region's response and recovery to homeland security issues.
- Staff for the Metropolitan North Georgia Water Planning District (MNGWPD) to develop comprehensive regional and watershed-specific water resources plans for implementation by local governments.

ARC'S ROLES AND PLANNING JURISDICTIONS

| RESPONSIBLE PLANNING AGENCY | | THE ATLANTA URBANIZED AREA (2010 CENSUS) INCLUDES PORTIONS OF 23 COUNTIES | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|---|---------|------|--------|---------|---------|---------|--------|----------|-------|----------|---------|--------|---------|--------|---------|------|---------|---------|----------|---------|----------|---------|
| | | CHEROKEE | CLAYTON | COBB | DEKALB | DOUGLAS | FAYETTE | FORSTYN | FULTON | GWINNETT | HENRY | ROCKDALE | BARROW | BARTOW | CARROLL | COWETA | DAWSON | HAAL | JACKSON | NEWTON | PAULDING | PIKE | SPALDING | WALTON |
| ATLANTA REGIONAL COMMISSION | Metropolitan Planning Organization | | | | | | | | | | | | PARTIAL | | PARTIAL | | PARTIAL | | | PARTIAL | | PARTIAL | PARTIAL | PARTIAL |
| | Regional Commission / Metropolitan Area Planning and Development Commission | | | | | | | | | | | | | | | | | | | | | | | |
| | Area Agency on Aging | | | | | | | | | | | | | | | | | | | | | | | |
| | Atlanta Regional Workforce Development Board | | | | | | | | | | | | | | | | | | | | | | | |
| | Urban Area Security Initiative | | | | | | | | | | | | | | | | | | | | | | | |
| | Metropolitan North Georgia Water Planning District | | | | | | | | | | | | | | | | | | | | | | | |
| | Cartersville-Bartow Metropolitan Planning Organization | | | | | | | | | | | | | | | | | | | | | | | |
| | Gainesville-Hall Metropolitan Planning Organization | | | | | | | | | | | | | | | | | | | | | | | |

ARC'S STRUCTURE AND MEMBERSHIP

ARC is governed by a 41-member board. Membership is defined in state code (Georgia Code 50-8-84) and includes 11 county commission chairs, the Mayor of Atlanta, 12 additional mayors, 15 citizen members, the Mayor of Atlanta, an Atlanta City Council representative, 15 citizen members, and a Department of Community Affairs representative.

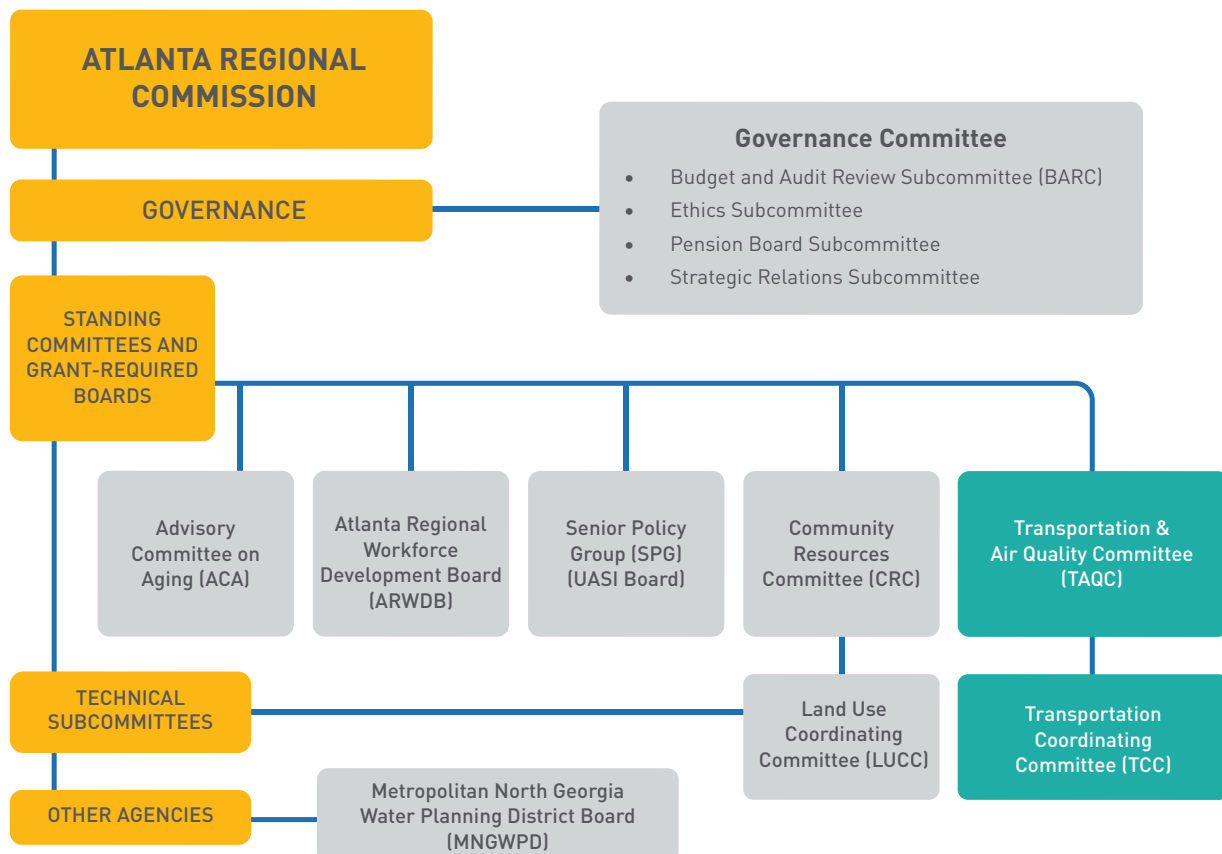
Standing committees focus on the various statutory responsibilities of the agency. The Transportation & Air Quality Committee (TAQC) is responsible for overseeing all aspects of the process involving the MTP, TIP and [Unified Planning Work Program](#) (UPWP). This policy committee is supported by a technical committee, called the Transportation Coordinating Committee (TCC), which is comprised of professional staff representing the jurisdictions and agencies of the MPO planning area. The organizational framework for all of ARC's standing committees is shown in the follow chart.

The actions taken by ARC's board and board committees are based on and supported by recommendations of a staff of approximately 200 professionals representing a broad range of skills and specialties.

ARC BOARD MEETINGS

The Commission schedules a minimum of six meetings each year, generally in January, March, May, July, September, and December. Agendas, meeting summaries and other pertinent information are available on the ARC website at atlantaregional.org/board.

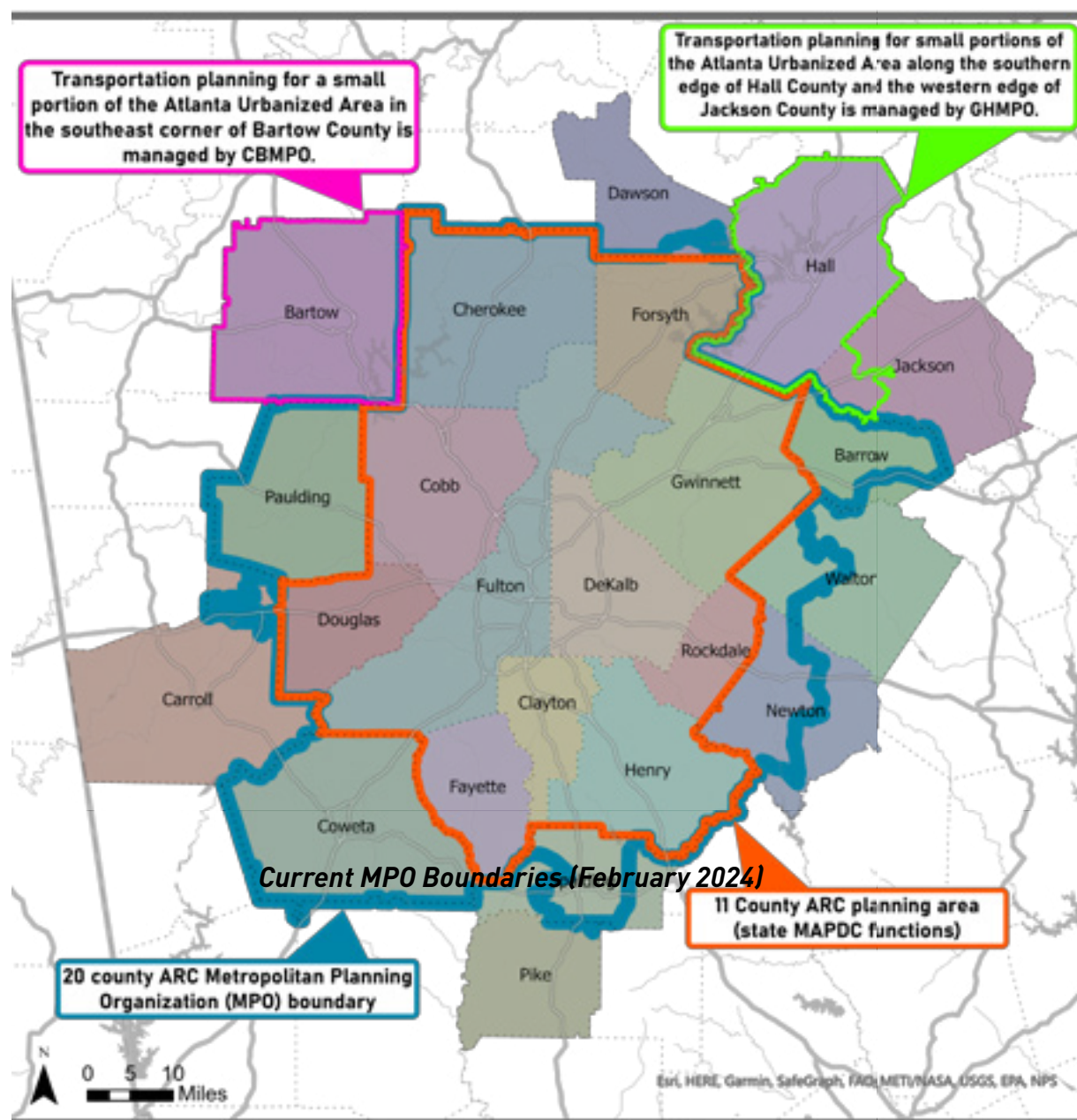
ARC'S COMMITTEE STRUCTURES



MPO PLANNING AREA

ARC serves as the Atlanta MPO, a regional forum for cooperative transportation decision-making. ARC is the MPO for a region which includes 13 full counties and seven partial counties, including the City of Atlanta. This is a federal designation based on the Urbanized Area (UZA) defined during each decennial census.

CURRENT MPO BOUNDARIES (FEBRUARY 2024)



On March 27, 2012, the US Census Bureau designated 16 urban areas in the State of Georgia based on the 2010 Census. The Atlanta UZA included portions of 23 counties. As required by federal regulation, in January 2013, ARC adopted an adjusted UZA boundary for data reporting and functional classification, developed by smoothing the census-defined 2010 Atlanta UZA. The new boundary was approved by USDOT on October 11, 2013.

On September 9, 2015, the Governor of Georgia approved a new Metropolitan Planning Area (MPA) which defines the geography which must be covered by any MTPs and TIPs produced by ARC, acting in its capacity as the MPO for the Atlanta UZA. By law, the MPA must include the complete UZA, plus any additional contiguous areas expected to become urbanized over the next 20 years. In rapidly growing regions such as ours, the MPA can be significantly larger than the census-defined urbanized area. The current MPA includes:

- The entirety of all 11 member counties of the ARC's MAPDC area: Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale
- The entirety of two counties which are not members of ARC: Coweta and Paulding
- Parts of seven counties are not members of ARC: Barrow, Carroll, Dawson, Newton, Pike, Spalding, and Walton

Planning responsibilities for the portions of the Atlanta UZA in the remaining three counties were assigned to adjacent MPOs:

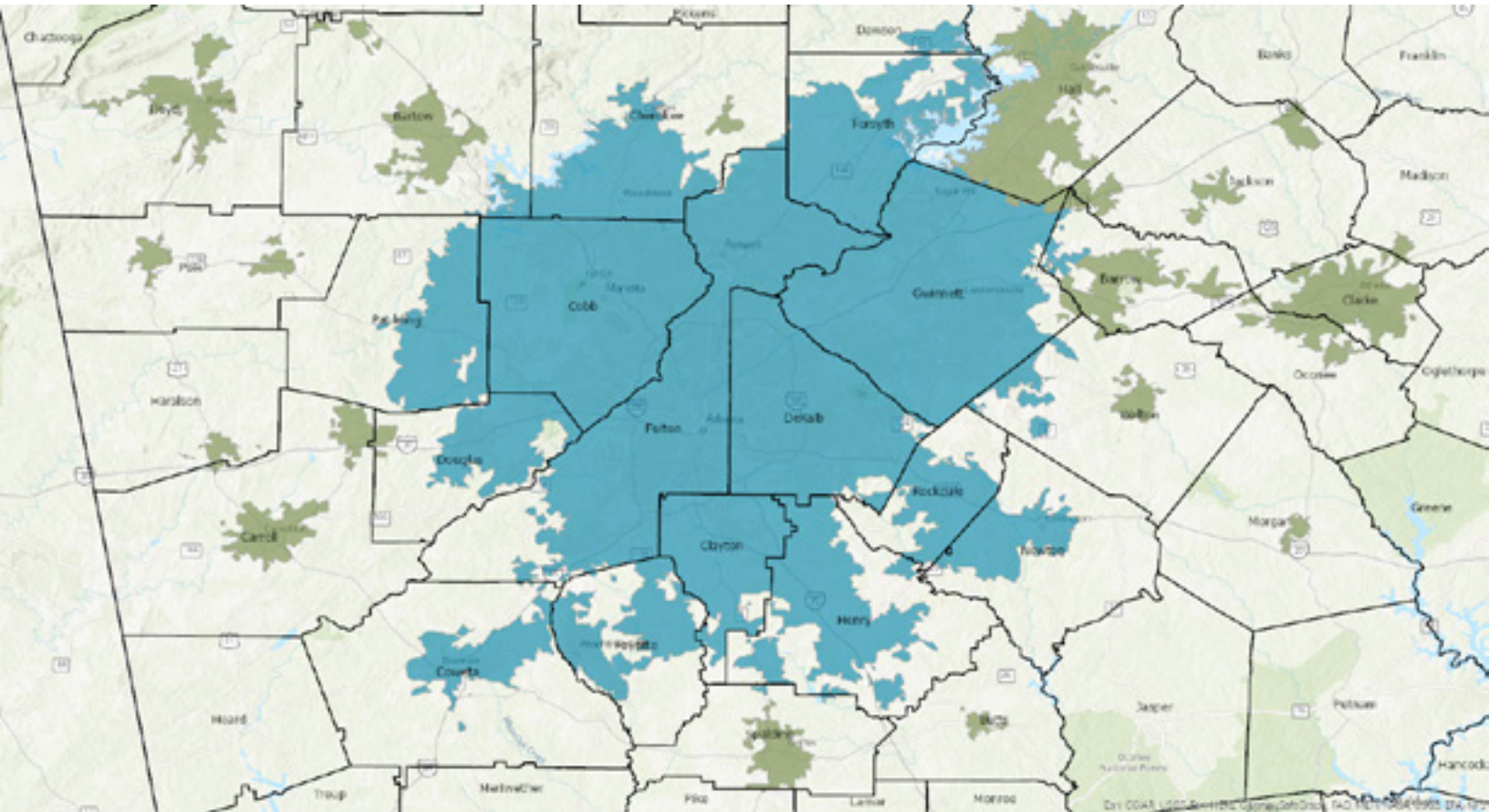
- Bartow County – assigned to the Cartersville-Bartow MPO
- Hall and Jackson counties – assigned to the Gainesville-Hall MPO

By formal agreements, the Cartersville-Bartow MPO conducts planning for a small area of the Atlanta UZA within Bartow County. The Gainesville Hall MPO conducts transportation planning for small areas of the Atlanta UZA within Hall and Jackson counties, while ARC provides similar services for a small area of the Gainesville Urbanized Area within Gwinnett County. Also, by formal agreements, ARC conducts the technical evaluation for air quality conformity that supports the TIP and MTP developed by CBMPO since Bartow County is within the 7-county and 15-county areas subject to air quality maintenance plans for the 2015 and 2008 ozone standards.

An updated UZA boundary from the 2020 Census was released in 2023, coincident with development of this MTP. Changes in the Census Bureau's methodology resulted in the threshold for inclusion within the UZA for 2020 to be more strict than in 2010. So while the region continued to grow strongly over the past decade, the UZA is actually smaller. This tighter footprint may have significant implications on the role of peripheral jurisdictions in the MPO process in the coming decade once a new MPA boundary negotiated. For example, the UZA boundary no longer extends into Carroll County and Pike County, and the portions of Walton County and Spalding County within the boundary are greatly reduced. The City of Winder also grew enough to be eligible to form its own MPO, which could mean that much, if not all, of Barrow County would no longer be included within the Atlanta MPA.



2020 ATLANTA URBANIZED AREA (AS DEFINED BY U.S. CENSUS BUREAU)



ARC's short-term work program will include discussions with impacted jurisdictions regarding potential changes to the MPA boundary. Until any boundary changes are officially approved, however, all MPO activities defined in this document should be assumed to cover the existing 20 county area (unless otherwise noted).



CENSUS BUREAU'S URBAN-RURAL CLASSIFICATION

For more information on how the U.S. Census Bureau defines UZAs, refer to this [website](#).

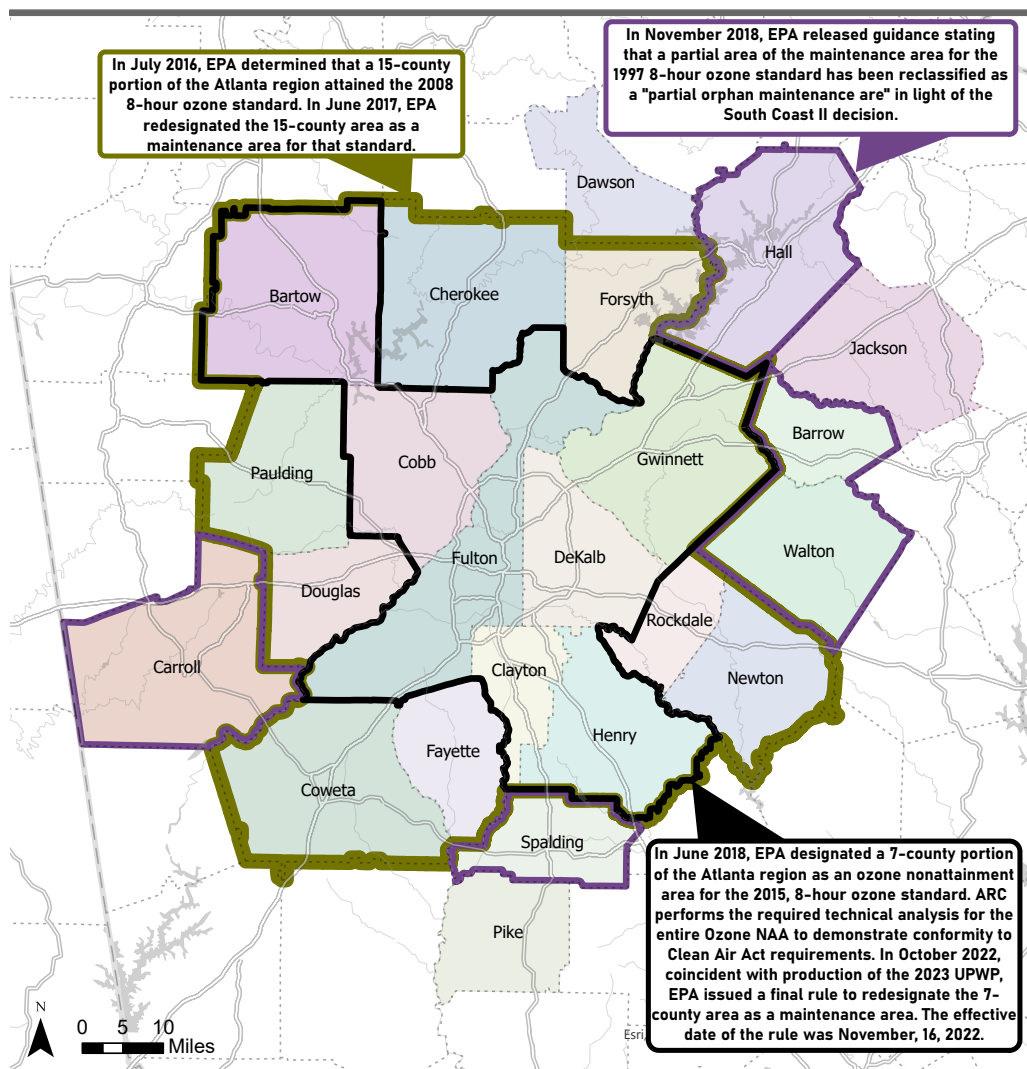
AIR QUALITY STATUS

Portions of the Atlanta MPA failed to meet federal air quality standards for ground level ozone over the past several decades, although the entire area now meets those standards, as shown below.

As of November 2022, seven remaining nonattainment counties within the planning area have been redesignated as being in attainment for the most recent standard established in 2015. One of ARC's responsibilities as the MPO is to ensure that the transportation plans it produces meets emissions budgets established by the state's Environmental Protection Division (EPD). As a newly designated attainment area for the 2015 ozone NAAQS, the 7-county area must now remain below the budgets established in the new maintenance plan over the next ten years. This is in addition to budgets already established for the region.

Details of the air quality conformity analysis associated with this plan can be found in [Volume III: Conformity Determination Report](#). A summary of the findings can be found at [Performance Monitoring and Reporting / Demonstration of Air Quality Conformity](#) within this document.

ATLANTA REGION AIR QUALITY ANALYSIS BOUNDARIES





VOLUME I | REGIONAL PLANNING CONSIDERATIONS

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EXPLANATION OF VARIOUS DATA BOUNDARIES

ARC's Research & Analytics Department compiles and processes more than 5,000 data variables across a wide-spectrum issues, ranging from overall demographics and socioeconomics, to public health and public education. Because of these large and varied planning footprints, depending on the type of data, the geographic extent will be different.

For example, ARC develops its own population estimates each year for the 11 counties (plus the City of Atlanta) which are formal members of ARC due to the agency's role as a state designated Metropolitan Area Planning and Development Commission (MAPDC). Thus, in the population section, only the 11-county MAPDC area is covered.

For forecasting, however, since that is tied directly to ARC's planning and modeling role as the region's Metropolitan Planning Organization (MPO), data is presented for a larger 21-county area. This 21-county area includes 19 of the 20 counties comprising the Atlanta Metropolitan Planning Area (MPA).

The exception is Pike County, due to the fact that only a very small percentage of the county is within the MPA boundary. In addition to the 19 counties which participate in the Atlanta MPO process, the modeling domain includes Hall County and Bartow County, both of which have their own MPOs. By interagency agreement, ARC performs the travel demand modeling and air quality emissions analyses for these neighboring MPOs, resulting in one conformity determination covering three plans.

Summary information on this relationship can be found in [Performance Monitoring and Reporting / Demonstration of Air Quality Conformity](#), while [Volume III: Conformity Determination Report](#) provides a more thorough explanation.



MPO PLANNING AREA

For more information on the various planning boundaries ARC works with, refer to [Legal Context / MPO Planning Area](#).



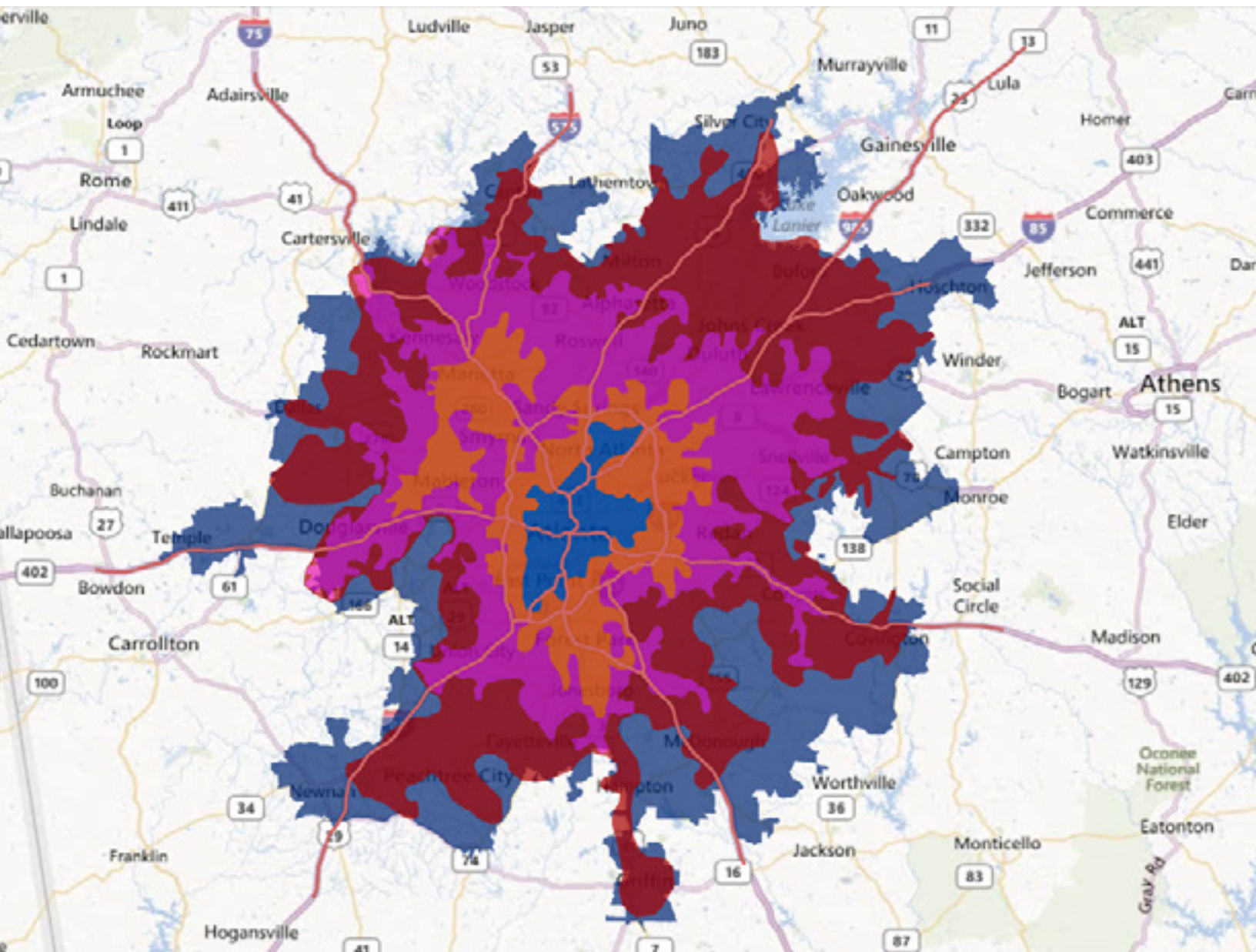
OVERALL DEMOGRAPHIC AND ECONOMIC TRENDS

Long-range transportation planning is informed by forecasts of future population and employment conditions that drive trip-making patterns and travel needs. And the baseline assumption of these forecasts are shaped by past and present demographic and economic meta-trends.

THE 20TH CENTURY LANDSCAPE OF GROWTH

The Atlanta region has experienced explosive growth in the post-World War II period. As shown below in a map of the region's urbanized areas over time, the core population density spread outwards from a relatively small area in 1950 (dark blue shading), which is entirely within bounds of today's I-285 Perimeter, to a 2010 area (fullest map extent) that includes multiple counties outside the Perimeter in every direction.

ATLANTA URBANIZED AREA (1950-2010)



REGIONAL POPULATION GROWTH (1980-2010)

The following table illustrates the strong population growth that drove this urban area expansion in each decade from 1980 to 2010 for the 11 counties comprising ARC's state MAPDC planning area. The fastest rate of growth occurred during the 1990s, particularly in the suburban counties.

| JURISDICTION | 1980 | 1990 | 2000 | 2010 |
|-----------------------|------------------|------------------|------------------|------------------|
| Cherokee County | 51,699 | 91,000 | 141,903 | 214,346 |
| Clayton County | 150,357 | 184,100 | 236,517 | 259,424 |
| Cobb County | 297,718 | 453,400 | 607,751 | 688,078 |
| DeKalb County | 483,024 | 553,800 | 665,865 | 691,893 |
| Douglas County | 54,573 | 71,700 | 92,174 | 132,403 |
| Fayette County | 29,043 | 62,800 | 91,263 | 106,567 |
| Forsyth County | 27,958 | 44,083 | 98,400 | 175,511 |
| Fulton County | 589,904 | 670,800 | 816,006 | 920,581 |
| Gwinnett County | 166,808 | 356,500 | 588,448 | 805,321 |
| Henry County | 36,309 | 59,200 | 119,341 | 203,922 |
| Rockdale County | 36,747 | 54,500 | 70,111 | 85,215 |
| City of Atlanta | 424,922 | 415,200 | 416,474 | 420,003 |
| REGIONAL TOTAL | 1,924,140 | 2,601,883 | 3,527,779 | 4,283,261 |

And during recent decades, it wasn't just the total population that changed. The character of the region's population shifted dramatically, primarily in the aspects of diversity of race/ ethnicity and age distributions.

From 1950 to 1970, even with the increasing urban area expansion, the region's population was divided into a distinct pattern of white and black races separated by I-20. The increase in diversity happened abruptly. The growth explosion of the 1980s and early 1990s set the stage for the "internationalization" of the metro that, catalyzed by the 1996 Olympics, resulted in a multiracial/multiethnic region by 2020.

Another major trend defining growth is that the region is getting older. The Atlanta metro area is, as most metro areas of the Southern U.S., younger than the U.S. average. Atlanta's median age of 36.5 trails many Northeastern and Midwestern metros by nearly five years.

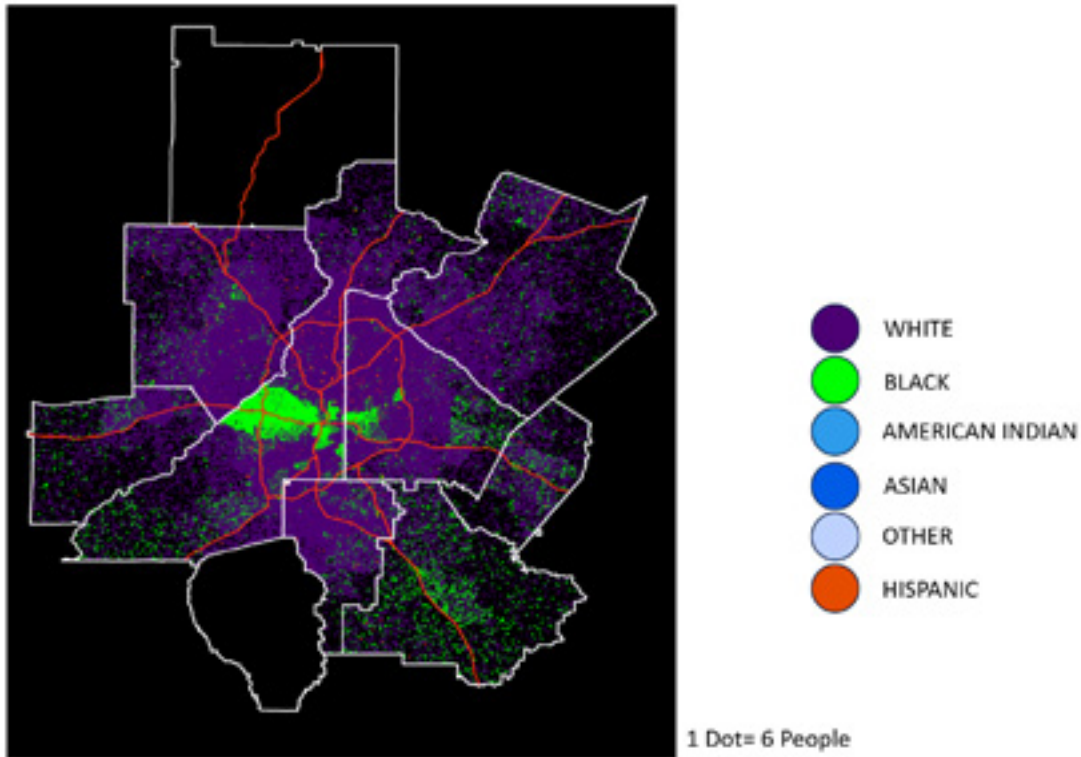
Yet a different and older age distribution has been coming for decades and is now here. The changes have happened more gradually than the diversity explosion, and have been concentrated among the white, non-Hispanic populations. From 1960 to 2020, the share of 65+ population has doubled in each of the 11 ARC counties, increasing to a high of nearly 19% in Fayette County. In Fayette, the median age is approaching 50 as of the 2020 Census.



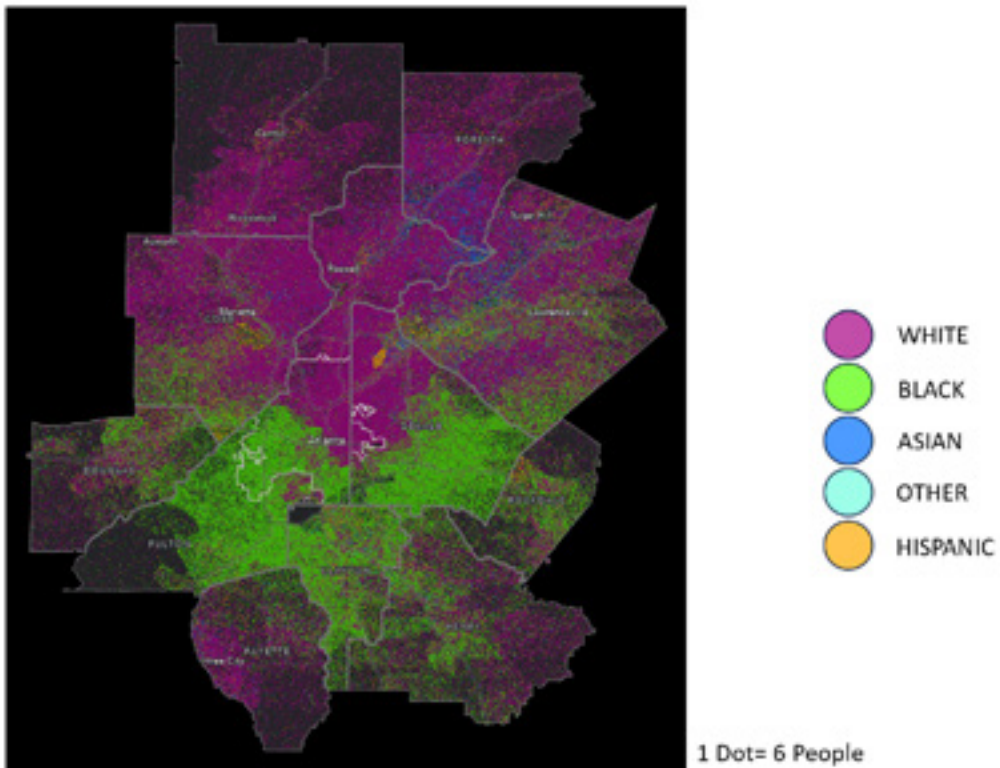
FAST-GROWING OLDER POPULATION

Metro Atlanta's aging population is growing fast. In 2021, more than 870,000 people aged 60 and older lived in the 10-county region. That's nearly one in five residents. By 2050, that population is expected to double to 1.9 million, or one in four.

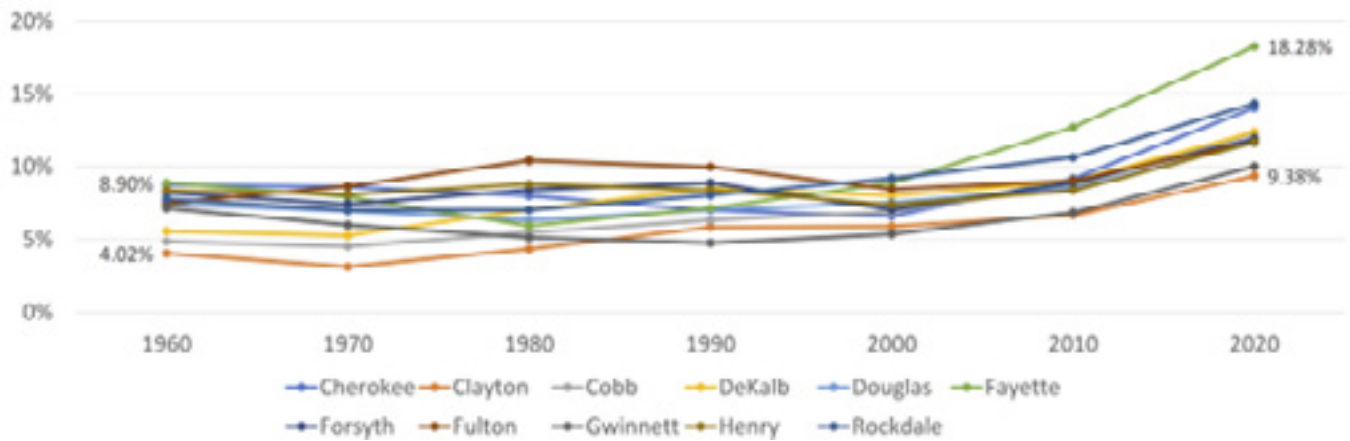
RACE AND ETHNICITY 1970



RACE AND ETHNICITY 2020



INCREASE IN THE 65+ AGE COHORT (1960-2020)



MORE RECENT TRENDS AND BACKGROUND

The 2010 Census of ARC's 11-county area showed that the Region grew by 755,000 people between 2000 and 2010, for an average annual growth of 2.0 percent. In 2010, the region was home to 4.3 million people. Metro Atlanta's urbanized area measured 2,645 square miles at the last Census in 2010. This is the second largest urbanized area in the country, but with only the ninth largest population, a reflection of our historical low-density development patterns.

From 2010 to 2020, though, growth slowed. The urbanized area basically remained static, even contracting slightly, as shown on the following figure. Still, the region added another 684,000 people, for a total population of 4.97 million people as of April 1, 2020. This represents an average annual growth rate of 1.5 percent and an average annual population increase of 68,425. This was significantly lower than the 75,000 new residents averaged per year during the 2000s, and far lower than the 92,000 new residents per year averaged during the 1990s. However, it was still sufficient for the region to rank 4th among metropolitan areas for overall population increase for 2010-2020.

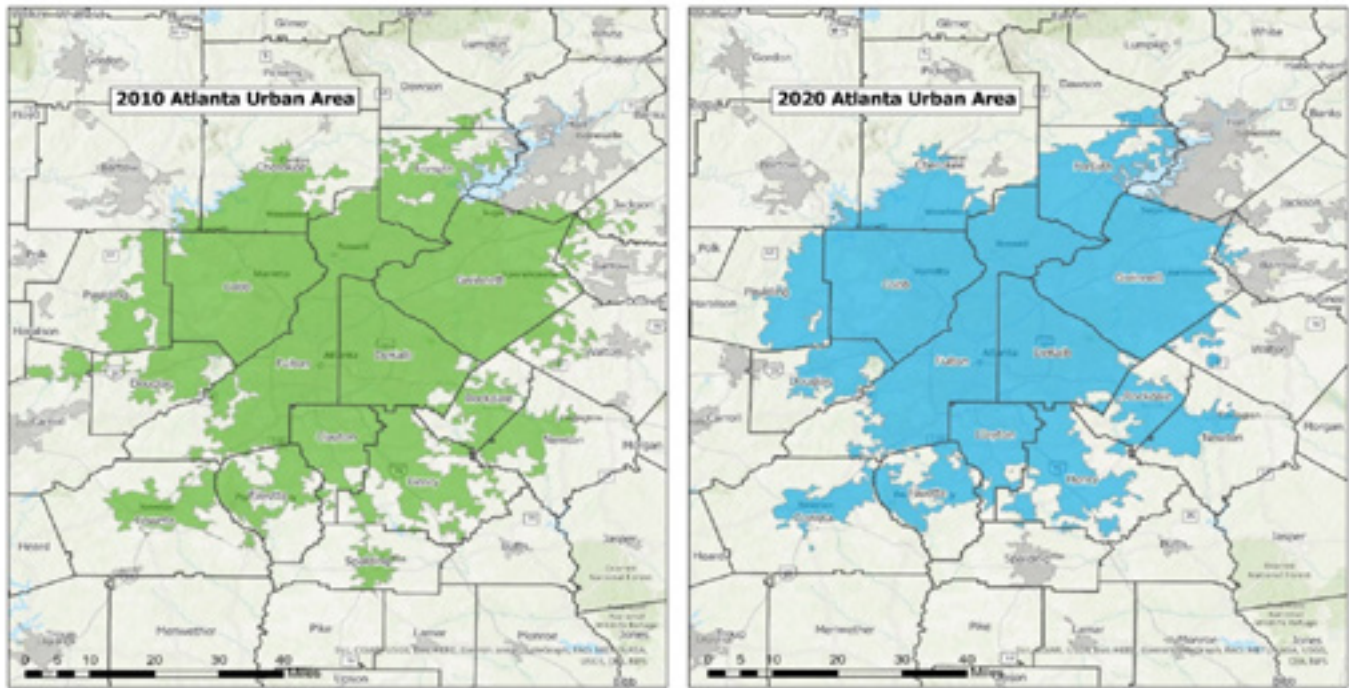
Since 2020, with the impact of the pandemic building, population increases in 2020-21 and 2021-22 were both under 60,000 for the 11-county area (ARC estimates). This annual growth was well below the post-Great Recession yearly increases of the late 2010s. The latest 2022-2023 period saw only a minimal increase compared to those two year-to-year trends, as fertility continued to decline, international migration remained sluggish, and domestic migration (though the only real source of any growth) lagged as well. The table on the following page profiles the trends in the early part of the 2020s.



FORECAST GROWTH SLOWS

ARC forecasts the 21-county Atlanta region will add 1.8 million residents by 2050, for a total of 7.9 million. That's about 700,000 below the 2020 forecast. Driving the change: economic shocks of COVID-19, and decline in birth rates.

COMPARISON OF ATLANTA UZA (2010-2020)



And population was not the only major growth indicator to slow. The COVID-19 crisis beginning in March 2020 was also marked by a significant labor downturn and unemployment surges followed by a rapid recovery in most sectors. The pandemic conditions stalled out the migration that has typically served as the core of the area's net population growth, and high single-family housing prices and low inventory have also been negative factors. Housing permits had recovered to an extent 2014-2019, but were still well below historical averages. Levels slowed again with the 2020 onset of the pandemic and are now returning to near pre-pandemic averages only because of activity in the multifamily category.

Despite nationwide affordability and equity challenges, and the impact of the COVID pandemic, the regional economy remains well-balanced and serves as an economic development engine for the Southeast and for the nation. The virus-driven shutdowns drove unemployment to a high of 12.4% in April of 2020, but nearly two years of steady decline produced a 2.4% rate in April of 2022, which rose only to 3.4% by mid-2023. Even this increased current rate is a lower rate than almost all economists thought possible. The local economy's job base has now grown more than 5% above pre-pandemic levels, but with some changes in the job mix exist compared to March 2020 and before.



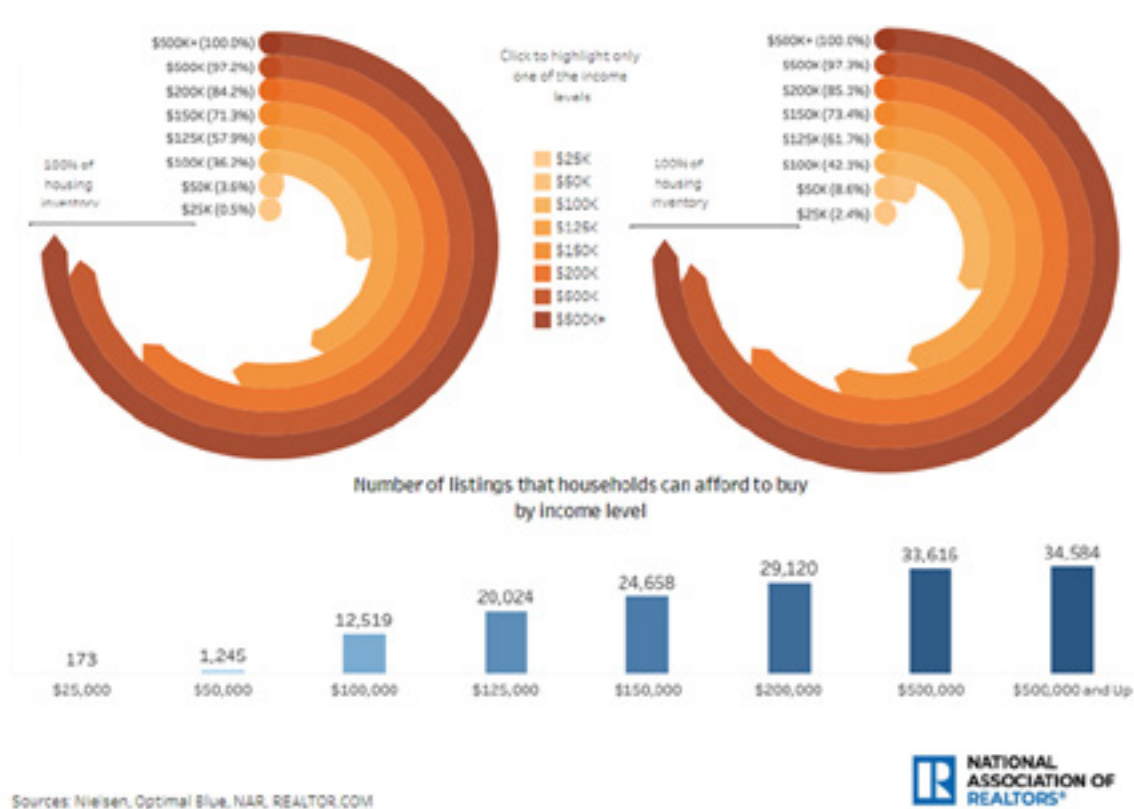
RECENT POPULATION COUNTS AND ESTIMATES (2000-2023)

Record-low inventories of existing single-family homes for sale have put upward pressure on prices, with resale activity slowed by rising mortgage interest rates. Securing labor and materials for new home building continues to face supply-chain constraints and inflationary pressures, and thus activity has been concentrated in higher-priced market areas in limited locations. Wage stagnation in middle-wage jobs and low levels of construction in non-luxury housing markets have contributed to increasing affordability challenges regionwide for all but the jumbo-loan market (see graphic on the following page). In the commercial real estate market, the pandemic built on prior trends of overbuilt retail and office space, resulting in significant new development construction only in the industrial market. Interest rate shocks beginning in mid-2022 have started to even slow construction of logistics space. For office and retail properties, hundreds of millions of debt is coming due in the next few years. This threatens a recessionary cycle even if a temporary post-pandemic “employment/ inflation” soft landing is achieved.

| JURISDICTION | 2000 CENSUS | 2010 CENSUS | 2020 CENSUS | 2023 ARC ESTIMATE | AVG. ANNUAL CHANGE 2000-2010 | AVG. ANNUAL CHANGE 2010-2020 | AVG. ANNUAL CHANGE 2020-2023 |
|------------------------|------------------|------------------|------------------|-------------------|------------------------------|------------------------------|------------------------------|
| Cherokee Co. | 141,903 | 214,346 | 266,620 | 286,960 | 7,244 | 5,227 | 6,780 |
| Clayton Co. | 236,517 | 259,424 | 297,595 | 303,315 | 2,291 | 3,817 | 1,907 |
| Cobb Co. | 607,751 | 688,078 | 766,149 | 785,349 | 8,033 | 7,807 | 6,400 |
| DeKalb Co. | 665,865 | 691,893 | 764,382 | 779,442 | 2,603 | 7,249 | 5,020 |
| Douglas Co. | 92,174 | 132,403 | 144,237 | 150,697 | 4,023 | 1,183 | 2,153 |
| Fayette Co. | 91,263 | 106,567 | 119,194 | 124,284 | 1,530 | 1,263 | 1,697 |
| Forsyth Co. | 98,400 | 175,511 | 251,283 | 270,833 | 7,711 | 7,577 | 6,517 |
| Fulton Co. | 816,006 | 920,581 | 1,066,710 | 1,105,670 | 10,458 | 14,613 | 12,987 |
| Gwinnett Co. | 588,448 | 805,321 | 957,062 | 997,212 | 21,687 | 15,174 | 13,383 |
| Henry Co. | 119,341 | 203,922 | 240,712 | 257,802 | 8,458 | 3,679 | 5,697 |
| Rockdale Co. | 70,111 | 85,215 | 93,570 | 96,810 | 1,510 | 836 | 1,080 |
| <i>Atlanta (Total)</i> | <i>416,474</i> | <i>420,003</i> | <i>498,715</i> | <i>521,315</i> | <i>353</i> | <i>7,871</i> | <i>7,533</i> |
| <i>Fulton</i> | <i>386,699</i> | <i>391,711</i> | <i>458,695</i> | <i>479,475</i> | <i>501</i> | <i>6,698</i> | <i>6,927</i> |
| <i>DeKalb</i> | <i>29,775</i> | <i>28,292</i> | <i>40,020</i> | <i>41,840</i> | <i>-148</i> | <i>1,173</i> | <i>607</i> |
| REGIONAL TOTAL | 3,527,779 | 4,283,261 | 4,967,514 | 5,158,374 | 75,548 | 68,425 | 63,620 |



HOUSING AFFORDABILITY CHALLENGES IN THE ATLANTA REGION



The region's short and mid-term growth prospects face many significant challenges, most notably the rapid increase in interest rates driven by Federal Reserve efforts to lessen inflationary pressures. Attaining a so-called "soft landing" continues to be elusive. The need to increase interest rates must be carefully balanced with maintaining the health of the job market, preserving any post-pandemic gains in wages (part-time, low-paying and middle wage sectors), and ensuring recovery of labor force participation rates after COVID-driven declines (among seniors and women in particular). Continued and building geopolitical instability in Eastern Europe, Asia, and the Middle East are major concerns as well. Even more broadly, artificial intelligence (AI)'s explosive growth in tandem with and leveraging accelerating automation combine with demographic and skill-driven shrinkages in the labor force to present serious challenges to the longer-term economic health of the regional workforce. The ever-changing demands of the economy will create new demands and opportunities for targeted training that leads to flexible career pathways with greater earning progression potential.

Challenges in the Regional Workforce

Interest rate hikes to combat inflation

Preserving post-pandemic effects

Geopolitical instability

Explosive growth of artificial intelligence

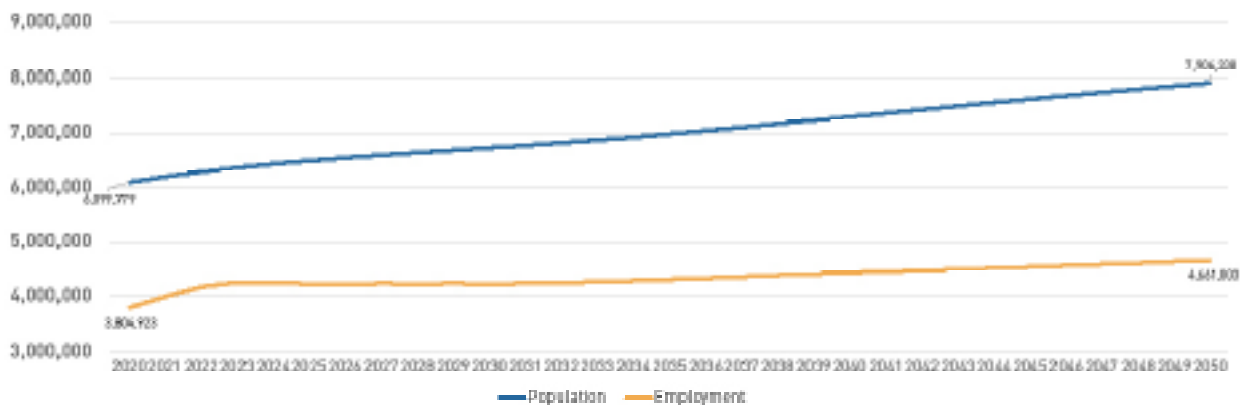
POPULATION FORECASTS

ARC uses a two-step modeling process to develop regional control totals and small area forecasts used as inputs into our transportation Activity-Based Model (ABM). First, an econometric model (REMI) uses a national forecast that is shared out to each county in the nation. Then an “agent” model (PECAS) simulates development. More information about these two models can be found on ARC’s [Model Documentation](#) website.

ARC used the REMI model, in combination with review and input from a Technical Advisory Committee of local academics and business economists, to develop regional control totals for forecast populations across the 2020 to 2050 forecast horizon. These totals are sequentially numbered in each planning cycle and the latest round is referred to as the Series 17 forecasts.

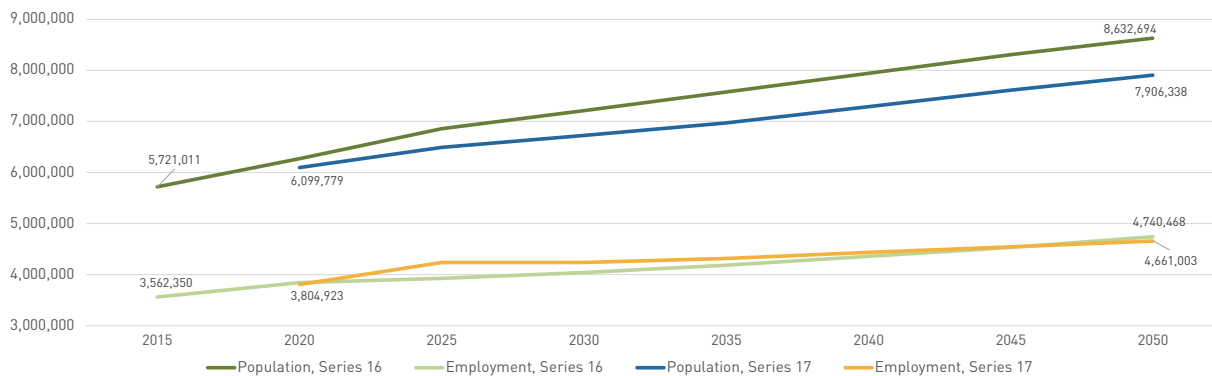
The chart below shows that the Atlanta region is expected to add 1.8 million residents by 2050, for a total of 7.9 million residents across the 21-county modeling area.

SERIES 17 POPULATION FORECASTS (2020-2050)



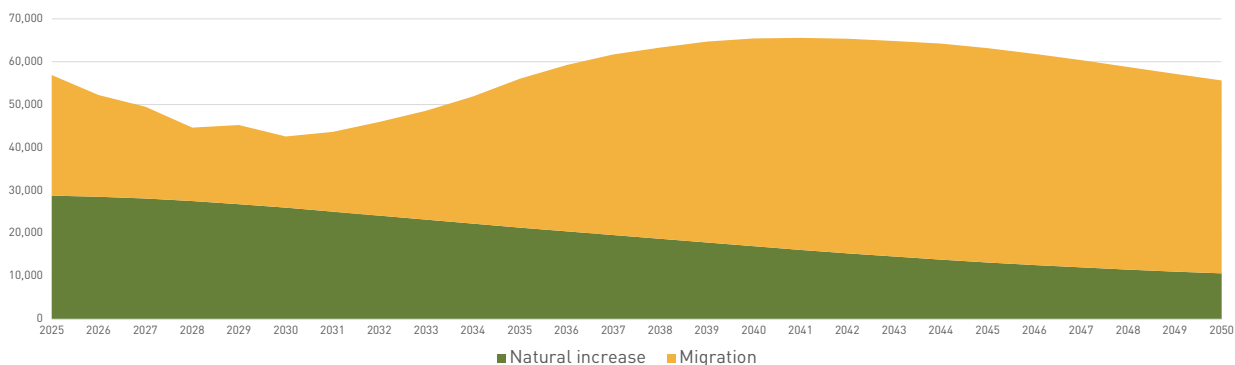
This population is approximately 700,000 lower (see the chart on the following page) than the previous Series 16 forecast for the same 21-county modeling area. Further calibration of the model to account for the lingering impacts of the Great Recession, the economic shocks of COVID-19, more information and evidence of long-term declines in critical demographic drivers, and geopolitical turmoil all play a role in the lowering of the regional forecast.

SERIES 16 FORECASTS COMPARED TO SERIES 17 FORECASTS (2020-2050)



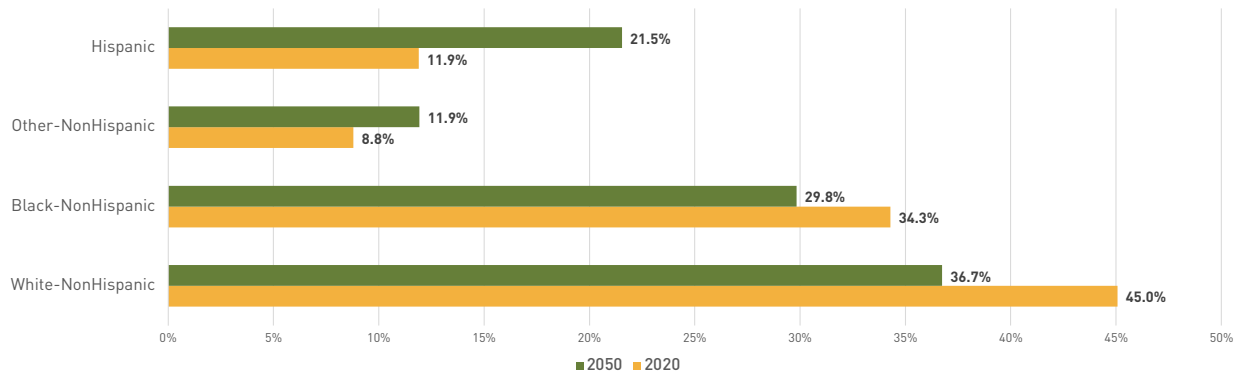
ARC's Series 17 forecasts expect gains in the 2050 population, as shown below, from continued in-migration to the Atlanta area (primarily domestic), muted by projected further decreases in fertility as well as lowered expectations for employment growth.

SERIES 17 COMPONENTS OF POPULATION INCREASE (2020-2050)



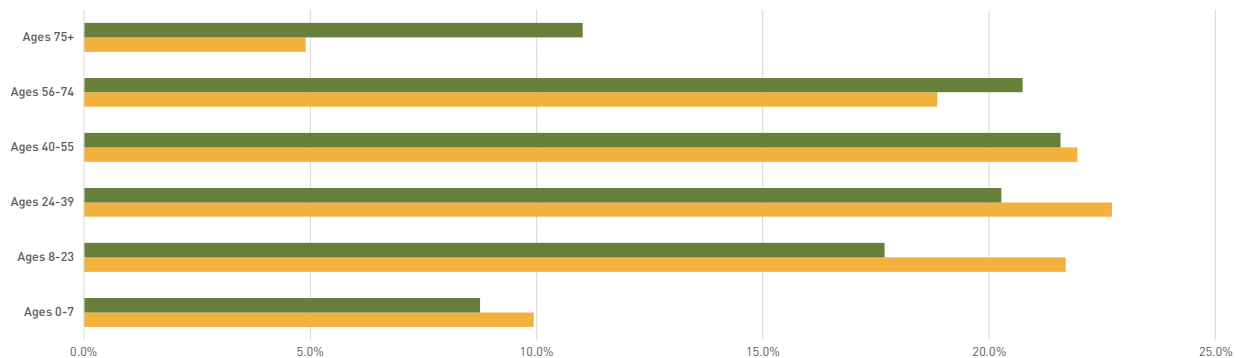
The Atlanta region's 2050 population is projected to be substantially more diverse in 2050 than in 2020. As seen in the following chart, the region's White, non-Hispanic population currently makes up about 45% of metro Atlanta residents. By 2050, that number is expected to decrease to about 37%. Strong growth will be seen in the Hispanic population in particular, which will nearly double its share of total population from 12% in 2020 to 22% in 2050. Metro Atlanta faces challenges in ensuring equitable access to transportation options and service delivery, which must be addressed as the region continues to grow and diversify.

SERIES 17 SHARE OF POPULATION BY RACE AND ETHNICITY (2020-2050)



As is the case in urban areas across the country, the region's population is also expected to age significantly in the coming decades, as it has in the last half-century. While just under 5% of the population in 2020 was above the age of 75, this population share is projected to nearly triple by 2050, creating new challenges in housing, workforce, and mobility in the region. In fact, as shown on the figure below, the only net increases in share, amongst all age groups, are expected to be in the 55 and over cohorts.

SERIES 17 POPULATION FORECASTS BY AGE COHORT (2020-2050)



FORECAST GROWTH SLOWS

ARC forecasts the 21-county Atlanta region will add 1.8 million residents by 2050, for a total of 7.9 million. That's about 700,000 below the 2020 forecast. Driving the change: economic shocks of COVID-19, and decline in birth rates.

The expected population growth is spread out amongst all the modeling area counties across the region, as shown in the following table. The core areas of Cobb, DeKalb, Fulton, and Gwinnett will remain the most populous counties, with all MPO counties projected to see a population increase of at least 15%, and most over 20%. The housing price pressures discussed earlier in this document will continue encouraging population growth outwards into areas of greater land availability and affordability. In fact, some primarily suburban and rural counties, including Barrow, Cherokee, Henry, Paulding, and Forsyth, are expected to see more relative population growth than the core urban counties. With the widespread population growth, pressure on our current transportation system will only increase, and the demand for transportation options, including telecommuting, will rise. The majority of the region's residents work outside of the county they live in, and mobility across and around metro Atlanta is critical for the success of the region.

SERIES 17 POPULATION FORECASTS BY COUNTY (2020-2050)

| COUNTY | SERIES 17 FORECAST YEAR | | | | TOTAL GROWTH RATE | | | |
|-----------------------|-------------------------|------------------|------------------|------------------|-------------------|-----------|-----------|------------|
| | 2020 | 2030 | 2040 | 2050 | 2020-2030 | 2030-2040 | 2040-2050 | 2020-2050 |
| Barrow | 83,505 | 106,724 | 124,890 | 142,903 | 28% | 17% | 14% | 71% |
| Bartow | 108,901 | 126,737 | 138,773 | 149,837 | 16% | 9% | 8% | 38% |
| Carroll | 119,148 | 130,025 | 137,157 | 142,593 | 9% | 5% | 4% | 20% |
| Cherokee | 266,620 | 335,448 | 389,514 | 440,263 | 26% | 16% | 13% | 65% |
| Clayton | 297,595 | 319,095 | 340,387 | 347,944 | 7% | 7% | 2% | 17% |
| Cobb | 766,149 | 827,033 | 86,7219 | 914,497 | 8% | 5% | 5% | 19% |
| Coweta | 146,158 | 176,472 | 201,966 | 225,489 | 21% | 14% | 12% | 54% |
| Dawson | 26,798 | 32,453 | 36,407 | 39,758 | 21% | 12% | 9% | 48% |
| DeKalb | 764,382 | 822,210 | 857,595 | 880,358 | 8% | 4% | 3% | 15% |
| Douglas | 144,237 | 157,950 | 168,907 | 179,151 | 10% | 7% | 6% | 24% |
| Fayette | 119,194 | 128,123 | 135,632 | 143,809 | 7% | 6% | 6% | 21% |
| Forsyth | 251,283 | 326,083 | 392,517 | 450,825 | 30% | 20% | 15% | 79% |
| Fulton | 1,066,710 | 1,176,673 | 1,234,573 | 1,260,927 | 10% | 5% | 2% | 18% |
| Gwinnett | 957,062 | 1,038,415 | 1,107,544 | 1,191,248 | 9% | 7% | 8% | 24% |
| Hall | 203,136 | 230,467 | 251,814 | 270,168 | 13% | 9% | 7% | 33% |
| Henry | 240,712 | 278,526 | 312,625 | 346,438 | 16% | 12% | 11% | 44% |
| Newton | 112,483 | 132,619 | 150,645 | 169,149 | 18% | 14% | 12% | 50% |
| Paulding | 168,661 | 206,945 | 241,160 | 272,174 | 23% | 17% | 13% | 61% |
| Rockdale | 93,570 | 103,068 | 108,486 | 111,562 | 10% | 5% | 3% | 19% |
| Spalding | 67,306 | 72,051 | 75,380 | 78,717 | 7% | 5% | 4% | 17% |
| Walton | 96,673 | 115,547 | 133,042 | 145,980 | 20% | 15% | 10% | 51% |
| REGIONAL TOTAL | 6,100,283 | 6,842,664 | 7,406,233 | 7,903,790 | 12% | 8% | 7% | 30% |

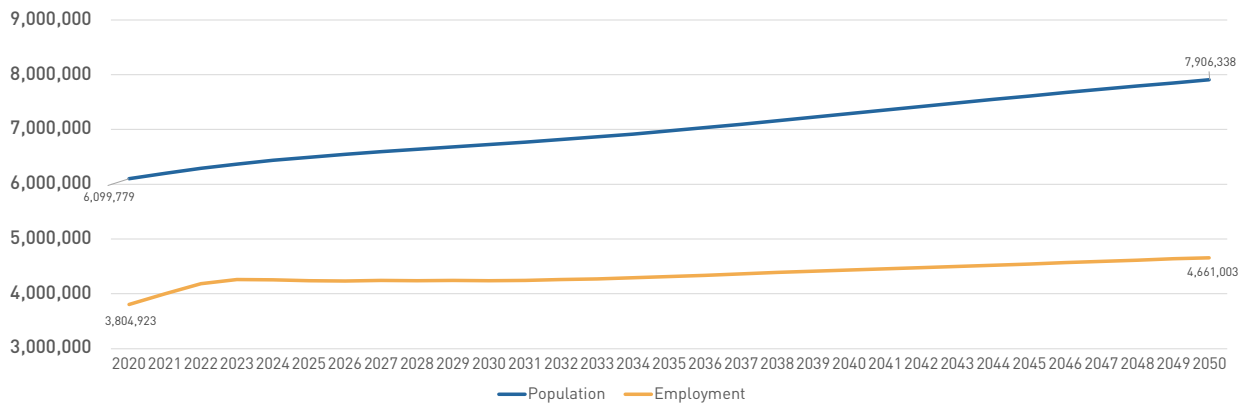


EMPLOYMENT FORECASTS

Employment growth will slow for the region over the 30-year forecast horizon, as compared to previous forecast series. Factors responsible for this relative decline include the constriction of the available labor force (totals and participation rates) due to demographic and economic factors, lowered in-migration due to economic factors including housing prices and supply, and automation effects across almost every industry.

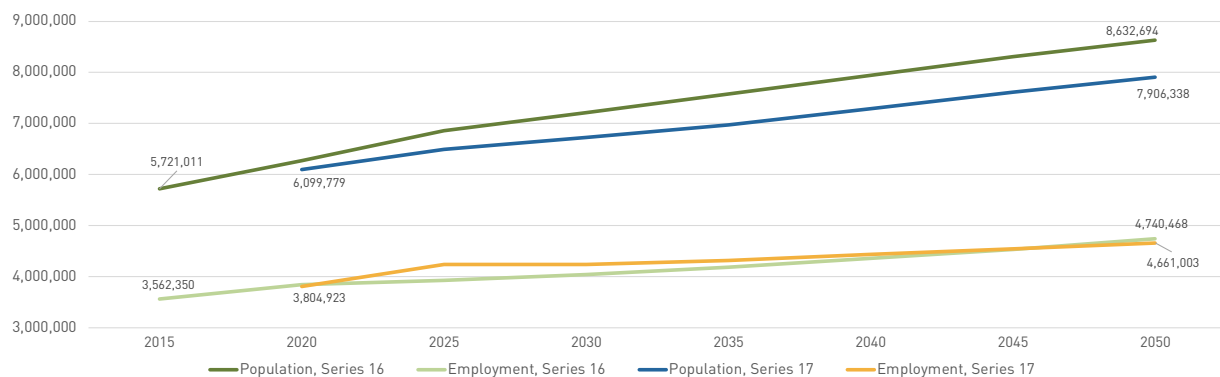
As shown by the figure below, total employment for the 21-county region is still projected to increase by about 650,000 jobs between 2020 and 2050, for a total job base of more than 4.7 million (including sole proprietors).

SERIES 17 EMPLOYMENT FORECASTS (2020-2050)



This employment is approximately 80,000 lower (see the chart on the following page) than the Series 16 forecast for the same 21-county modeling area. Further calibration of the model to account for the lingering impacts of the Great Recession, the economic shocks of COVID-19, more information and evidence of long-term declines in critical demographic drivers, and geopolitical turmoil all play a role in the lowering of this regional forecast.

SERIES 16 FORECASTS COMPARED TO SERIES 17 FORECASTS (2020-2050)

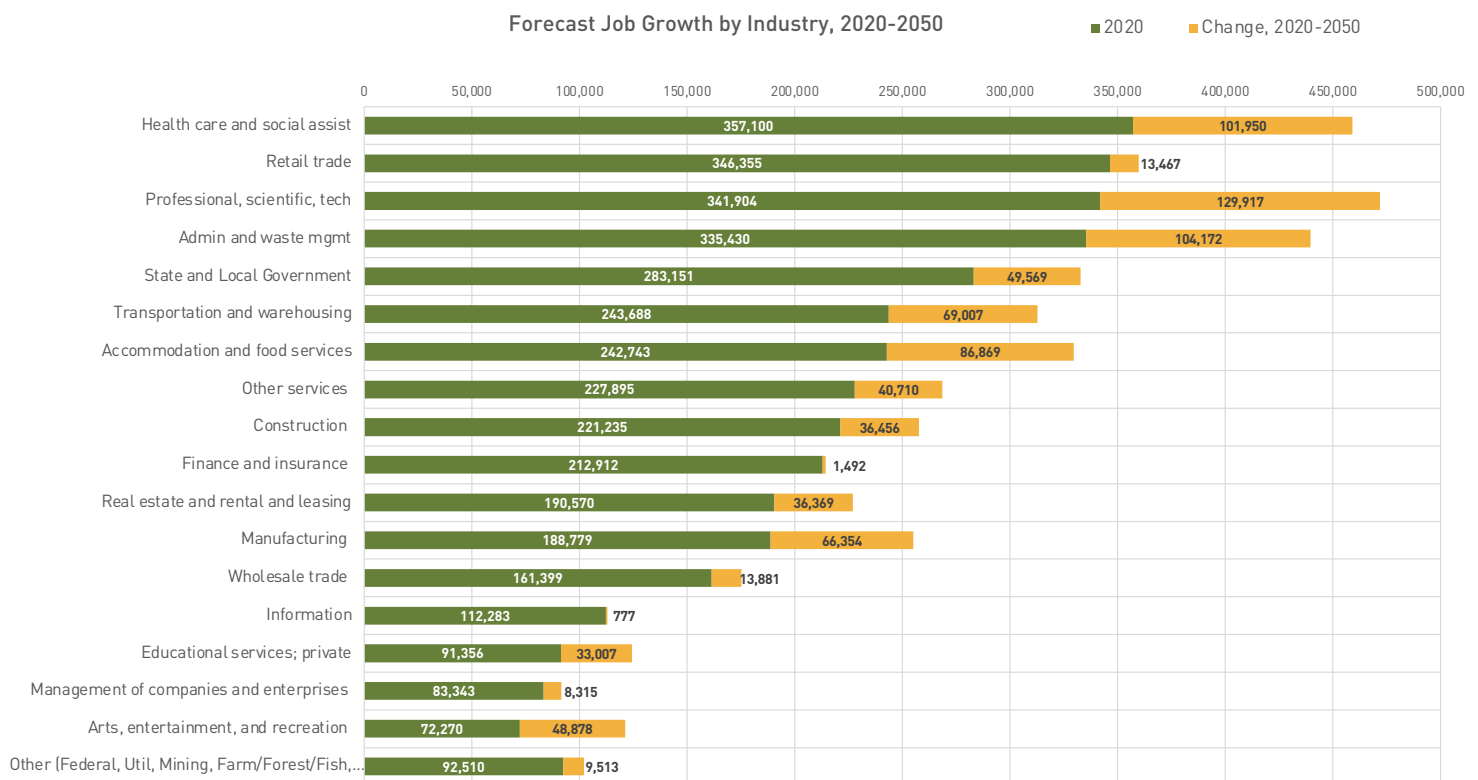


SERIES 17 EMPLOYMENT FORECASTS BY SECTOR (2020-2050)

As the chart below shows, growth in three sectors is expected to outpace growth in other sectors. The Health Care and Social Assistance sector is expected to grow the most by 2050, growing by over 100,000 jobs. This trend is driven by the demographic driven-demand of an aging population. The raw growth of the Professional, Scientific, and Technical Services sector, and the Administrative and Waste Management sector are also projected to be above 100,000 jobs added between 2020 and 2050. The increasing prevalence of remote work will encourage added corporate demand for employees in these sectors.

The very strong expected increase in the Transportation and Warehousing sector is likely the result of an increase in internet purchasing that began to come into play even before the surge of the pandemic period. The low growth levels for the relatively large Retail, State/Local Government, and Finance/Insurance sectors are notable, and are likely due to the influences of computerization and automation in those sectors.

SERIES 17 EMPLOYMENT FORECASTS BY COUNTY (2020-2050)



Source: ARC Series 17 Forecasts Draft



WHERE ARE THE JOBS GOING?

About 7 in 10 new jobs created through 2050 are expected in the region's core counties of Clayton, Cobb, DeKalb, Fulton, and Gwinnett. But the fastest growth rates are expected in more distant suburban and exurban areas.

The table below shows county distributions of at-place-of-work employment (**note:** does not include sole proprietors and/or self-employed, unlike the overall employment forecasts presented previously). The greatest absolute job growth from 2020 to 2050 is expected in the core counties of Clayton, Cobb, DeKalb, Fulton, and Gwinnett. About 7 in 10 new jobs created over the period are expected to locate in that core area. Yet, the fastest growth rates are expected in the suburban and exurban parts of the forecast area, and by 2050, those counties will have a (slightly) higher share of the regional jobs base. This pace of change will demand new levels of infrastructure investments to accommodate growing diversity of those economies, from traditional bedroom communities to more diversified live/work environments.

| COUNTY | SERIES 17 FORECAST YEAR | | | | TOTAL GROWTH RATE | | | |
|-----------------------|-------------------------|------------------|------------------|------------------|-------------------|-----------|-----------|------------|
| | 2020 | 2030 | 2040 | 2050 | 2020-2030 | 2030-2040 | 2040-2050 | 2020-2050 |
| Barrow | 22,361 | 25,032 | 26,160 | 26,618 | 12% | 5% | 2% | 19% |
| Bartow | 43,572 | 51,297 | 52,858 | 55,838 | 18% | 3% | 6% | 28% |
| Carroll | 51,419 | 57,480 | 58,639 | 60,060 | 12% | 2% | 2% | 17% |
| Cherokee | 72,882 | 86,535 | 91,008 | 96,133 | 19% | 5% | 6% | 32% |
| Clayton | 145,086 | 160,265 | 163,828 | 167,363 | 10% | 2% | 2% | 15% |
| Cobb | 415,121 | 465,986 | 479,946 | 495,388 | 12% | 3% | 3% | 19% |
| Coweta | 46,970 | 54,183 | 58,735 | 61,201 | 15% | 8% | 5% | 30% |
| Dawson | 10,198 | 11,046 | 11,163 | 11,264 | 8% | 1% | 1% | 10% |
| DeKalb | 378,651 | 423,301 | 438,215 | 452,724 | 12% | 4% | 3% | 20% |
| Douglas | 52,730 | 60,245 | 64,840 | 67,066 | 14% | 8% | 3% | 27% |
| Fayette | 52,845 | 60,579 | 63,124 | 65,606 | 15% | 4% | 4% | 24% |
| Forsyth | 87,319 | 97,386 | 99,363 | 106,208 | 12% | 2% | 7% | 22% |
| Fulton | 906,973 | 1,028,875 | 1,075,566 | 1,115,354 | 13% | 5% | 4% | 23% |
| Gwinnett | 410,213 | 461,074 | 476,902 | 494,912 | 12% | 3% | 4% | 21% |
| Hall | 96,960 | 107,540 | 110,363 | 113,437 | 11% | 3% | 3% | 17% |
| Henry | 69,772 | 80,526 | 85,507 | 89,287 | 15% | 6% | 4% | 28% |
| Newton | 31,407 | 35,577 | 36,664 | 38,920 | 13% | 3% | 6% | 24% |
| Paulding | 32,595 | 38,117 | 39,740 | 40,694 | 17% | 4% | 2% | 25% |
| Rockdale | 41,688 | 46,744 | 48,643 | 50,183 | 12% | 4% | 3% | 20% |
| Spalding | 28,703 | 34,074 | 36,063 | 38,213 | 19% | 6% | 6% | 33% |
| Walton | 27,286 | 31,184 | 32,089 | 33,203 | 14% | 3% | 3% | 22% |
| REGIONAL TOTAL | 3,024,751 | 3,417,046 | 3,549,056 | 3,679,672 | 13% | 4% | 4% | 22% |





VOLUME I | CONSULTATION
AND COORDINATION

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PLANNING PARTNERS

ARC collaborates with the region's local governments, state and federal agencies, transit providers, community improvement districts, citizens, and an array of other stakeholders to plan for the Region's future transportation needs and to assure that such plans conform to air quality requirements.

The mission of the transportation planning process is to improve transportation facilities and services in the region through an integrated planning approach that continues to meet the requirements of federal transportation legislation and the Clean Air Act Amendments of 1990 (CAAA). Together, these two pieces of legislation promote a transportation system that maximizes mobility and accessibility and protects the human and natural environments. The metropolitan transportation planning process emphasizes the link between coordinated and continuous planning and better decisions. It provides the tools for comprehensive planning, which incorporate land use, development, environmental, and transportation considerations.

Coordination of ARC's efforts with the planning programs of its member governments and the many other government agencies, along with the citizens of the region, is essential to the success of the transportation planning process. ARC has standing technical and policy committees, as well as task forces and subcommittees, established to provide input for specific purposes as described in the following sections. Significant emphasis is placed on broadening participation in transportation planning to include stakeholders who have not traditionally been involved, including civic organizations, members of the public, interest groups, the business community, and other governmental agencies.

In order to achieve a continuing, cooperative, and comprehensive planning approach, transportation planning activities must occur in a coordinated planning environment. The Metropolitan Planning Organization (MPO) is responsible for ensuring the existence of such a process.

COMMITTEES

As explained in the [Legal Context](#) chapter of this document, the role of developing and approving ARC's transportation plans rests with two committees. The Transportation Coordinating Committee (TCC) is comprised of technical staff from partner agencies, while the Transportation and Air Quality Committee (TAQC) includes executive management and elected officials of local governments and partner agencies.





Transportation Coordinating Committee (TCC)

In addition to the ARC transportation staff and local government staffs, TCC is responsible for providing technical advice and recommendations to TAQC on transportation issues. TCC is chaired by the Senior Managing Director of ARC's Transportation Planning Department. Membership includes a representative (typically the planning or transportation director) from the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Atlanta-Region Transit Link Authority (ATL), the Georgia Environmental Protection Division (EPD), the City of Atlanta and 17 of the 20 counties comprising the planning area. The other three counties are represented by GDOT in the process. All members are designated by the executive leadership of their organization.

Membership also includes a designated municipal district member from each of the following six Municipal Districts (MDs):

- MD 1 - Northern Fulton, Cherokee, Forsyth, Dawson (partial)
- MD 2 - Southern Fulton, Coweta, Fayette
- MD 3 - Clayton, Henry, Spalding (partial), Pike (partial)
- MD 4 - Cobb, Paulding, Douglas, Carroll (partial)
- MD 5 - DeKalb, Rockdale, Newton (partial)
- MD 6 - Gwinnett, Barrow (partial), Walton (partial)

TCC municipal district representatives are responsible for providing technical input from the municipal district member perspective in the MPO planning process, represent the municipalities in the designated district, and work with county representatives to keep applicable staff in their district informed on planning activities.

In addition, representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), GDOT Intermodal, the Gainesville-Hall MPO, the Cartersville-Bartow MPO, and other municipalities in the region, interest groups and the general public frequently attend and participate in TCC meetings.

TCC is scheduled to meet twice monthly. The first TCC meeting of the month is often a formal in-person meeting during which action items are discussed and voted upon; the second monthly meeting is frequently a working session where agenda items are of an informational nature. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at atlantaregional.org/tcc.



Transportation and Air Quality Committee (TAQC)

The primary function of TAQC is to develop and approve consensus recommendations among local governments within the Metropolitan Planning Area (MPA) boundary, as well as other key regional and state transportation agencies regarding metropolitan or multi-jurisdictional transportation related policy matters. The current membership of TAQC, as defined in the most recent update to the ARC bylaws adopted in 2020, includes both non-discretionary and discretionary members as follows:

Non-discretionary memberships as detailed in the [ARC bylaws](#):

1. ARC Chair Mayor of the City of Atlanta
2. County Commission Chair or CEO of each of the 11 counties within the Metropolitan Area Planning and Development Commission (MAPDC) boundary of the ARC
3. GDOT Planning Director
4. County commission representative from six counties outside of ARC's MAPDC area, but within the MPA (defined as "limited members for transportation planning purposes only")
5. Board member from each of the MARTA, GDOT, ATL and GRTA boards (the GDOT member represents the interest of the other three counties within the MPA which are not directly represented by a county commission representative)
6. Representative from the Georgia EPD

TAQC provides policy direction to ARC on all transportation planning matters and is recognized as the MPO policy board by federal transportation agencies. TAQC's guidance is important because its current membership includes GDOT, GRTA, ATL and MARTA, which implement regional transportation policy, as well as EPD, which provides state leadership in attaining air quality goals. This broad membership ensures that planning and decision-making happens in a coordinated way.

Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at atlantaregional.org/taqc.

Discretionary appointees by the ARC Chair as allowed by the ARC bylaws.

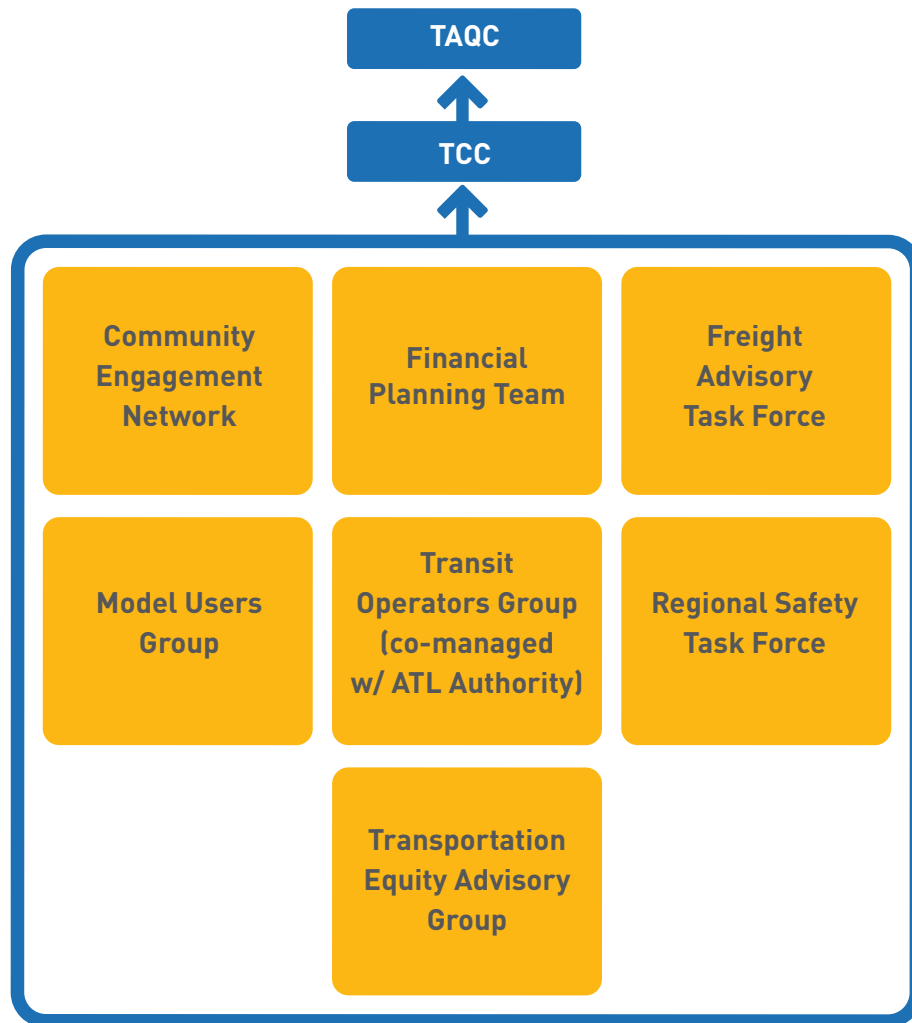




TASK FORCES, WORKING GROUPS AND SUBCOMMITTEES

The MPO process is informed through numerous task forces, working groups, and subcommittees. These groups are advisory in nature and may include a mix of policy officials and technical staff from stakeholder agencies and, in some cases, members of the public who have expertise and interest in a certain discipline. Some meet on a regular cadence, while others may be called together at a specific point in the plan development process or as a particular need arises. Task forces and subcommittees of the TCC provide additional planning support for specific transportation-related issues. The need and purpose of these groups, as well as membership, meeting schedules and decision-making protocols, are constantly reassessed and may change from year to year.

TASK FORCES, WORKING GROUPS AND SUBCOMMITTEES OF TAQC AND TCC



As these groups are advisory in nature and do not make policy decisions, they generally do not have dedicated websites except where noted. For additional information about the activities of any task force or subcommittee, contact ARC.





Community Engagement Network

The Community Engagement Network (CEN), formed in 1999, is a network for coordinating public engagement and other activities in the region, sharing public participation techniques, and providing resources and information on Title VI and environmental justice guidance as well as other regulatory standards. The CEN recommends engagement strategies and tools for the ARC planning efforts and encourages and supports new approaches to community engagement that promote equity and ongoing system change in decision making on publicly funded projects in the Atlanta region. The CEN meets on an as-needed basis. The group's mission and meeting cadence is currently being reviewed and revised to meet the needs of ARC and its member governments.

Financial Planning Team

The Financial Planning Team (FPT) consists of select representatives from GDOT, MARTA, GRTA/SRTA/ATL and USDOT. When called for a meeting, the FPT is used to provide input into the development of financial forecasts for development of updates to the MTP and TIP. The primary role of the FPT is to build consensus and support on financial forecasting assumptions and methodologies. The FPT also acts as a regional forum for input and discussion of regional, state, and national financial issues.

The FPT generally meets several times during a short time period whenever a major update or amendment to the MTP requires reconsiderations of the basic financial assumption and revenue projections supporting a new fiscal constraint analysis.

Freight Advisory Task Force

The Freight Advisory Task Force (FATF) was established in 2002 as part of the ARC regional planning process and meets periodically throughout the year. The Task Force provides a forum for dialogue between the freight community and the public sector on freight and goods movement issues. The general membership of freight representatives includes GDOT, FHWA, chambers of commerce, CIDs, members of the trucking/shipping industry, railroads, Hartsfield-Jackson Atlanta International Airport, developers, and others. The FATF provides input on freight planning, policies, and projects as well as ongoing MTP/TIP planning efforts. The FATF meets periodically, typically three to four times a year. Additional details can be found at atlantaregional.org/fatf.



Regional Safety Task Force

The Regional Safety Task Force (RSTF) provides assistance and direction into meeting the regional goal of zero traffic deaths by establishing a regional safety vision, identifying actionable strategies and resources, and tracking progress toward meeting regional safety targets. Members of the Task Force collaborate to eliminate traffic-related fatalities and serious injuries through the use of context-sensitive and health-focused design, data-driven decision making, robust funding levels, and innovative technology solutions to ensure safe and equitable mobility for everyone in the Atlanta region. This group meets on an as-needed basis. Additional details can be found at atlantaregional.org/rstf.

Transportation Equity Advisory Group

The Transportation Equity Advisory Group (TEAG) was conceived in 2017 to emphasize transportation-related equity items related to Title VI of the Civil Rights Act of 1964, Environmental Justice Executive Order 12898 and subsequent federal and local guidance related to federal transportation requirements. The TEAG serves to connect the various wisdom and subject matter expertise of equity advocates with transportation planners and agencies from around the region so they will all be able to better understand and influence transportation planning process and outcomes, while being a voice for the needs of vulnerable populations. The group is comprised of stakeholders representing grassroots/community-based organizations, environmental groups, educational institutions, civic and advocacy organizations, and the faith-based community. The Transportation Equity Advisory Group meets quarterly or as needed. Additional details can be found at atlantaregional.org/socialequity.

Model Users Group

In 1999, the Model Users Group (MUG) was formed as a subcommittee of the TCC to provide a forum to foster, develop and aid in coordinating the design and implementation of travel demand models among local governments. The group also serves as an advisory council in these matters and meets on a quarterly basis. Additional details can be found at atlantaregional.org/mug.

Transit Operators Group

Created in 1998, the Transit Operators Group (TOG), formerly known as the Transit Operators Subcommittee, includes membership from agencies eligible to receive federal transit administration program funding in the region. Additionally, agencies with transit funds programmed in the TIP or the Program of Projects (POP) for future transit projects and studies as well as other interested parties are invited to participate. The mission of the group is to discuss, evaluate and coordinate regional transit policy, funding, and issues for presentation to TCC and TAQC and incorporation into the regional transportation planning process. This subcommittee generally meets every other month, typically on the fourth Friday of each month and is co-managed with The ATL. Specially called meetings are held when time sensitive issues arise. Additional details can be found at atlantaregional.org/tog.

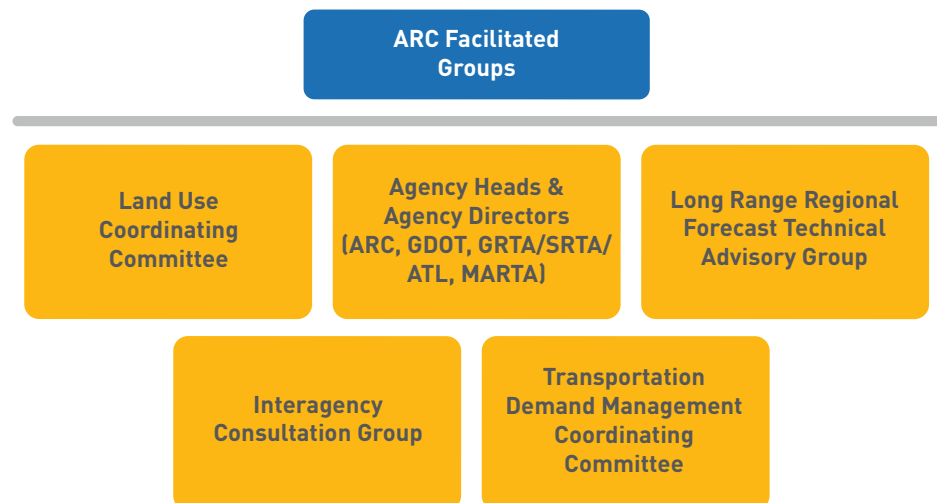




OTHER ARC FACILITATED GROUPS

In addition to the task forces, working groups, and subcommittees of the Transportation Coordinating Committee, ARC facilitates other groups that provide additional planning support for specific transportation-related issues.

OTHER ARC FACILITATED GROUPS WITH A TRANSPORTATION RELATED FUNCTION



Interagency Consultation Group

The Clean Air Act requires intergovernmental coordination in areas which currently or previously did not meet federal air quality standards on various technical aspects of the MTP/TIP development process. To fulfill this requirement, an Interagency Consultation Group facilitated by ARC, was established and generally meets on a monthly basis. At group meetings, agenda items focus on discussing and reaching consensus on matters related to air quality modeling assumptions and methodologies, as well as providing strategic guidance on the overall plan development process. These topics may include travel demand modeling methodologies, fiscal constraint assumptions, and public comment procedures. Formal membership in this group includes ARC, GDOT, GRTA, EPD, EPA, FHWA, FTA, MARTA, and ARC counties receiving federal transportation funding to provide transit services (Cherokee, Cobb, Douglas, Gwinnett and Henry). Additional agencies participate, including the State Road & Tollway Authority (SRTA) / Atlanta-Region Transit Link Authority (ATL), the Gainesville-Hall MPO (GHMPO) and the Cartersville-Bartow MPO (CBMPO).

Agency Heads & Agency Directors

Originally formed in early 2008 to address the requirements of a December 2007 Memorandum of Understanding (MOU) on transportation project prioritization between ARC, GDOT, GRTA/SRTA/ATL and MARTA, the Agency Heads and Directors (Executive Directors and Board Chairs of the agencies) continue to meet regularly to discuss a wide array of transportation issues and coordinate activities.

Land Use Coordinating Committee (LUCC)

The LUCC provides technical advice to ARC staff and local governments regarding land-use and economic development related matters potentially affecting the 11-county Atlanta Metropolitan Area Planning and Development Commission (MAPDC) area. LUCC members work closely with ARC Community Development Department staff.

Long Range Regional Forecast Technical Advisory Group (TAG)

The TAG, comprised of volunteer academic and private sector professionals with technical expertise, assists ARC staff in the production of all regional control forecasts for the Atlanta Maintenance Area as a whole. The small area forecasts derived using these controls directly support the development of regional transportation plans and associated air quality forecasts. Every three to four years, the TAG advises ARC staff regarding inputs to the regional econometric model (from REMI, Inc.) used to produce the regional control forecasts. The TAG reviews the results of the model calibration runs, reviews model output and suggests revisions, and endorses the final results for adoption.

Transportation Demand Management Coordinating Committee (TDMCC)

The Transportation Demand Management Coordinating Committee serves as a high-level advisory and thought leadership committee to the TAQC. Membership includes those involved in TDM program and initiatives in the region, including ARC's Mobility Services Group, Transportation Management Associations (TMAs), transit organizations, local governments and others. Aligned with the MTP, the TDMCC focuses on improving transit and non-single occupant vehicle travel options by encouraging alternative commute options. The committee also supports other core goals of the TDM Plan, including the promotion of livability, sustainability, transit, walking and biking, transportation and land use planning, systems operations, economic development, climate change, healthy communities, and active aging. The group generally meets quarterly.



PUBLIC ENGAGEMENT AND PARTICIPATION

The 2050 MTP reflects input and feedback gained from policy makers, regional leaders, stakeholders and the general public. Outreach efforts, by necessity, were innovative because of the COVID-19 pandemic. ARC was resourceful and steadfast in working to ensure that participation in the MTP development process occurred. As a result, the MTP reflects a diverse spectrum of opinion and discussions as well as the regional values and priorities of the MPO.

Overview Of Participation Activities

Outreach activities to support this effort include the robust participation efforts undertaken in contributing plans studies. Several plans and studies that feed into the MTP were completed during the plan development process. In addition, the primary way in which the MTP's recommendations are shaped to address issues at the local level is through the Comprehensive Transportation Plan (CTP) program. ARC developed a systematic approach to integrate CTP outreach activities and outcomes to support the 2050 MTP. In addition, ARC's pandemic period virtual engagement, including a planning webinar series and Connect ATL, all flowed into the MTP.

MTP-specific outreach activities, outlined below and described in detail in Volume IV: Public Engagement, are supplemented by the existing ARC committee and task force structure, including ARC transportation advisory groups, such as those formed as part of ARC's specialized plan/study development process. The participation process involved any person or group expressing interest in its activities and outcomes as well as targeted participants for plan development.

A variety of techniques were used to inform participation and to gather input. Techniques that were used to inform and engage are listed below.

2020 – 2021

- Committee and working group meetings
- Webinar series
- Proactive media (blog posts, press releases, legal ads, social media campaign)
- Earned media

2022 – 2023

- ARC-hosted event: Connect ATL
- MTP survey
- Proactive media (blog posts, press releases, legal ads social media campaign)
- Earned media
- Local government briefings and Q/A
- Speaking engagements
- Atlanta Streets Alive
- Public hearings (in-person and virtual)
- Open conversation with local government staff



The Participation Plan

The MTP public participation plan was designed to be a living document. It was shaped by the prolonged reliance on virtual engagement during the months of the COVID-19 pandemic (March 2020 through mid 2022) and the slow return to in-person engagement that characterized the months following the pandemic (2022-2023).

ARC opted to use this time to focus on three previously under-utilized aspects of MTP participation, and then to amplify advertising and availability of public comment opportunities. The three focus areas for MTP participation were:

- Integration of outreach stemming from contributing plans and studies
- Virtual public involvement (VPI) activities
- Local Government outreach

Plan Integration - CTP Program Public Engagement

A wide array of plans and studies functions as a pipeline for local priorities and projects to be included in the MTP. This is most evident in the Comprehensive Transportation Plan (CTP) program. The CTP program provides 80% match funding to local governments to assess their transportation needs, identify gaps and deficiencies in the transportation system and bring forth priorities and projects to consider for inclusion in the MTP. These updates typically happen every 5-7 years on a rolling schedule. Minimal guidelines focus on plan emphasis areas, but local governments can direct their CTP work so that recommendations are timely and attuned to existing needs. They can also conduct their community engagement in ways best suited for local expectations and conditions.

Existing CTPs have informed the 2050 MTP and their public engagement activities serve to showcase the local participation efforts that occur before the recommendations get to the MTP. A large number of people were engaged through surveys (~28,000) followed by public meetings (~8,400) that were available to watch through an online outlet like the county website or YouTube. In total, the 19 currently approved plans from the CTP Program generated 43,788 public touchpoints through their public involvement programs.



INNOVATIVE OUTREACH

The MTP was informed by input gathered from diverse audiences through innovative outreach efforts. This included virtual public hearings, an online survey, and engaging in-person events.

Virtual Public Involvement

Virtual public involvement, including information sharing with technology, became a critically important way to engage the public during the COVID-19 pandemic.

Innovative virtual public involvement techniques became a primary way for ARC to keep information flowing to elected officials, stakeholders, and the public during the period of April 2020-March 2022. The ARC webinar series was used to cover topics such as transportation, equity, community engagement, economic development, and other inputs to the MTP, such as the Metro Atlanta Speaks Survey results and updated population and employment forecasts. A total of 4,663 people attended the webinars and 1,594 watched the webinar afterward on YouTube.



Video conferencing platforms also enabled ARC to keep policy, technical and advisory committees meeting during that time, showing all involved that virtual public involvement was an important tool for stakeholder and public engagement.

When ARC returned to usual business practices, virtual public involvement remained a central pillar for MTP participation. Using a virtual platform that was capable of in-person interaction, ARC staff developed a robust survey instrument to guide TAQC and the ARC Board through a discussion about the MTP and future policy directions. The same survey was then posted on the ARC website and was promoted to the public. As of late September 2023, ARC's virtual survey had resulted in 3,664 public touchpoints.

Local Government Outreach

A centerpiece of the MTP participation program when in-person engagement resumed was local government briefings and work sessions. The ARC Leadership Team visited all counties in the MPO area who scheduled time on their County Commission agendas. The City of Atlanta was also briefed.

In total, the MTP local government outreach effort reached 77 elected officials in the MPO area, out of a total of 89 elected officials who represented counties in the MPO area. In addition, each commission meeting had at least 20 attendees plus staff (10). So, the local government outreach effort resulted in nearly 500 people informed about the plan and invited to participate in the MTP survey.

Public Review And Comment Period

The official public review and comment period for the draft 2050 MTP, draft FY 2024-2027 Transportation Improvement Program (TIP), and the draft Conformity Determination Report (CDR) opened on October 27, 2023 and closed on December 8, 2023. Public comments were received in writing via email or mail, orally at one of two formal public hearings – November 8, 2023 at the Transportation and Air Quality Committee meeting and November 15, 2023 at a virtual public hearing scheduled between 5-7 PM.

A formal legal notice was posted in the Fulton County Daily Report, Mundo Hispanico, and on ARC's website. Notice of the official public comment period was also emailed to ARC's transportation specific listservs, and is included in ARC e-newsletters, blogs, and social media. In addition, media advisories and press releases were shared to local television, radio, and newspaper outlets.

Additional details about the public participation process are in [Volume IV: Public Engagement](#), including additional information and results from the MTP public involvement process. More information on CTP engagement, the results of the MTP survey, and a summary of the comments received and responses provided during the official public comment period are also presented.



PLAN INTEGRATION

The combined efforts of the various committees, subcommittees, task forces, and working groups described in this section result in a wide array of plans which form the foundational building blocks of the MTP and TIP. These plans focus on various geographies, transportation modes, and issues and provide detailed recommendations on policies, programs and projects. As the MPO, ARC then filters this wealth of information through an overarching public engagement process to arrive at a final set of priorities. The MTP and TIP represent the culmination of all this work and define the path forward to implementation.

Following is summary information on key plans and planning programs which inform development of the MTP and TIP, organized by the level of government responsible for conducting the planning process.

STATE PLANS

ARC works with several state agencies to develop regional transportation project recommendations and ensure the programs developed by each agency are complementary. All state agencies work to achieve six transportation goals:

- Improve safety
- Improve the environment
- Maintain and preserve the current system
- Relieve congestion
- Improve reliability
- Improve freight and economic development

The Georgia Department of Transportation (GDOT) builds, maintains, and operates much of the region's roadway network, and is the conduit through which all federal transportation funding to the State of Georgia flows. The State Road and Tollway Authority (SRTA) operates toll facilities in coordination with GDOT and is an important financial partner due to their bonding capabilities under state law. SRTA operates Atlanta's regional Xpress bus system and provides oversight of the TIP, the short-range component of the overall transportation plan, on behalf of the Governor.



Federal legislation requires states to have a multimodal long-range transportation plan, called a Statewide Transportation Plan (SWTP), that outlines general investment policies over a minimum 20-year plan horizon. Additionally, Georgia legislation requires a short-range transportation investment plan, called the Statewide Strategic Transportation Plan (SSTP), that outlines specific investment strategies. GDOT develops both the SWTP and the SSTP for the state of Georgia.

Major programs and initiatives also led by GDOT are the Statewide Transportation Improvement Program (STIP) and Major Mobility Investment Program (MMIP). The STIP is Georgia's four-year transportation and capital improvements program benefiting all areas outside of Metropolitan Planning Organization (MPO) boundaries. The MMIP initiative is comprised of 18 projects that will create additional capacity, improve freight movement, provide operational improvements and efficiencies, enhance safety, offer more reliable trip times and decrease travel times across Georgia.

Georgia's Statewide Transportation Plan (SWTP)

The Statewide Transportation Plan (SWTP) assesses the current and future performance of all major transportation modes in the state. It is the technical and programmatic guide needed to meet the transportation demands of the state. The SWTP is updated every four years..

The SWTP does not enumerate specific projects, but rather identifies general approaches and strategies the state will follow clustered around three core investment categories: (1) statewide freight and logistics, (2) people mobility outside of the Atlanta region, and (3) people mobility within the Atlanta region. This structure provides key direction in the development and prioritization of projects and strategies included in the MTP.

This MTP was developed based on the SWTP that was completed in 2021, with a horizon year of 2050.

Georgia's Statewide Strategic Transportation Plan (SSTP)

The [Statewide Strategic Transportation Plan](#) (SSTP) is the official, intermodal, fiscally constrained, comprehensive transportation plan which includes programs and other activities to support the implementation of the state's strategic transportation goals and policies. The SSTP is updated every two years and requires an annual performance monitoring update. The SSTP used for this MTP update was approved by the governor on February 11, 2021 and the State Transportation Board on February 18, 2021.

The transportation goals and objectives defined in the SSTP address four key questions:



- What do Georgia's citizens and businesses expect and need from their transportation network?
- What levels of performance will attract and keep businesses and talent in Georgia's economy?
- What characteristics or features in a transportation system will make Georgia an attractive place to live?
- What will it take in terms of investment to drive growth across the State?



The SSTP provides specific performance metrics and targets designed to guide the appropriate selection and funding of projects to advance the state's strategic transportation goals. Tracking and monitoring of key investment strategies occurs annually through the annual progress report.

The SSTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning requirements in Federal law. This performance-based strategy will guide GDOT program and project decisions through 2050.

Statewide Transportation Improvement Program (STIP)

The [Statewide Transportation Improvement Program \(STIP\)](#) is Georgia's four-year transportation and capital improvements program that focuses on funding for the completion of rural transportation projects, including highway, bridge, public transit, bike, pedestrian, railroad and other improvements. The STIP lists federally funded transportation projects that are located outside MPO boundaries. The TIPs are included in the STIP by reference without modification once approved.

The date the STIP becomes effective is when FHWA and FTA approve it. The most recent FY 2024-2027 STIP represents the current first four years of the long-range SSTP, which has a planning horizon of 2050. Projects include highway, bridge, public transit, bike, pedestrian, railroad, and other improvements.

Major Mobility Investment Program (MMIP)

GDOT is making major investments in the state's transportation network to deliver projects that will meet a community need and deliver positive benefits to drivers. In January 2016, Governor Deal unveiled the [Major Mobility Investment Program \(MMIP\)](#), a package of projects around the state to be advanced using additional funds made available under the federal FAST Act and the state's Transportation Funding Act of 2015. These eleven projects will be financed through direct payments or through public-private partnerships, whereby a private sector partner provides a revenue stream to design and construct the facility in the short term, with repayment being made by the state through a series of regularly scheduled installment payments over a longer period of time. This arrangement allows travelers in Georgia to receive benefits of the new facilities more quickly.

MMIP projects were pinpointed that will create additional capacity, improve freight movement, provide transportation improvements and efficiencies, enhance safety, and decrease travel times. When approved in 2016, several express lane projects from GDOT's 2010 Managed Lanes System Plan (MLSP) and 2015 Managed Lanes Implementation Plan (MLIP) were accelerated as part of the MMIP. For more information on projects advancing as part of the MMIP, refer to [Mobility Investments / Major Mobility Investment Program](#).





ATL

**ATLANTA-REGION
TRANSIT LINK AUTHORITY**

REGIONAL PLANS

Regional transit planning and coordination with the Atlanta-region Transit Link Authority (The ATL) and regional transit operators to plan and program funding for transit projects in the Atlanta region is always ongoing. The ATL is responsible for coordinating transit funding and planning among the various operators serving the region.

There are several similarities and differences between ARC and The ATL's transit planning functions. The ATL is focused on a legislated 13-county region whereas ARC is focused on a 20-county region based on the census Urbanized Area, as described in the [Legal Context / MPO Planning Area](#) section of this document.

Multiple regional transit providers serve metropolitan Atlanta utilizing rail, fixed route bus service and a variety of demand response transportation services. MARTA is the largest of these transit providers, serving Clayton, DeKalb and Fulton counties. MARTA operates heavy rail lines as well as fixed route bus routes and paratransit service. These services are operated in conjunction with several county-focused local transit providers.

Regional Transit Plan (ARTP) / Fast Forward

Per state legislation, the ATL Authority is required to develop and regularly update a regional transit plan, incorporating existing and future transit services, facilities, and projects in order to provide a coordinated region-wide approach and enhance connectivity for riders. The [ATL Regional Transit Plan](#) (ARTP), also known as Fast Forward, serves as the foundation for transit planning in the Atlanta region for the next several decades, ensuring transit projects work together to create a seamless network and customer experience regardless of transit operator. The ARTP replaces and builds upon the foundation established by ARC's Concept 3 transit vision, which was initially developed in 2008 and last revised in 2018.

The ARTP synthesizes local transit plans and projects from across the 13-county Atlanta region and evaluates those projects seeking federal or state discretionary funding for regionally focused, data-driven project prioritization and breakdown. The ARTP project list feeds transit referendum lists at the local level and the bond list at the state level. The ARTP is reviewed annually by the ATL.

The ARTP is used for three important purposes:

1. Serves as the primary source of transit projects for inclusion in the Atlanta region's short-term (TIP) and long-range (MTP) transportation plans developed by the ARC;
1. Serves as the source of transit projects submitted to the Governor and General Assembly for potential inclusion in the annual state bond package; and
1. Serves as the source of transit projects that may be funded through county-level transit SPLOST referenda.



More MARTA Program

More MARTA is a transit improvement partnership between MARTA and the City of Atlanta. The program includes improvements to existing service and investment in a variety of transit projects and system-wide enhancements and will help MARTA expand transit service to connect communities, expand access to jobs and education, give more mobility to seniors and individuals with disabilities, and improve Atlanta's quality of life. The total More MARTA investment represents a \$2.5 billion investment in transit over the next 40 years.

The More MARTA Atlanta program is aligned with the MTP, the ARTP and the City's efforts to build upon a layered, integrated, regional transportation network. It includes light rail transit (LRT), bus rapid transit (BRT), and arterial rapid transit (ART) systems, as well as new transit centers, local bus service, and various station upgrades.

The program was first approved in 2016, when 71% of Atlanta voters cast their ballots in support of an additional half-penny sales tax to support expansion and improvements in the City. MARTA and the City then executed a robust program of community engagement to establish guiding principles and the project list. The list was narrowed from 70 proposed projects to 17 that were adopted by the MARTA Board in 2018.

More MARTA is funded through a half-penny sales tax that was approved by voters in 2016. As of FY 2022, the total Expanded Bus Service piece of the More MARTA program cost \$180.7 million, while total More MARTA revenue so far is \$394.8 million. In the future, MARTA estimates that More MARTA capital expenditures will be \$1.6 billion between 2023-2032. The estimated total revenue, including sales tax and awarded funds, will be \$1.9 billion.





LOCAL PLANS

In order to ensure that the local perspective is represented in regional planning efforts, ARC coordinates with local governments regularly through a variety of programs. These programs include the following:

Community Development Assistance Program

Through the [Community Development Assistance Program](#) (CDAP), ARC offers planning and technical support to metro Atlanta communities on issues related to housing, creative placemaking, green infrastructure, and food access, among others. This program is led by ARC's Community Development Group, with staff assistance from across the agency depending on the project subject. CDAP provides opportunities to work closely with communities in the region, allowing ARC to gain a stronger understanding of local needs regarding infrastructure, economic development, and community identity.

Comprehensive Transportation Plan Program

The [Comprehensive Transportation Plan](#) (CTP) program was established to ensure that transportation infrastructure has a positive impact on strengthening our economy and communities at both the local and regional levels by providing financial incentives for counties and their constituent municipalities to develop joint long-range transportation plans. Since 2005, ARC has made federal funding available to assist counties and cities in developing joint long-range transportation plans. These plans serve as the foundational building blocks of regional transportation planning efforts and are updated on a rotating cycle. The basic expected outcomes of a CTP are:

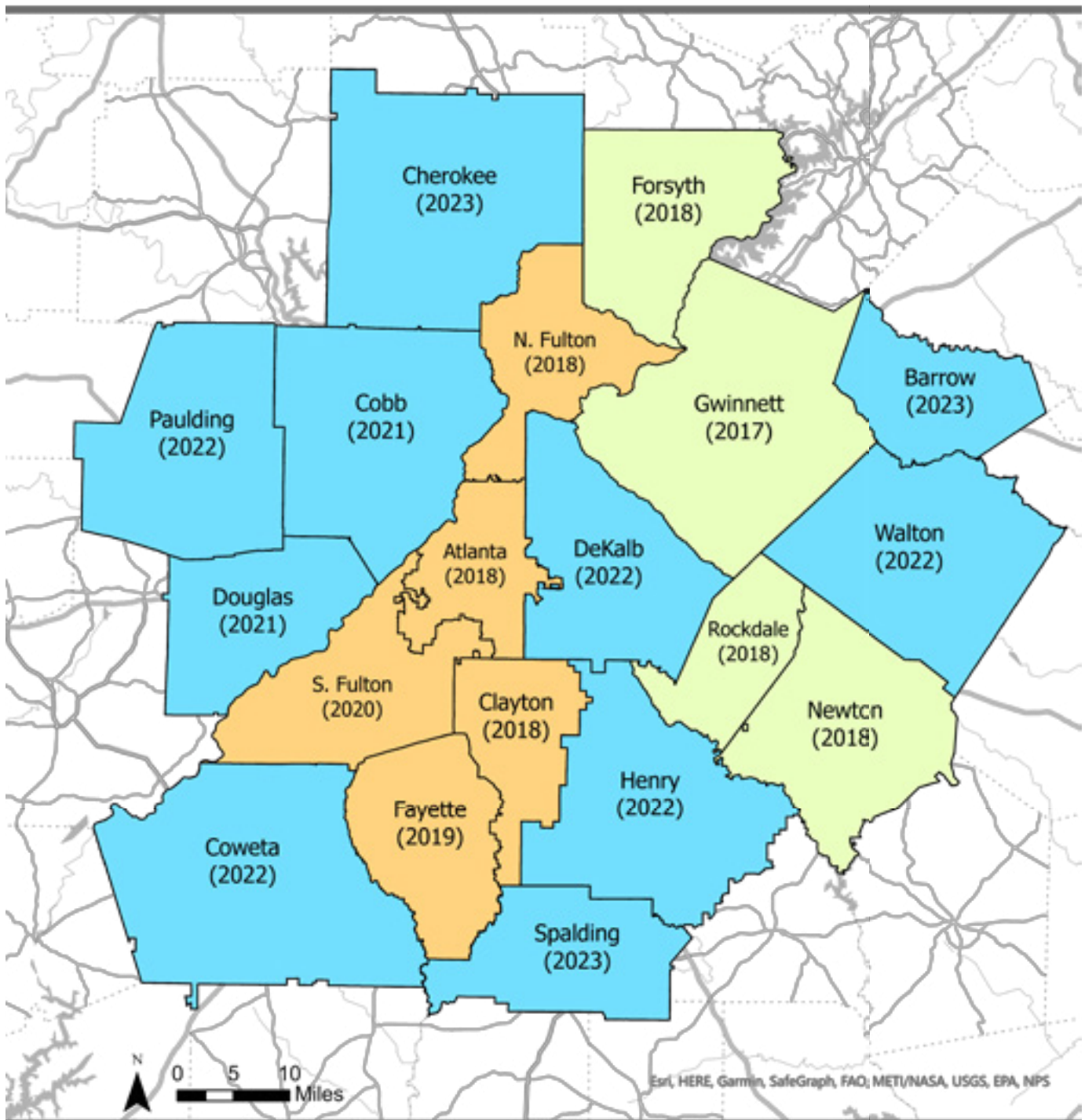
- Prioritized list of transportation investments necessary to support visions for economic development and strong communities established by cities and counties.
- Five to ten year fiscally constrained action plan which reflects currently available funding sources and feasible policy actions that can be taken at the city or county level.
- Recommendations that have been vetted through a robust community engagement process that is formally adopted by local government policy officials.
- Recommendations that leverage regional facilities, services, and programs to address local needs and priorities.
- Recommendations that can knit together previous plans and projects identified at the community level through Livable Centers Initiative (LCI) studies, Community Improvement District (CID) work programs, county or city Capital Improvement Programs (CIP), corridor studies, and other initiatives.

Regional Transportation Studies Program

The Regional Transportation Planning Study (RTPS) program provides local governments and Community Improvement Districts funds for transportation plans, corridor studies and feasibility studies that support the goals and objectives of the MTP. The purpose of these studies is to develop project concepts that improve safety, mobility and access to all roadway users, while also supporting successful project delivery outcomes.

ARC selects studies to be funded through biannual "calls for projects" known as the TIP Funding Solicitation. Studies are awarded funding based on priorities set forth in the





Legend

- No update actively underway or pending
- Update underway
- Potential update in 2024 or 2025 (tentative)
- (xxxx) Approval date of most recent CTP

Note: Reflects information as of January 2024.

MTP, as well as other factors related to performance, study need and equity.

The studies call for the development of detailed planning-level concepts for roadway expansion, improved safety and operations for all modes, bike/ped/trails, freight, and/or transit feasibility. The studies will help the local government sponsor prioritize the community's needs and priorities, and understand the project deliverability issues and risks associated with the project. This program is intended to complement the CTP and LCI programs which typically do not have the budgets to develop detailed concepts, public vetting, environmental screening or feasibility analyses for specific individual projects.

Freight Cluster Plan Program

The 2016 Atlanta Regional Freight Mobility Plan Update identified a lack of planning for local needs in manufacturing, warehousing, and distribution activity. In response, ARC developed the Freight Cluster Planning program. Freight clusters have been identified as areas with the most intense industrial development in the region, and planning for these areas will provide guidance for project and policy implementation in the coming years. More information on the program can be found at [Programmatic Strategies and Policies / Transportation and Economy / Freight and Goods Movement](#).

Livable Centers Initiative

The [Livable Centers Initiative](#) (LCI) funds studies at the local level to focus growth in established communities, particularly those with a connection to regional transit or those that are traditional main street communities. The goals of the program include encouraging a diverse mixture of land uses, enhancing access to a range of travel modes, and fostering public-private partnerships and sustained community support. More information on the LCI program can be found at [Programmatic Strategies and Policies / Community / Transportation and Land Use Coordination](#).



Safe Streets and Roads for All Program

The Infrastructure Investment and Jobs Act (IIJA) established the new [Safe Streets and Roads for All](#) (SS4A) discretionary program, with \$5 billion in appropriated funds available through 2027. The SS4A program funds regional, local, and Tribal initiatives through a competitive nationwide grants process to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and the national goal of zero roadway deaths. Funds may be used for both planning activities and project implementation.

As of December 2023, only the first two of five potential rounds of funding has been announced. A total of 23 local governments in the region have been awarded funds, including 10 counties and 13 municipalities. All but one of those awards was for development of a safety action plan, with the sole implementation project award made to the City of Atlanta for improvements to Central and Pryor Streets.



RECONNECTING THE REGION COORDINATION INITIATIVE

When the route of I-20 through the City of Atlanta was being contemplated in the 1950s, political leaders publicly acknowledged that it was being planned as a way to physically separate predominantly White communities to the north from Black communities to the south. This approach to infrastructure planning in urban areas was not unusual at the time and resulted in decisions that frequently limited economic opportunities by constructing facilities that presented formidable access and mobility barriers. In many cases, entire communities were permanently erased from the map and displaced residents were never fairly compensated for their losses.

While the racial composition of neighborhoods along the route of I-20 through the City of Atlanta may not be as stark today as during the 1950s, the concept of the highway serving as the metaphorical dividing line between White Atlanta and Black Atlanta remains powerful to this very day. And as the region grew exponentially in size over the decades, this approach of mentally categorizing the northern half as more desirable gained traction even beyond the city limits. It has shaped demographic and socioeconomic patterns that remain easily identifiable, whether the metric is racial composition, income levels, home ownership rates, access to good-paying jobs, educational attainment levels, health outcomes, transportation options, and many others. The patterns are clear and undeniable. But although the challenges of addressing the issue are formidable, they are not insurmountable.



While additional transportation investment is but one of many strategies which can (and must) be employed, increased mobility has the potential to improve outcomes and reduce geographical disparities in many ways. The passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021 and the Inflation Reduce Act (IRA) in 2022 provide a once-in-a-generation opportunity to change our region for the better. As discussed in the Legal Context chapter of this plan, these laws provide an unprecedented amount of funding, both in terms of guaranteed formula-based programs and also competitive discretionary programs. We cannot let this opportunity pass by without taking focused and collaborative action.

IIJA, IRA and the current administration place great emphasis on the concept of leveraging federal funds to mitigate historical decisions which resulted in transportation facilities severing communities and serving as barriers to economic opportunities. Billions of dollars are being made available through various programs explicitly branded as “Reconnecting Communities and Neighborhoods”, while billions more are available under other programs where that objective is clearly encouraged within the context of the overall program outcomes. ARC proposes to embrace this concept and build upon it to guide our approach for implementing IIJA and IRA programs across the entire region. Reconnecting a community or a neighborhood is certainly a worthy outcome at a local level, but we believe that Reconnecting the Region has the potential to provide a better future for the entire region and all of its residents.

Under this principle, ARC will actively seek partnerships with the state DOT, transit operators, local governments, the private sector and the public to prioritize transportation investments which contribute to mitigating the most harmful aspects of the I-20 Divide. In addition to serving as a foundational concept for traditional transportation funding decision making processes, it will serve as a common and unifying theme which runs through all discretionary program applications which we choose to lead or support. In this way, we hope to communicate this broader challenge to federal agencies so that funding applications are not viewed as stand-alone or “one-off” requests, but as integral elements of a thoughtful, methodical and long-range approach. By telling our story more effectively and consistently, ARC believes this will be a winning strategy for the entire region and we look forward to building a coalition around this approach.

RECONNECTING THE REGION POWERED BY ARC

Bridging Divides. Building Prosperous Communities.





VOLUME I | PROGRAMMING STRATEGIES & POLICIES

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INTRODUCTION

The MTP is more than a list of specific infrastructure projects intended to address mobility, safety or access challenges at the level of an intersection or a corridor. The plan must also consider a variety of issues at the regional scale and identify programs and policies that have broad applicability across the entire transportation network.

Through a systematic approach, underlying issues common to a large geography can be identified and addressed. Sometimes the solution might be an overarching policy, but it could also be a program under which individual improvement projects are subsequently identified.

There are many ways in which ARC and its planning partners approach and study these issues, but they can generally be grouped into three overlapping and interrelated categories: 1) Transportation and Economy, 2) Community, and 3) Environment. This section describes the approach, findings and recommendations for many aspects of the transportation network using this organizational framework.



TRANSPORTATION & ECONOMY

This section focuses on programs and policies which directly impact transportation infrastructure or have implications on aspects of the region's economy which depend on mobility and access.

CONGESTION MANAGEMENT

ARC has developed a **Congestion Management Process** (CMP) that works towards feasible outcomes by defining the objectives for congestion management. Rather than trying to eliminate all forms of congestion at once, developing objectives will help accomplish specific outcomes and targeted solutions. The CMP has been incorporated into the development process of the Metropolitan Transportation Plan (MTP) and the project selection for the Transportation Improvement Program (TIP) at ARC. One ongoing objective is to foster the application of advanced technologies such as synchronized signal timing, which improves roadway reliability and throughput. This objective is being actively pursued in the Regional Transportation System Management and Operations (TSMO) Plan.

ARC has developed a Regional Thoroughfare Network (RTN) with the intent to focus future transportation system management, operations, and maintenance activities on critical corridors to protect or enhance regional multimodal activities. RTN acts as the CMP network as well. The RTN was developed by layering other core networks together, adding in big data sources of traffic patterns, and soliciting inputs from the Transportation Coordinating Committee (TCC). The core networks include:

1. National Highway System
2. Principal Arterials
3. Regional Mobility Roadway Segments
4. Regional Truck Routes
5. Premium Transit Roadway Alignments
6. GDOT Regional Traffic Signal Operations Program Corridors

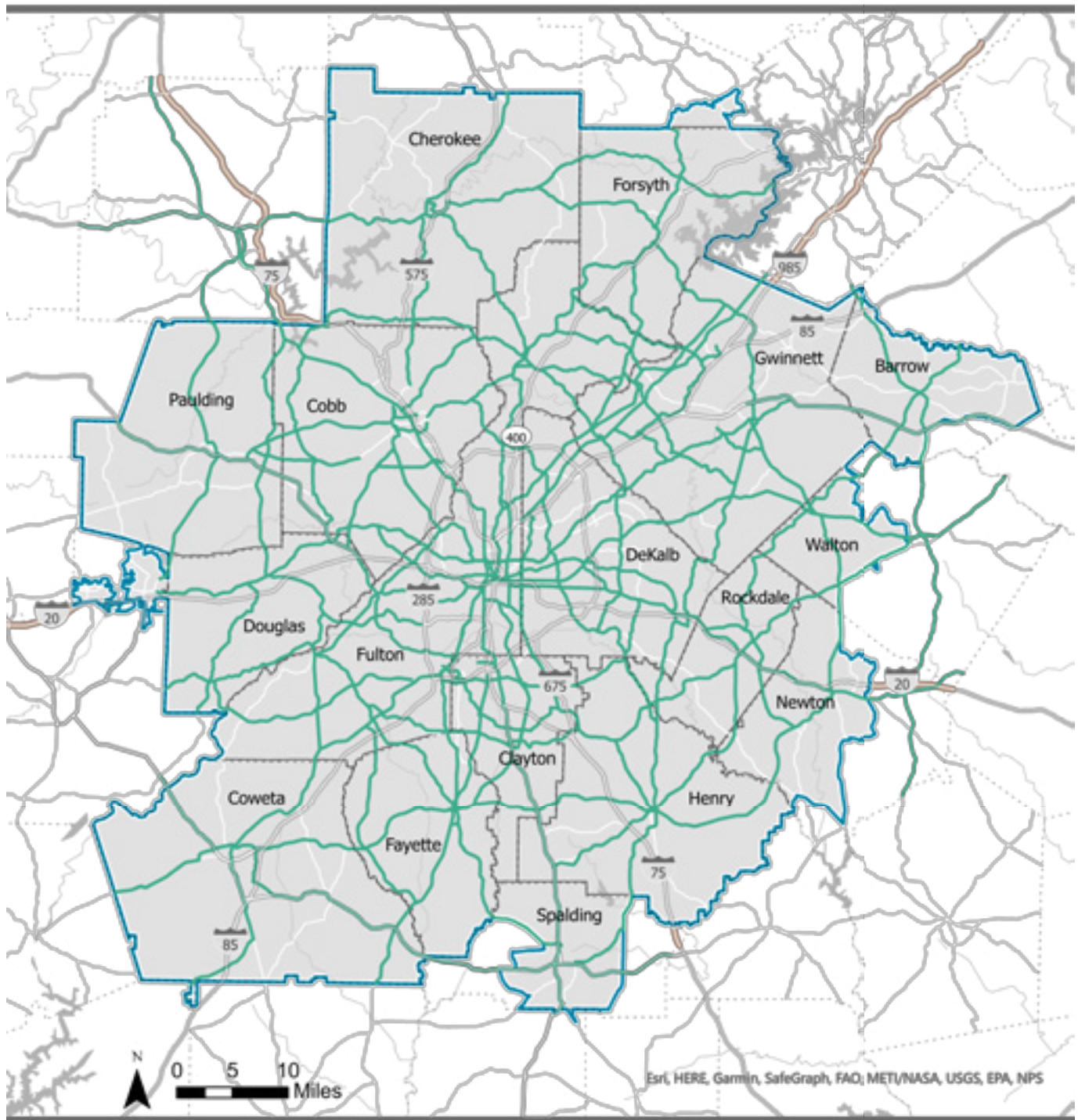
The RTN was developed in part as a network to receive priority consideration for funding due to its significant role in efficiently transporting the public in the Atlanta region through various transportation modes.

In addition to the RTN, ARC continually uses big data sources like INRIX raw data and RITIS Probe Data Analytics Suite as a means of determining the extent and severity of recurring congestion. The INRIX trend map tool allows us to show changes in congestion for specific time periods and at various granularities. The INRIX bottleneck tool ranks congested locations over long periods of time and highlights the location with the greatest impact.

These data are aggregated into logical travel segments ranging from roughly one to ten miles along major roadways to better represent actual tripmaking behavior and to understand and prioritize the congestion issues drivers

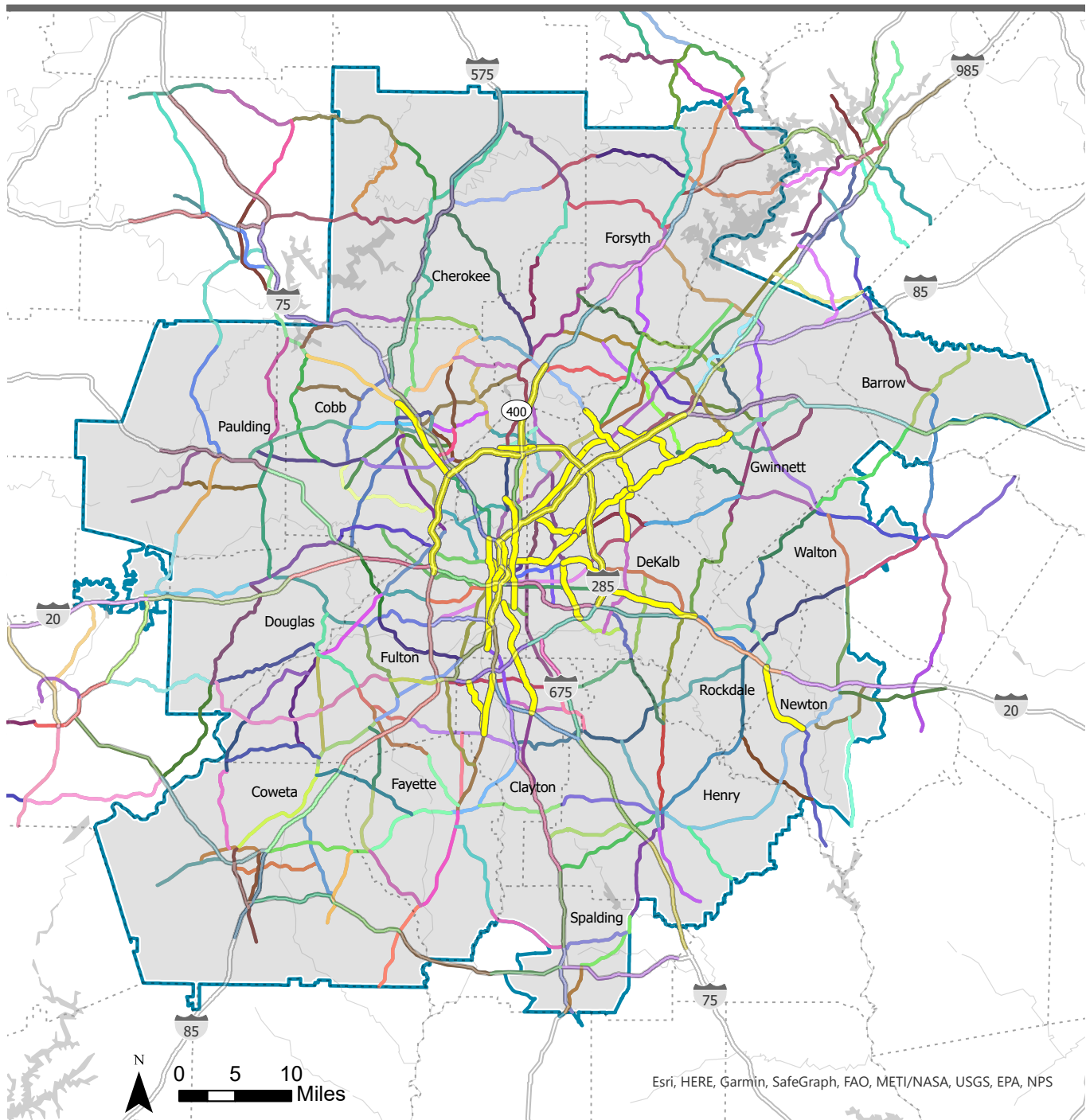


REGIONAL THOROUGHFARE NETWORK

**Legend**

- ▬ MPO Boundary
- ▬ Regional Thoroughfare Network

REGIONAL ROADWAY CORRIDORS

**Legend**

- ▬ MPO Boundary
- ▬ Top 30 Corridors
- ▬ Corridors 31 - 362

encounter. This analysis has identified 30 priority regional corridors that carry the highest volumes of auto traffic and also have speeds and travel times which are most heavily impacted during rush hours. Those corridors, as well as the entire network, is shown in the map to the left. **Corridor Performance Reports** for each have been prepared, but were not available in time to be fully synthesized into this plan update process. An example report is provided in **Appendix 3**. Moving forward, the rich insight provided by these reports will form the foundation for the region's Congestion Management Process.

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

The Infrastructure Investment and Jobs Act (IIJA) defines TSMO as “an integrated set of strategies to optimize the performance of existing infrastructure through implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.” The end goal of TSMO investment is to get the most performance out of the transportation facilities already in place. This requires knowledge, skills, real-time traveler information/data, and techniques to administer comprehensive solutions that can be quickly implemented at relatively low cost.

When implemented strategically, TSMO solutions can maintain and even restore the performance of the existing transportation system without adding physical capacity (e.g., new through-lanes, new roads, new freeway interchanges). Here is a list of some of the major benefits of TSMO investments:

- Reduce injuries and fatalities resulting from vehicle crashes
- Alleviate congestion
- Safely and efficiently manage traffic during significant roadway incidents, and reducing secondary crashes
- Improve travel time reliability
- Provide traveler information
- Facilitate improved travel conditions during special events
- Increase safety for people walking and bicycling
- Increase reliability and efficiency for transit



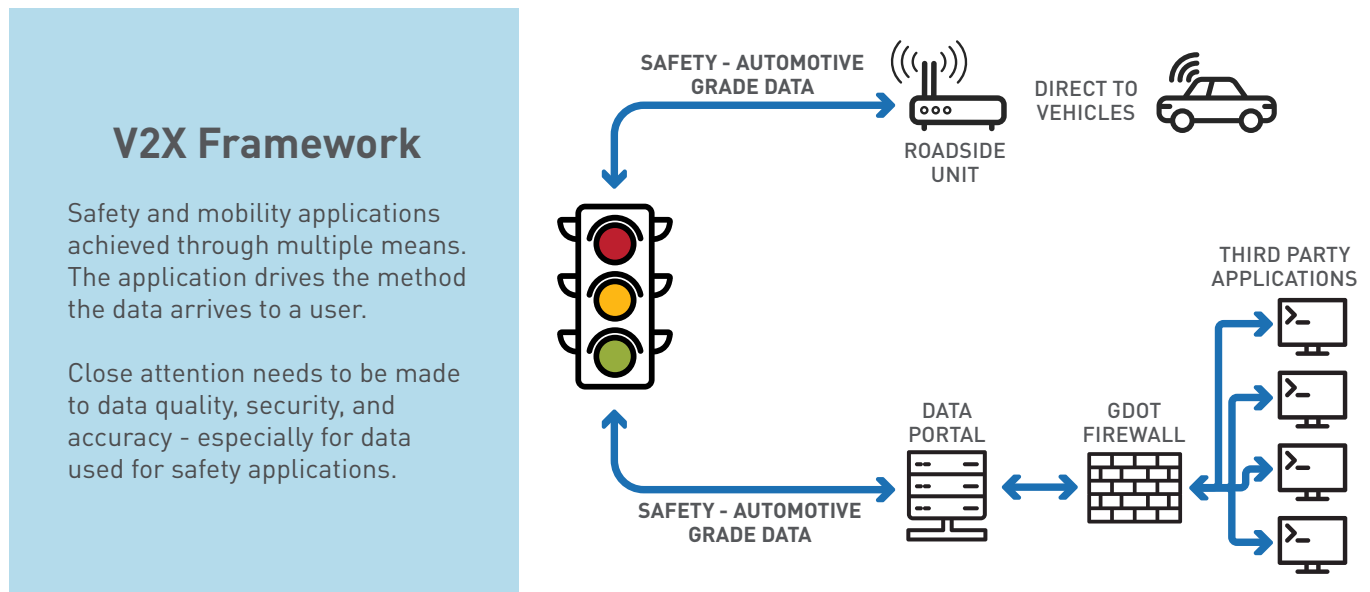
Many solutions are part of the TSMO toolbox including GDOT's connected vehicle program, Intelligent Transportation Systems (ITS), and deployment of various roadway design/traffic control techniques. Below, are several other proven TSMO deployment solutions and strategies suggested by the Federal Highway Administration (FHWA), which have been deployed, or will be deployed in the metro Atlanta region (some example applications in metro Atlanta are included):

- Work zone management
- Traffic incident management/freeway service patrols (GDOT HERO and CHAMP programs)
- Special event management
- Road weather management
- Freight management
- Traffic signal coordination
 - GDOT SigOps (statewide traffic signal enhancement and maintenance program)
 - County/municipal controlled arterial management
- Traveler information systems
 - GA 511 (real time traveler information)
 - ITS4US – Complete Trip Deployment Pilot
- Freeway on-ramp management
 - GDOT freeway ramp metering
- Transportation Demand Management (Georgia Commute Options)
- Congestion Pricing
 - Georgia Express Lanes program
- Active Transportation and Demand Management
- Access management
- Multimodal Alternatives and Mobility Services
 - Transit management
 1. Transit priority at signalized intersections
 2. Bus Rapid Transit (BRT) service
 3. Advanced fare collection technology (MARTA Breeze Mobile 2.0)
 4. Buses operating on freeway shoulders (Express on GA 400)
 - Improved bicycle and pedestrian network
 1. Regional Trail Vision (e.g., Atlanta Beltline, Silver Comet Trail, Peachtree Creek Greenway Trail, Arabia Mountain Trail)
 2. City of Atlanta Cycle Track network
 3. City of Decatur bike/ped/complete streets improvements
 - Mobility on Demand
 1. Buc Shuttle microtransit conversion
 2. MARTA Reach microtransit start-up
 3. Gwinnett microtransit service



There are two recent initiatives that have put the Atlanta region and the State of Georgia ahead in terms of deploying system optimization strategies: the GDOT SigOps (arterial management program) and the Connected Vehicle Deployment (“CV1K”) programs. More details on these two programs are provided in the [Mobility Investments / Other Roadways](#) section.

There are a few different communication protocols available to make a connected vehicle system work. Connected Vehicle (CV) technologies are equipment, applications, or systems that use V2X communication (vehicle communication to other receivers such as other vehicles, traffic control devices, pedestrians and bicyclists, etc.) to address safety, system efficiency, or mobility on our roadways. The CV concept uses data from short-range communication broadcasts and peer-to-peer exchanges within approximately 300 meters to “sense” what other travelers (vehicles, bicyclists, pedestrians, wheelchairs, motorcycles, buses, trucks, and others) are doing and identify potential hazards (FHWA).



SOURCE: GDOT

GDOT was recently granted a C-V2X waiver by the Federal Communications Commission (FCC), which is the newest connected vehicle communication protocol. Other protocols that are active in the field today are:

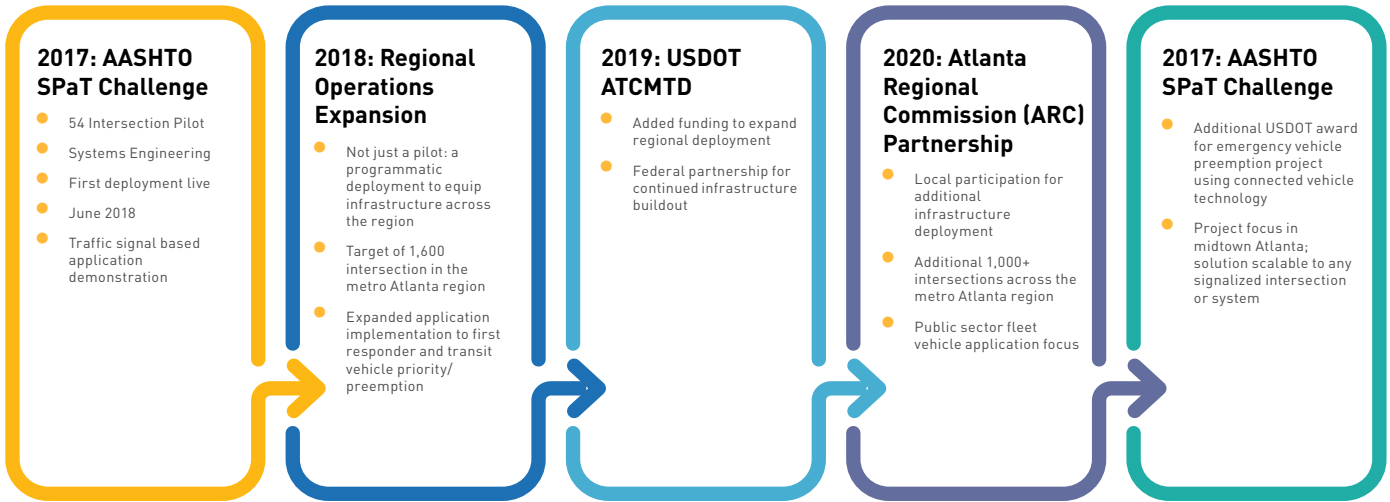
- DSRC (dedicated short-range communication)
- 4G-LTE/5G
- 900 MHz

There are approximately 700 signalized intersections in the metro Atlanta area programmed to be installed with C-V2X, DSRC, or both. There is a small number of intersections currently leveraging the 4G-LTE/5G or 900 MHz protocols. GDOT has identified a road map and a corresponding 10-year funding program to expand CV technology throughout the region and state. The timeline on the following page illustrates the evolution of connected vehicle infrastructure deployment within the region and the State.











GDOT PROMGE TIMELINE

Given the abundance of possibilities and uncertainties of emerging technology and applications, ARC completed its inaugural TSMO Strategic Plan in 2020. The plan lays out an overall vision as well as a ten-year strategic course of action that will optimize how the region's transportation system is safely managed and operated. The TSMO Strategic Action Plan, shown in the next graphic, identified eight (8) TSMO Strategic Initiatives, to be advanced over a ten-year period by transportation agencies and partners within the region.



SOURCE: GDOT

REGIONAL TSMO STRATEGIC INITIATIVES

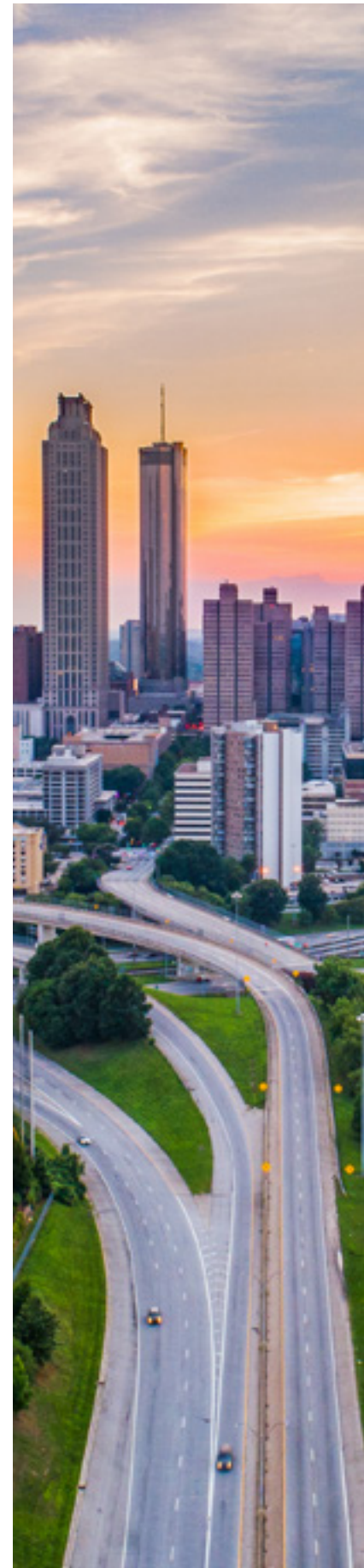
| FOUNDATIONAL ELEMENTS FOCUSED INITIATIVES |  Strengthen TSMO Planning & Institutions |  Enhance Data Sharing & Management |  Strengthen TSMO Planning & Institutions |
|---|---|--|---|
| |  Deploy Connected & Automated Vehicle Technologies |  Advance Regional Coordination & Network Communications |  Strengthen Work Zone & Event Management |
| |  Enhance Transit Operations |  Advance Mobility asaSemce | |

While the Atlanta region has tremendous strengths in TSMO, it is imperative to look toward future opportunities. Transportation technology is undergoing rapid advancement (e.g., electrification, autonomy, shared mobility, demand-responsive transportation, etc.). This will change the expectations and behavior of travelers, freight, businesses, and public agencies. Vast amounts of public and private sector data are now readily accessible, so that it can be used to enhance traveler information, expand travel choices, and optimize transportation system performance. Today, there is a real need to imagine the collective future considering the new opportunities and real uncertainties posed by this transformation.

FREIGHT AND GOODS MOVEMENT

The Atlanta region is a global leader in freight and logistics, forming a key component of the region's economic base. This global logistics presence is built on world class infrastructure in four modal pillars:

- **Truck** – Approximately 25% of the U.S. population is within a one day truck drive from Atlanta, and more than 80% of the U.S. commercial and consumer markets can be reached within two days. The MTP seeks to balance the growing importance of regional and national truck travel, recognizing that truck access and connectivity are paramount to our economic vitality.
- **Rail** – With CSX and Norfolk Southern facilities and rail lines, metro Atlanta is served by two Class I railroads, three intermodal terminals, multiple classification and bulk rail yards and direct service to the Port of Savannah. The Northeast Georgia Inland Port, planned to be located outside of Metro Atlanta in Hall County, will also serve the Atlanta region.
- **Sea** – The region benefits from being only 250 miles from the Port of Savannah, the fourth busiest port and fastest growing container port in the US. At 1,200 acres, the Port of Savannah's Garden City terminal is the largest container facility in the nation. Like ports throughout the country, ports in Georgia experienced significant growth from 2020 to 2022 due, in part, to the COVID-19 pandemic. The Georgia Ports Authority handled a record 5.9 million twenty-foot equivalent container units in calendar year 2022, an increase of 5 percent over 2021. While freight growth has slowed some nationally in 2023, The Georgia Ports Authority handled record roll-on/roll-off (RO/RO) volumes in fiscal year 2023. At more than 723,500 RO/RO units, this was an increase of 18 percent, or nearly 109,000 units over the previous year.
- **Air** – Hartsfield-Jackson Atlanta International Airport (H-JAIA) is the 13th busiest cargo airport in the US, has 2 million square feet of total on-airport air cargo warehouse space, and its cargo services features operations by more than 100 licensed customs brokers and 200 domestic and international freight forwarders. In late 2019, H-JAIA implemented its Air Cargo Community System, making it the first airport in North America to implement this technology. This system improves tracking of cargo and communications between airlines, freight forwarders, and other companies to improve the efficiency of air cargo movement in and out of the airport's warehouses.



The Atlanta Regional Freight Mobility Plan (2008), the Atlanta Truck Route Master Plan (2010), and the Atlanta Regional Freight Mobility Plan (2016) have provided the guiding input for ARC's freight policies.

Freight Mobility Plan

The 2016 [Atlanta Regional Freight Mobility Plan](#) identifies numerous projects in the MTP which directly support freight and goods movement. These projects, along with additional programs, policies and recommendations on future planning initiatives to support this important component of our region's economy, are detailed in this document.

The plan recommended conducting the Atlanta Regional Truck Parking Assessment Study, which was completed in 2018. This study showed that like major urban areas nationally, there is not enough overnight truck parking in the Atlanta region to meet demand. ARC has continued to focus on this issue as part of Freight Advisory Task Force meetings, participating in the FHWA National Coalition on Truck Parking, and via local analysis in freight cluster plans. In September 2023, the FHWA Resource Center and ARC hosted an online, multi-day Truck Parking Roundtable event that included participation by GDOT, other MPOs in Georgia, and numerous local jurisdictions in Metro Atlanta.

The freight plan also identified a need for more local planning in areas with significant industrial development, resulting in the start of the Freight Cluster Plan program. Freight clusters have been identified as areas with the most intense industrial development in the region, and the completed plans each have a detailed project list that is focused on ways to improve safety, move freight more efficiently, and improve access to jobs. This provides local jurisdictions a road map to move forward with project implementation and seek funding from local, state, federal, and private sources. Completed plans are available on the ARC website at <https://atlantaregional.org/transportation-mobility/freight/transportation-mobility-freight-freight-cluster-plans/>.

In the Fall of 2022, ARC kicked off an update to the [Atlanta Regional Freight Mobility Plan](#), which is expected to be adopted in the fourth quarter of 2024. This plan involves revisiting data, assumptions, and recommendations from previous plan documents. It will update the truck parking analysis for the region, conduct a deeper dive into e-commerce impacts, identify best practices/design guidelines for freight development/curb management, and more.

This ongoing plan found that in 2019, over 230 million tons of goods moved in, out, and within the Atlanta region in 2019. Nearly 84% of those goods were moved via truck and nearly 16% were moved via rail. While air cargo accounts for less than 1% of the goods moved through the region, air cargo tends to be higher value items than the other modes.

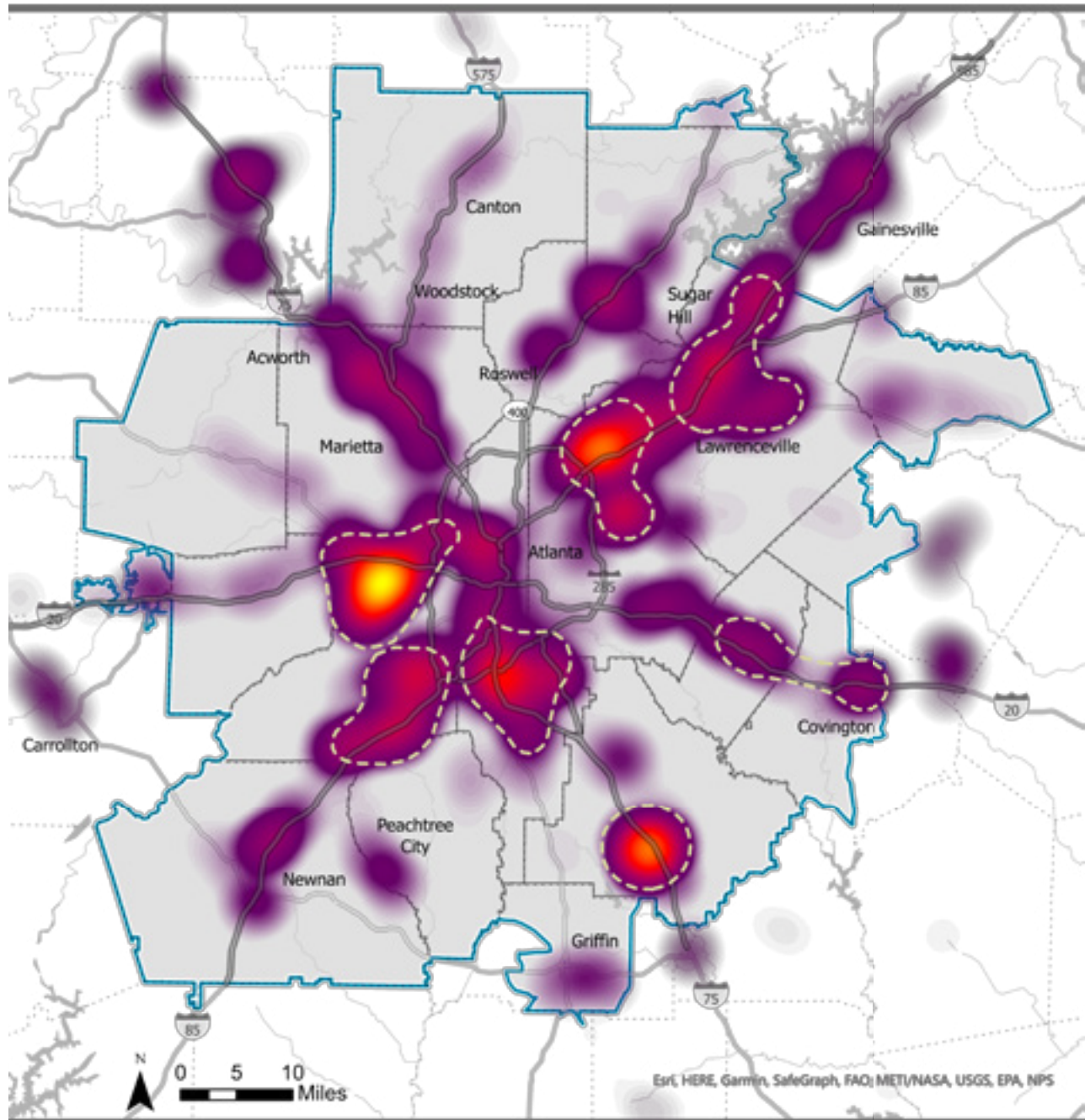
FREIGHT FLOWS IN THE ATLANTA REGION (2019; TONS)

| MODE | DIRECTION | | | TOTAL TONNAGE | PERCENT OF TOTAL |
|------------------|-----------------------|--------------------------|-------------------|---------------|------------------|
| | INBOUND TO THE REGION | OUTBOUND FROM THE REGION | WITHIN THE REGION | | |
| Truck | 85,876,878 | 44,529,072 | 63,099,989 | 193,505,939 | 83.80% |
| Rail | 27,932,120 | 8,564,936 | 306,128 | 36,803,184 | 15.90% |
| Air* | 351,503 | 333,130 | 0 | 684,633 | 0.30% |
| Total Tonnage | 114,160,501 | 53,427,138 | 63,406,117 | 230,993,756 | 100% |
| Percent of Total | 49.40% | 23.10% | 27.40% | 100% | |

The FHWA [Freight Analysis Framework](#) projects a growth rate for the North Georgia region of 69% from 2019 to 2050. The S&P Global Transearch data projects a growth rate for the Atlanta region of 118% from 2019 to 2050. To successfully accommodate growth in either scenario, significant new capacity will need to be developed and increased efficiencies from existing freight infrastructure will be needed.



The 2024 Atlanta Regional Freight Mobility Plan is also conducting a detailed analysis of industrial land use in the region, as these industrial developments are the origins and destinations of much of the truck activity in the region. Initial analysis of 2022 CoStar real estate data showed that there is approximately 717.4 million square feet of industrial development within ARC's 20 county area. Every county in the region has industrial development of some kind, with the largest concentrations on the south and west sides of the region near I-285, northeast along the I-85 corridor, and southeast along I-75 in Henry County. A map of this development, along with the original locations of freight clusters in the region, is shown on the following page. This ongoing planning effort is also updating the freight cluster plan designations in the region, adjusting boundaries, splitting clusters, and adding new freight clusters.



Legend

— MPO Boundary

- - - ARC Freight Clusters (2016)

Rentable Building Area

■ Sparse
■ Dense

Atlanta Strategic Truck Route Network

The Atlanta Regional Freight Mobility Plan (2008) found that the region has discontinuous routes serving freight truck traffic. Many truck routes are not logical in that they stop at jurisdictional boundaries or conflict with restrictions placed in adjacent communities.

ARC recognized the need for an additional study pertaining to truck routing and operations, and thus developed the **Atlanta Strategic Truck Route Master Plan** (ASTRoMaP). This project, in cooperation with state and local government bodies and agencies, produced a truck route system designed to provide regional access and also guide current and future decision making on regional transportation priorities.

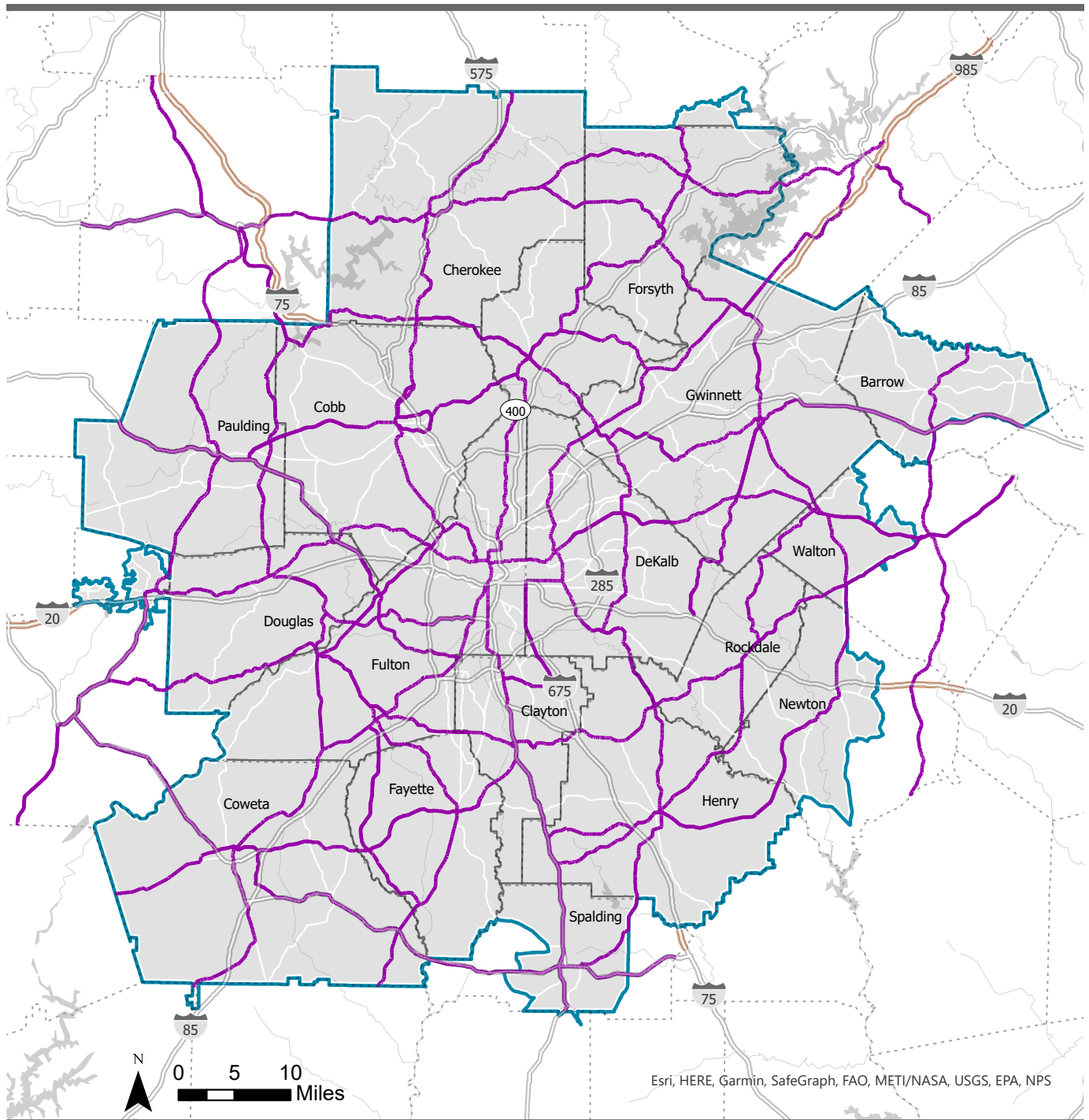
The ASTRoMaP truck route system, shown on the following page, strategically feeds into the national expressway system. ARC developed ASTRoMaP-specific policies, guidelines, and design strategies relevant to freight planning, with specific emphasis on improving at-grade rail crossings and intersection geometrics. ASTRoMaP also served as the foundation for an update to the Atlanta Regional Freight Mobility Plan.



Freight Cluster Plan Program

The Atlanta Regional Freight Mobility Plan (2016) identified a lack of planning for local needs in manufacturing, warehousing, and distribution activity, resulting in the start of the Freight Cluster Plan program. Freight clusters have been identified as areas with the most intense industrial development in the region, and planning for these areas will provide guidance for project and policy implementation in the coming years. As of 2023, ARC has provided funding to local subrecipients for nine freight cluster plans. Completed plans are available on the [ARC website](#).



ATLANTA STRATEGIC TRUCK ROUTE NETWORK

**Legend**

-  MPO Boundary
-  Regional Truck Routes

TRAVEL AND TOURISM

According to information shared at the Georgia Governor's Tourism Conference held in September 2023, nearly 168 million people visited Georgia during 2022. More than 830,000 of were international visitors, an increase of 136% over 2019. Visitors to the state spent \$40 billion directly, producing an overall economic impact of \$73 billion for a tourism and hospitality industry that supports over 440,000 jobs. In terms of overnight stays, Georgia ranks fifth among all states, behind only Florida, New York, California and Texas.

It's estimated that the Atlanta region accounts for about one-half of the state's overall tourism economy because of the wealth of facilities and destination serving travelers, as well as a high degree of accessibility. This is driven in large part by Hartsfield-Jackson Atlanta International Airport and multiple interstate highways linking to the rest of the country, as detailed in the [Inter-Regional Travel](#) chapter of this plan. Visitors are drawn by conferences, sporting events, trade shows, corporate events, festivals, concerts, museums, theatres, restaurants, parks and other attractions. While here, they can choose from nearly 100,000 hotel rooms, the seventh largest inventory among all U.S. regions.

Visitors to the region have expectations that the region offers safe, reliable, convenient and affordable transportation options to move around. In this respect, their travel needs are no different than those of residents. However, trips are likely to be much more highly concentrated along certain corridors or within tourism zones, and the times and modes of transportation may differ significantly as well. Many events drawing large crowds take place in the evenings or on weekends, rather than coinciding with peak work related trips. Tourists are also apt to depend more on walking and transit because destinations tend to be clustered and many would prefer those modes rather than driving in an unfamiliar area.

Although there are no programs in this plan which specifically target the transportation needs of visitors, planning initiatives and transportation investments within and near key destinations are numerous. In recent years, pedestrian bridges have been built connecting Truist Park in Cobb County and Mercedes Benz Stadium in downtown Atlanta with transportation services on the other side of major roadways. ARC has provided data and modeling files for local governments and consultants undertaking traffic impact studies in tourism zones. Many [Livable Centers Initiative](#) (LCI) plans provide a framework for growth and development in commercial centers around the region, where most hotels and tourist destinations are located.

Moving forward, representatives of the hospitality industry will continue to be involved in the regional transportation planning process as valuable stakeholders, representing the unique mobility, access and safety needs of visitors to our region. In particular, ARC looks forward to supporting the planning and implementation of services and facilities which will be required for the World Cup 2026, a multi-day event of a magnitude not seen in the region since it hosted the 1996 Summer Olympics.



ELECTRIFICATION AND ALTERNATIVE FUELS

Background Information and Regional Context

The passage of the Infrastructure Investment and Jobs Act (IIJA) of 2021 comprises a significant update to federal transportation policy, including several key initiatives to support electric vehicle and charging infrastructure deployment. The Inflation Reduction Act (IRA) of 2022 can be seen as a companion to IIJA to direct investment in domestic clean energy production and manufacturing with the end result of reducing carbon emissions by 40 percent by 2030. The IRA also works to lower energy costs and support electric vehicle (EV) adoption through tax credits for vehicles produced within the United States. Separate, and in addition to national policy, the State of Georgia aims to be recognized as the electric mobility capital of America. To keep the Atlanta region prepared for the coming transition to electrified mobility, ARC has begun the planning process for a new [Regional Transportation Electrification Plan](#) (RTEP). The RTEP will provide a clear and concise strategy to equitably accelerate the adoption of EVs, reduce transportation-related greenhouse gas emissions, and position the region's workforce to support resulting investments and deployments. The following is a brief description of the upcoming accomplishments to be expected by mid to late 2024.

Prioritize Stakeholder Engagement

Robust stakeholder engagement will provide a necessary framework to guide the region's transportation electrification efforts. A project specific Stakeholder Engagement Plan (SEP) will bring together key stakeholders to include in the RTEP planning process, with a focus on those potential and existing partners that can help develop an equitable strategy for transportation electrification in metro Atlanta. Potential stakeholders may include partner agencies, local governments, advocacy groups, power utility organizations, and private sector organizations involved with charging infrastructure, among others. The SEP will closely align with ARC's overall community engagement effort, including concurrent planning initiatives, to leverage existing engagement frameworks and to optimize the value of engagement work done as part of the RTEP project. The SEP will identify engagement mechanisms and formats to facilitate meaningful participation from a diverse array of public and private sector stakeholders.

Input will be gained from ARC's established Transportation Coordinating Committee (TCC), Transportation and Air Quality Committee (TAQC), and Land Use Coordinating Committee (LUCC). Other ARC committees will also be engaged as needed throughout the study process. Specifically, TCC and TAQC will play a vital role in setting regional policy direction for the RTEP, and their active participation and collaboration are crucial in shaping the RTEP, providing insights, identifying challenges and opportunities, and ensuring the Plan's alignment with stakeholder interests from the full region.

Finally, a project specific Advisory Committee will be created to play a vital role in guiding the development of the RTEP, bringing together key decision-makers who will provide valuable insights and expertise throughout the process. This committee serves as a critical resource in shaping policies, devising strategies, aligning the plan with statewide efforts, and acting as ambassadors once the Plan is completed. The Advisory Committee will ensure diverse perspectives are incorporated into the RTEP, and that the project does not rely solely upon the established partners who have a seat at the table on the established committees. In addition, the project team will also host an informational listening session with four different stakeholder groups that represent the utilities, property owners, electric vehicle supply equipment (EVSE) suppliers, and commercial developers and area businesses. During these listening sessions, the project team will provide an understanding of the RTEP development process and seek feedback from these stakeholders.

Key stakeholders will also include primary electricity utilities in the region, including Georgia Power. Utility engagement is crucial to planning for growth in transportation electrification, and conversations with utilities should occur early and often. These discussions will be useful to gather insights into utility management related to preparations for growing transportation electrification in the region. Key findings from utility engagement will guide RTEP development and are likely to include the following themes: utility coordination process, potential barriers for transportation electrification, and understanding the impact transportation electrification will have on utilities. This engagement is key to understanding what is possible from the utility perspective, which strategies and projects may be easier or more efficient to accomplish, and which may have challenges related to power availability. Furthermore, it will be important to understand how utilities see their role in this transition.

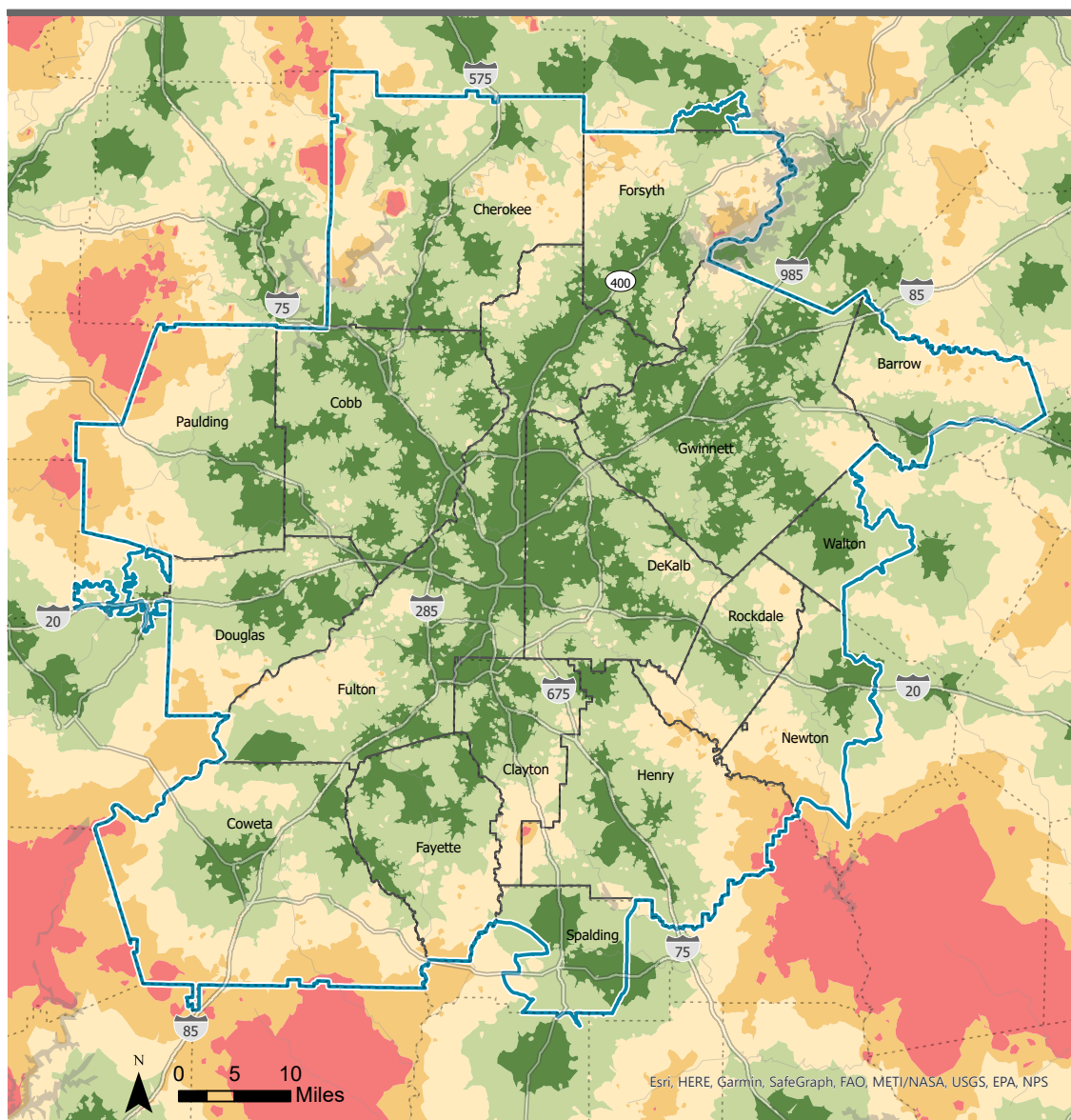


Many utility partners are taking proactive steps to be prepared to meet the increasing demands for electricity resulting from increased transportation electrification adoption, if planning and initiation of long-term infrastructure projects to supply this power are initiated early in the process.

Establish An Updated Electrification Needs Assessment

While there is some existing planning guidance on transportation electrification infrastructure needs in the region, the RTEP will create a comprehensive needs assessment to include existing charger locations, EV registrations, adoption trends, public fleet inventories and transition summaries, future demand, utility coordination, land use pattern impacts, socio-economic and demographic information, relevant geography and terrain summaries relevant to transportation electrification, industry and market conditions and advancements, anticipated growth projections, as well as micro mobility and shared mobility linkages to electrification needs.

DRIVE TIME TO THE NEAREST ELECTRIC VEHICLE CHARGING STATION



Legend

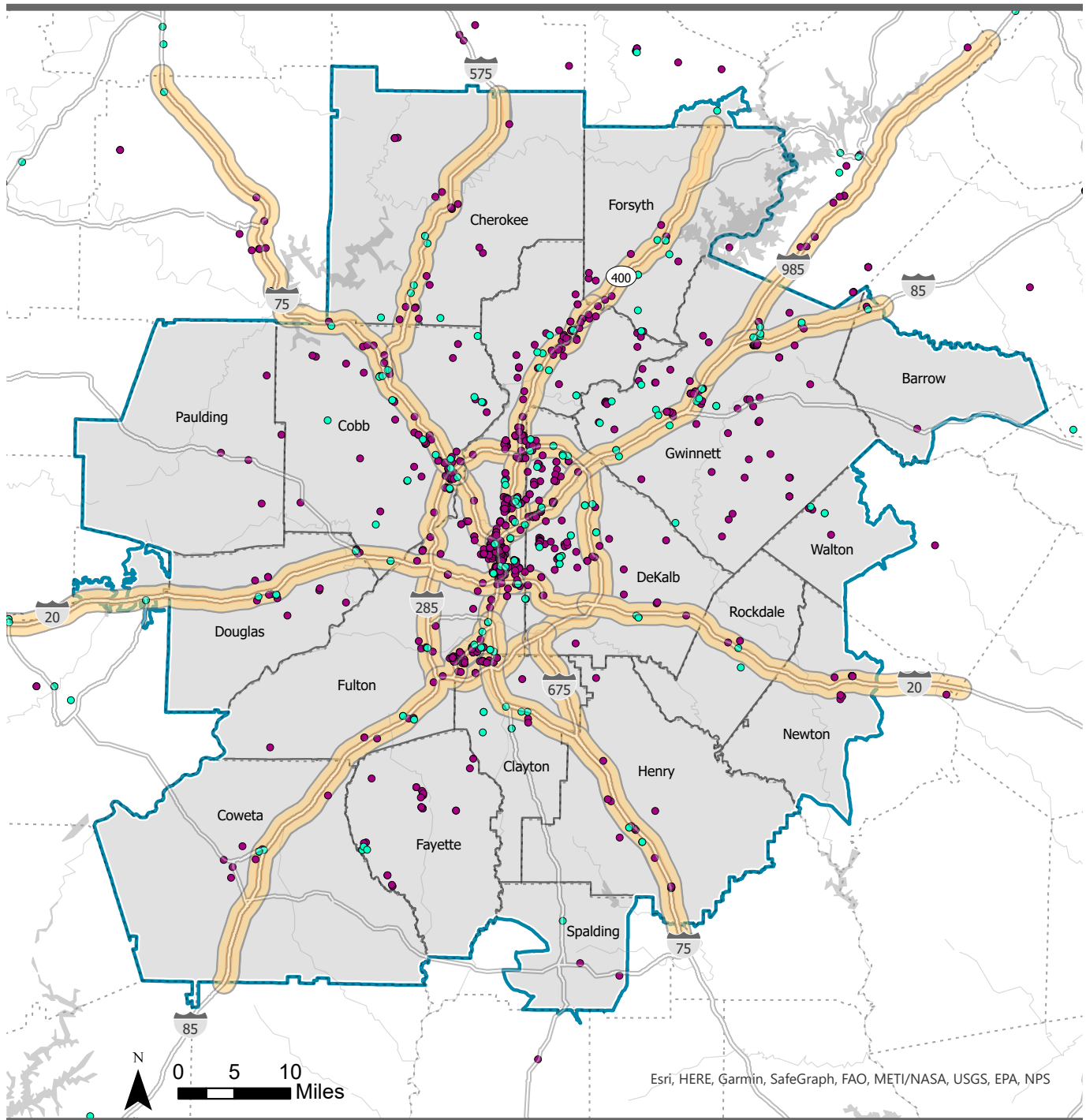
DRIVETIME

- Less than 5 minutes
- 5 to 10 minutes
- 10 to 15 minutes

- 15 to 20 minutes
- 20 minutes and over

MPO Boundary

RELATIONSHIP OF ELECTRIC VEHICLE CHARGING STATIONS TO FREEWAYS

**Legend**

- EV Charging Station
- Has DC Fast Charger
- 1 Mile Buffer
- MPO Boundary

Establish Vision and Goals

The RTEP will build upon the stakeholder engagement process to identify and refine an overall vision statement and supporting goals for how the Atlanta region will respond to and leverage this technology to the region's benefit. The goals will complement current policies at the federal, state, and local levels, and be specific to the geography, demographics, and transportation network of the region. The RTEP Vision and supporting goals will be in support of the Atlanta region's policies around equity, resiliency, and climate change. They will also support and emphasize the federal goals of accelerating equitable adoption of electric vehicles, reducing transportation-related greenhouse gas emissions, and positioning the region's workforce to support resulting investments and deployments. As part of the visioning process, recommended priority regional performance targets will be identified that can be evaluated on an annual or semi-annual basis to track progress towards RTEP goals.

Prioritize Implementation Strategies that Promote Plan Goals

1. Accelerate Equitable Adoption of EVs

The RTEP will explore incentives, accessibility measures, outreach, and specific policy that aligns with federal guidance to accelerate equitable adoption of EVs. The federal government has recently made it a goal that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Executive Order 14008 directs the following categories of investment to meet these new criteria in the following covered program areas: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure. All Justice40 covered programs are required to engage in stakeholder consultation and ensure that community stakeholders are meaningfully involved in determining program benefits. Covered programs are also required to report data on the benefits directed to disadvantaged communities.

The [Climate and Economic Justice Screening Tool](#) (CEJST) is a geospatial mapping tool designed to identify disadvantaged communities that are marginalized and overburdened by pollution and underinvestment. The CEJST features a user-friendly, searchable map that identifies disadvantaged communities. By helping Federal agencies identify disadvantaged communities, the CEJST seeks to fulfill the promise of the Justice40 Initiative. The CEJST was developed to ensure the benefits of certain Federal investments reach communities that need them most. In the Atlanta region, the CEJST can be used to indicate census tracts that are overburdened, and underserved are highlighted as being disadvantaged. Information from the CEJST and other sources will help to inform future investments to support equitable adoption of EVs throughout the Atlanta region.



2. Prioritize Investments in Corridors and Subareas

The RTEP will identify how to prioritize federal funding to install and operate charging infrastructure using insight gathered through the project. The final priority recommendations will include information about planned new charging infrastructure deployment location types, as well as existing locations planned for upgrade or expansion and which utility's territory the charging infrastructure and corridors are located in. The deployment strategy will also address implementation challenges, such as electric grid readiness, local conditions, and other key factors related to the priority corridors and/or subareas. In addition to a prioritized corridor network, the RTEP will create a methodology or analytical tool for continued prioritization over time for charging infrastructure locations into the future. This methodology or analytical tool will help to ensure that RTEP recommendations can easily be updated or reproduced following significant developments and advancements in transportation electrification infrastructure deployment into the future.

3. Catalyze Related Economic Growth

The Atlanta region is already experiencing economic benefits associated with transportation electrification planning, development, manufacturing, and infrastructure deployment. Further capitalizing on related infrastructure as drivers in the region will continue to provide economic benefits. Private industry investments in transportation electrification will likely continue during the next decade. However, there is a role for the Atlanta region to continue to promote and attract electrification related industries into the Atlanta region, spurring and supporting related industries.

Several EV related business call, or will soon call, the Atlanta region home. EnviroSpark is an Atlanta based Electric Vehicle Infrastructure Training Program (EVITP) certified contractor and has installed 5,000 charging ports across the country. At Georgia Tech, the McDowell Lab is researching new materials to improve the next generation of high-capacity batteries. Finally, Rivian announced a large manufacturing facility in Georgia adjacent to ARC's region in Morgan and Walton counties and is projected to produce 400,000 vehicles a year beginning in 2026.

4. Leverage Available Funding Opportunities

Across the Atlanta region, there is an opportunity for the RTEP to establish a priority to strategically align with partners to apply for the most applicable funding opportunities. To facilitate the Atlanta region's ability to leverage and secure additional funding, the region should regularly communicate available funding opportunities to all interested partners. This allows partners and the region to plan together, strategize, and develop competitive winning applications. This collaboration will also help partners stay informed regarding other partner activities to apply for and leverage funding, reducing the potential for duplicative efforts and potentially opening avenues for collaboration and leverage.

The RTEP will create a framework for a coordinated, regional approach to secure and deploy federal funding. The completion of the RTEP, along with a framework for siting criteria, is a great start to illustrate a regional approach in applying for charging infrastructure funding. Coordination and collaboration among partners will be needed to maximize the Atlanta region's ability to leverage additional funding without competing amongst partners.

In addition to traditional funding opportunities, consider exploration of creative funding mechanisms that can assist in planning for and accelerating the deployment of charging infrastructure. The Inflation Reduction Act establishes and allocates funding for a national green bank whose purpose is to help launch and leverage private funding for clean energy projects across the country. The act stipulates that a third of funding for the National Green Bank go toward disadvantaged communities. Consider use of this National Green Bank or the establishment of an Atlanta Regional Green Bank to leverage creative funding mechanisms to fund advancements in equitable access to charging infrastructure.



5. Position the Region's Workforce

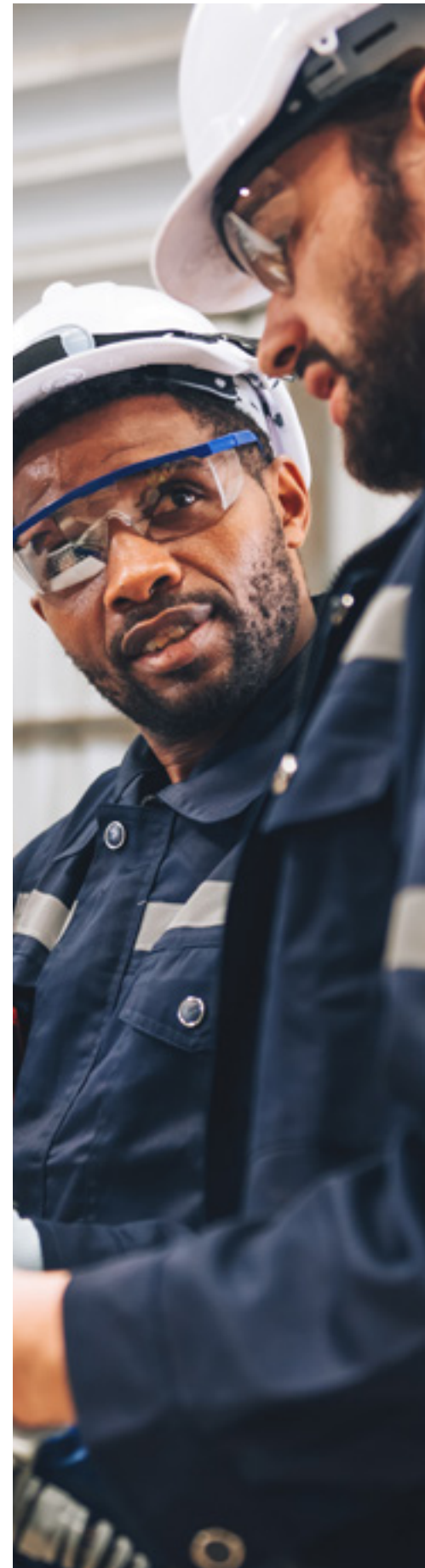
EVSE infrastructure and EV vehicles are relatively new on the market. There is a notable shortage of qualified electricians and maintenance workers across the country and in the Atlanta region. The lack of this supporting workforce can be a potential barrier to the deployment of EV charging infrastructure yet can also be a promising area for growth and opportunity to meet the projected demand. The Atlanta region can build upon training programs already in place, such as leveraging existing programs including Work Source Georgia for continued workforce advancement relative to a growing EV economy and continue to learn from other areas with established commercial training programs available in the country, such as the EVITP. EVITP is a national, one-of-a-kind, brand neutral, non-profit EV industry collaborative training program created by stakeholders in the electric vehicle industry. EVITP provides curriculum to Electrical Industry Training Centers and community colleges across the United States to provide certification on the proper installation of EVSE. EVITP certified workers ensure that federal and state investments provided for the installation of EVSE are performed safely by electrical industry professionals.

Continued efforts to grow and train the supportive workforce needed can increase the size of the workforce associated with EV infrastructure and should be considered for increased support and attention. Policies such as providing tuition assistance, assisting with registration fees, and workforce development programs are all opportunities that can help to address current gaps and prepare for the workforce needed. Developing local training and apprenticeship programs with community partners, such as private EV automotive partners, to support a growing EV market is another potential action that would advance the EV and EVSE workforce development in the Atlanta region.

Respond to the growth of green economies through workforce development and incentives for green businesses. Partner with academic and EV industry leaders to prepare the workforce for the demands of the growing transportation electrification industry. Workforce development efforts can include standardized education, training, certifications, apprenticeships, internships, and tracking EV workforce needs over time.

Summary

Based upon thorough stakeholder engagement, vision and goal setting, and completion of a needs analysis, the RTEP will provide a comprehensive base for an implementation strategy and plan including near-term and long-term action steps and recommendations in relation to future transportation electrification efforts. Additionally, implementation strategies specific to local governments will be highlighted, including identifying all applicable federal and non-federal funding sources eligible for charging infrastructure projects.





PRIVATE SHARED MOBILITY SERVICES

Shared-use mobility services involve the sharing of vehicles, bicycles, or other modes, and offer users short-term access to transportation on an as needed, or on-call, basis, usually through a smartphone application. These services typically feature flexible pick-up and drop-off points, flexible schedules, or a combination of the two.

They encompass new and existing forms of transportation, including carsharing and personal vehicle sharing; bike and scooter sharing; shuttle services; carpooling and vanpooling; ridesourcing, as provided by transportation network companies (TNCs) like Uber and Lyft. Two trends are helping to drive the growth of shared mobility services offered by TNCs: 1) a shift in consumer behavior from a focus on ownership to a focus on access, and 2) improvements in information technology.

Uber began operating in metro Atlanta in the fall of 2012. Its competitor, Lyft, debuted a year later in 2013. Both TNCs are generally available throughout Georgia, though some of the service types offered by both (uberBLACK, uberPOOL, Lyft XL, Lyft Lux Black, etc.) may have geographical limits.

TNCs complement other vehicle-for-hire modes like traditional taxis. There are approximately 156 permitted taxicab companies throughout the Atlanta region based on a list provided by the Department of Public Safety. While taxis are regulated through local municipalities, taxis and TNCs are required to register with the Georgia Department of Public Safety's For-Hire Transportation Services Unit.

The Atlanta City Council voted to increase taxi fares for the first time in about 18 years in May of 2023 citing taxi company's competition with TNCs and need to attract drivers. Following council approval, a taxi from the airport to downtown will increase to \$36, trips to Midtown will increase to \$38 and trips to Buckhead will increase to \$48. Metered taxi fares are also proposed to go up about 20%, with a 10-mile Atlanta cab ride going from \$22 to \$27. The minimum fare for any trip would be \$10 and will raise cab fares from \$2.50 for the first one-eighth of a mile to \$3.50. Each additional one-eighth mile will increase from \$0.25 to \$0.35. Waiting time will increase from \$21 an hour to \$24.

TNCs, taxis and micromobility options (discussed in the next section) can provide first and last mile options. A technological approach to address is Mobility as a Service (MaaS). MaaS is a concept that combines trip planning, booking, and payment within a single platform. After downloading such an app on a smartphone, a user would enter their journey origin and destination. The MaaS platform would then provide information on all the best available transportation options, most significantly time, reliability, and cost.

There is also a potential for having subscriptions to shared rides and devices using MaaS. Additional benefits of aggregating shared fleets are that they could mitigate some of the potentially harmful effects of personal autonomous vehicles, such as an increase in VMT from zero occupancy vehicles.

MICROMOBILITY

The world of shared micromobility has expanded a great deal in a short period of time. New options, like electric scooters (E-scooters) and electric bikes (E-bikes) have joined the traditional bike share model. The most disruptive aspect of these changes has been the shift to dockless systems. In traditional docked shares, the equipment must be returned to a dock, or the rider is charged a fee. In a dockless system, apps are used to find the equipment.

Micromobility options are a fun and efficient way to get from here to there. It's also a great way to connect gaps in public transit. While greatly increasing the accessibility and convenience of alternative transportation options, dockless micromobility devices have the potential to create clutter on sidewalks, have been involved in multiple serious injury crashes, and as a result have been banned by several jurisdictions.

E-scooters and/or e-bike companies require use of a digital media platform, often as a mobile application on a smart phone. Such mobile applications function as the central hub for operating the scooter, allowing users to view scooter availability, location and battery status on a local map, verify the user's eligibility for rental (sometimes by scanning a driver's license), store and use debit/credit card or other payment method, unlock the e-scooter or e-bike (often by using the mobile-device camera to scan a QR code on the device), track current rental statistics (duration and/or charge), and end a rental and dock the electric scooter/bike (e.g., by taking a picture of it in a safe location within the service zone). In short, the mobile app is a critical element of using this transportation technology.

Dockless micromobility devices were methodically dispatched to numerous cities throughout the United States in 2018. They first appeared in the City of Atlanta in May of 2018. By August of 2019, e-scooter and e-bike companies Lime, Bird and Wheels had agreements to operate in three Atlanta region cities: Atlanta, Brookhaven and Decatur.

Prior to the COVID-19 pandemic, nine companies and 12,700 micromobility devices were permitted to operate in the City of Atlanta alone. Between February and August of 2019, there were over 3.3 million dockless trips on scooters in the City of Atlanta. The City of Atlanta estimated this contributed to approximately 1.003 billion car trips avoided in this period. However, there were a number of transportation and public safety concerns for state and local governments related to the rapid popularity of the devices.

Apart from bans on dockless mobility devices by some jurisdictions in the Atlanta region, there are safety, policy and infrastructure considerations that have not been sufficiently addressed by state and local governments in 2023. Safety and operational concerns related to dockless e-bikes and scooters include:

- **Sidewalk enforcement:** Riders often use sidewalks for micromobility devices if there is no bike facility. Additionally, dockless e-scooters/e-bikes are often used and parked in the middle of sidewalks, obstructing pedestrians.
- **Parking enforcement:** E-scooters/e-bikes may be abandoned and parked in public rights of ways, trails, in yards, impeding ADA access paths or bus stops.
- **Speed limits:** Some companies have placed caps on the speed of devices within a reasonable margin, however, speeds may vary depending on street activity, grade, user's weight and driving style, and environmental conditions.
- **Limit on TNCs:** Oversaturation of the market, especially before the Covid-19 pandemic, left governments permitting scooters with an abundance of companies and their devices.
- **Riding at night:** Low visibility at night poses an increased danger of micromobility device riders being struck by vehicles. Some companies have placed limits on operating hours of their devices due to local government laws, while others have added additional lighting on devices.
- **Lack of education:** It is generally easy for riders to access e-scooters/e-bikes due to mobile applications on smartphones. However, many first-time riders are unfamiliar with how to operate the device safely. Additionally, greater education would benefit both riders and motorists sharing roads.
- **Safety equipment:** Despite some devices reaching speeds in which falling off, crashing into another vehicle/obstacle, or riding without a helmet could result in serious injury, some governments do not require safety equipment, such as a helmet, to be worn. (Georgia state law has only required riders under the age of 16 to wear a helmet when they are using an e-scooter.) Despite the risk for all device users, helmets are not readily available when an e-scooter/e-bike is rented.

Throughout 2019, efforts to implement regulations and safety protocols after the proliferation of micromobility devices to better manage several of these aspects, especially riding on sidewalks or riding at night, in addition to limiting TNC permits, resulted in numerous companies leaving Atlanta by the end of 2019. During COVID-19, scooter programs in the city were suspended due to public safety health concerns. This period resulted in a sharp decline of micromobility in the Atlanta region. In a study by Georgia Tech's School of Public Policy, the ban and decrease in scooter availability in 2019 and early 2020 resulted in an increase in average commute times by 10%.

As pandemic rules relaxed and Atlanta's permitting process resumed in July of 2020, there has been a rebound in the availability of scooters and riders utilizing the devices for longer trips. In Atlanta and across the country, average trip length on e-scooters almost doubled compared to before the pandemic. Since revisiting the TNC permitting process, there are now two leading e-scooter companies in Metro Atlanta. The following companies are currently permitted to operate where cities have approved their operation:

- **Bird**

- To ride a Bird e-scooter in Atlanta, it costs \$1 plus 39 cents per minute used (Some operators may charge taxes and fees on top of the cost per minute.)

- **Lime**

- To ride a Lime e-scooter in Atlanta, it costs \$1.00 plus 44 cents per minute. (Some operators may charge taxes and fees on top of the cost per minute.)
- To ride a Lime e-bike in Atlanta, it costs \$1.00 plus 40 cents per minute. (Some operators may charge taxes and fees on top of the cost per minute.)

With e-scooters/e-bikes only operating within some jurisdictions and bans or varying regulations in place for different local governments, regional coordination is needed. A patchwork of different rules related to micromobility use can create confusion for riders traveling from one city to a neighboring city, for example. This is especially true for bordering jurisdictions where some cities, such as Alpharetta, Marietta, Smyrna and Lilburn, have banned these devices, or in cities that have prohibited the use of scooters within certain hours.

ARC is encouraging local governments to reconsider and revise such policies, conduct curbside management studies to ensure proper and safe storage, and update bicycle and pedestrian plans and projects to accommodate these eco-friendly and affordable mobility options. This will require partnering with shared micromobility companies to improve equipment maintenance practices and keep our infrastructure safe for everybody.

ARC is actively working on e-bike rebate programs that will expand their use by lowering the up-front purchase cost, which can be significant for lower income individuals. Through a unique partnership with the City of Atlanta and Propel ATL, ARC will be managing a pilot program in 2024 under which \$1 million will be distributed to new e-bike owners. Every resident of the City will be eligible to receive a \$500 rebate, but the program will prioritize individuals making less than the median income by increasing the amount of those rebates up \$1,500. Concurrently, ARC is developing a Priority Climate Action Plan (CPAP) and a regional e-bike rebate program will be a central recommendation. Following completion of the plan in the spring of 2024, ARC will apply for federal funding to implement the program.





COMMUNITY

This section focuses on programs and policies which impact the character of the rest of the urban environment, from both the physical appearance and quality of life perspectives.

TRANSPORTATION AND LAND USE COORDINATION

Growth And Development Solutions

Rapid growth in the Atlanta region has both amplified housing and transportation issues and created opportunities over the past several decades. While growth brings new and better job opportunities and an improved quality of life, it can also result in situations where the transportation infrastructure has not been able to keep pace or was ill-suited to meet the types of demands placed on it. The MTP recognizes the direct relationship between how land is used and what transportation services will be most effective. This section lays out ARC's programs and initiatives aimed at helping the region grow in a more sustainable manner without compromising the health of our economy.

Livable Centers Initiative (LCI)

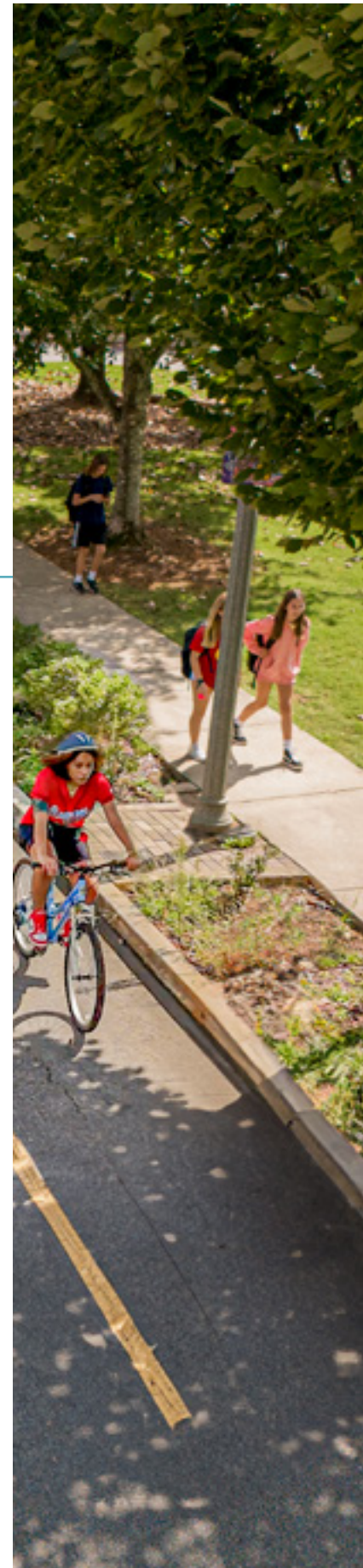
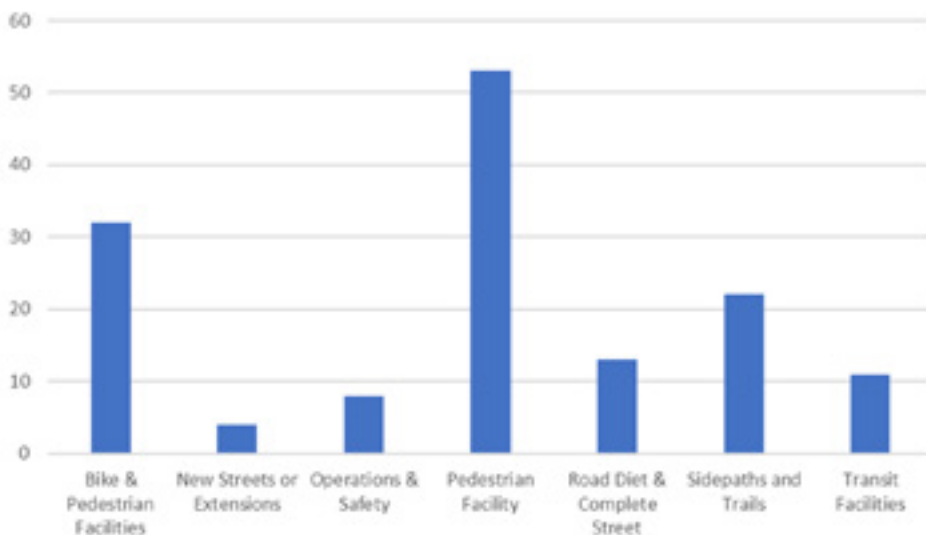
Created in 2000, the **Livable Centers Initiative** (LCI) is a growth strategy and a transportation program for the primary purpose of reducing vehicle miles traveled (VMT) and improving air quality. LCI provides grants and technical assistance to local governments for planning and infrastructure to help create vibrant, walkable communities across metro Atlanta, with increased access to transit, jobs and affordable housing options.



The overarching goals of the LCI have remained unchanged since the inception of the program, however the approach has evolved over time to address emerging issues and the maturity of the program. These LCI goals also support the policy framework of the Metropolitan Transportation Plan:

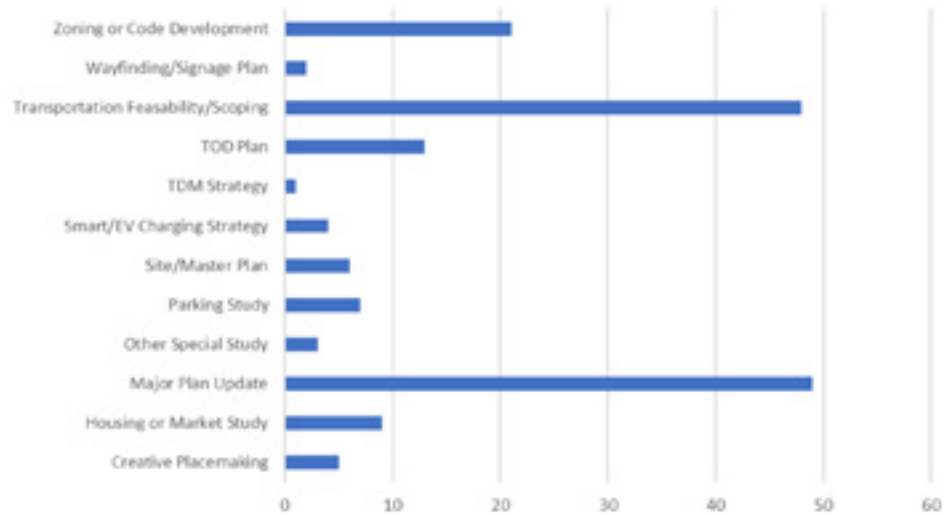
- Encourage a diverse mixture of land uses, including housing, jobs, services, shopping, and recreation options, which are accessible by people of all ages, abilities, and income levels.
- Provide safe, convenient access to multi-modal transportation options, including transit, biking, walking, micromobility options, and completing and expanding urban street grids to increase connectivity within centers.
- Foster public-private partnerships and sustained community support through an outreach process that promotes the involvement of all stakeholders, including those historically under-served or underrepresented.

LCI PROJECTS BY TYPE (2000-2022)





NUMBER OF SUPPLEMENTAL STUDIES BY TYPE



Since the program's start in 2000, the LCI program has awarded more than \$21 million in study funding to 132 distinct centers throughout the region, and more than \$357 million for 143 transportation projects within those centers.

In addition to master plans and general planning studies, LCI provides funding for specialized studies, policy and zoning code development. This is a unique component to ARC's program that has helped move plans to implementation – by adopting development codes and regulations, scoping projects, developing site plans, street design guides, creating historic districts and more.

Since the inception of the program, funding for studies and projects has been intentionally targeted to existing town centers, regional employment centers and areas with high-capacity transit. The reason for this policy was to direct dense, mixed-use growth to areas that could accommodate such growth without increasing VMT. In other words, areas that had the highest propensity for increasing biking, walking, and transit trips. As the recent **Building for Proximity** report by the Brookings Institution has shown, driving growth to local and regional centers can help to increase transit ridership, shortening trips and making biking and walking more viable, thus helping to reduce both vehicle miles traveled and emissions of carbon dioxide and other pollutants.

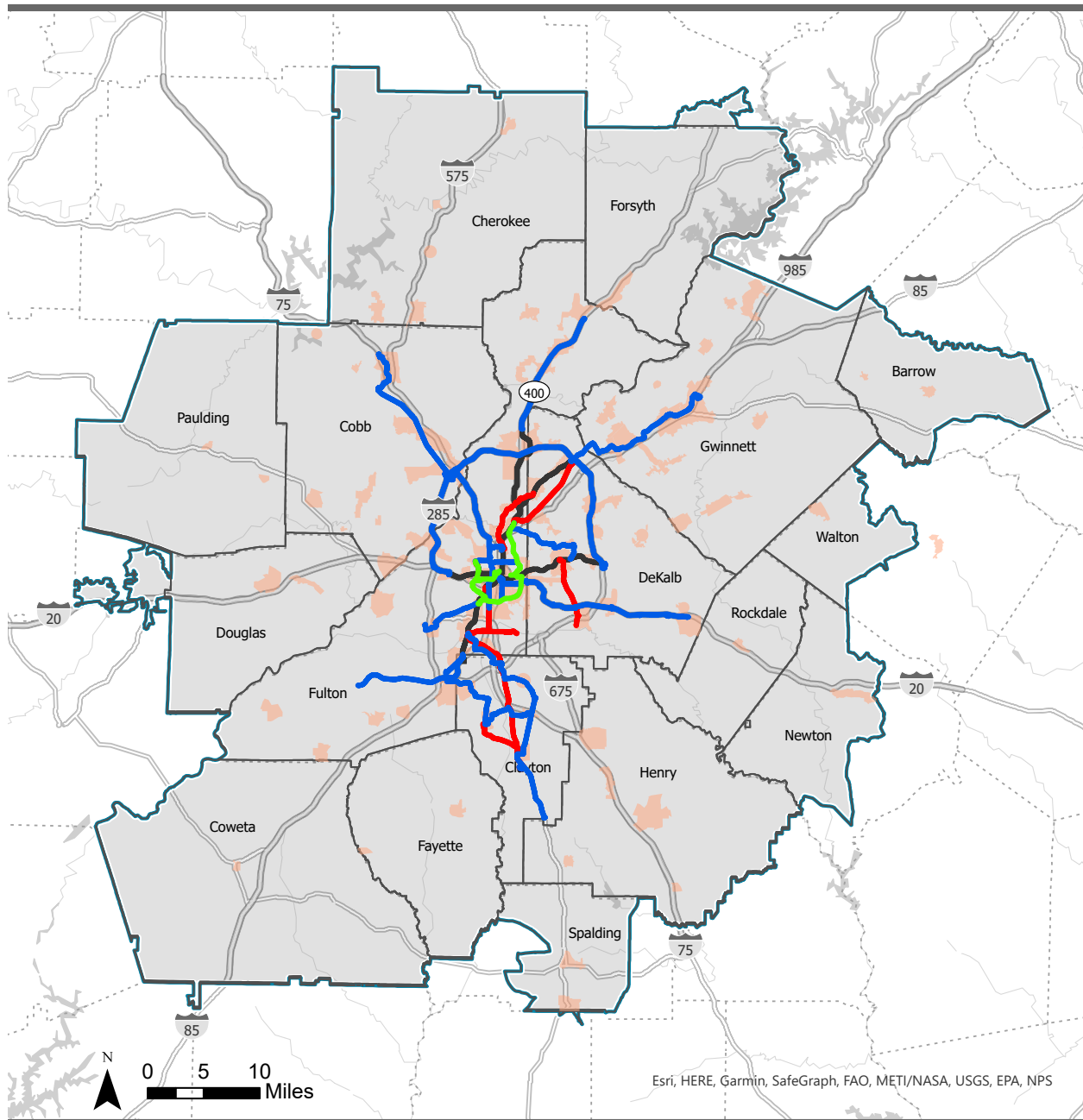
Today the LCI program includes every major employment center (e.g. Perimeter, Cumberland, Town Center, Downtown, Buckhead, etc), every County seat (except for Cumming), every town center with more than 3000 population (except John's Creek), and every MARTA station area (except for the Airport for obvious reasons). Therefore, going forward, legacy or existing LCI areas will remain in the program, but new districts must have funded or programmed high-capacity transit service to be eligible. This is defined as bus service with at least 15-minute headways, or a corridor or transit center served by multiple routes.

Funding for the LCI program will remain at its current rate of an average estimated \$2.5 Million per year for LCI studies and program administration, and \$20 Million per year for transportation infrastructure projects that originate from a locally-adopted LCI plan. The total funding projected through 2050 approximately \$1.1 billion. Funding for LCI studies and projects are programmed as a set-aside from the Surface Transportation Block Grant Program (STBGP) each year in the TIP.



Detailed funding criteria is outlined in the [TIP Project Evaluation Framework](#). To paraphrase, funding for studies will support multimodal travel, affordable neighborhoods, and the development of jobs and housing in existing town centers and near transit. As an incentive to implementing your LCI Plan, LCI communities that have demonstrated plan implementation (such as adopting the recommended zoning or street design guidelines, etc), will be prioritized for LCI transportation project funding.

RELATIONSHIP OF LCI AREAS WITH PREMIUM TRANSIT SERVICES



Legend

- Existing Heavy Rail
- MPO Boundary
- LCI Areas

Transit Route Type

- Arterial Rapid Transit
- Bus Rapid Transit
- Light Rail Transit / Streetcar

Transit Oriented Development (TOD)

As defined by USDOT, Transit Oriented Development (TOD) creates dense, walkable, and mixed-use spaces near transit that support vibrant, sustainable, and equitable communities. TOD includes a mix of commercial, residential, retail, office, entertainment and recreational facilities, and/or other amenities closely integrated with transit. Some of the benefits of TOD include increased transit ridership, reduced congestion and greenhouse gas emissions, walkable communities that accommodate healthy lifestyles, expanded mobility choices and improved access to jobs, and increased property values.

Because development around transit can attract high-income populations and have a considerable impact on property values, planning for equitable TOD (ETOD) is crucial. ETOD attempts to address critical community needs, weaving them into the fabric of transit development and creating mixed-income communities that make connections to employment opportunities, healthy food, affordable housing, quality schools, parks, arts and cultural activities, and healthcare for everyone.

In the past decade, the Atlanta region, and particularly MARTA, has been advancing TOD opportunities, while also trying to address its challenges around equity and affordability. Multiple new TODs around MARTA rail stations, many in partnership with ARC's Livable Centers Initiative, have broken ground or opened for business in this time, including TODs at Edgewood/Candler Park, King Memorial, and Avondale MARTA Stations, with more underway at Oakland City, Kensington and Indian Creek Stations. Each of these have some affordable housing component, and some include community amenities, like the 501c3 non-profit Moving in the Spirit youth development program, which was incorporated into the Edgewood/Candler Park Station TOD early on, as part of the TOD planning process.

One of the more unique and exciting TOD concepts is **Station Soccer**. The non-profit organization, Soccer in the Streets, partnered with MARTA to bring soccer pitches to communities throughout the Atlanta Region, all connected by transit – making the “beautiful game”, and health and recreation, accessible to all. As noted by Soccer in the



Streets, affordability and transportation hurdles mean that many kids in metro Atlanta area do not have access to safe places to play soccer, nor the resources required to travel. Station Soccer is an innovative placemaking project that connects communities and helps cultivate healthy lifestyles through sport and transit.

Additionally, the region is actively planning for more TOD in conjunction with planned Bus Rapid Transit service. ARC helped fund a TOD corridor study for Gwinnett County along Satellite and Brook Hollow Parkways, MARTA and Clayton County completed a TOD plan funded by FTA for its planned BRT routes, and DeKalb County and MARTA partnered on a TOD study for I-20 East. Additionally, ARC and the ATL Authority have secured funding for a Regional TOD Strategy beginning in 2024. This strategy will help to create station typologies for light rail, BRT, transit centers, and park & ride lots in urban and suburban contexts.

ARC will continue to support the planning and implementation of TOD with local, state and transit agencies, through its LCI program, as well as the UPWP, TIP, and federal grants.



Community Development Assistance Program (CDAP)

The **Community Development Assistance Program (CDAP)** provides planning assistance annually to local governments, Community Improvement Districts (CIDs), and non-profits across the Atlanta region to undertake local planning activities that advance the goals of the Atlanta Region's Plan, including the Metropolitan Transportation Plan. The program also works with partner organizations to develop studies or non-infrastructure projects on behalf of CDAP for the local sponsors. Some of these partner organizations include the Georgia Conservancy, Urban Land Institute, Georgia Tech's City & Regional Planning Master's program, and Georgia State University. In some instances, for studies that have a nexus to an LCI Plan or transportation planning, ARC may award LCI funds to the applicant to conduct the study.

CDAP provides ARC with an opportunity to partner with local communities to implement many of the recommendations from LCI plan, Comp Plans, and other plans, that are not traditional transportation projects but that support the goals of the MTP and its programs, like LCI, TOD, and comprehensive planning. CDAP's prioritizing projects that advance one or more of the following regional priorities:

- Access to Healthy Food
- Housing Affordability
- Creative Placemaking
- Lifelong Communities
- Green Infrastructure & Resiliency
- Smart Communities

Some examples of recent projects include:

- Cascade Heights Greenway Network Plan, Cascade Springs Nature Conservancy
- Housing studies for Cobb County, Henry County, City of Chamblee
- Fairburn Community Garden Plan, City of Fairburn
- Sandy Springs Flood Mitigation and Resilience Strategy, City of Sandy Springs
- South Fulton Citizen Board Training, City of South Fulton
- Tucker Arts in the Alleys Initiative, City of Tucker
- Locust Grove Zoning Audit, City of Locust Grove

Unified Growth Policy Map

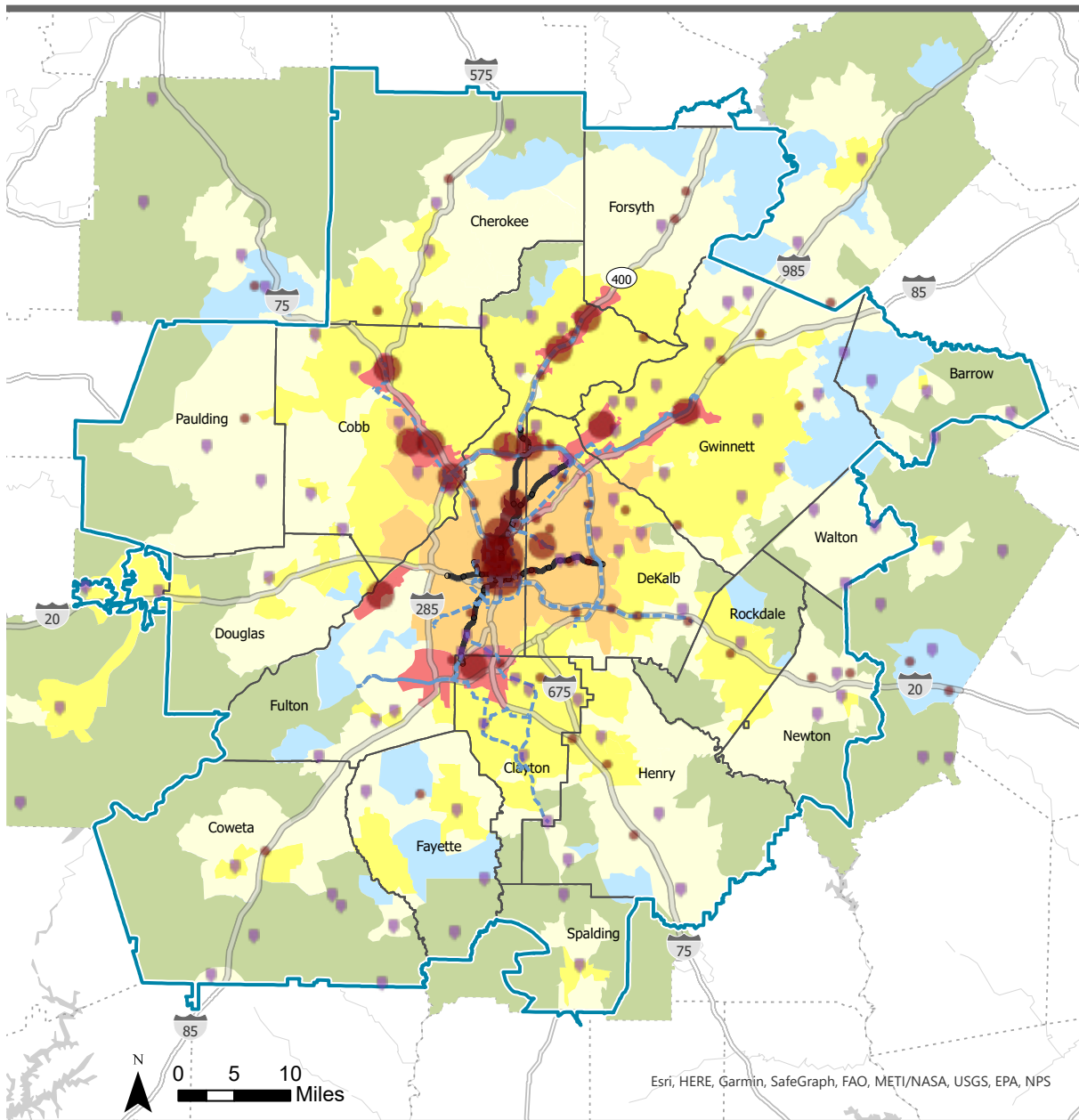
The **Unified Growth Policy Map (UGPM)** provides direction for future growth. The UGPM, shown on the following page, is developed in close collaboration with local governments and represents local land use plans overlaid with the MTP policies and forecasts. It is comprised of Areas and Places. "Areas" describe predominant land use patterns throughout the region, and "Places" are activity centers within these Areas.

There are seven Areas defined in the UGPM: Region Core, Regional Employment Corridors, Maturing Neighborhoods, Established Suburbs, Developing Suburbs, Developing Rural areas, and Rural. Places include both Regional Centers, which generally have concentrated uses and employment (e.g. Perimeter Center, Airport/Aerotropolis area), and Town Centers which tend to be historic downtowns, County Seats, or Main Street areas (e.g. downtown Hapeville, Woodstock or Douglasville). More detailed information, maps, and development guidelines for both Areas and Places can be found in the **Regional Development Plan (RDP)**.



ARC uses the UGPM and associated regional development guide to forecast growth, as well as help guide transportation investment policies and priorities. The RDP identifies policies to achieve the desired development patterns in the UGPM. ARC applies these policies when evaluating projects for inclusion in the MTP and TIP. For example, transportation investments that are inconsistent with regional growth objectives are not recommended for federal funding. Additionally, the UGPM and related development goals are used to identify centers that are eligible for LCI funding. The UGPM provides a coherent vision for future development and transportation investment in the region.

UNIFIED GROWTH POLICY MAP



Legend

Regional Areas

- Developing Rural
- Developing Suburbs
- Established Suburbs
- Maturing Neighborhoods
- Region Core
- Region Employment Corridors
- Rural Areas

Regional Centers

- Central City
- Regional Center
- Small Regional Center

Town Centers

- Planned Premium Transit
- Existing Heavy Rail
- MPO Boundary

AFFORDABLE HOUSING

Housing affordability is eroding across the Atlanta region and will impact our economic competitiveness if left unaddressed. According to the Federal Reserve Bank of Atlanta (Atlanta Fed), both rental and ownership options in the Atlanta region are increasingly unaffordable. Over 20% of owner-occupied homes and over 50% of renter-occupied homes in the Atlanta region have a monthly housing costs that exceeds 30% of income, leading to cost-burden (using the Housing and Urban Development (HUD) standard 30 percent share of income threshold to measure affordability). For home ownership, the Atlanta Fed estimates the median household income in the Atlanta region is insufficient to cover the annual costs of owning a median-priced home. Among U.S. metropolitan areas, the Atlanta region is #1 in home price appreciation and #4 in rent appreciation over the past five years, while ranking #13 in wage appreciation over this time period.

| | Rank: #4 | Rank: #1 | Rank: #13 |
|---------------|-------------------------------|-------------------------------------|-------------------------------|
| | Rent Appreciation, Five Years | Home Price Appreciation, Five Years | Wage Appreciation, Five years |
| Atlanta | 30.0% | 68.6% | 14.0% |
| Boston | 20.8% | 35.7% | 18.4% |
| Chicago | 21.6% | 32.9% | 15.5% |
| Dallas | 28.1% | 48.7% | 25.6% |
| Detroit | 21.6% | 47.2% | 25.3% |
| Houston | 14.3% | 46.3% | 23.6% |
| Los Angeles | 19.7% | 38.0% | 25.6% |
| Miami | 41.7% | 67.4% | 21.2% |
| New York | 22.1% | 36.3% | 16.1% |
| Philadelphia | 23.1% | 46.5% | 15.0% |
| Phoenix | 45.5% | 62.6% | 19.0% |
| Riverside | 40.1% | 49.5% | 26.9% |
| San Francisco | -2.1% | 25.8% | 13.7% |
| Seattle | 16.5% | 38.8% | 12.7% |
| Washington | 14.2% | 32.3% | 14.9% |

It's important to understand that a lack of affordable housing near jobs and other destinations increases the number and length of trips and puts a strain on both the transportation system and the individual.

Some recent trends in the Atlanta region are:

- Existing supply of affordable units is declining. From 2016 to 2021, the Atlanta region lost 73,000 rental units affordable to low-income households renting below \$800 or less per month, and the region lost over 32,000 rental units renting from \$800 to \$1500 per month. During this time period, the average home sale price increased by 50%, from \$304,699 to \$455,800.
- Supply is low while population growth pushes up demand. Although building permits increased in 2023, the number of annual building permits in metro Atlanta is still below pre-recession (2008) levels.
- Housing costs are rising more than income. Home prices increased 5-fold and rent prices increased 2.6-fold over the increase in wages from 2018 to 2023.
- Transportation costs deepen metro Atlanta's affordability challenge. Households in the Atlanta region spend an average of 15.4% of their budget on transportation.



- Cost of construction continues to rise sharply impacting the entire housing market. Nationally, building costs are up 4.4% year over year.
- There is a growing desire to address housing issues in the region.
- Home ownership remains down, putting community stability at risk. Statewide, homeownership rates declined by 2.95% from 2005 to 2022, and is expected to continue to decline by more than 2.5% by 2040, according to the Urban Institute.
- The number of larger homes continues to be a significant portion of the housing stock, while households in the metro region are increasingly smaller in size. While household size in metro Atlanta decreased from 2.78 people per household in 2011 to 2.66 people per household in 2021, the greatest increase in housing unit size was in the 4+ bedrooms, which increased by 233,619 units from 2011 to 2021.
- Demographic changes necessitate the need for housing at all stages of life. The Atlanta region is seeing similar trends as are seen in the U.S. as a whole: smaller household sizes, a larger aging population, a later age to purchase a home. The National Association of Realtors tracks the age of first-time buyers, and the typical first-time buyer age is at an all-time high of 36 years, up from 33 years in 2021. According to the AARP, 22% of Americans will be age 65 or older in 2030 and 48% of adults are single.

Wage, Rent and Home Price Appreciation, Indexed (Jan, 2018=100)



Quality, affordable housing options should be widely available, in communities large and small, urban and suburban. We all need places to live that won't break our budgets while offering access to vital resources like healthy food, proximity to job centers, and quality transportation options.



ARC is working to help local governments, nonprofit organizations, and other stakeholders better understand the region's housing challenges and also explore potential solutions. Increasing the availability of quality, affordable housing will help the entire region thrive by providing:

- **A stronger economy** – The Atlanta region will remain a destination for employers looking to expand, keeping our economy growing. Businesses will find it easier to hire and retain workers who are able to live close to job centers.
- **Better quality of life** – Communities and schools will become more stable, as fewer families move in search of cheaper rent. More affordable housing options also means fewer people will have to put off spending on vital services, such as healthcare.
- **Greater opportunities and reduced inequality** – Increased levels of home ownership will help people build wealth and climb the socio-economic ladder and reduce the “wealth gap” that exists between owners and renters. Affordable rent levels will enable people to rent in an area that suits their needs.
- **Reduced traffic congestion** – More people will be able to live closer to where they work. That means fewer vehicles on the road, reduced traffic congestion, and improved air quality.

Metro Atlanta Housing Strategy: Explore Housing Solutions

ARC has developed the **Metro Atlanta Housing Strategy**, an interactive digital toolkit that provides detailed information and data about the region's housing market to the neighborhood level and offers a set of actionable steps local communities can take to address their housing challenges and provide a better range of quality, affordable housing options.

The goal is to foster a greater mix of housing options in the region, reflective of each community's specific housing needs. This is achieved through six strategies to increase affordable housing options and bring about meaningful change:

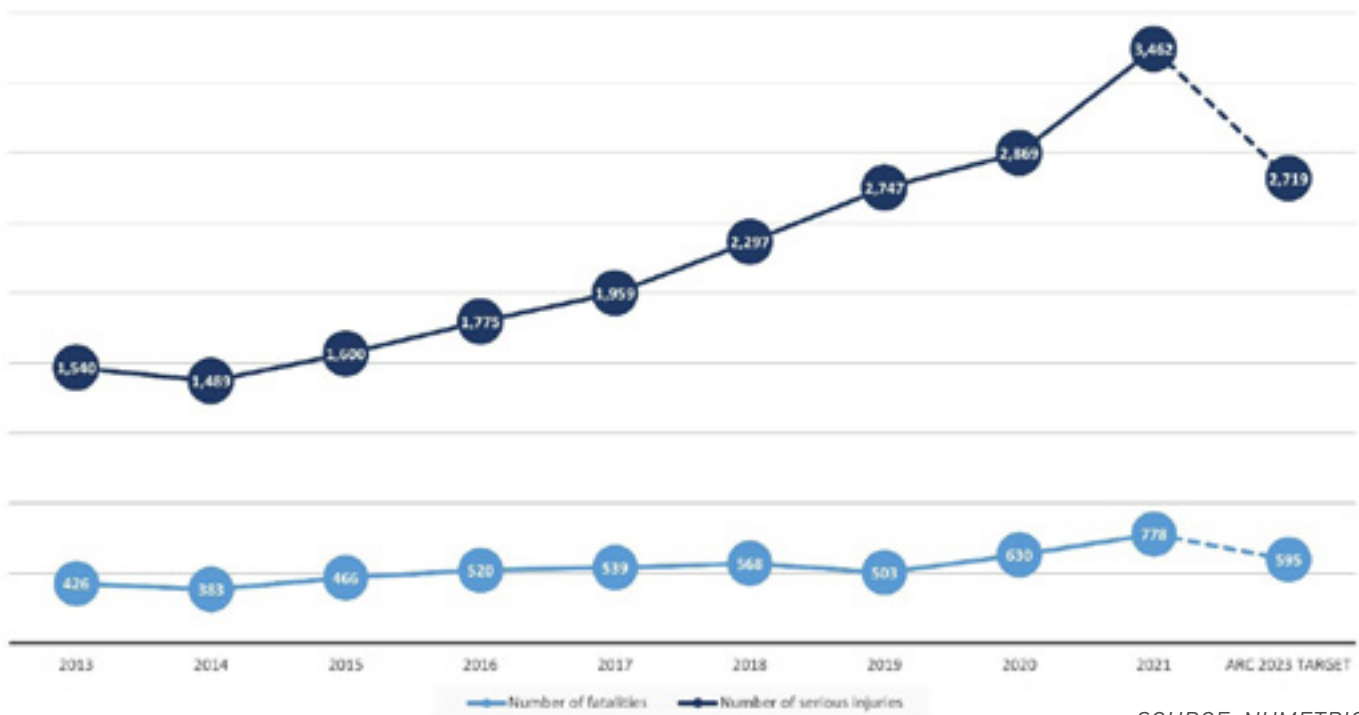
- Increase housing supply to promote affordability by providing the necessary tools for developers to contribute to the supply of both market-rate and affordable housing units.
- Preserve supply of affordable housing units to ensure that they remain accessible to low- to moderate-income households.
- Reduce housing and transportation costs by increasing housing options near job centers and advancing mobility options throughout the region.
- Expand capital resources by providing financial incentives and mechanisms to foster the creation and preservation of affordable housing units.
- Promote housing stability to ensure that residents can remain in their homes and communities.
- Develop leadership and collaboration on housing to promote and enable education, communication, and collaboration around housing issues.



SAFETY

The vision for the Atlanta region is safe, accessible, and convenient travel for all road users. The safety goal is ZERO deaths and serious injuries on all public roads. The Regional Safety Strategy (RSS) was adopted in 2023 and provides a comprehensive framework and action plan to support the long-term safety vision and goal. Safety stakeholders throughout the region can use the RSS to address the safety of all road users through data informed decisions and incremental investments guided by Safe System principles. The RSS builds on visions and goals from previous plans like the 2020 iteration of the Metropolitan Transportation Plan and the [2019 Safe Streets for Walking and Bicycling](#).

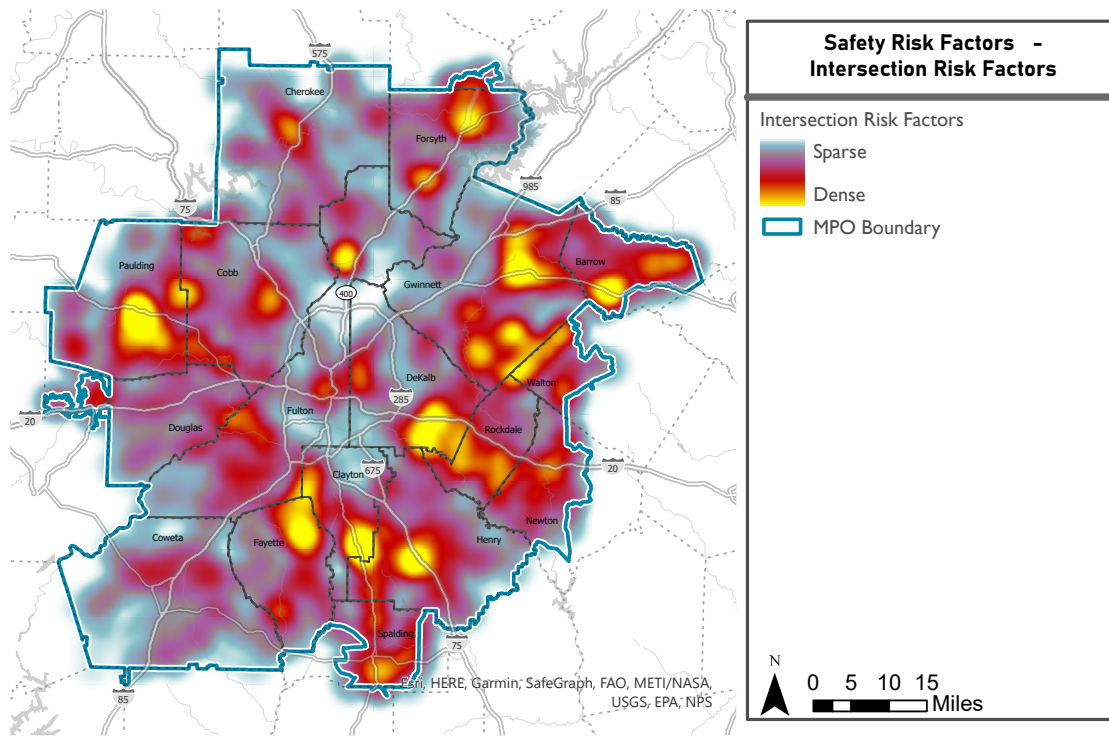
DEATHS AND SERIOUS INJURIES WITHIN THE ATLANTA MPO REGION



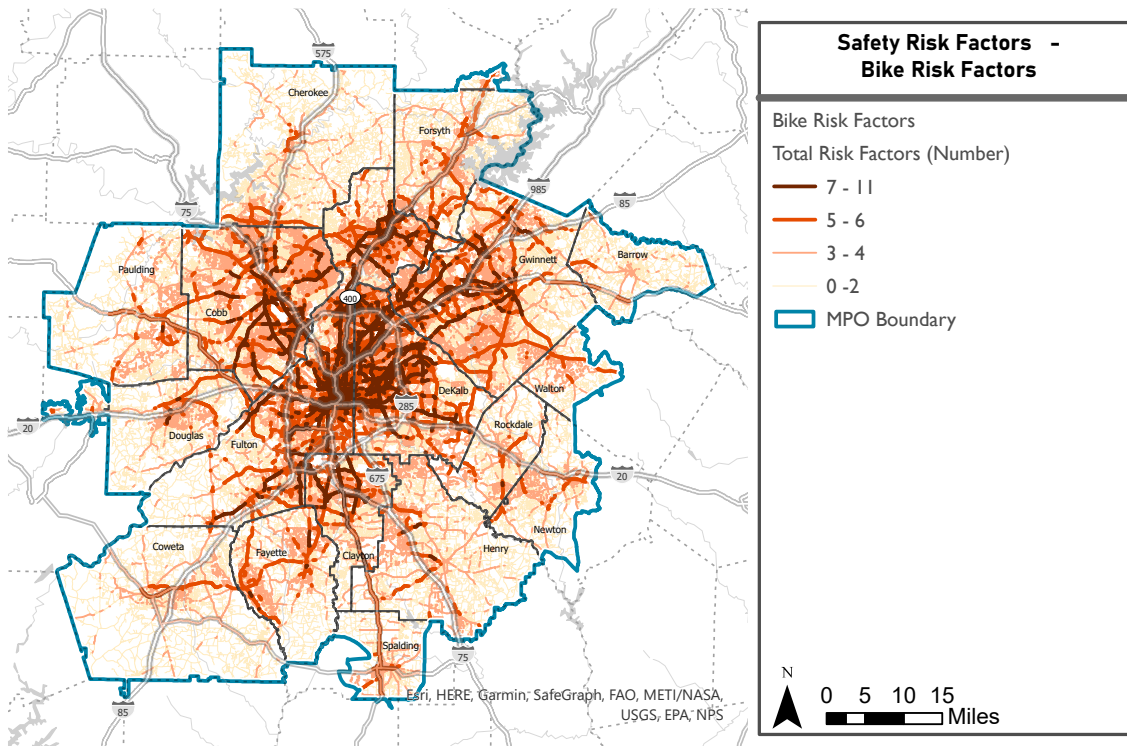
Roughly 600 people die and more than 3,000 are seriously injured in traffic crashes in the ARC region every year. This trend is not going in the right direction, and it is not going to change course on its own. ARC has focused its analyses onto crashes at intersections, crashes involving roadway departures, and crashes involving bike riders or pedestrians as the most prevalent in the region that cause severe crashes resulting in death or serious injury. Analyzing historical crash data is an important factor in understanding where severe crashes have occurred, but more proactive action is needed to properly address our severe crashes and their consequences. ARC has applied a more proactive approach through a Safe Systems lens to also consider risk factors of roadways that are likely to have severe crashes due to roadway design features, community context, traffic control patterns, and other factors that can lead to higher- or lower-risk roadways. These maps, included on the following pages, are available as a webtool and open source geospatial data for stakeholders to use in identifying roadways that need safety treatments.

Safety planning at the regional level will include furthering these data analyses to better inform and advise local stakeholders. Local stakeholders will be encouraged to include a Safe Systems approach when developing a Comprehensive Transportation Plan (CTP) or other local planning efforts. Funding prioritization for projects seeking to enter the TIP will emphasize proper use of the FHWA Proven Safety Countermeasures in design, safer designs as suggested by NACTO or AASHTO guidance, designs that lower the number of risk factors on high-risk roadways, and engineering outcomes that are likely to lead to reducing overall deaths and serious injuries on regional roadways.

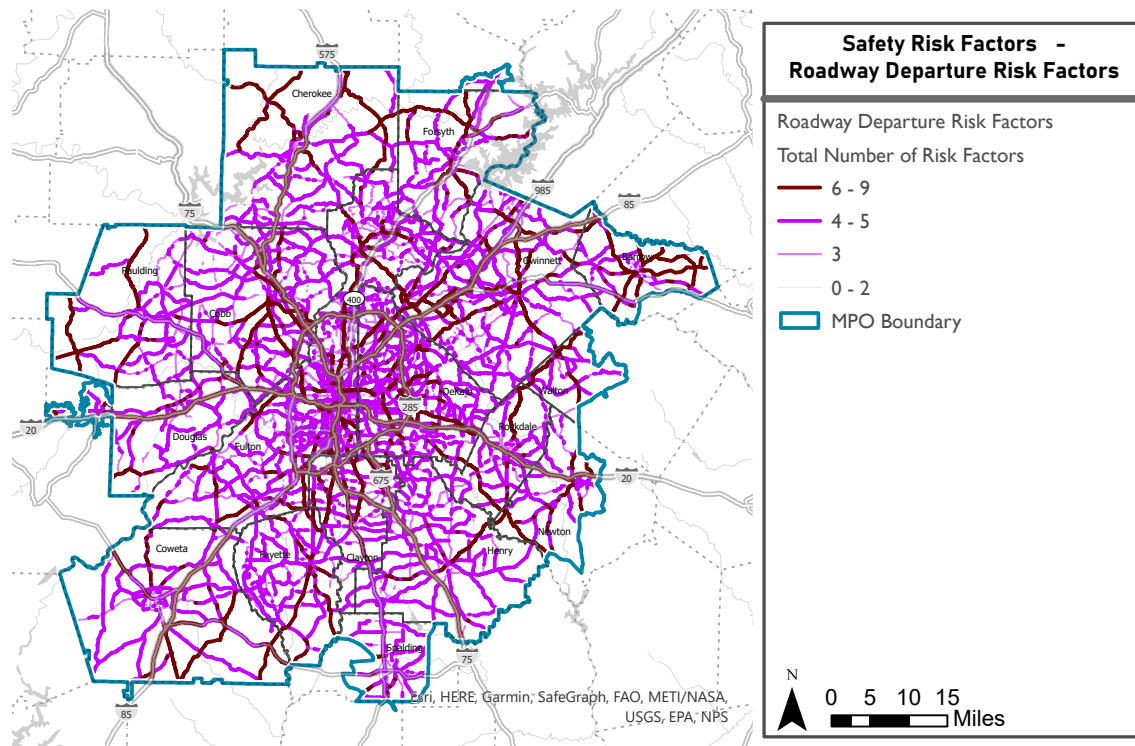
INTERSECTION SAFETY RISK FACTORS



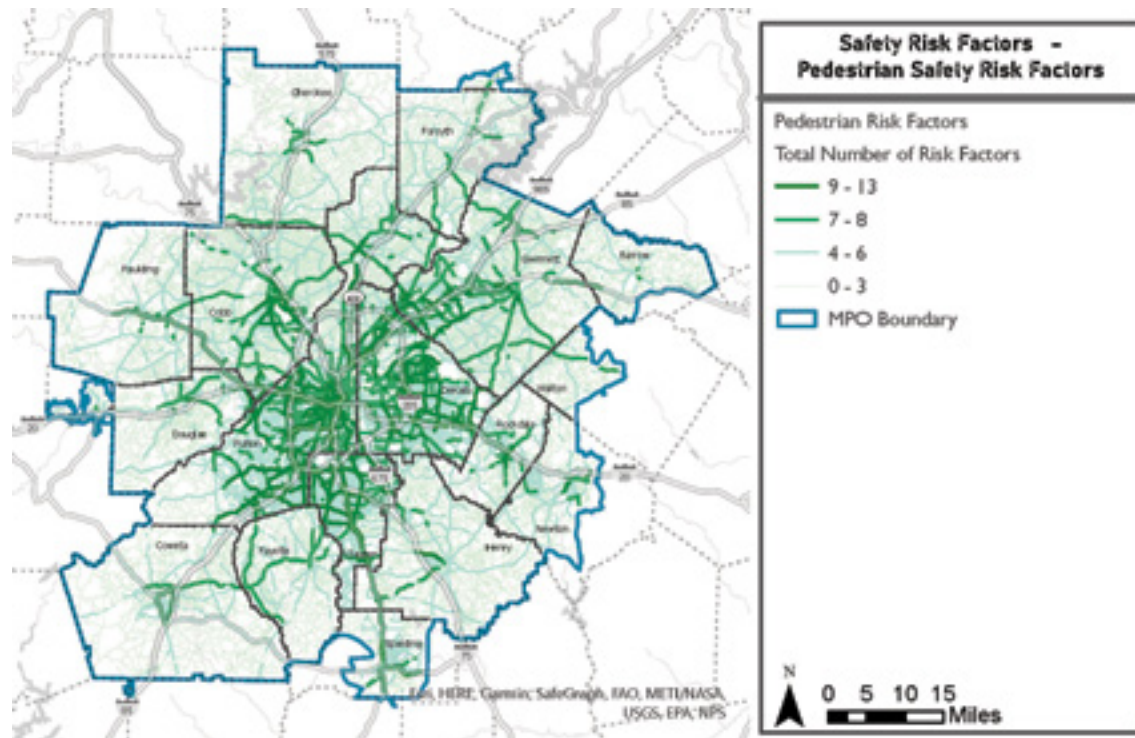
BICYCLE SAFETY RISK FACTORS



ROADWAY DEPARTURE RISK FACTORS



PEDESTRIAN SAFETY RISK FACTORS



SECURITY

Preparing for a Secure Region

UASI, the **Atlanta Urban Area Security Initiative**, aims to provide a secure, prepared, and resilient Atlanta region by continuing to develop all-hazard planning and response capabilities that enable a safe and secure urban area for all residents and visitors. UASI was designed to provide enhanced federal preparedness funding to high-threat, high-density urban areas that were identified as vital to the nation's economy and national security, if disrupted by a terrorist attack. The focus is to manage the Atlanta UASI in partnership with jurisdictions in the UASI footprint. Those jurisdictions are: City of Atlanta, and Clayton, Cobb, DeKalb, Fulton, and Gwinnett counties.

UASI was created in the aftermath of the September 11, 2001 attacks as one of the anti-terrorism programs authorized by the Homeland Security Act. UASI is designed to provide enhanced federal preparedness funding to specific cities that were identified as vital to the nation's economy and national security, and to encourage regional cooperation in emergency preparedness and response. The City of Atlanta and its surrounding metro area is considered highly vulnerable, with the potential for major impact on the economy and nation should it be attacked and its infrastructure significantly damaged.

Atlanta Region Priorities

- **Training and Exercises** - Provide enhanced preparedness training for law enforcement specialty teams (SWAT, EOD, Aviation, Tactical Field Officers, HazMat) and fire response specialty teams (CBRNE, WMD, EMS, E-911 dispatch, Search & Rescue) and others, including public health and cybersecurity professionals.
- **Equipping First Responders** - Make targeted investments designed to strengthen existing capabilities and respond to new and emerging threats.

- **Regional Planning Projects** - Conduct planning efforts that span UASI's five core mission areas (Prevention, Protection, Mitigation, Response and Recovery) and the associated 32 Core Capabilities often including creating response protocols and mutual aid operational plans.
- **Interoperability Communications and Plans** - Ensure the deployment of an efficient, routinely tested, and cost-effective command and control radio communication system among members; and enhance crisis information communications to enable first responders to communicate securely and seamlessly during crisis situations.
- **Community Preparedness** - Revitalize the Citizen Corps program, allowing member jurisdictions to train and equip residents to lead their communities through emergencies and disasters by preparedness and resilience through programs that include Neighborhood Watch, Fire Corps, Volunteers in Policing, Community Emergency Response Teams, and Medical Reserve Corps.

Governance & Operations

The Senior Policy Group serves as the overall governing body for the Atlanta UASI. It is comprised of the chief elected officials of the six jurisdictional members (City of Atlanta and Clayton, Cobb, DeKalb, Fulton and Gwinnett counties). The Urban Area Working Group is represented by the policy and fire chiefs, and the emergency management agency directors from each of the six jurisdictions; MARTA; the Centers for Disease Control; Grady Hospital; a senior K-12 state educational official; a senior State Public Health official; the director of ARC Aging and Independent Services; and a private sector member. The Atlanta Regional Commission has operational management responsibility for the Atlanta UASI program.



EQUITY

In the four years since 2050 MTP (2020) was adopted, federal policy on environmental justice has dramatically changed. The Biden-Harris Administration amended Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” as part of Executive Order 14008. They also signed Executive Order 13985, “Advancing Racial Equity and Support for Underserved Communities through the Federal government”. Together, these executive orders, established a whole-of-government approach to advancing equity and opportunity and, in combination with IIJA, have shifted how transportation programs are viewed and delivered.

In response, ARC has been exploring how best to implement a stream of new guidance on equity and community engagement from U.S. DOT. Technical support and recommendations are detailed in the U.S. DOT **Equity Action Plan** and **Promising Practices for Meaningful Public Involvement in Transportation Decision Making**. These new documents are designed to broaden the equity lens for the MPO transportation planning process and MTP.

Quantitative Equity Analysis

Federal guidance and legislation, including Title VI of the Civil Rights Act, protect specific populations, prohibits discrimination based on race, color or national origin, and require planning organizations to address disproportionately high health or environmental burdens affecting these communities. The federal Justice 40 initiative goes further. It directs 40% of the overall benefits of certain Federal investments – including investments in clean energy and transit and the remediation and reduction of legacy pollution to flow to disadvantaged communities.

To identify disadvantaged communities and where identified populations live, ARC conducts an equity analysis using their Environmental Justice (EJ) Model. The EJ Model considers the percentage of racial minorities, ethnic minorities, and poverty levels in each census tract. The data is sourced from the American Community Survey (ACS).

While the EJ Model does not directly consider environmental factors, the socioeconomic factors it does consider are strong proxies for environmental and human health factors such as poor air quality, various health risks, transportation access and cost burdens, and proximities to hazardous waste or industrial sites. Deeper analysis and broader data may be necessary in future years if race, ethnicity, and poverty no longer act as suitable proxies for the Atlanta Region. ARC is currently reviewing its equity analysis methods, however, the EJ Model is the means by which equity analysis has been conducted for the MTP/TIP Update.

A map of existing EJ areas is shown in the following figure. It illustrates some clear patterns important to the MTP Update, including:

- Concentration of EJ populations in the southern portion of the Atlanta region
- A preponderance of EJ populations living adjacent to or nearby Atlanta’s interstates
- A high percentage of EJ populations in suburban areas where transit service is limited

The EJ Model is used for TIP project selection. Projects are scored based on the tracts that are fully within or that they pass through. There are additional points given for projects that are in reasonable proximity of subsidized housing. Future updates to the EJ Model will incorporate more origin-destination data to better understand the travel patterns of EJ communities. This will broaden the scope of what equitable investments look like so that infrastructure can be prioritized for underserved populations based on where they are going in addition to the places they live.

ARC’s EJ Model has received praise from other MPOs and state DOTs across the nation for its relative simplicity, easy-to-understand methodology, sustainability, and utility towards identifying underserved communities. By using frequently updated ACS information, ARC has been able to maintain accurate and reliable knowledge about where specific populations live.

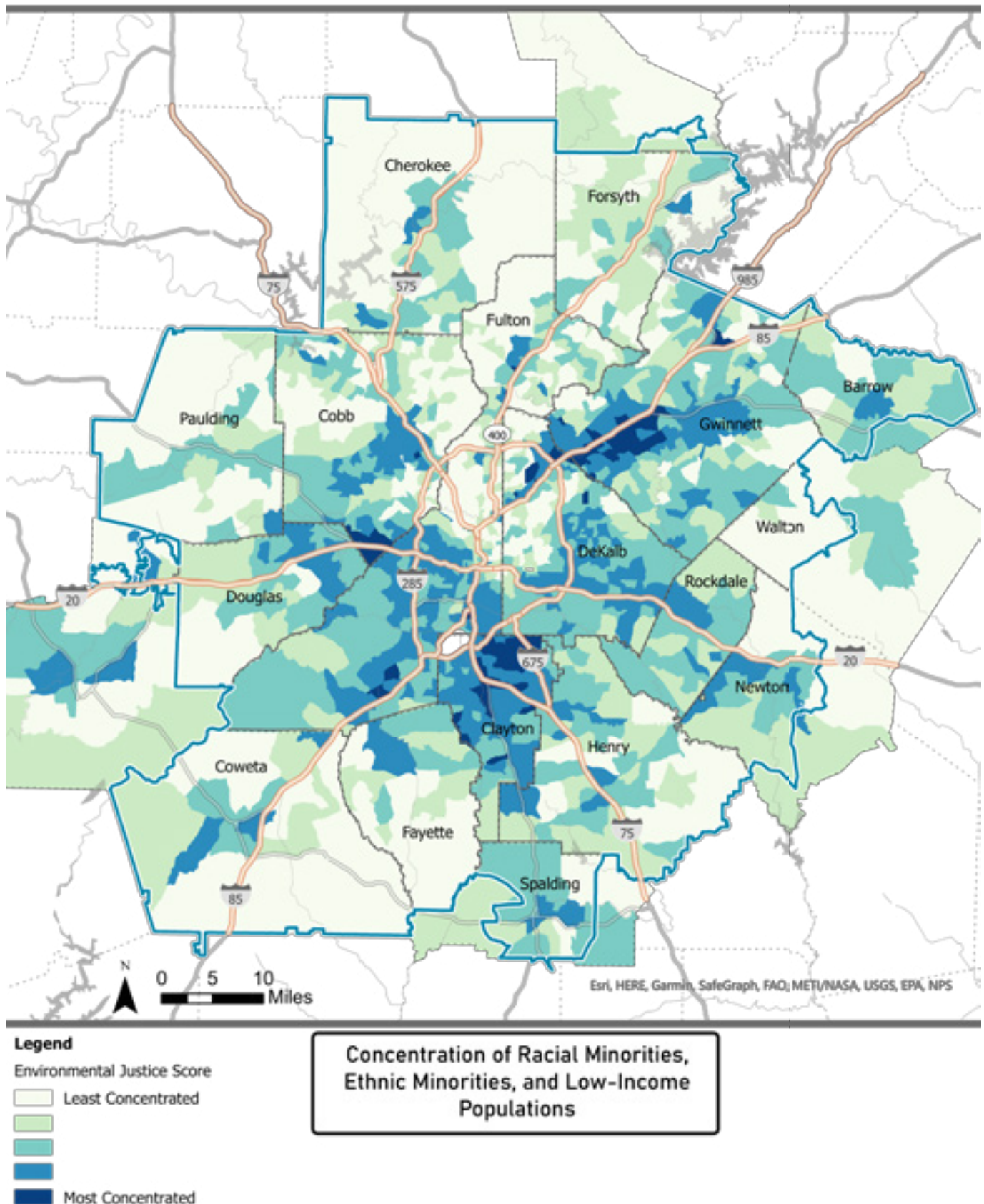




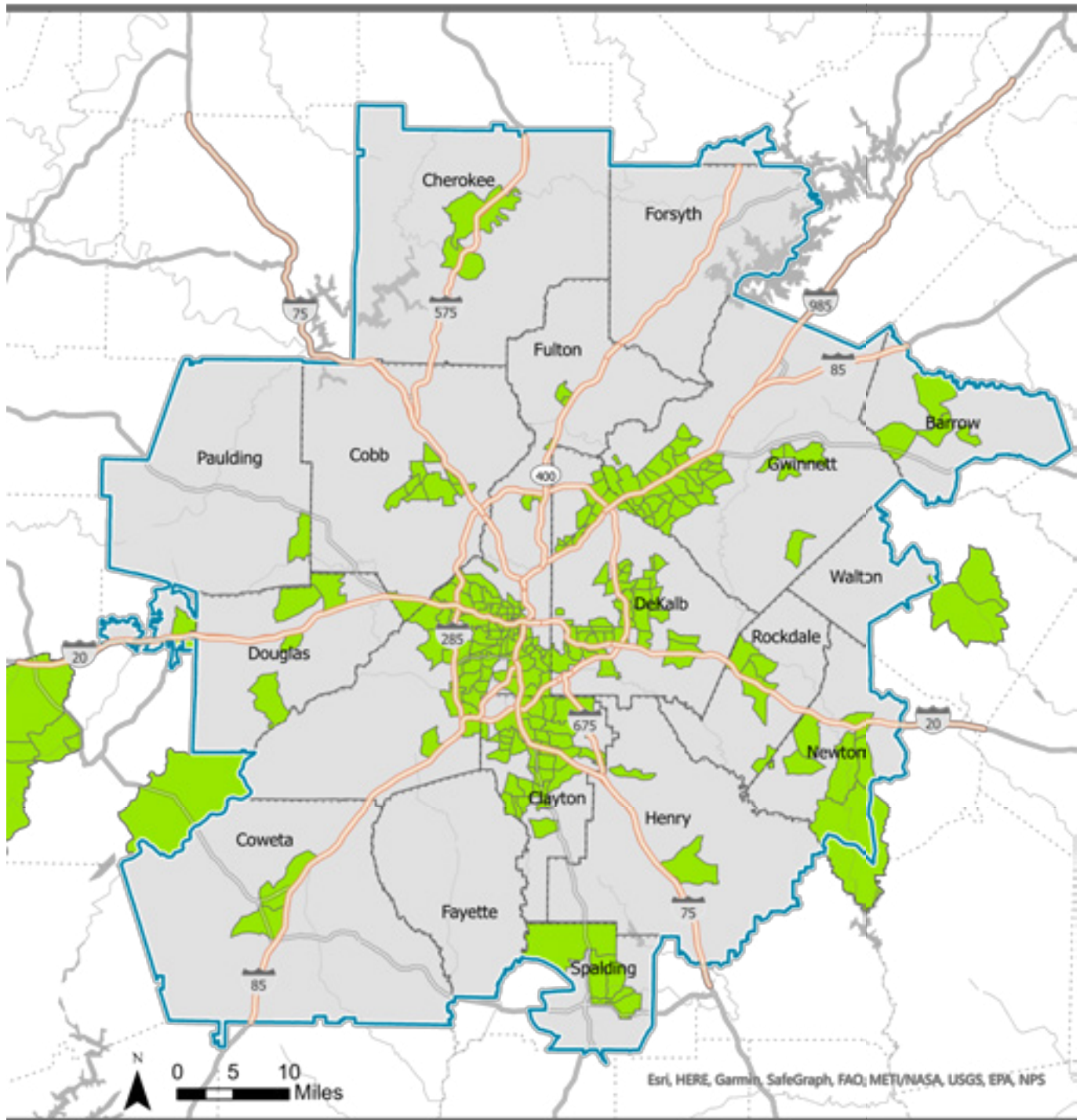
However, since the last MTP Update (2020), the federal government developed a new environmental justice (EJ) mapping and screening tool called the **Climate and Economic Justice Screening Tool (CEJST)**. It introduces a compilation of new data that is nationally consistent. It uses an approach that combines environmental and demographic indicators in maps and reports to identify transportation disadvantaged and overburdened census tracts. This tool is now widely used, especially to normalize equity data across the whole country. ARC has made use of these data to better understand how the EJ Model can be updated and maintained and is proactive in ensuring that local partners know how to use the Tool for federal grant applications. A map of the Metropolitan Planning Area produced by the CEJST tool, was provided on the previous page, permitting a comparison to the EJ map developed using ARC's methodology.



ENVIRONMENTAL JUSTICE AREAS AS DEFINED BY ARC'S EJ MAPS



DISADVANTAGED AND OVERBURDENED AREAS AS DEFINED BY CEJEST

**Legend**

- MPO Boundary
- Disadvantaged Census Tracts



ENVIRONMENT

This section focuses on programs and policies oriented around protecting and improving the natural environment, with a focus on pollution and air quality.

Last-mile connectivity projects

Enhances transportation network

provides public health benefits

improves roadway congestion

DEMAND MANAGEMENT

The demand management program area includes those programs and projects that fulfill the demand for transportation by promoting non-single-occupancy-vehicle modes and comprehensive infrastructure. LCI program funding is reflected here, as is funding for Transportation Demand Management (TDM) projects that enhance the region's air quality.

Last-mile connectivity projects that enhance the transportation network for people walking and bicycling can help to shift trips that otherwise would have taken place in a car to more active modes, providing both public health and roadway congestion benefits.

Reducing Demand on our Transportation System

Efficient and sustainable infrastructure use relies on reducing the number and length of trips. Transportation Demand Management (TDM) plays a vital role in easing road congestion and reducing reliance on single-occupancy vehicles (SOVs) by reshaping travel habits through alternative modes, timing adjustments, and route choices.

ARC's Mobility Services Department spearheads TDM initiatives, aiming to transform regional travel patterns. This effort includes a comprehensive marketing campaign promoting incentives for SOV drivers to explore transit, telecommuting, carpooling, vanpooling, walking, and biking. Data highlights ARC's success, with a 20% reduction in peak-hour SOV usage over a decade, leading to decreased congestion and emissions. A substantial 30% of the region's workforce actively participates in TDM programs, effectively reducing overall demand for single-occupancy vehicle travel.



Mobility Services Overview

In 1994, ARC pioneered the first regional Transportation Demand Management (TDM) program, aiming to reduce peak hour commuter congestion through outreach to employers and commuters. ARC's Mobility Services Department pioneers an approach that optimizes existing infrastructure and advances sustainable transportation, reducing congestion and fostering a commitment to a more sustainable future. Over time, these initiatives elevated metro Atlanta to the forefront as a national TDM strategy leader.

In 2023, ARC updated the [Atlanta Regional TDM Plan](#), a long-range framework guiding the development and integration of TDM strategies into planning, project development, and investment decision-making for the region's transportation system. One of the key components of this plan is the [Georgia Commute Options](#) (GCO) program, managed by ARC and funded by the Georgia Department of Transportation (GDOT). GCO offers commuter incentives, Flexwork/Telework consulting services, no-idling education and school programs, and employer support for alternative commuting. ARC also provides substantial grant funding to Transportation Management Associations (TMAs) located in major job centers to conduct outreach to both commuters and employers.

Georgia Commute Options takes a multifaceted approach, seeking to transform commuter behavior by incentivizing sustainable and equitable transportation choices. It embraces technology and data analysis to provide commuters with advanced planning and Ridematching tools while ensuring that resources are strategically used to create a more sustainable commuting landscape. Additionally, ARC's Guaranteed Ride Home program offers a safety net, providing free rides home in the event of unexpected circumstances.

The TDM strategies focus on traveler choices, including mode, route, time of travel, and home and work locations. Traditionally, TDM aimed to reduce drive-alone trips during peak hours to improve air quality and reduce congestion. However, in recent years, ARC expanded TDM+ to encompass broader economic and livability objectives, creating Mobility Connections to address diverse regional needs and opportunities.

This TDM Plan update ensures that TDM continues to be a vital approach to achieving environmental goals, connecting people with economic opportunities and essential services, enhancing public health and social equity, strengthening communities, and creating more prosperous and livable places. As the region faces population growth and increased demand for mobility options, TDM serves as a cost-effective alternative to

expanding transportation infrastructure, aligning with ARC's overarching goals.

An equity analysis was conducted to evaluate how TDM strategies impact underserved populations, ensuring that the plan promotes equitable outcomes. Since its inception in 1995, the regional TDM program has evolved, incorporating a wide range of organizations, stakeholders, and services.

Recent shifts in travel trends, driven by emerging mobility services and the COVID-19 pandemic, have led to new priorities. The 2023 TDM Plan update adapts to these changes, acknowledging the increased importance of telework and altered travel patterns. It reflects ARC's commitment to integrity, equity, and excellence and aligns with the goal of maintaining and increasing mobility across the Atlanta region in an equitable manner. This collaborative effort sets the region on a path toward continued success in improving mobility and access for all residents in an increasingly diverse population.

In 2022, the Regional TDM Program, consisting of GCO and 6 TMAs, had 897 employer partners with a total of 400,000 employees. In addition, there were 168 Property Manager Partners.



CLIMATE CHANGE AND RESILIENCE

The transportation sector is a leading contributor to climate change in the Atlanta region due to the amount of greenhouse gas (GHG) emissions it emits into the atmosphere. Drawdown Georgia provides GHG emission trends, represented in carbon dioxide equivalent metric tons, from 2005-2022 for metro Atlanta, and transportation-related emissions have consistently been the plurality all those years. In recent years (i.e., 2022 and 2021), transportation emissions have been 46% of the region's total.

It is necessary to continue tracking these trends, and to lower the total amount of GHG emissions from the transportation sector over time. Projects that seek entry into the TIP using ARC discretionary funds are analyzed by staff to estimate air quality and greenhouse reductions. These estimates include NO_x, VOCs, PM_{2.5}, and GHG emissions as estimated by our in-house VISSUM model for roadway expansions, transit expansions, and TSMO projects. ARC's custom Excel-based CMAQ Calculator is used to estimate NO_x, VOCs, PM_{2.5}, and GHG emissions reductions benefits for active mode and bus replacement projects.

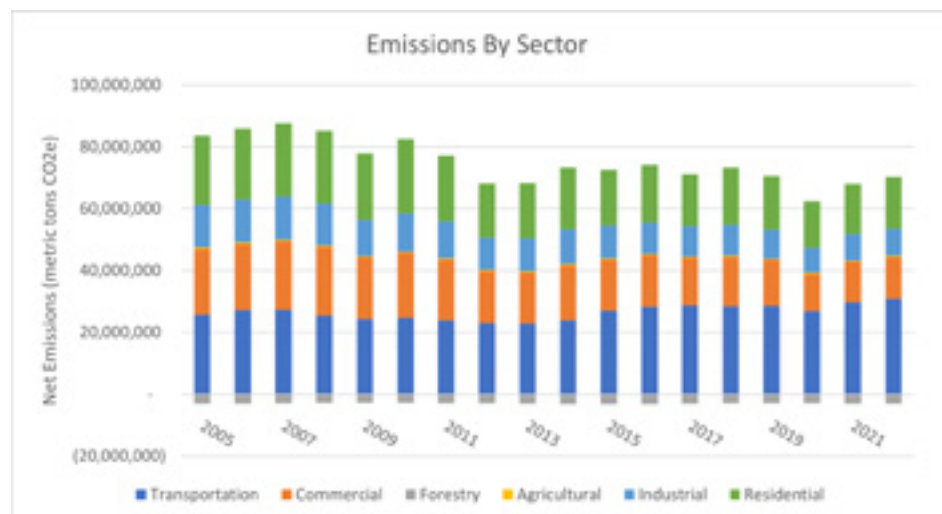
These tools aids ARC in staying compliant and aggressive in CMAQ reporting goals, ensuring that discretionary funds go to projects that most benefit air quality and climate change mitigation, and sets a foundation for further analysis of regional air quality issues.

More accurate and comprehensive tracking of GHG for the transportation sector is increasingly important to set a baseline and measure progress towards emissions reduction goals and any potential long-term "net-zero" objective. ARC will be pursuing data modeling methods to capture the full scope of GHG emissions through the region by considering new tools, federal databases, and the work of partners at the state level, private sector, and academia.

The Metropolitan North Georgia Water Planning District (MNGWPD) has developed a forecast of planning level estimates of stormwater runoff volumes from development. The MNGWPD largely overlaps with the Atlanta MPO, and future rainfall trends are likely to be similar in both regions. The major findings of this analysis are summarized in the following table showing frequency and intensity of rainfall events under current NOAA Atlas 14 conditions and a future condition that reflects climate change.

Enhancing resilience of the transportation system to climate change and extreme weather events is a critical need as the region is already experiencing and will continue to experience the effects of climate change. This includes more severe and sporadic rainfall events and the resultant potential flooding, as well as increasing temperatures and extreme heat events.

NET GREENHOUSE GAS EMISSIONS BY SECTOR FOR THE MPO REGION



SOURCE: [DRAWDOWN GEORGIA](#)

CURRENT AND FUTURE DESIGN STORMS FOR MNGWPD

| DESIGN STORM | AVERAGE RECURRENCE INTERVAL OF RAINFALL EVENTS (INCHES IN 24- HOURS) | | | | | | | | | |
|-------------------------|--|------|------|------|------|--------|---------|---------|---------|----------|
| | 1-Y | 2-Y | 5-Y | 10-Y | 25-Y | 50-YRS | 100-YRS | 200-YRS | 500-YRS | 1000-YRS |
| NOAA Atlas 14 (Current) | 3.32 | 3.75 | 4.5 | 5.16 | 6.13 | 6.92 | 7.75 | 8.64 | 9.88 | 10.90 |
| NOAA Atlas 14 (Future) | 3.80 | 4.39 | 5.33 | 6.16 | 7.40 | 8.44 | 9.57 | 10.84 | 12.74 | 14.45 |

SOURCE: [MNGWPD WATER RESOURCES MANAGEMENT PLAN \(2022\)](#)

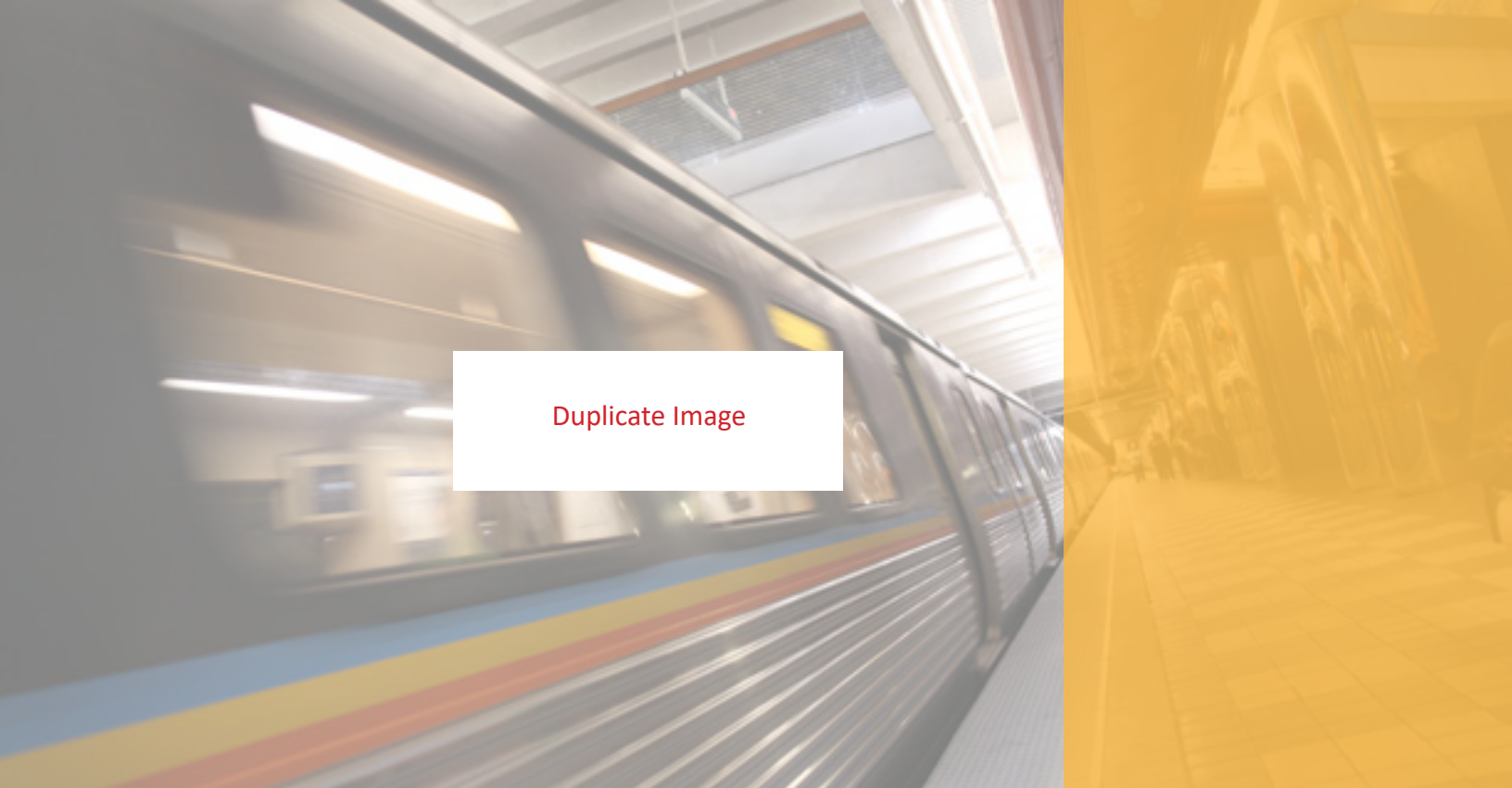
Ensuring livability and wellbeing for the people in the region is critical, especially with the significant population growth forecasted. ARC can contribute to this objective by reducing known vulnerabilities and promoting climate resilience within the transportation system by encouraging the use of green infrastructure techniques in new projects, maintenance of existing infrastructure, and retrofits to targeted current infrastructure. GDOT's [Drainage Design for Highways Manual](#) provides local governments myriad options for integrating green infrastructure and natural hazard resilience into project designs. The Manual also acts as a guide during evaluations for projects seeking entry into the TIP.

ARC will be pursuing several climate change planning efforts to guide the region towards a lower-emissions transportation system, and climate resilience planning efforts that will emphasize Best Management Practice techniques for adapting our transportation system to current and future flooding, heat and extreme weather events. These plans will move us towards identifying our most vulnerable infrastructure, understanding the nature and likelihood of those threats, and selecting more projects with climate mitigation and/or resilience benefits for federal discretionary funding. These planning efforts will also provide local governments better examples of design techniques that meet climate mitigation and adaption needs. Focuses will include electrification of the transportation sector, mode shift to transit and active modes, and integration of green infrastructure along roadways to manage stormwater events and reduce urban heat island effects.

ENVIRONMENTAL MITIGATION

Pursuant to 23 CFR 450.324(4)(10) – Potential Environmental Mitigation Discussion, the MPO shall facilitate a discussion of types of potential environmental mitigation activities that can be leveraged by the long-range transportation plan. ARC facilitates this discussion among the applicable Federal, State, wildlife, and other regulatory agencies and planning partners. ARC is proactive in requiring funded studies to include environmental analyses, and NEPA requirements and documentation are further considered for projects seeking additional funding through the TIP.

It is a best practice to avoid building on environmentally sensitive and ecologically valuable lands, or to cause the least harm when this is unavoidable. This respects natural ecology and protects areas that can act as carbon sinks or naturally-occurring green infrastructure for stormwater management. Planning studies funded by ARC for complete streets or roadway widenings are required to include environmental reviews that are compliant with the National Environmental Policy Act (NEPA) or reviews at a similar level for categorically excluded projects. The results of these studies are scrutinized if infrastructure projects seek additional ARC discretionary funding to ensure that adequate alternatives were considered during project development – including No Build options.

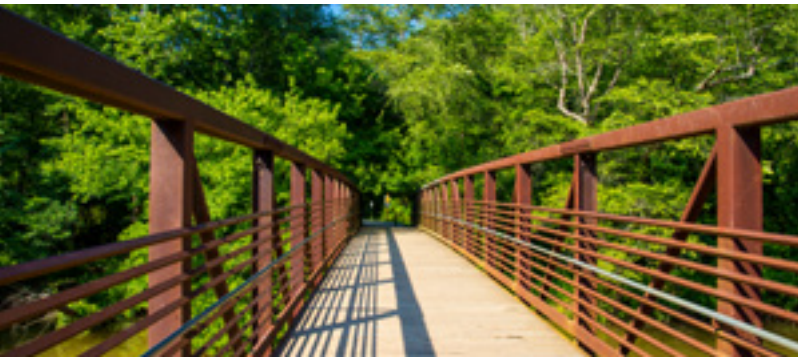


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VOLUME I | MOBILITY INVESTMENTS

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A BALANCED APPROACH

The MTP recognizes there's no single solution to the region's transportation challenges. Rather, a balanced approach is needed that includes better roads and highways, improved transit options, and an expanded bike-ped network.

SUMMARY OF MTP FUNDING INVESTMENTS

The previous chapter provided an overview of the transportation strategies and policies this plan sets forth related to mobility, access and safety around the region for all system users. Whereas those recommendations are more programmatic in nature, this chapter focuses on specific infrastructure investments associated with maintaining, operating and improving various components of the network.

Because these improvements generally involve construction, the bulk of the plan's overall cost can be attributed to the projects described in the following sections of this chapter. However, several programs described in the previous chapter also have direct and quantifiable costs associated with them, although the overall share of funding they require is relatively small in comparison to construction projects. The table on the following provides a breakdown of how \$168.3 billion of funds are forecast to be used to implement this plan. These revenues include all relevant federal, state and local sources, as described in detail in the [Financial Plan](#) chapter.

FUNDING BY CATEGORY



Investments are presented in two primary categories based on their funding source(s) and level of regional significance. Any project or transportation-related activity which utilizes federal funds and/or is included in the regional travel demand model and air quality conformity analysis process must be individually identified in the plan and, as such, are identified as "On-Database". See [Volume III: Conformity Determination Report](#) for information on these technical aspects of the planning process. Other activities which are not dependent on federal funds and do not have a regional modeling impact can be presented in a summary format rather than individually identified, hence they are classified as "Off-Database". It's worth noting that almost 60% of the plan's overall cost are associated with these smaller scale investments.

Within each of these categories, investments are classified as Maintenance & Modernization (keeping what we already have in good working order and making minor improvements), Demand Management (using existing capacity as efficiently as possible by reducing peak period volumes), and Major System Expansion (adding capacity when necessary). A fourth category of expenditures accounts for the staff, facilities, equipment and other resources required by the array of agencies charged with implementing this plan.



SUMMARY OF MTP FUNDING INVESTMENTS

| ON-DATABASE INVESTMENTS | AMOUNT | PERCENT |
|--|------------------|---------|
| Maintenance & Modernization | \$25,041,892,304 | 37.2% |
| Road/Bridge Preservation | \$13,248,033,394 | 19.7% |
| Road System Optimization and Safety | \$3,301,521,220 | 4.9% |
| Transit Operations and Capital Replacement (All Systems) | \$8,492,337,690 | 12.6% |
| Demand Management | \$7,193,319,539 | 10.7% |
| Bike/Ped Expansion | \$1,368,471,655 | 2.0% |
| Other Programs/Initiatives | \$5,824,847,884 | 8.6% |
| Major System Expansion | \$35,118,990,121 | 52.1% |
| Managed Lanes | \$13,839,702,007 | 20.5% |
| Highway Expansion | \$11,548,666,812 | 17.1% |
| Transit Expansion | \$9,730,621,303 | 14.4% |
| | \$67,354,201,965 | 100.0% |

| OFF-DATABASE INVESTMENTS | AMOUNT | PERCENT |
|--|-------------------|---------|
| Maintenance & Modernization | \$80,460,343,956 | 79.7% |
| Road/Bridge Preservation | \$35,712,507,640 | 35.4% |
| Road System Optimization and Safety | \$14,820,904,991 | 14.7% |
| Transit Operations and Capital Replacement (MARTA) | \$28,430,584,759 | 28.2% |
| Transit Operations and Capital Replacement (Non-MARTA) | \$1,496,346,566 | 1.5% |
| Demand Management | \$2,525,476,320 | 2.5% |
| Bike/Ped Expansion | \$2,525,476,320 | 2.5% |
| City, County & State Agency Operations | \$18,000,000,000 | 17.8% |
| | \$100,985,820,276 | 100.0% |

| ON-DATABASE INVESTMENTS | AMOUNT | PERCENT |
|--|-------------------|---------|
| Maintenance & Modernization | \$105,502,236,260 | 62.7% |
| Road/Bridge Preservation | \$48,960,541,033 | 29.1% |
| Road System Optimization and Safety | \$18,122,426,211 | 10.8% |
| Transit Operations and Capital Replacement (All Systems) | \$38,419,269,015 | 22.8% |
| Demand Management | \$9,718,795,860 | 5.8% |
| Bike/Ped Expansion | \$3,893,947,976 | 2.3% |
| Other Programs/Initiatives | \$5,824,847,884 | 3.5% |
| Major System Expansion | \$35,118,990,121 | 20.9% |
| Managed Lanes | \$13,839,702,007 | 8.2% |
| Highway Expansion | \$11,548,666,812 | 6.9% |
| Transit Expansion | \$9,730,621,303 | 5.8% |
| City, County & State Agency Operations | \$18,000,000,000 | 10.7% |
| | \$168,340,022,241 | 100.0% |

INTERSTATE HIGHWAYS AND FREEWAYS

The Dwight D. Eisenhower National System of Interstate and Defense Highways, more commonly referred to simply as the Interstate Highway System, is a collection of over 48,700 miles of controlled access highways. The system was originally envisioned in the Federal-Aid Highway Act of 1956 and was functionally completed in 1992 at an inflation adjusted total cost of over one-half trillion dollars.

The Atlanta region is the nexus of three major interstate highways: I-20, I-75 and I-85. These mainline routes are complemented by I-285, which serves as a bypass linking all three of those corridors at a distance of eight to twelve miles from downtown, as well as three spur routes: I-575, I-675, and I-985. A handful of other controlled access freeway exist in the region, but are not part of the official interstate highway system. These routes include portions of US 78 (Stone Mountain Freeway), SR 400, SR 316 and SR 166 (Langford Parkway).



REGIONAL SIGNIFICANCE

Although these facilities collectively constitute only 19% of the overall roadway lane-mileage in the Atlanta region, they serve as the backbone for cross-regional travel by carrying 49% of total vehicle miles of travel (VMT). Ensuring that these are maintained in a state of good repair and provide a high level of mobility are crucial to the regional, state and national economies for a variety of reasons.



Regional Connectivity - This high-capacity roadway network is intended to facilitate a wide variety of travel characteristics, including work commutes, growth and development, accommodating public transit (e.g., express bus, bus rapid transit, and heavy rail), sustain quality of life, and maintain global competitiveness.



Goods Movement - Interstates and freeways are the backbone for distributing goods within the Atlanta region, as well as to and from outside destinations. The interstates and freeways are what connect people and goods to airports, seaports, and warehousing distribution centers.



Economic Vitality - Metro Atlanta's economy is supported by interstates and freeways by the facilitation of regional goods movement (manufacturing and consumer product delivery), providing access to major economic generators, and accommodating through traffic.



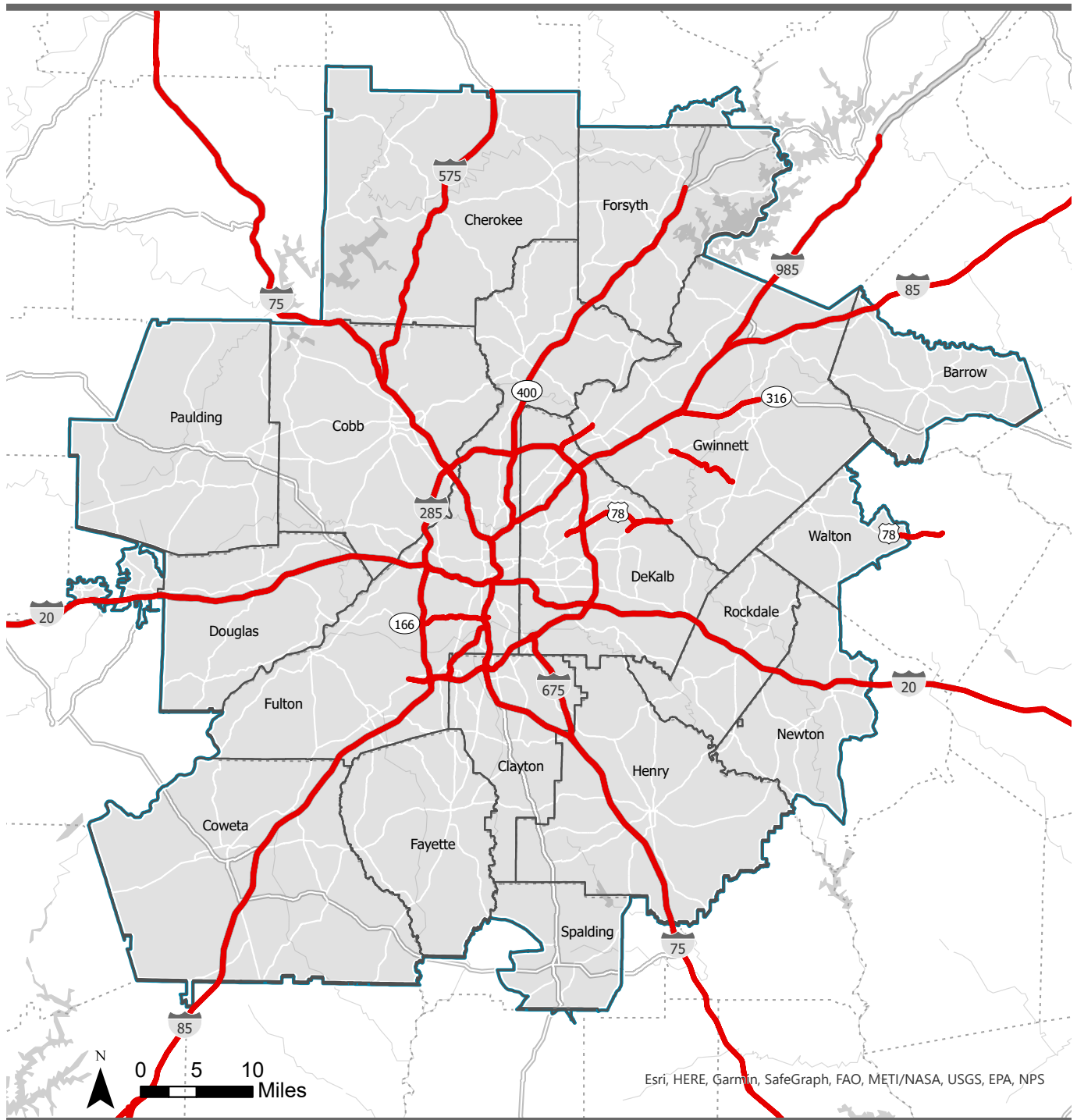
Emergency Response - When the time comes to handle small, medium, or large-scale evacuations, interstates and freeways are the most crucial transportation facilities involved. These facilities also support first responder and public safety related transportation as well as the incoming supply and distribution of emergency supplies.



Tourism - With the millions of tourists and visitors that come to metro Atlanta each year, the interstates and freeways play a major role in providing access to various points of interests, cultural and historic sites, retail, and lodging.



INTERSTATES AND OTHER CONTROLLED ACCESS HIGHWAYS

**Legend**

MPO Boundary

Controlled Access Roads

PERFORMANCE

ARC is required to forecast and plan the level of investment necessary to accommodate the anticipated growth in population, jobs, warehousing and distribution, etc., to ensure the condition and capacity of the interstate/freeway system will be adequate over time.

Mobility Conditions

The State Transportation Board (GDOT Board) establishes statewide mobility targets, and the TAQC/ARC Board have incorporated these same targets to be applied to the Atlanta region. MPO boards are not required to adopt statewide targets for their areas but may do so based on their own needs assessments and policies. The following table displays performance measures and targets relevant to the Interstate highway system.

| PERFORMANCE MEASURE | STATEWIDE TARGETS | | ARC TARGETS | |
|--|-------------------|---------------|---------------|---------------|
| | 2-YEAR TARGET | 4-YEAR TARGET | 2-YEAR TARGET | 4-YEAR TARGET |
| % of Person Miles Traveled on the Interstate that are reliable | 73.9% | 68.4% | Not required | Note required |
| Truck Travel Time Reliability (TTTR) Index | 1.62 | 1.65 | Not required | Not required |
| Annual Hours of Peak Hour Excessive Delay (PHED) per capita | 23.7 hours | 27.2 hours | N/A | 27.2 hours |
| % of Non-Single Occupancy Vehicle Travel | 22.7% | 22.7% | 22.7% | 22.7% |
| NOx Reduction | 510.9 kg/day | 904.2 kg/day | 456.0 kg/day | 930.1 kg/day |
| VOC Reduction | 157.2 kg/day | 257.1 kg/day | 139.2 kg/day | 280.5 kg/day |



State of Good Repair Conditions

Asset management helps ensure that the region's transportation infrastructure is well-maintained, efficient, and effective at meeting the needs of its users. The Georgia Department of Transportation (GDOT), transit operators, and local governments are responsible for managing transportation assets in Georgia, including roads and bridges. They regularly assess the condition of these assets to identify areas that require maintenance or repair. This includes evaluating the age, pavement or bridge condition, and other factors that affects lifespan and usability of assets.

The United States Department of Transportation (USDOT) requires every state and urbanized area to establish and formally adopt performance measure targets related to asset management. The State Transportation Board (GDOT Board) establishes statewide asset management targets, and the TAQC/ARC Board have incorporated these same targets to be applied to the Atlanta region. MPO boards are not required to adopt statewide targets for their areas but may do so based on their own needs assessments and policies. The current asset management targets are listed in the following table.



| STATEWIDE ASSET MANAGEMENT PERFORMANCE TARGET | 2018 | 2019 | 2020 | 2-YEAR TARGET | 4-YEAR TARGET |
|--|------|------|------|---------------|---------------|
| % Interstates / Freeways in Good Condition | 64.1 | 57.0 | 59.4 | > 50% | > 50% |
| % Interstates / Freeways in Poor Condition | 0.2 | 0.3 | 0.2 | < 5% | < 5% |
| % Interstate / Freeway Bridges in Good Condition | 51.5 | 67.5 | 78.5 | > 50% | > 60% |

CAPACITY INVESTMENTS

Pursuant to the regional **Congestion Management Process** (CMP), adding roadway capacity in the Atlanta region must be a last resort because the region's recent history of being in nonattainment for federal ozone standards. An increase in roadway capacity (e.g., adding new travel lanes on existing roads/freeways or building new roads that exceed 1 mile in length, or expanding/constructing new freeway interchanges) typically results in an increase of air pollution at these specific locations. When prioritizing federal and state funding for roadway capacity, the following key factors are used:

- Limit investment in rural areas, except to connect regionally significant employment and commercial centers.
- Prioritize capacity expansion on the regionally significant roadway networks (e.g., National Highway System (NHS), the National Highway Freight Network, the Regional Thoroughfare Network, and the Atlanta Regional Transit Plan's ("Fast Forward") recommendations for high-speed/high-capacity, premium transit operating on interstates/freeways).
- Focus on the most congested corridors where additional capacity can provide positive, long-term impacts.
- Encourage multi-jurisdictional and key sub-regional priorities.
- Consider the location of key emergency evacuation routes.
- Support the movement of freight.
- Emphasize cost effectiveness.



Managed Lanes/Express Lanes

GDOT is responsible for operating and maintaining the Interstate System in the State of Georgia, as well as the roads designated on the NHS. Most limited access roadways (i.e., interstates, freeways, byways, highways, expressways), that are not designated as actual interstates, are typically operated and maintained by GDOT as well. When it comes to deciding whether to add more lanes to an Interstate, it's GDOT's policy to only do so if the new lane is designed and built as a managed lane.

Managed/Express lanes are operated and managed through interconnected communication between the operations center it connects to and the freeway lanes being managed. One of the most common examples is electronic tolling, like how the I-75 South Express Lanes in Henry County or I-75 North Express Lanes in Cobb and Cherokee Counties operate. Managed lanes can be operated under multiple configurations and rules - some examples include:

- High Occupancy Vehicle (HOV) lanes: no single occupant vehicle can use this lane
- High Occupancy Toll (HOT) lanes: single occupant vehicles and 2+ person carpools pay a toll
- Express Toll Lanes (ETL): all vehicles except registered buses pay a toll, regardless of the number of occupants
- Reversible Express Toll Lanes (ETL): all vehicles except registered buses pay a toll, regardless of the number of occupants (direction of lanes alternate through the day based on traffic volumes)

There are situations where adding managed lane/express lane capacity would not be consistent with GDOT's freeway expansion policy:

- Where there are currently only two lanes in each direction, and
- Where there are auxiliary lanes that begin and end within a short distance (e.g., ¼-mile) between interchanges to create longer and safer weave zones.

Managed/Express lanes are also key to facilitating premium transit services such as expressway bus-rapid-transit or even heavy-rail transit. The MARTA service along the Georgia Highway 400 corridor, between the Lindbergh station and the North Springs station, is one good example of this concept. A list/map of all of the proposed premium transit operating in managed/express lanes is available in the [Transit Services](#) section of this chapter.

GDOT is committed to creating a managed lane network through the Atlanta region. As part of the Major Mobility Investment Program (MMIP) announced in 2016, several express lane projects were accelerated. The MTP includes over 140 miles of new express lane corridors that will be built by 2050, representing an overall investment of \$13.8 billion over that timeframe.



Interchanges

Programmed interchange improvements include upgrades or expansions to existing interchanges and in some cases, building new ones. Interchange upgrade/reconstruction projects typically involve the reconfiguration of existing lanes, rehabilitation or replacement of an existing bridge, or reconfiguration of the on/off ramps to help make traffic flow more efficiently. New interchanges or expansions can involve the addition of through lanes or expanding the possible movements available to drivers.

The costs of several new and upgraded interchanges are included with the amount dedicated for expansion of the managed/express lanes network. However, the MTP also includes a number of stand-alone interchange projects, representing an additional overall investment of \$3.4 billion.

On the following page is a map highlighting the major interstate and freeway capacity investments planned to be constructed by the year 2050.

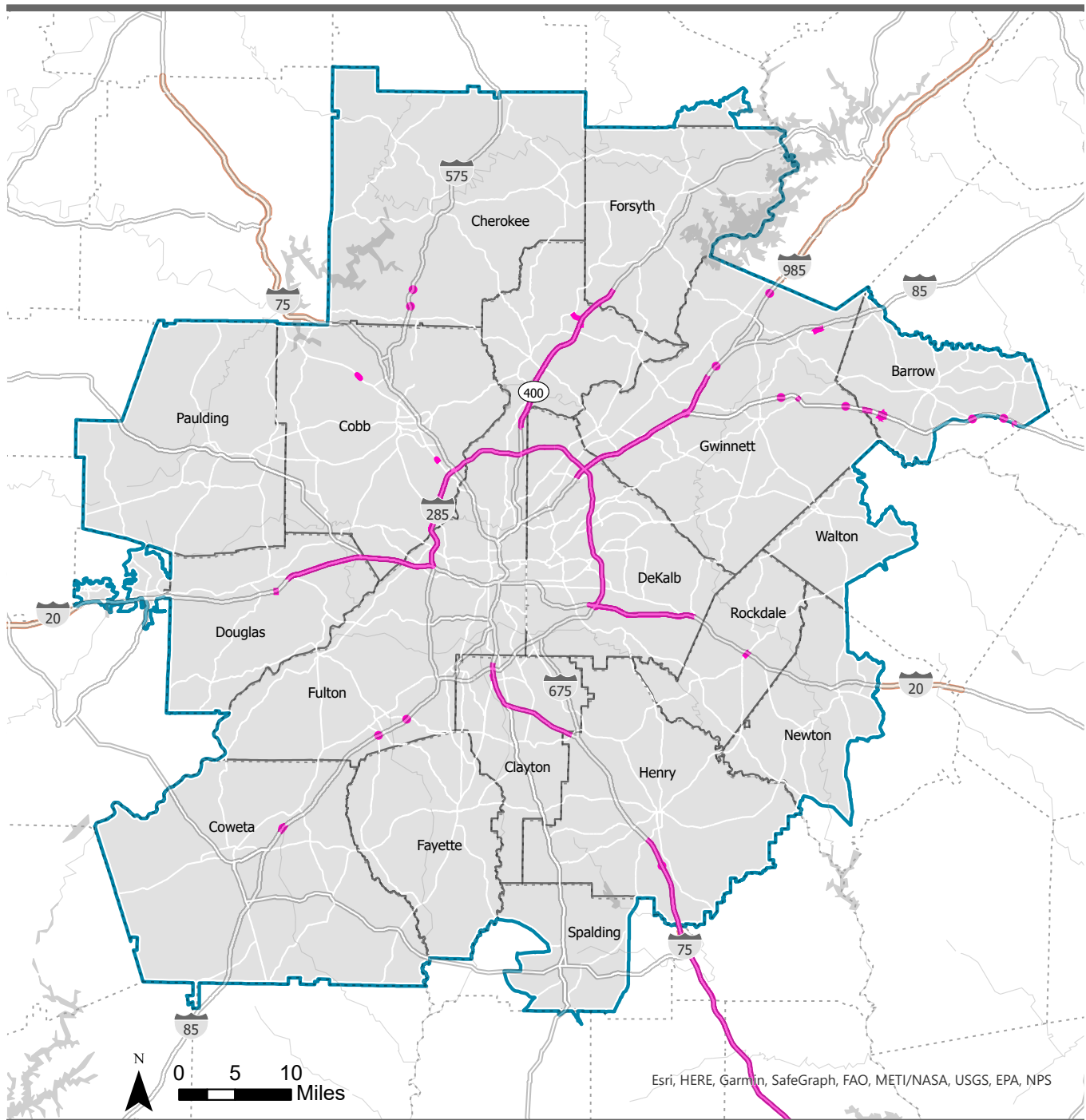


EXPRESS LANE NETWORK

The MTP includes over 140 miles of new express lane corridors that will be built by 2050, an investment of \$13.8 billion. These lanes offer more reliable trips and facilitate the use of premium-level transit service.



MANAGED LANE AND INTERCHANGE PROJECTS



Legend

- ▬ MPO Boundary
- ▬ Capacity Projects on Controlled Access Highways

SAFETY, MAINTENANCE, AND OPERATIONS

Safety

The ARC Board adopted the first ever Regional Safety Strategy (RSS) Action Plan in 2022. The RSS sets out a Vision Zero policy:

“The vision for the Atlanta region is safe, accessible, and convenient travel for all road users (RSTF, 2022). The safety goal is ZERO deaths and serious injuries on all public roads (ARC, 2020). The Regional Safety Strategy (RSS) provides a comprehensive framework and action plan to support the long-term safety vision and goal. Safety stakeholders throughout the region can use the RSS to address the safety of all road users through data-informed decisions and incremental investments guided by Safe System principles.”

The RSS work revealed the most prevalent severe crash types throughout the region: intersection crashes, roadway departures, and pedestrian and bicycle crashes. The strategy emphasizes a “Safe System” approach as recommended by the Federal Highway Administration (FHWA). A safe system approach is a paradigm shift towards:

- Preventing deaths and serious injuries, rather focusing on preventing crashes
- Designing for human mistakes/limitations, rather than focusing on improving human behavior
- Reducing system kinetic energy, rather than controlling speeding
- Sharing safety responsibility, rather than on individual roadway users
- Proactively identifying and addressing risks, rather than react based on crash history at a specific location



“The vision for the Atlanta region is safe, accessible, and convenient travel for all road users.”



The 2022-2024 Georgia Strategic Highway Safety Plan (SHSP) identified crash countermeasures and other strategies to improve safety for commercial motor vehicles (heavy trucks), which are more likely to be involved in a severe crash on interstates and freeways. These countermeasures include:

- Require safety audits to keep pace with the ever-increasing number of new carriers in the new entrant program.
- The Georgia Department of Public Safety - Motor Carrier Compliance Division (MCCD) will conduct public education and awareness activities in order to raise awareness of drivers of all ages and social groups of their responsibility to share the roads safely on Georgia's highways. These activities target the general public and teen drivers concentrating on "Share the Road", "Leave More Space", and distracted driving including use of cell phones while driving.
- The MCCD will focus traffic enforcement on crash causative behaviors: speeding, following too closely, distracted driving, improper lane use, improper turns, improper passing, failure to obey traffic control devices, seat belt usage, and any type of impaired driving.

Maintenance

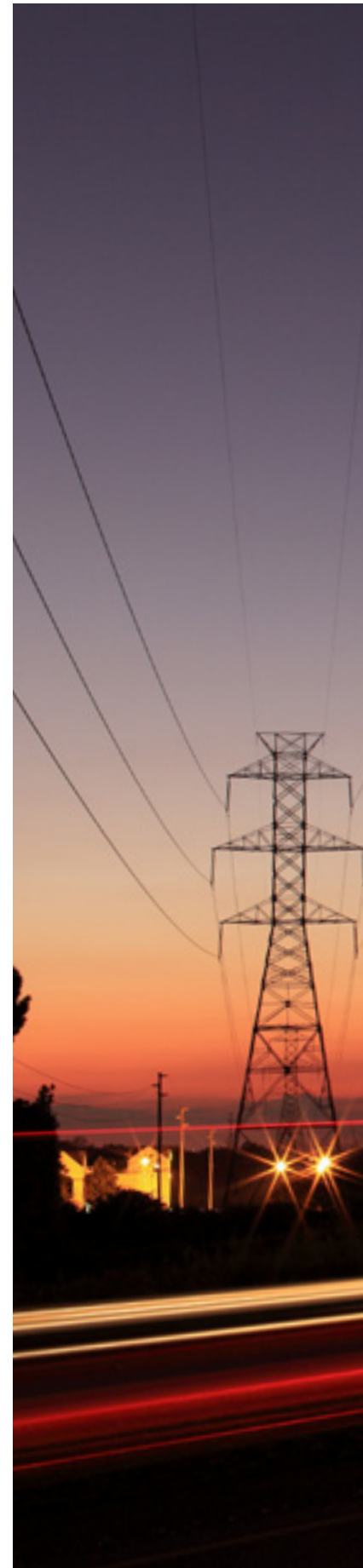
The MTP commits \$49.0 billion through 2050 to regionally significant resurfacing, bridge upgrades, bridge replacements, and other routine maintenance roadway projects. This investment includes \$13.3 billion of federally funded and regionally significant projects in the MTP project list, as well as \$35.7 billion of local and state funded projects which are not required to be individually identified in this plan. This investment total is for the entire roadway network, not just interstate highways and freeways.

Operations

As one of the fastest growing regions in the country, the Atlanta region has long recognized the importance of not only developing a world-class infrastructure, but it's also known for efficiently operating and managing the physical infrastructure. For example, prior to the 1996 Olympics, the Advanced Transportation Management System, 511-GA (formerly known as "Georgia NaviGator"), was developed.

To this day, the freeway management system relies on real-time detection and surveillance methods, featuring more than 450 closed-circuit television cameras to monitor traffic flow and upgraded traffic signals at freeway interchanges. 511-GA is also the platform that manages and dispatches the Georgia HEROs (Highway Emergency Response Operators) to respond to highway incidents and motorist-in-distress calls. The State of Georgia has been consistently regarded as a state that excels in this area of the public transportation industry.

The MTP commits \$18.1 billion through 2050 for projects which improve the operations and safety of the overall roadway network. This investment includes \$3.3 billion of federally funded and regionally significant projects in the MTP project list, as well as \$14.8 billion of local and state funded projects which are not required to be individually identified in this plan. This investment total is for the entire roadway network, not just interstate highways and freeways.



FUNDING SUMMARY

The following table provides a summary of funding for all types of roadway projects. As noted, managed lane projects are limited to the interstate and freeway system only, while general purpose roadway capacity projects are only programmed on arterials and collectors. Other types of projects may be found on both networks.

| PROJECT TYPE | NETWORK | IN MTP/TIP LIST? | FEDERAL | STATE | LOCAL | TOTAL |
|--------------------------------------|--|------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Managed Lanes <i>(see note 1)</i> | Interstates & Freeways | YES | \$9.5 billion | \$4.3 billion | \$16.0 million | \$13.8 billion |
| General Purpose Capacity | Arterials & Collectors | YES | \$1.3 billion | \$3.8 billion | \$3.1 billion | \$8.1 billion |
| Interchanges | Interstates & Freeways / Arterials & Collectors | YES | \$2.0 billion | \$1.3 billion | \$159 million | \$3.4 billion |
| Bridge Upgrades | Interstates & Freeways / Arterials & Collectors | YES | \$4.9 billion | \$1.3 billion | \$360 million | \$6.6 billion |
| Maintenance | Interstates & Freeways / Arterials & Collectors | YES | \$5.3 billion | \$1.2 billion | \$207 million | \$6.7 billion |
| Bridge Upgrades and Maintenance | Interstates & Freeways / Arterials & Collectors | NO | \$0 | \$29.0 billion | \$6.7 billion | \$35.7 billion |
| Operations & Safety | Interstates & Freeways / Arterials & Collectors | YES | \$2.1 billion | \$1.1 billion | \$92 million | \$3.3 billion |
| Operations & Safety | Interstates & Freeways / Arterials & Collectors | NO | \$0 | \$7.2 billion | \$7.6 billion | \$14.8 billion |
| TOTAL | | | \$25.1 billion | \$49.2 billion | \$18.2 billion | \$92.5 billion |

Funding for Roadway Projects

Note 1: Managed lane projects are often delivered using bonds, which are repaid from federal funds or tolls collected once the facility is operational. Tolls are not reflected in this plan, as explained in the [Financial Plan](#) / [State Funds](#) section.



OTHER ROADWAYS

While interstates and other controlled access highway provide the backbone for regional mobility by auto or truck, access to individual destinations is achieved through a dense network of surface roads and streets.

Arterials tend to have a stronger emphasis on mid to long-distance trips between communities, generally have four or more lanes, and carry large volumes of traffic. Most arterials are part of the state highway system and many are also US routes. Collectors provide short to mid-distance travel, provide a higher degree of access of adjacent land uses, usually (but not always) have only two lanes, and carry moderate volumes of traffic. While some state routes are classified as collectors, the majority are owned and maintained by cities and counties.

Collectively, arterials and collectors comprise 81% of the overall roadway lane-mileage in the Atlanta region and serve 51% of total vehicle miles of travel (VMT).

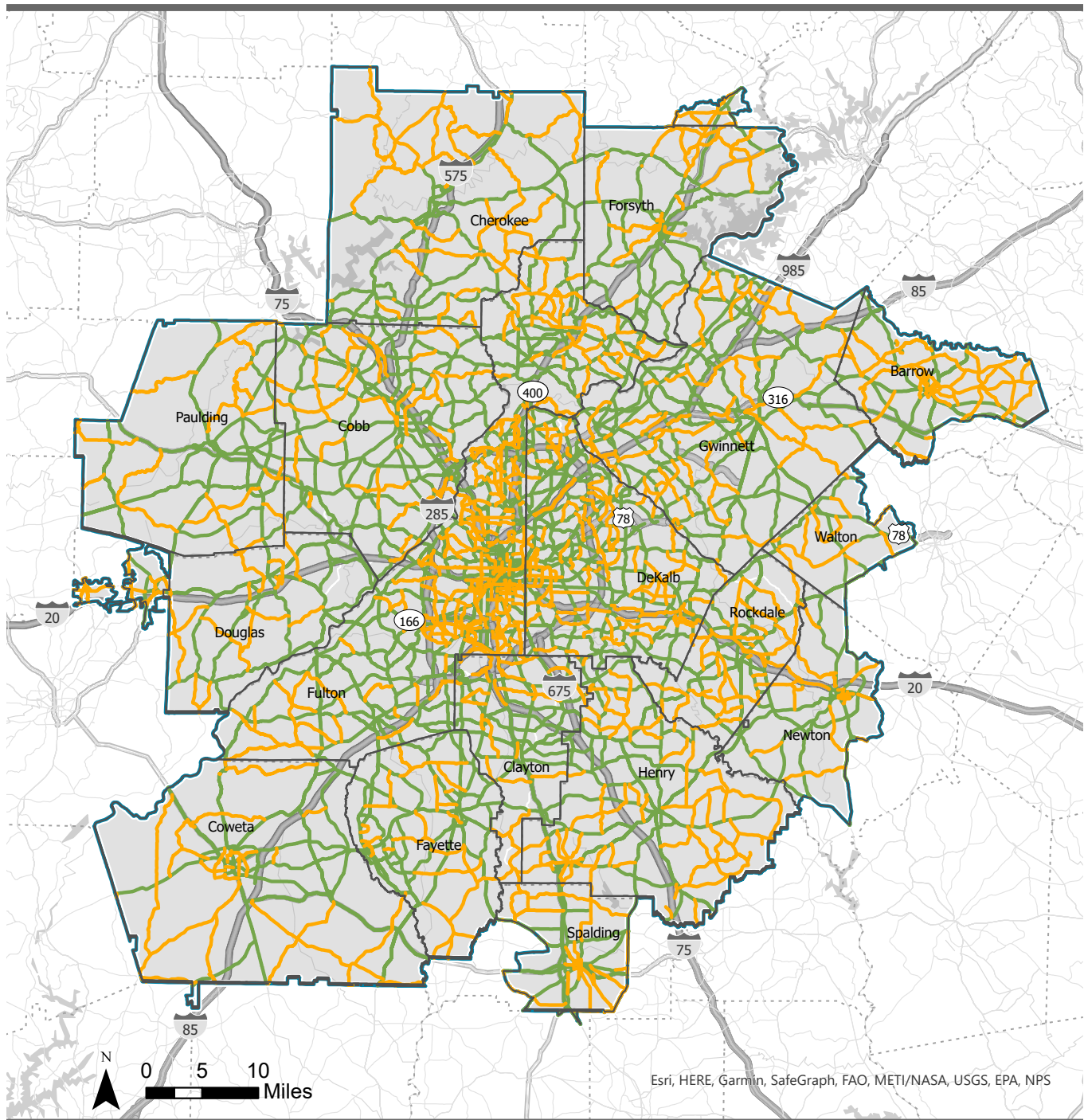
PERFORMANCE





The performance measures for assessing the surface road network are very similar to what's done for interstates and freeways. There are a host of additional performance measures that help jurisdictions manage and optimize traffic flow, many of which involve intersection and traffic signal data. The following table displays system-level, mobility performance measures and targets applicable to the surface roadway network.

| PERFORMANCE MEASURE | STATEWIDE TARGETS | | ARC TARGETS | |
|--|-------------------|---------------|---------------|---------------|
| | 2-YEAR TARGET | 4-YEAR TARGET | 2-YEAR TARGET | 4-YEAR TARGET |
| % of Person Miles Traveled on the Non-Interstate NHS that are reliable | 87.3% | 85.3% | N/A | N/A |
| Truck Travel Time Reliability (TTTR) Index | 1.62 | 1.65 | N/A | N/A |
| Annual Hours of Peak Hour Excessive Delay (PHED) per capita | 23.7 hours | 27.2 hours | N/A | 27.2 hours |
| % of Non-Single Occupancy Vehicle Travel | 22.7% | 22.7% | 22.7% | 22.7% |
| NOx Reduction | 510.9 kg/day | 904.2 kg/day | 456.0 kg/day | 930.1 kg/day |
| VOC Reduction | 157.2 kg/day | 257.1 kg/day | 139.2 kg/day | 280.5 kg/day |



ARTERIAL AND COLLECTOR NETWORK

**Legend**

-  MPO Boundary
-  Collector Roads
-  Arterial Roads
-  Interstates and Other Controlled Access Highways



INVESTING IN MAJOR ARTERIALS

The MTP includes many arterial widenings and new roadway projects which will collectively add almost 600 lane-miles of capacity to the arterial network by 2050, representing an investment of \$8.1 billion.

Maintenance

Maintenance is crucial to supporting our roadway infrastructure. Keeping up with maintenance can prevent larger, more disruptive problems as infrastructure ages. Maintenance of surface streets typically includes one or more of the following activities: pavement resurfacing, sidewalk repair, traffic signal hardware and software upgrades, bridge rehabilitation, and upgrades and updates to roadway signage and marking.

By the end of 2021, approximately 73% of arterials and collector were currently in good condition, 23% were in fair condition and 4% were in poor condition. Conditions, however, vary significantly based on the functional classification (e.g., arterials, collectors, and local or rural) of the roadway and by jurisdiction.

State of Good Repair Conditions

Maintenance is crucial to supporting our roadway infrastructure. Keeping up with maintenance can prevent larger, more disruptive problems as infrastructure ages.

USDOT requires every state and urbanized area to establish and formally adopt performance measure targets related to asset management. The State Transportation Board (GDOT Board) establishes statewide asset management targets, and the TAQC/ARC Board have incorporated these same targets to be applied to the Atlanta region. Metropolitan Planning Organization (MPO) boards are not required to adopt statewide targets for their areas but may do so based on their own needs assessments and policies. The current asset management targets relevant to the arterial and collector roadway network are listed in the table below.

| STATEWIDE ASSET MANAGEMENT PERFORMANCE TARGET | 2018 | 2019 | 2020 | 2-YEAR TARGET | 4-YEAR TARGET |
|--|------|------|------|------------------|------------------|
| % Non-Interstate and Non-Freeways in Good Condition | N/A | 46.5 | 44.2 | ≥ 40% | ≥ 40% |
| % Non-Interstates and Non-Freeways in Poor Condition | N/A | 0.8 | 0.8 | ≤ 12% | ≤ 12% |
| % Non-Interstate and Non-Freeway Bridges in Poor Condition | 1.1 | 0.8 | 0.6 | ≤ 10% | ≤ 10% |



CAPACITY INVESTMENTS

Pursuant to the regional **Congestion Management Process** (CMP), adding roadway capacity in the Atlanta region must be a last resort because of the region's status with the Clean Air Act status of non-attainment. An increase in roadway capacity (e.g., adding new travel lanes on existing roads/freeways or building new roads that exceed one mile in length, or expanding/constructing new freeway interchanges) typically results in more air pollution. When prioritizing federal and state funding for roadway capacity, the following key factors are used:

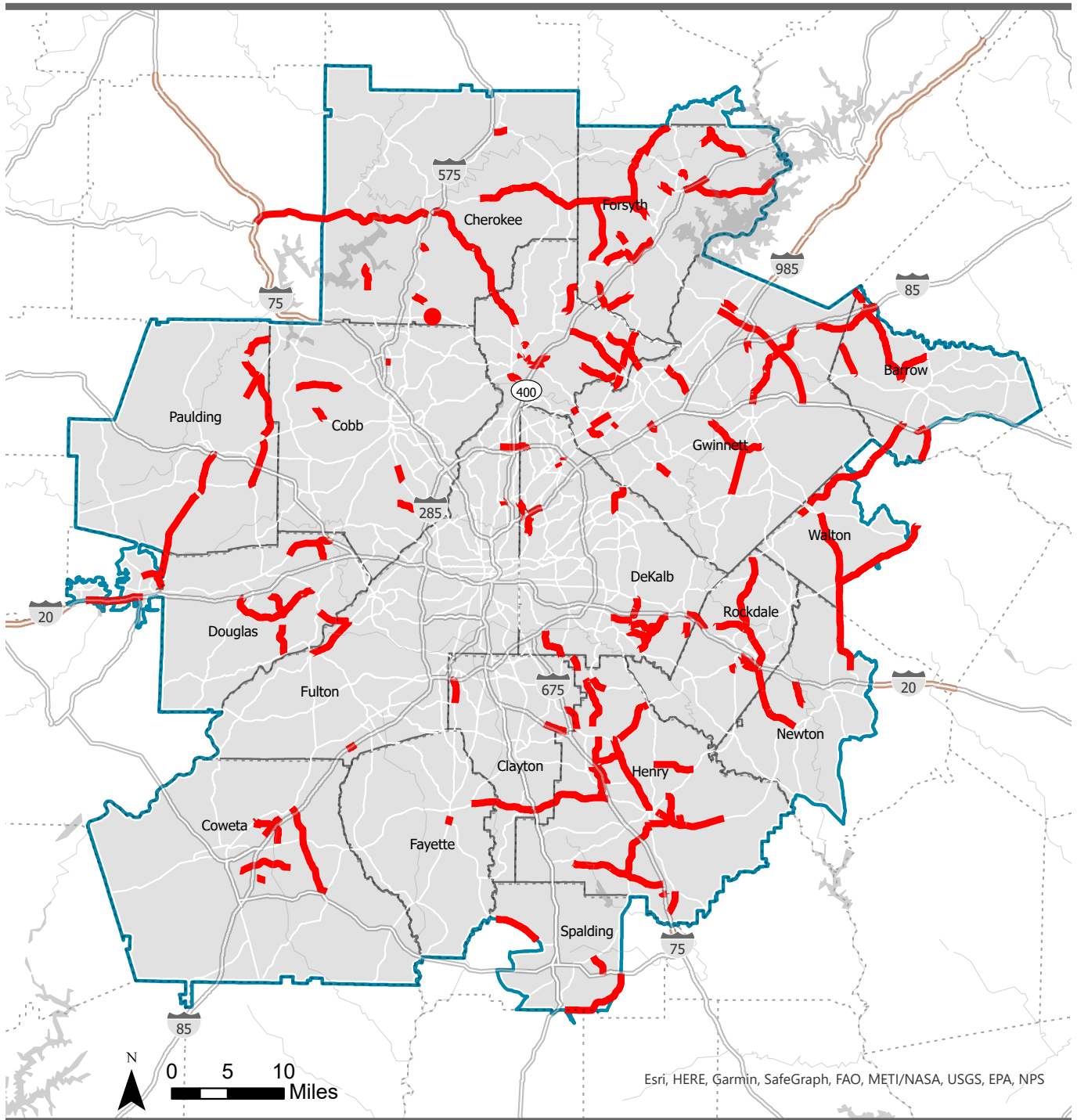
- Focus on the most congested corridors where additional capacity can provide positive long-term impacts
- Prioritize capacity expansion on the regionally significant roadway networks
- Encourage multi-jurisdictional and key sub-regional priorities
- Consider the location of key emergency evacuation routes
- Support the movement of freight
- Emphasize cost effectiveness
- Limit investment in rural areas, except to connect regionally significant employment and commercial centers



The MTP includes many arterial widenings and new roadway projects which will collectively add almost 600 lane-miles of capacity to the arterial network by 2050, representing an investment of \$8.1 billion. The following is a partial list of arterial projects which are expected to be delivered in the next ten years:

- SR 237 (Piedmont Road) from Lenox Road to SR 141 in City of Atlanta (Peachtree Road) - Widening
- Winder West Bypass from SR 211 to SR 53 in Barrow County - New Alignment
- Villa Rica Bypass (SR 61 Connector) to SR 101 in Carroll County - New Alignment
- US 23 from SR 138 (North Henry Boulevard) to I-675 in Clayton County - Widening
- US 19/41 from Tara Road to SR 54 (Fayetteville Road) in Clayton County - Widening
- South Barrett Parkway Reliever from Barrett Lakes Boulevard to SR 5 Connector in Cobb County - New Alignment
- SR 154 (Sharpsburg McCollum Road) from SR 54 to US 29 in Coweta County - Widening
- Panola Road from US 278 (Covington Highway) to Snapfinger Woods Drive in DeKalb County - Widening
- Chapel Hill Road from Central Church Road to SR 166 in Douglas County - Widening
- SR 85 from SR 92 to Grady Avenue in Fayette County - Widening
- Various Segments of SR 9, SR 120 and SR 141 in Fulton County - Widening
- SR 9 (Atlanta Highway) from SR 141 (Peachtree Parkway/Bethelview Road) to SR 20 (Buford Highway) in Forsyth County - Widening
- Sugarloaf Parkway Extension from I-85 to Peachtree Industrial Boulevard in Gwinnett County - New Alignment
- US 23 from Downtown McDonough to SR 138 in Henry County - Widening
- SR 162 (Salem Road) from Old Salem Road to Brown Bridge Road in Newton County - Widening
- Cedarcrest Road from Harmony Church Grove Road to the Cobb County line and from SR 92 to Seven Hill Extension in Paulding County - Widening
- Sigman Road from Lester Road to Old Covington Highway in Rockdale County - Widening
- SR 138 from SR 11 to SR 81 in Walton County - Widening



ARTERIAL AND COLLECTOR CAPACITY PROJECTS

**Legend**

-  MPO Boundary
-  Capacity Projects on Surface Street Network

Incorporating Complete Streets

To ensure all capacity expansion projects accommodate all roadway users, ARC also encourages arterial projects be implemented as complete streets. Complete Streets are roadways that help provide a safe, comfortable, and accessible transportation system for everyone. Designs vary, but all incorporate context-sensitive roadway elements to proactively decrease risk and increase active transportation. While Complete Streets are natural for walkable urban areas, they also provide a set of multimodal tools for addressing safety and access along regional thoroughfares. This can include amenities to support transit services, provisions of pedestrian and bicycle facilities, and the provision of safe crossings and intersections. This policy is key to ensuring our residents and visitors can move safely around the region. Additional information about ARC's approach to implementing complete streets can be found in the [Active Modes](#) section later in this chapter.

Facilitating Public Transit Service

In addition to interstates and freeways, many of the non-interstates are vital in supporting public transit service throughout the region. Any bus service (fixed route, demand responsive/microtransit, bus rapid transit) will be accommodated by a roadway or greenway. Several streetcar, arterial rapid transit (ART) and bus rapid transit (BRT) projects are included in this plan and presented in the [Transit Services](#) section of this chapter. Any roadway capacity or management and operations upgrades necessary to accommodate the design, construction, and operation of these proposed transit services will be identified during the planning and engineering stages and associated community engagement.

SAFETY, MAINTENANCE AND MANAGEMENT & OPERATIONS

Safety

The ARC Board adopted the first ever Regional Safety Strategy (RSS) Action Plan in 2022. The RSS sets out a Vision Zero policy:

"The vision for the Atlanta region is safe, accessible, and convenient travel for all road users (RSTF, 2022). The safety goal is ZERO deaths and serious injuries on all public roads (ARC, 2020). The Regional Safety Strategy (RSS) provides a comprehensive framework and action plan to support the long-term safety vision and goal. Safety stakeholders throughout the region can use the



CREATING STREETS FOR ALL

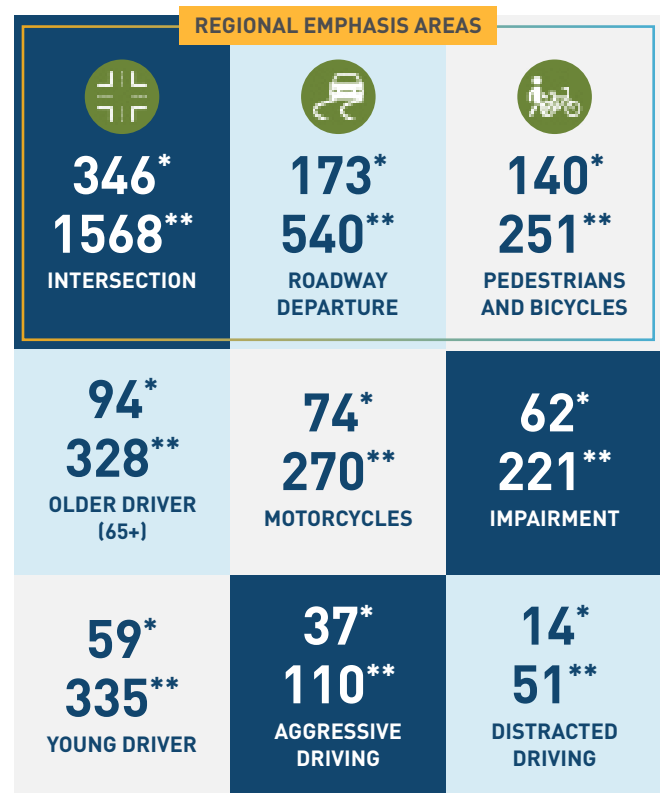
The Atlanta region encourages the development of complete streets, which are designed not just for vehicles but also for pedestrians, bicyclists, and transit users. Complete streets provide safe and accessible transportation for everyone.

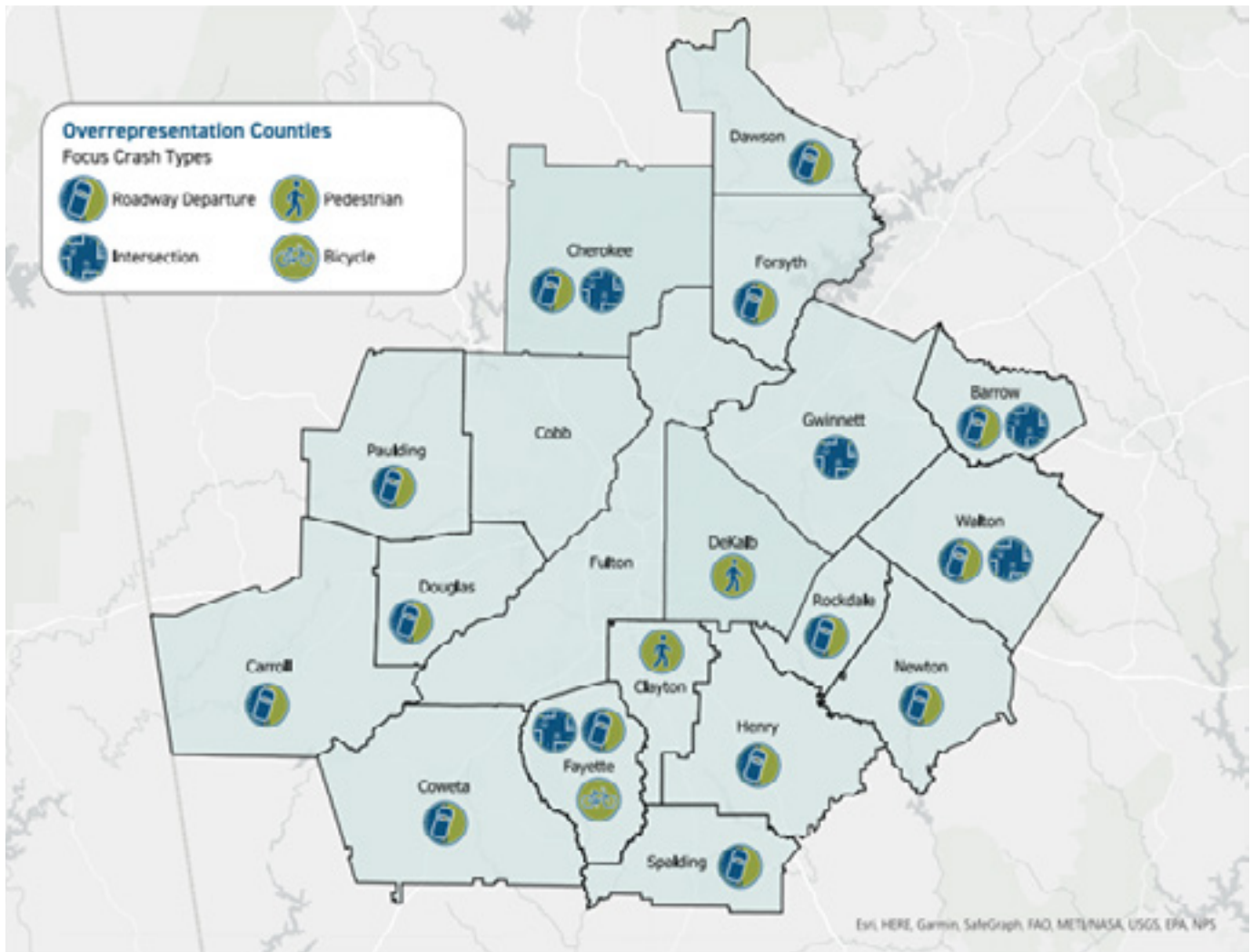
RSS to address the safety of all road users through data-informed decisions and incremental investments guided by Safe System principles."

The RSS work revealed the most prevalent severe crash types throughout the region: intersection crashes, roadway departures, and pedestrian and bicycle crashes. The following figure is an excerpt from the RSS, featuring the broader statistics relating to serious injuries and fatalities occurring on the region's roadway network, while the map on the following page highlights counties that are overrepresented in any one or more of the prevalent severe crash types.

THE NUMBERS

Deaths (per year)* / Serious Injuries (per year)**



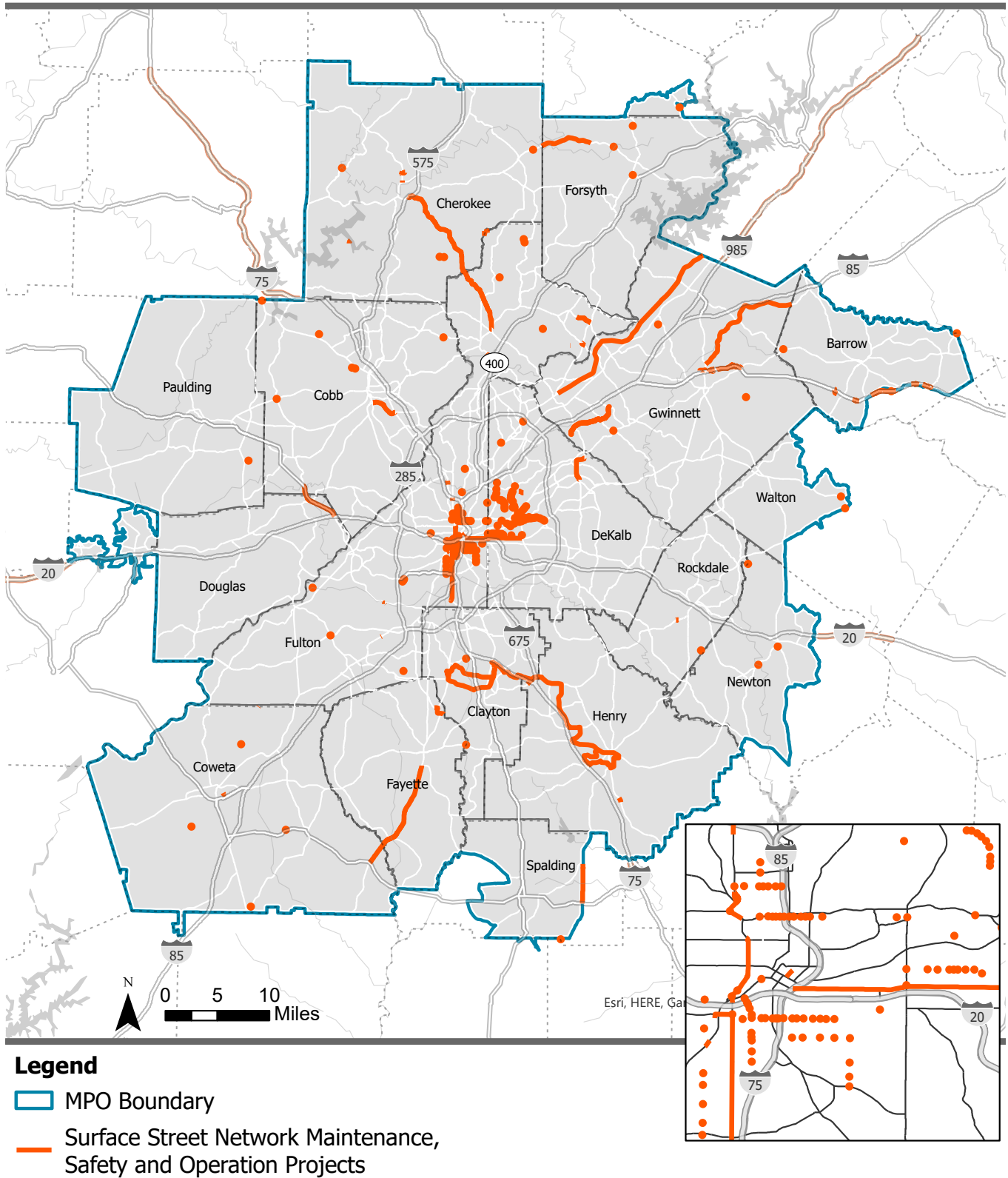


Additional information on the Regional Safety Strategy with respect to pedestrians and bicyclists can be found in the [Active Modes](#) section later in this chapter. More general information on ARC's overall approach to transportation safety issues is found in the [Programmatic Strategies and Policies / Community](#) section.

Maintenance

The MTP commits \$49.0 billion through 2050 to regionally significant resurfacing, bridge upgrades, bridge replacements, and other routine maintenance roadway projects. This investment includes \$13.3 billion of federally funded and regionally significant projects in the MTP project list, as well as \$35.7 billion of local and state funded projects which are not required to be individually identified in this plan. This investment total is for the entire roadway network, including interstate highways and freeways (discussed in the previous section).

MAJOR SAFETY AND OPERATIONS PROJECTS ON ARTERIALS AND COLLECTORS



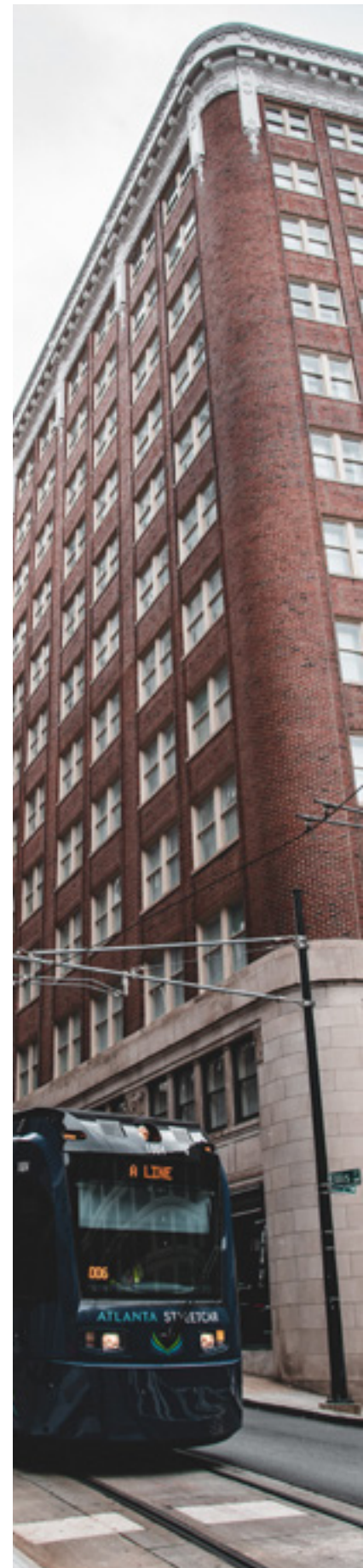
Operations

The MTP commits \$18.1 billion through 2050 for projects which improve the operations and safety of the overall roadway network. This investment includes \$3.3 billion of federally funded and regionally significant projects in the MTP project list, as well as \$14.8 billion of local and state funded projects which are not required to be individually identified in this plan. This investment total is for the entire roadway network, inclusive of interstate highways and freeways (discussed in the previous section).

GDOT SigOps

GDOT's Office of Traffic Operations manages the Traffic Signal Operations Program (SigOps), formerly known as "RTOP". The objectives of SigOps remain the same - to upgrade traffic detection and control devices; to improve signalized intersection delay, and to increase safety. SigOps introduces new methods and practices for achieving these same objectives by incorporating or enhancing the following investments:

- Operating advanced traffic signal software
 - Traffic signal control
 - Central management software
 - Statewide traffic signal software license
- Curating Open Data resources
 - Automated signal performance measures
 - Aggregated vehicle probe data (e.g., WAZE, INRIX, TomTom, Google Maps, etc.) for intersection monitoring and analysis
 - Open platform for low latency traffic signal phasing and timing data
- Enhancing traffic signal communications
 - 4G-LTE communications for traffic signals across the region and state
 - Remote monitoring for proactive management of signal systems
- Installing and managing connected vehicle software
 - Deploying up to 1,600 connected vehicle roadside units (radios that publish data to and from personal vehicles on the road)
 - Software module for traffic signal interfaces
 - Interface with signal system for V2I (vehicle-to-infrastructure) based applications within 5.9 GHz band
 - Data validation tools for field device installation accuracy and routine maintenance





CONNECTED VEHICLE PROGRAM

Imagine an ambulance, fire truck, or transit vehicle ‘talking’ to traffic signals and traveling through intersections faster and more safely. That’s one of the key improvements promised by the Regional Connected Vehicle Program.



Regional Connected Vehicle Program

GDOT, local governments, and transit operators are also taking advantage of technology solutions as a cost-effective strategy for increasing safety, reliability, and mobility. Connected Vehicle/Autonomous Vehicle (CV/AV) projects are being increasingly utilized to improve transit services, create safer and faster routes for emergency vehicles, and to give better information to roadway users.

Some of the connected and autonomous vehicle projects happening around the region include:

- DeKalb County, MARTA Local Bus - Transit Signal Priority
- City of Atlanta, MARTA Summerhill Bus Rapid Transit - Transit Signal Priority
- City of Atlanta North Ave Corridor - Transit Signal Priority, DSRC, Automated Shuttle
- Gwinnett County Connected Vehicle Deployment Master Plan
- ITS4US – Complete Trip Multi-modal ITS deployment in Gwinnett County

FUNDING SUMMARY

For a summary of funds dedicated to roadway projects, including arterials and collectors, refer to the funding discussion under the [Interstate Highways and Freeways](#) section of this chapter.

“...create safer and faster routes for emergency vehicles, and to give better information to roadway users.”



BRIDGES

All transportation users interact with the Atlanta region's extensive roadway network at some point during their trip, whether commuting on the interstate, crossing a street, or riding a bus. Keeping the network well maintained is crucial for travel reliability, safety of all its users, and the region's economy. This section of the MTP highlights the comprehensive portfolio of bridge-related improvements and glance at current bridge conditions.



PERFORMANCE

According to the U.S. News and World Report, Georgia ranks 15th among all 50 states in Transportation Infrastructure quality (ranking factors include commute time, road quality, public transit usage, and bridge conditions). Yet, Georgia ranks #5 in bridge conditions, among all 50 states.

As shown in the following map, the region has an estimated 3,109 bridges. Of these, 2,396 are in good condition (77.1%), 694 are deemed to be in Fair Condition (22.3%), and only 16 are reported as structurally deficient (0.6%). FHWA defines "structurally deficient" when:

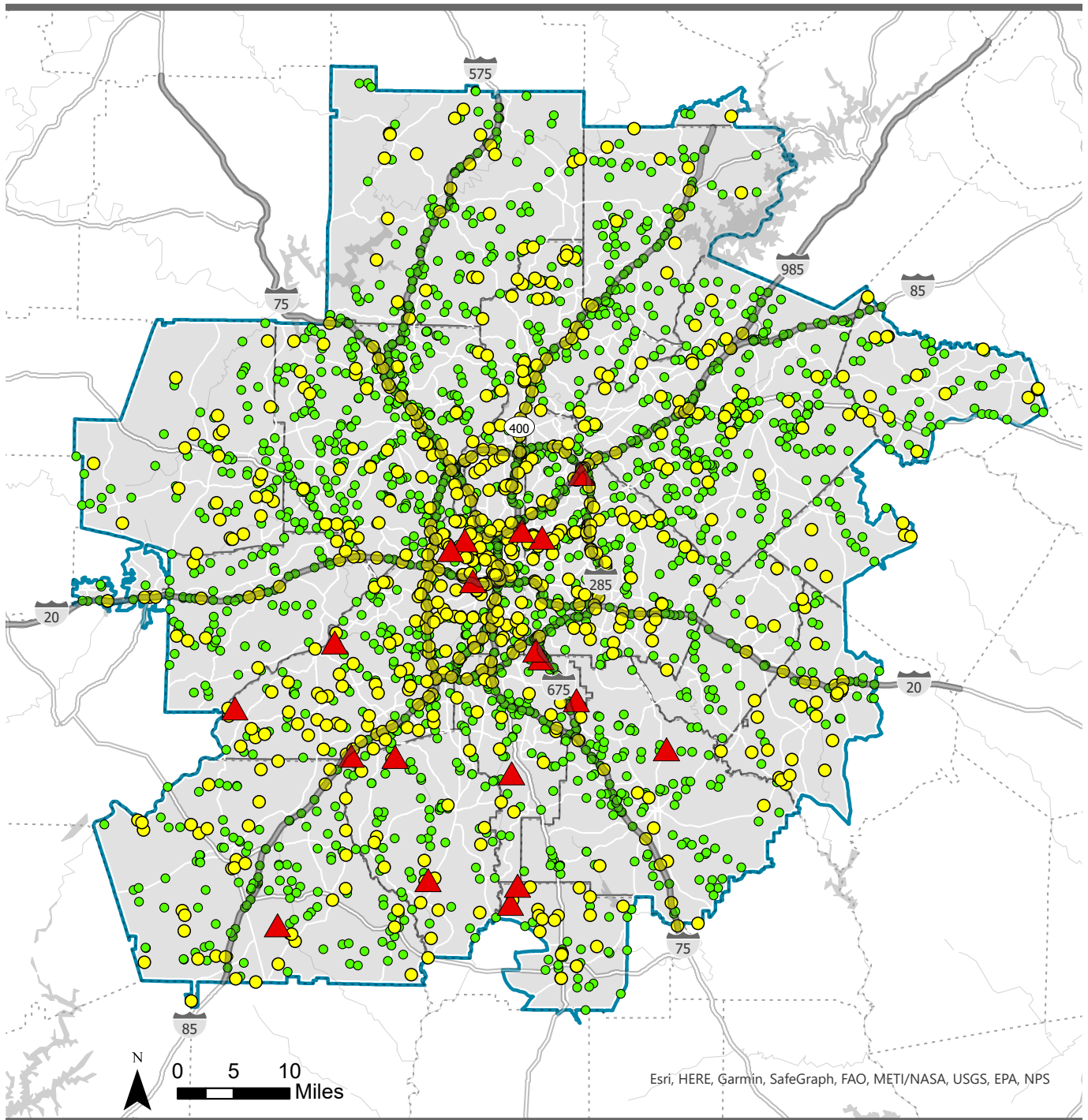
"[S]ignificant load-carrying elements are found to be in poor or worse condition due to deterioration and/or damage, or the adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing intolerable traffic interruptions. The fact that a bridge is "deficient" does not immediately imply that it is likely to collapse or that it is unsafe. With hands-on inspection, unsafe conditions may be identified and, if the bridge is determined to be unsafe, the structure must be closed. A "deficient" bridge, when left open to traffic, typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. To remain in service, structurally deficient bridges are often posted with weight limits to restrict the gross weight of vehicles using the bridges to less than the maximum weight typically allowed by statute."

The following table summarizes the bridge-related asset management performance targets set for the state and the region.





| STATEWIDE ASSET MANAGEMENT PERFORMANCE TARGET | 2018 | 2019 | 2020 | 2-YEAR TARGET | 4-YEAR TARGET |
|---|-------|-------|-------|---------------|---------------|
| Bridges on the NHS in Good Condition | 51.5% | 67.5% | 78.5% | ≥50% | ≥60% |
| % Bridges on the NHS in Poor Condition | 1.1% | 0.8% | 0.6% | ≤10% | ≤10% |



BRIDGE LOCATIONS AND CONDITION



Legend

-  MPO Boundary
-  Structurally Deficient
-  Fair Condition
-  Good Condition

Every two years GDOT sets targets for asset management measures and ARC follows those targets. GDOT will have an opportunity to adjust the 4-year target in 2024. For bridges on the National Highway System (NHS), the adopted GDOT 2- and 4- year goals are to keep more than 50% and 60% in a good condition and to monitor keeping poor-conditioned bridges under 10%. ARC adopts the GDOT targets and supports state and local agencies to meeting them, typically by sub-allocating federal funding in the Transportation Improvement Program (TIP).

INVESTMENTS AND FUNDING

Interchange Projects

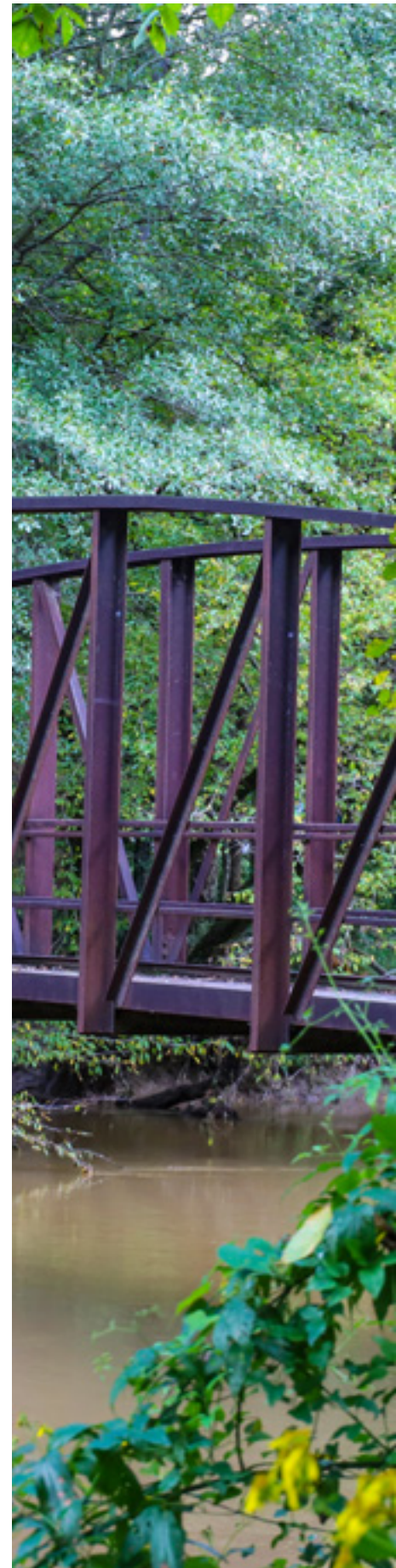
There are 78 major interchange construction or reconstruction projects in the 2050 MTP, representing a total investment of \$3.4 billion. These projects typically involve a major investment to any associated bridges involved, plus improvements to the associated roadway network. In addition, many widening projects on the non-freeway system cross streams, railroads and other obstacles on a bridge and the scope and cost of expanding the bridge deck is incorporated into the overall project. As a result, there are no stand-alone bridge capacity projects in the 2050 MTP. The reconstruction of the I-285/GA 400 interchange, which was nearing completion as of the date this plan was developed, is a good example of large-scale project which includes many bridge elements.

Upgrades and Maintenance

The 2050 MTP includes dozens of stand-alone non-capacity bridge projects, which can range in scope from minor upgrades to a complete reconstruction. In addition, the plan includes several lump sum programs from which similar future bridge projects will be funded. A combined \$6.6 billion in funding by 2050 is dedicated for those purposes. This investment includes both the regionally significant projects as well as local and state funded projects and programs.

Below is a list of some of the more notable bridge upgrade investments planned for the region:

- Interstate Bridge Preservation Program (AR-230 series) - \$3.1 billion
- State Route System Bridge Preservation Program (AR-240 series) - \$2.6 billion
- Local Road System Bridge Preservation Program (AR-250 series) - \$319 million
- AR-129 Series – Low Impact Bridges - \$42 million
 - This series will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determination, in compliance with the National Environmental Policy Act (NEPA)
 - Projects developed under this program will seek to minimize the impact to the natural environment while providing long-term cost-effective engineering solutions. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.



In addition to bridges supporting vehicular traffic, there are numerous bridges in the MTP designed to facilitate active modes and transit traffic. One recently completed example is a bridge serving a multi-use path in the City of Peachtree Corners crossing SR 141 (Medlock Bridge Road). The elevated boardwalk at US 41 (Cobb Parkway) on Noonday Creek Trail in Cobb County is another example. It's planned for construction in 2025 and the estimated cost for the elevated boardwalk portion is \$5 million. The map below shows the full extent of the planned trail alignment, with a call-out of the elevated boardwalk.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) maintains an extensive capital improvement program (CIP), including the maintenance and rehabilitation of all of its track structures to support its rail service and other bridges that facilitate ingress/egress at rail stations and maintenance facilities. MARTA primarily uses formula funding from the Federal Transit Administration (FTA), which are listed in the Atlanta Regional Transit Program of Projects, administered by the Atlanta-Region Transit Link Authority (ATL).



SOURCE: GWINNETT DAILY POST



SOURCE: TOWN CENTER CID





TRANSIT SERVICES

EXISTING FIXED ROUTE BUS & HEAVY RAIL SERVICE

Multiple transit providers serve metropolitan Atlanta utilizing rail, fixed route bus service and a variety of demand response transportation services.

MARTA is the largest transit provider serving Clayton, DeKalb and Fulton counties. MARTA operates two heavy rail lines as well as fixed route bus routes and paratransit service. Several other metro Atlanta counties operate both fixed route bus service and the required complimentary ADA paratransit service. The next two largest are Cobb LINC, serving Cobb County and Ride Gwinnett, serving Gwinnett County.

| OPERATOR | SERVICE AREA | MODES | FLEET SIZE | RIDERSHIP (2022) |
|-------------------------------------|--|--|------------|------------------|
| MARTA | Fulton County, DeKalb County, and Clayton County | Heavy Rail, Fixed Route Bus, Demand Response | 1,134 | 54.3M |
| Cobb LINC | Cobb County | Fixed Route Bus, Demand Response, Commuter Bus | 117 | 1.1M |
| Ride Gwinnett | Gwinnett County | Fixed Route Bus, Demand Response, Commuter Bus | 92 | 866K |
| Xpress | Regional (12 Counties) | Commuter Bus, Vanpool | 147 | 659K |
| Henry Connect | Henry County | Fixed Route Bus, Demand Response | 29 | 44K |
| Connect Douglas | Douglas County | Fixed Route Bus, Demand Response | 24 | 30K |
| Cherokee Area Transportation System | Cherokee County | Fixed Route Bus, Demand Response | 19 | 52K |
| CPACS Express | DeKalb County | Fixed Route Bus, Demand Response | 10 | 5K |



HUMAN SERVICES TRANSPORTATION (HST) AND DEMAND RESPONSE

The five fixed route bus operators in the region also operate paratransit demand response service within at least a ¼ quarter mile buffer of their respective fixed route bus service as required by the Americans with Disability Act (ADA). Each operator sets their eligibility requirements that must adhere to ADA requirements. The service is typically focused on using sedans and vans with wheel chair lifts to provide mobility options to older adults and persons with disabilities. Several counties in the Atlanta region do not have fixed route bus service but do offer demand response transit service for older adults and persons with disabilities. In addition to county run services, several non profits provide transit service in the region, each with their own service areas and eligibility criteria. Only one, the Center for Pan Asian Community Services (CPACS) reports operating data independently to the National Transit Database (NTD).

| OPERATOR | SERVICE AREA | MODES | FLEET SIZE | RIDERSHIP (2022) |
|------------------|-----------------|---------------------------------|------------|------------------|
| Access Forsyth | Forsyth County | Demand Response | 9 | 21K |
| Coweta Connect | Coweta County | Demand Response | 6 | 31K |
| Paulding Transit | Paulding County | Demand Response | 5 | 13K |
| CPACS Express | DeKalb County | Fixed Route, Demand Response | 10 | 5K |

The concept of demand response transportation is evolving to better meet individual's mobility needs. Operators are exploring new technologies and route concepts that increase travel flexibility for all travelers. Ride Gwinnett implemented a Microtransit flex route pilot project that used a smart phone app and phone call service to schedule shuttle trips along a deviating route in Gwinnett County. Ride Gwinnett is currently implementing two microtransit zones in 2023/2024. MARTA also conducted a Microtransit pilot MARTA Reach and is currently looking options to permanently deploy the service. CATS and Cobb LINC are also operating several microtransit routes with plans to expand in the future.

ARC is currently working with GDOT Intermodal and the ATL to review HST coordination across the region as well as the growing Micro-transit service. The goal of this study is to find ways to create a seamless transportation solution for all passengers and reduce inefficiencies for the operators.

For more details about our region's current transit condition, refer to the ATL's [Annual Report and Audit](#).





TRANSIT EXPANSION OPPORTUNITIES

Transit will need to be a centerpiece of transportation solutions in the Atlanta region. Legislation shows the importance of transit to the region with the City of Atlanta approving the More MARTA transit tax and the Georgia General Assembly focusing on metro Atlanta transit in recent legislative sessions. Meanwhile, several Atlanta region counties have recently started new fixed route bus service, and the entire region is studying what type of bus service or emerging technologies could meet the mobility needs of residents and visitors. In particular, several operators have started on demand micro transit services to provide flexible transit options for parts of the region with lower densities or less frequent fixed route service.

The regional transit planning process starts with locally driven plans where transit projects are analyzed and developed with local input from citizens and elected officials. After the state adoption of HB 930, all local transit projects within the 13-county ATL region are synthesized and evaluated in the ATL Regional Transit Plan (ARTP). This regional transit plan is required for projects seeking consideration for state funding and for the ability to create a local transit referendum. The current high cost of transit construction almost requires local tax referendums to raise the funds required for local matching funds needed for federal transit grants.

Projects from the ARTP that local governments and transit operators elect to advance to the MTP must be fiscally constrained based on our federal MPO regulations.

TRANSIT PLANNING PROCESS





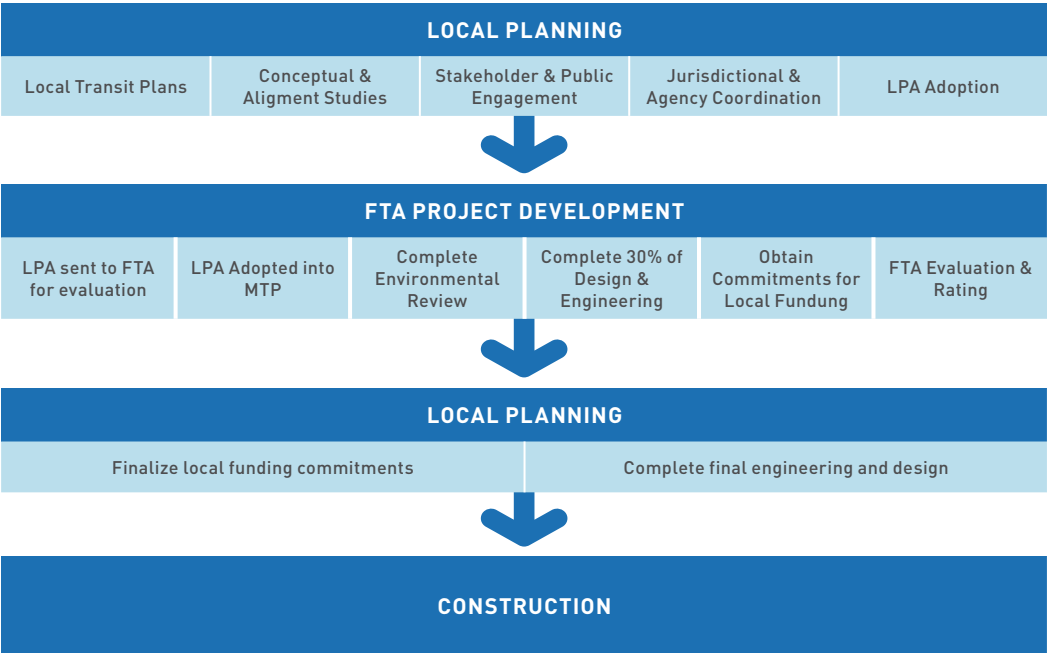
TRANSIT EXPANSION PROJECT LIST & DEVELOPMENT PROCESS

The transit projects included in this section are high-capacity expansion projects that are considered to have a regionally significant impact. The projects are grouped by each network year and include the project name, the transit mode, limits, overall capital cost, the project phase and the primary funding source. All of the projects with a dedicated local revenue source were placed within the network year based on project sponsors priority and schedule. Projects submitted that did not have a dedicated local revenue source or federal funding commitment have been included in the last/2050 network year.

Below is a summary of the typical transit project development process. There will be variations between different projects, but the process below provides a summary the major steps in the process and generally reflects the status of each project when the list was developed.

Local Planning is the phase where proposed alignments were analyzed, public input has begun, and coordination takes place between local planning agencies. Most projects end this phase when a Locally Preferred Alternative (LPA) is adopted by the local jurisdiction’s legislative body or transit agency board. Projects seeking federal funding, usually through the Federal Transit Administration’s (FTA) Capital Improvement Grant (CIG) program transition to the FTA Project Development Phase where more detailed design and engineering takes place. This is also where the LPA is added to the MTP. Projects that are need seeking FTA funding move into the Local Final Design & Engineering phase. The final phase is actual construction, and it is the anticipated start of this phase where each project is placed with an MTP Network Year.

TRANSIT PROJECT DEVELOPMENT PROCESS



FUNDING

In total, about \$37.8 billion is committed in this plan for purposes of operating and maintaining transit services (both existing and future) in the region, while another \$9.7 billion will be invested in capital construction costs to expand the system.

FUNDING FOR TRANSIT OPERATIONS AND CAPITAL REPLACEMENT

| PROJECT TYPE | IN MTP/TIP LIST? | FEDERAL | STATE | LOCAL | TOTAL |
|--|------------------|----------------------|----------------------|-----------------------|-----------------------|
| Facilities | YES | \$48 million | \$14 million | \$365 million | \$427 million |
| Operations & Maintenance | YES | \$21 million | \$410 million | \$2 million | \$433 million |
| Formula Lump Sums <i>(see note 1)</i> | YES | \$5.6 billion | \$8 million | \$1.4 billion | \$7.0 billion |
| Transit Operations and Capital Replacement (MARTA) | NO | \$0 | \$0 | \$28.5 billion | \$28.5 billion |
| Transit Operations and Capital Replacement (Non-MARTA) | NO | \$0 | \$0 | \$1.5 billion | \$1.5 billion |
| TOTAL | | \$5.7 billion | \$432 million | \$31.8 billion | \$37.8 billion |

Note 1: These funds will ultimately be assigned to various operating, maintenance and capital expenditures through each transit operator's annual budgeting process.

FUNDING FOR TRANSIT EXPANSION

| PROJECT TYPE | IN MTP/TIP LIST? | FEDERAL | STATE | LOCAL | TOTAL |
|-------------------|------------------|----------------------|--------------------|----------------------|----------------------|
| Bus (Capital) | YES | \$307 million | \$1 million | \$420 million | \$728 million |
| Bus Rapid Transit | YES | \$3.2 billion | \$0 | \$4.1 billion | \$7.3 billion |
| Rail Transit | YES | \$554 million | \$0 | \$1.3 billion | \$1.8 billion |
| TOTAL | | \$4.0 billion | \$1 million | \$5.8 billion | \$9.8 billion |



TRANSIT MODE DESCRIPTIONS

Higher capacity transit capacity services exist on a spectrum in terms of right-of-way exclusivity, vehicle size and operating speeds. Following are the types of services either currently available in the region, or are proposed under this plan.

Arterial Rapid Transit

Arterial Rapid Transit (ART) is a frequent bus service that travels mostly on arterial roads. ART operates primarily in mixed traffic through queue jump lanes at key intersections with transit signal priority (TSP). Typical ART features are summarized below:

- 15-Minute Peak Frequencies or Less
- Queue Jump Lanes
- Queue jump lanes are additional travel lanes on the approach to intersections, allowing transit or emergency vehicles to bypass traffic at busy intersections.
- Transit Signal Priority
- Transit Signal Priority (TSP) technology connects transit vehicles to traffic signals, reducing the amount of time buses are sitting at red lights.
- Enhanced Station Features and Amenities



Bus Rapid Transit (BRT)

Fixed-route bus systems that operate at least 50 percent of the service on fixed or dedicated guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days; low-floor vehicles or level-platform boarding, and separate branding of the service. Agencies typically use off-board fare collection as well. This is often a lower-cost alternative to light rail.



Light Rail Transit (LRT)

A transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail (HR). It is characterized by:

- Passenger rail cars operating singly (or in short, usually two car, trains) on fixed rails in shared or exclusive right-of-way (ROW);
- Low or high platform loading; and
- Vehicle power drawn from an overhead electric line via a trolley or a pantograph.

Streetcar Rail

This mode is for rail transit systems operating entire routes predominantly on streets in mixed-traffic. This service typically operates with single-car trains powered by overhead catenaries and with frequent stops.

Heavy Rail

A transit mode that is an electric railway with the capacity for a heavy volume of traffic. It is characterized by:

- High speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails
- Separate rights-of-way (ROW) from which all other vehicular and foot traffic are excluded
- Sophisticated signaling, and
- High platform loading.

High-Capacity Transit

This mode is assigned to projects where the specific mode has not been determined and/or an LPA is not adopted. These projects are still within the Project Planning Phase where the specific mode or alignment is still under study and public input.



TRANSIT EXPANSION PROGRAM

In the remaining pages of this section, the vision for transit expansion in the region is defined. A series of tables and maps identify projects and proposed implementation timeframes. The timing is based on conservative assumptions grounded in the reality of what revenue sources are currently existing or likely to be available in the future. Implementation of one or more projects may be accelerated, however, if funding becomes available sooner than anticipated or if the priorities of transit operating agencies change.



WHAT IS BUS RAPID TRANSIT

Bus Rapid Transit, or BRT, is a fixed-route bus system that provides service similar to that of light rail. BRT systems often operate in dedicated lanes with greater frequency, defined passenger stations, and traffic signal priority or preemption.

2030 Network Year

Within the 2030 Network Year there are 3 BRT, 1 LRT and 4 ART projects. The Summerhill BRT is currently under construction and the Campbellton Corridor and Clayton Southlake BRT projects are both within the FTA Project Development Phase. The Streetcar East and remaining ART projects are all within various stages of Final Design/Engineering.

2033 Network Year

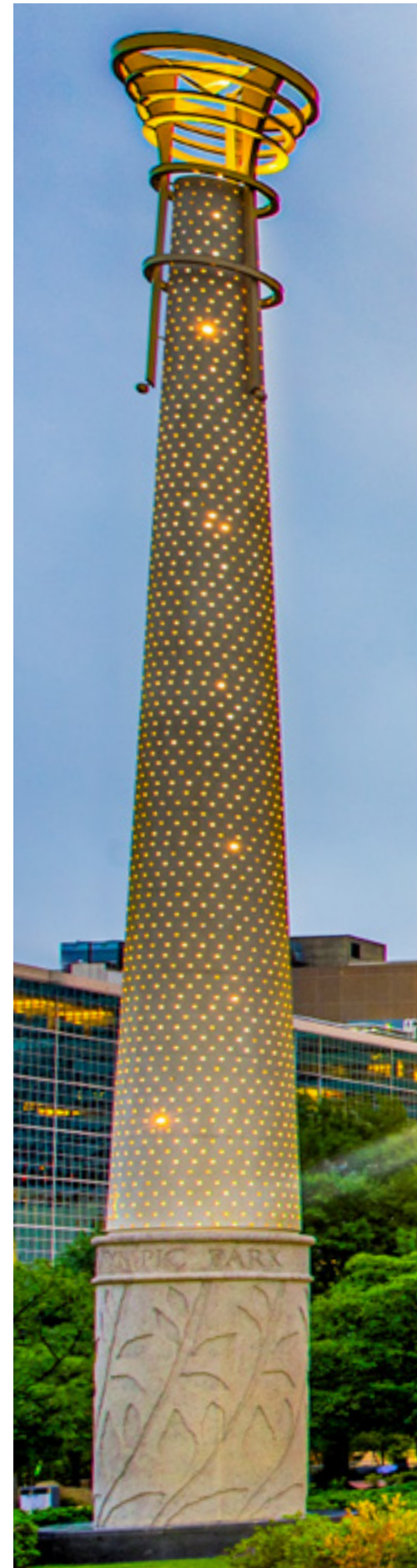
The short period of time between the 2030 and 2033 Network years are due to our MPO Conformity requirements. There are 2 BRT Projects with this network year. Both are seeking federal funding and are within the Local Planning Phases.

2040 Network Year

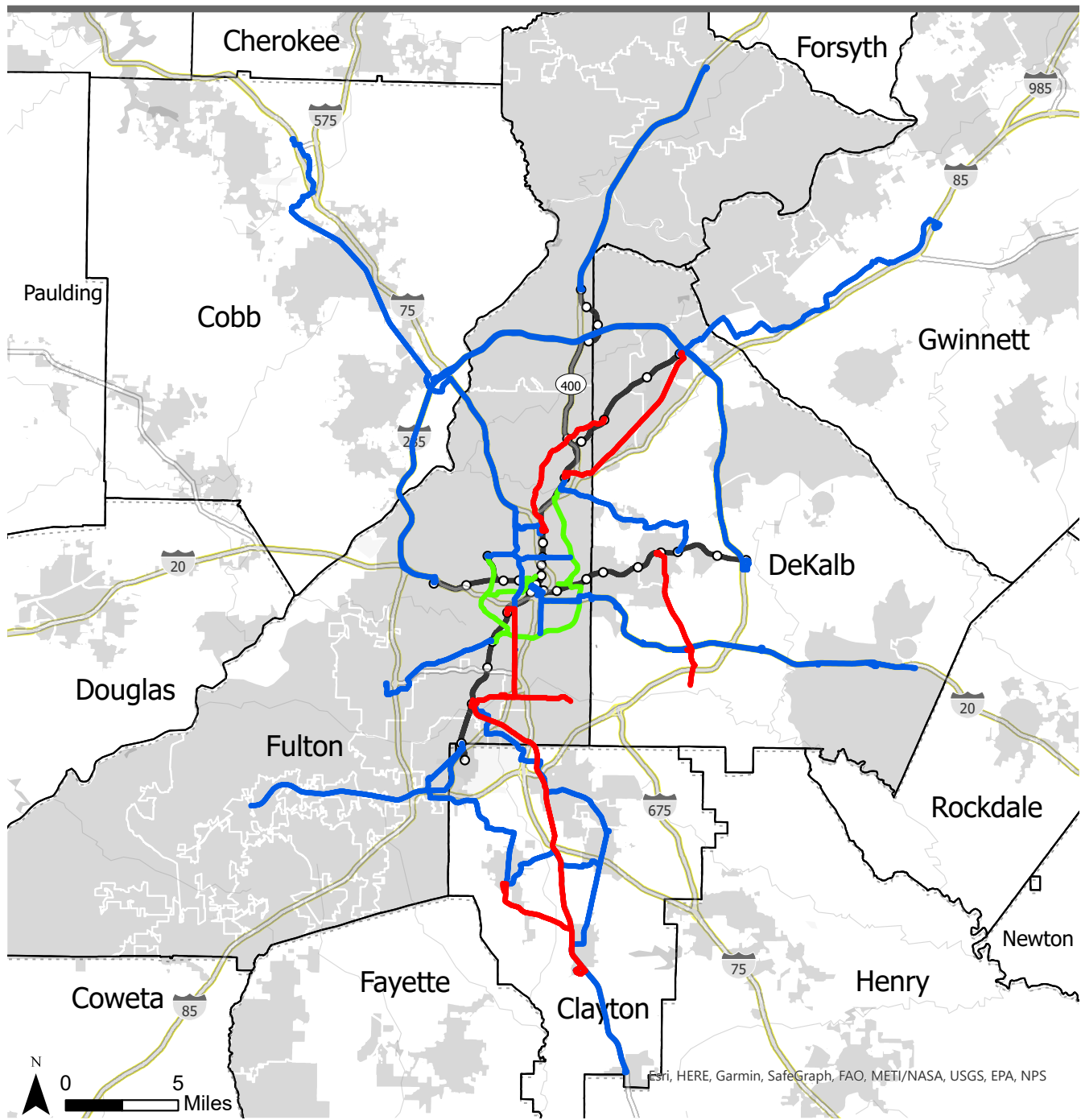
The 2040 network year only includes one BRT Project which is Phase 2 of the SR 54 BRT Project listed within the 2033 Network Year.

2050 Network Year

The projects in the 2050 Network Year have either not identified a dedicated funding source and/or are still early in the Local Planning phases.



REGIONAL TRANSIT EXPANSION PROGRAM (2024-2050)

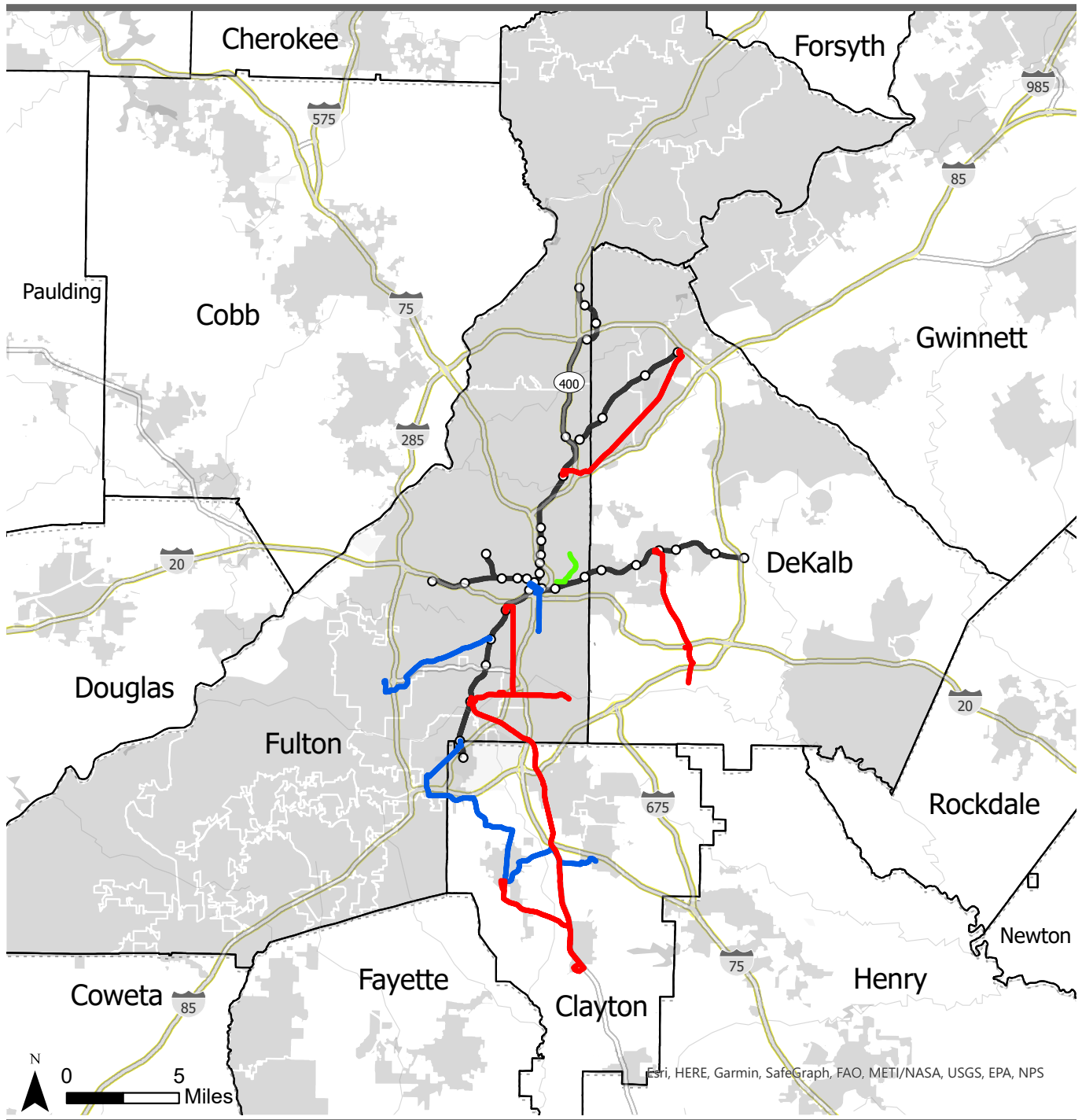
**2030-2050****Legend**

- Existing Heavy Rail Stations
- Existing Heavy Rail
- Cities
- Arterial Rapid Transit
- Bus Rapid Transit
- Light Rail Transit / Streetcar

TRANSIT EXPANSION PROGRAM (2030 NETWORK YEAR)

| PROJECT | LIMITS | CAPITAL COST (YOE) | CURRENT STATUS (2024) | FEDERAL FUNDS |
|---|--|--------------------|----------------------------|-------------------|
| Summerhill Bus Rapid Transit | 5 Points MARTA Station to Southside Beltline | \$91 million | Construction | TIGER Grant |
| Campbellton Road Bus Rapid Transit | Oakland City MARTA Station to Greenbriar Mall / Barge Road | \$308 million | FTA Project Development | FTA Small Starts |
| Clayton Southlake Bus Rapid Transit | College Park MARTA Station to Southlake Mall | \$375 million | FTA Project Development | FTA Small Starts |
| Atlanta Streetcar - East Extension | Jackson Street to Atlanta Beltline / Ponce City Market | \$230 million | Final Design / Engineering | None (100% Local) |
| Cleveland Avenue Arterial Rapid Transit | East Point MARTA Station to Jonesboro Road | \$48 million | Final Design / Engineering | None (100% Local) |
| Metropolitan Parkway Arterial Rapid Transit | West End MARTA Station to Cleveland Avenue | \$12 million | Final Design / Engineering | None (100% Local) |
| Buford Highway Arterial Rapid Transit | Lindbergh MARTA Station to Doraville MARTA Station | \$40 million | Final Design / Engineering | None (100% Local) |
| Candler Road Arterial Rapid Transit | Avondale MARTA Station to GSU Perimeter College | \$41 million | Final Design / Engineering | None (100% Local) |





2030

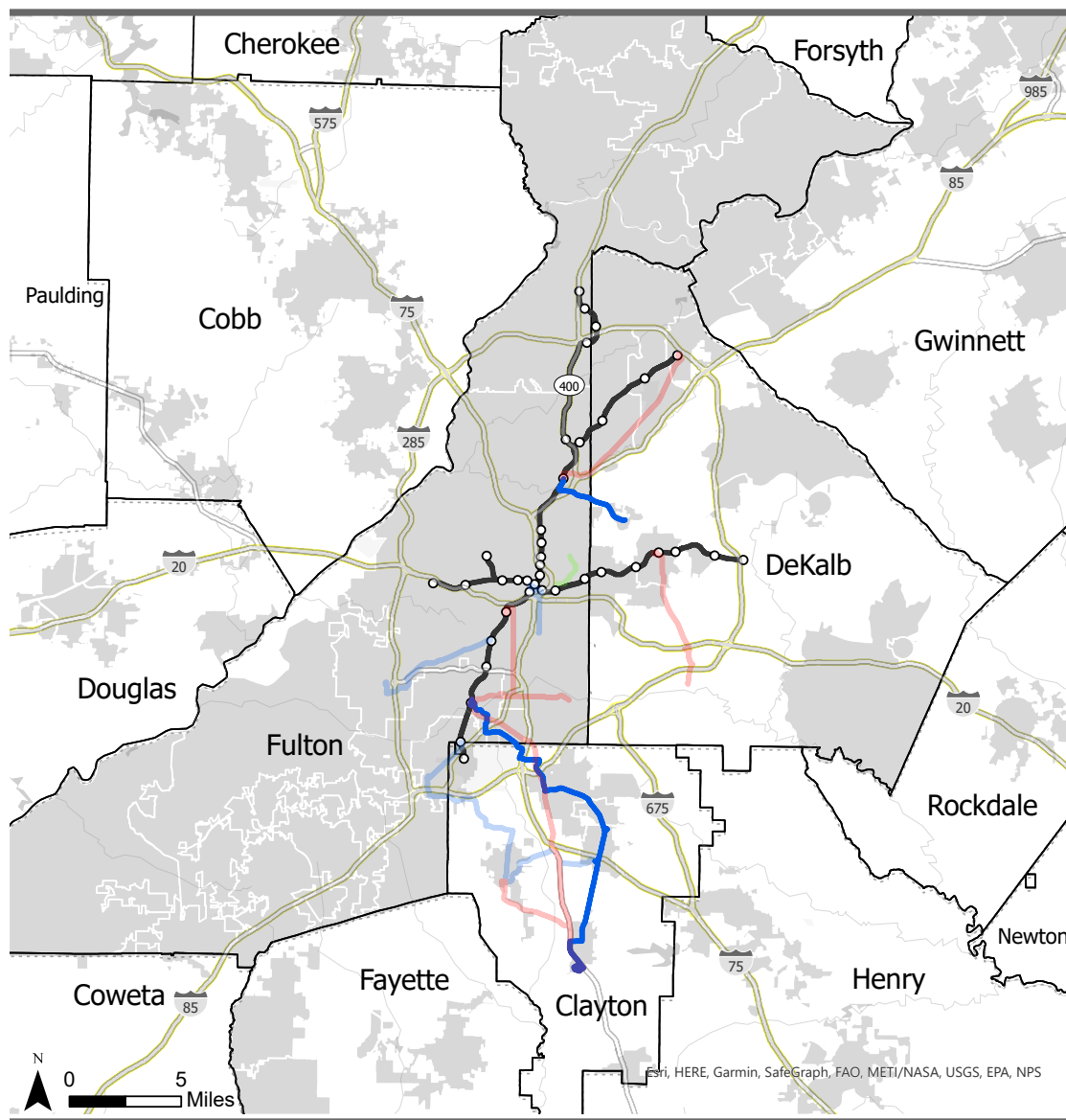
Legend

- Existing Heavy Rail Stations
- Existing Heavy Rail
- Cities
- Arterial Rapid Transit
- Bus Rapid Transit
- Light Rail Transit / Streetcar



TRANSIT EXPANSION PROGRAM (2033 NETWORK YEAR)

| PROJECT | LIMITS | CAPITAL COST (YOE) | CURRENT STATUS (2024) | FEDERAL FUNDS |
|--|--|--------------------|-----------------------|----------------|
| SR 54 Bus Rapid Transit (Phase 1) | East Point MARTA Station to Clayton Justice Center | \$731 million | Local Planning | FTA New Starts |
| Clifton Corridor Bus Rapid Transit (Phase 1) | Lindbergh MARTA Station to Emory University | \$731 million | Local Planning | FTA New Starts |



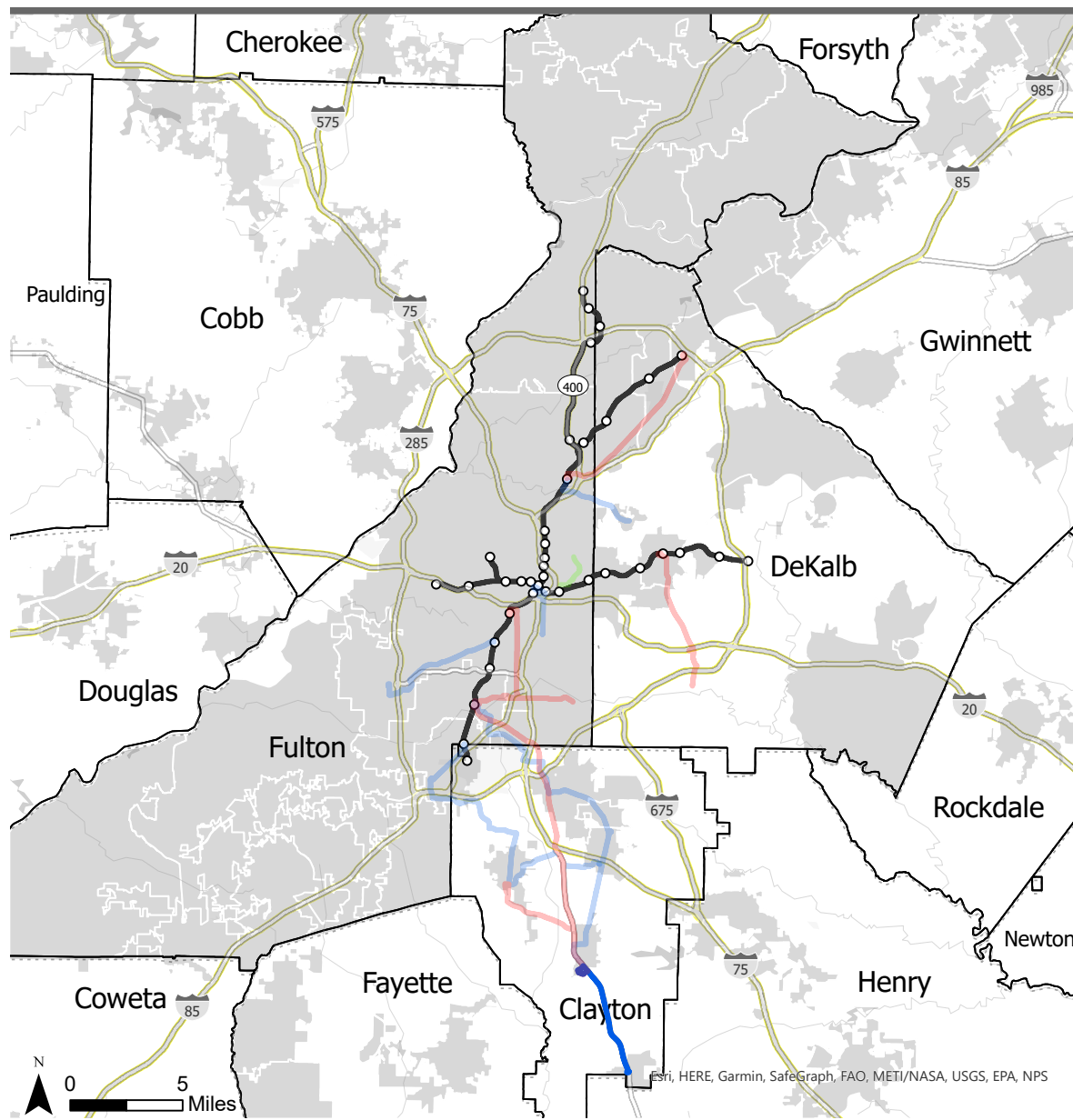
Legend

- Existing Heavy Rail Stations
- Existing Heavy Rail
- Bus Rapid Transit
- Cities

2033

TRANSIT EXPANSION PROGRAM (2040 NETWORK YEAR)

| PROJECT | LIMITS | CAPITAL COST (YOE) | CURRENT STATUS (2024) | FEDERAL FUNDS |
|-----------------------------------|-----------------------------------|--------------------|-----------------------|----------------|
| SR 54 Bus Rapid Transit (Phase 2) | Clayton Justice Center to Lovejoy | \$394 million | Local Planning | FTA New Starts |



Legend

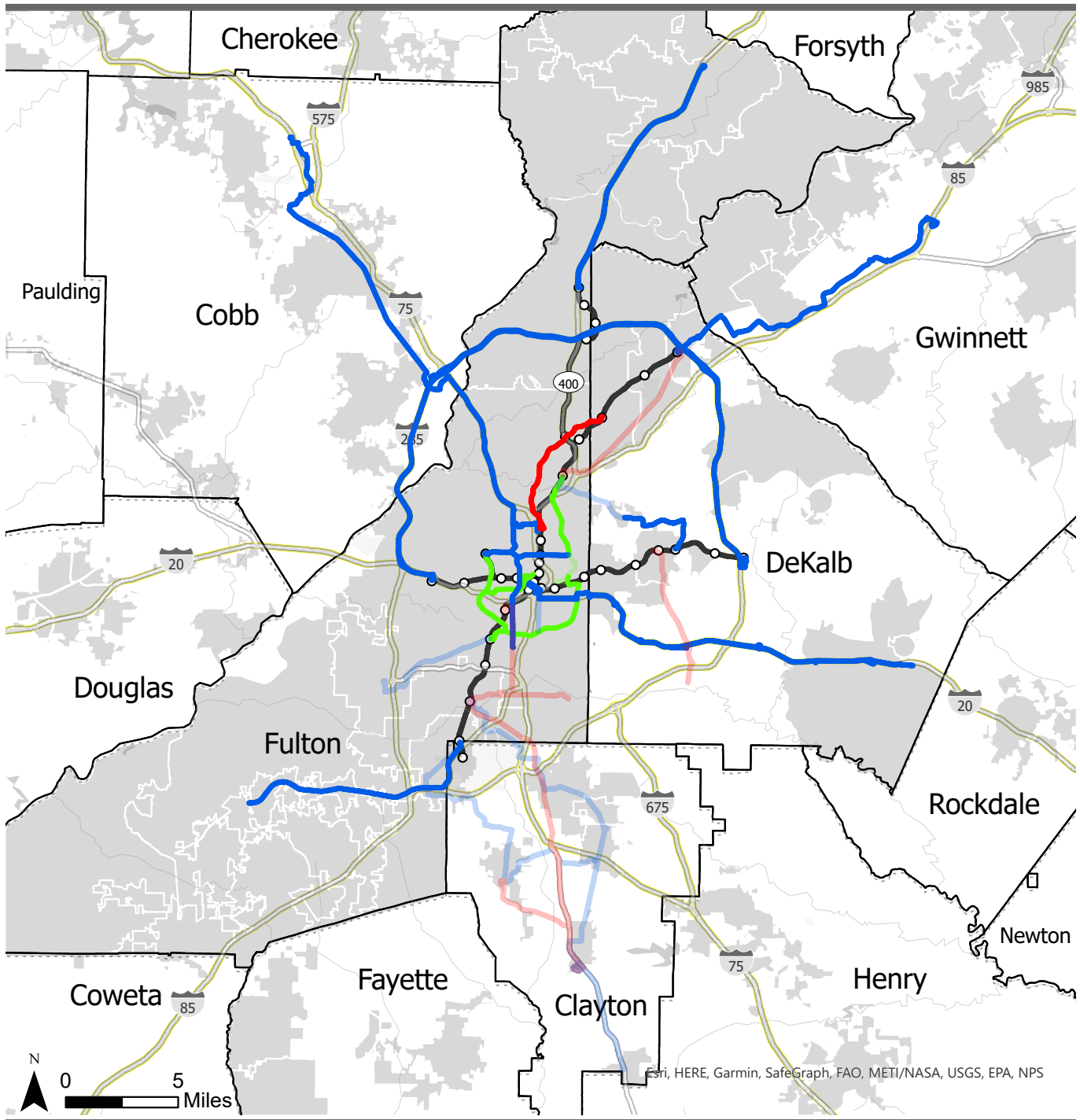
- Existing Heavy Rail Stations
- Existing Heavy Rail
- Cities
- Bus Rapid Transit

2040



TRANSIT EXPANSION PROGRAM (2050 NETWORK YEAR)

| PROJECT | LIMITS | CAPITAL COST (YOE) | CURRENT STATUS (2024) | FEDERAL FUNDS |
|--|---|--------------------|-----------------------|-------------------|
| Atlanta Streetcar - Beltline East Corridor | Atlanta Beltline / Ponce City Market to Lindbergh MARTA Station | \$292 million | Local Planning | FTA New Starts |
| Atlanta Streetcar - Beltline Northwest Corridor | Westview Drive / Langhorn Street to Bankhead MARTA Station | \$163 million | Local Planning | FTA New Starts |
| Atlanta Streetcar - Beltline Southeast Corridor | Irwin Street to University Avenue | \$475 million | Local Planning | FTA New Starts |
| Atlanta Streetcar - Beltline Southwest Corridor | Westview Drive / Langhorn Street to MARTA South line between West End and Oakland City stations | \$302 million | Local Planning | FTA New Starts |
| Clifton Corridor Bus Rapid Transit (Phase 2) | Emory University to Avondale MARTA Station | \$1.2 billion | Local Planning | FTA New Starts |
| I-20 East High Capacity Premium Transit Service | Downtown Atlanta to Stonecrest Mall | \$486 million | Local Planning | FTA New Starts |
| South Fulton Parkway Bus Rapid Transit | College Park MARTA Station to SR 92 | \$277 million | Local Planning | FTA New Starts |
| GA 400 Bus Rapid Transit | North Springs MARTA Station to Woodward Parkway | \$601 million | Local Planning | FTA New Starts |
| I-285 North Bus Rapid Transit | Hamilton E. Holmes MARTA Station to Indian Creek MARTA Station | \$974 million | Local Planning | FTA New Starts |
| North Avenue Bus Rapid Transit Phase 1 | North Avenue MARTA Station to Atlanta Beltline / Ponce City Market | \$61 million | Local Planning | None (100% Local) |
| North Avenue Bus Rapid Transit Phase 2 | North Avenue MARTA Station to Bankhead MARTA Station | \$106 million | Local Planning | None (100% Local) |
| Northside Drive Bus Rapid Transit | Atlanta Metropolitan State College to I-75 North | \$280 million | Local Planning | FTA New Starts |
| Peachtree Road Arterial Rapid Transit | Arts Center MARTA Station to Brookhaven MARTA Station | \$12 million | Local Planning | None (100% Local) |
| Atlanta Streetcar - West Extension | Centennial Olympic Park to Westview Drive / Langhorn Street | \$368 million | Local Planning | None (100% Local) |
| Connect Cobb / Northwest Atlanta High Capacity Premium Transit Service | Midtown MARTA Station to Kennesaw State University | \$825 million | Local Planning | FTA New Starts |
| I-85 North / Satellite Boulevard Bus Rapid Transit | Doraville MARTA Station to Sugarloaf Mills | \$519 million | Local Planning | FTA New Starts |



2050

Legend

- Existing Heavy Rail Stations
- Existing Heavy Rail
- Cities
- Arterial Rapid Transit
- Bus Rapid Transit
- Light Rail Transit / Streetcar





ACTIVE MODES

Promoting pedestrian and cyclist-friendly development isn't merely a desirable goal—it's an essential component of the Metropolitan Transportation Plan (MTP), aligning seamlessly with our broader ambitions to enhance livability, address climate imperatives, bolster safety, alleviate traffic congestion, and achieve healthy air quality.

Consider, for a moment, the ubiquity of pedestrian experiences in our daily lives. Whether you're on your way to work or school, navigating bustling, tree-lined streets, or just taking a leisurely stroll, each footfall represents an opportunity for planning that's safe, accessible, and brings joy. The MTP, in this regard, takes center stage as a steadfast advocate for pedestrian-centric infrastructure.

It champions a vision of complete streets, intentional pedestrian projects, and the formulation of zoning and development codes that actively encourage the creation of walkable blocks and neighborhoods. But the MTP's approach isn't a shot in the dark; it's rooted in the rich tapestry of supporting plans meticulously developed and officially ratified in our region for decades.

Moreover, the Atlanta Regional Commission (ARC) assumes a crucial role in this narrative by diligently collecting and disseminating invaluable data. This wealth of information empowers both ARC and our local partners to make informed, strategic decisions, prioritize investments, and enact forward-thinking policies that, above all, foster safe, convenient, and accessible spaces for ages and abilities.

Now, let's pivot to bicycling. It's not just a recreational pursuit; it's transformative mobility alternative with the potential to significantly bolster the health and accessibility of metropolitan Atlantans. In fact, a considerable portion of short-distance trips can be seamlessly accomplished on a bicycle. An astonishing one-third of households in Metro Atlanta find themselves within a five-minute bike ride of public transit hubs. This seemingly simple act of pedaling holds the key to addressing some of our most pressing regional challenges: climate resilience, equity, and public health. Bicycling isn't merely a mode of transport; it's a dynamic force for positive change, a force that we must harness to create a more sustainable and prosperous Atlanta.



PLANNING FOR BICYCLISTS AND PEDESTRIANS IN THE REGION

Walk. Bike. Thrive! (2016) – the Atlanta Region’s Bicycle and Pedestrian Plan

Adopted in 2016, ARC’s regional walking and bicycling plan, WBT continues to provide the vision and framework for creating a region of livable communities where walking, bicycling, regional trails, and transit are safe, convenient, and commonplace. WBT gave rise to a number of subsequent studies intended to help advance implementation of the plan recommendations, including the Regional Trails Vision, Bike to Ride (a strategy for improving bike access to transit), Safe Streets for Walking and Bicycling, and the Complete Streets Workbook. The plan created an ambitious vision and strategy to become one of the most connected and safest regions in the United States for walking and bicycling. The plan lays out a 5-pronged approach to achieving this vision. Here is an update on the progress of those strategies:

1. Focus investments in communities and activity centers: With close proximity to a variety of uses, and transit service, walking is the most efficient mode for activity centers. Therefore, it’s important to remove barriers, complete sidewalk networks, design for walkability and improve safety in these centers to take full advantage of the latent pedestrian demand and achieve mode shift goals.

Update

The Livable Centers Initiative is ARC’s primary program to address this goal. Since the program’s formation in 1999, LCI has funded \$357 million in pedestrian infrastructure in activity center and town centers, and created dozens of plans that support development of walkable, mixed-use communities.

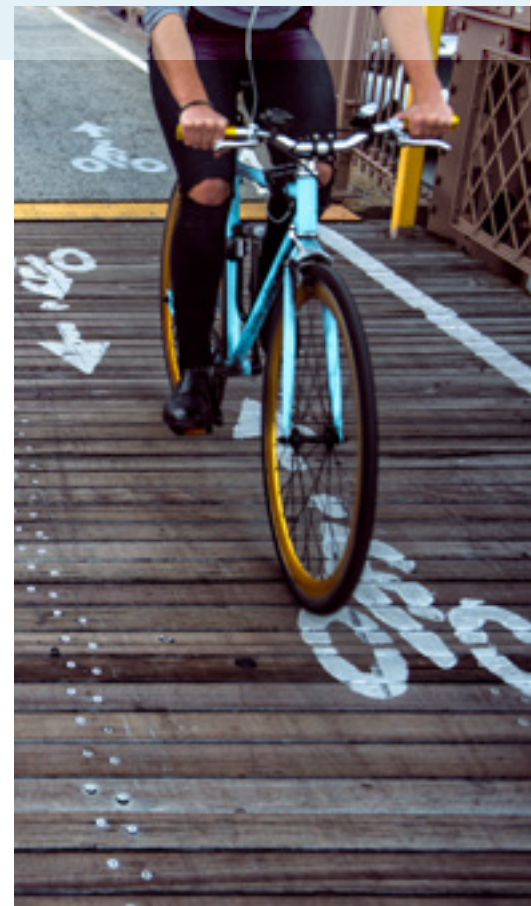
2. Address safety and equity issues: Not only have pedestrian fatalities and injuries been on a sharp rise since the pandemic, but real and perceived safety concerns prevent many from walking even short trips. Mitigating safety challenges and designing with a safe-systems approach will not only save lives, but also increase walking and improve livability across the region.

Update

In 2020, ARC adopted Safe Streets for Bicycling and Walking, adopting a Safe Systems approach and establishing design criteria used in the [TIP Project Evaluation Framework](#).

3. Work closely with transit providers: Transit riders must always cross the street for the bus either at the beginning of the trip or the end, so it’s critical to provide safe crossings along transit corridors. Additionally, increasing walking trips often means improving access to transit stops and improving the quality and quantity of transit service between communities so that walking and bicycling can be easily combined with transit for longer regional trips.

The Safe Systems approach is a holistic, systems-based strategy that accounts for all roadway users; anticipates that humans will make mistakes; and shares responsibility for safety between individual road users and system designers. What this means in practice is that roadways are designed to prevent crashes from happening at speeds and in situations where the human body cannot physically survive the impact. For ARC, this means complementing our traditional approach by proactively identifying corridors and intersections based on risk factors, including locations with and without a crash history, and funding cost-effective strategies to address safety issues system-wide.



Update

ARC works closely with the region's transit agencies to help implement the MTP and Atlanta Regional Transit Plan (ARTP) administered by the ATL Authority. The MTP has \$9.8 billion dedicated to transit expansion projects. Additionally, ARC has a dedicated staff person focused on working with partner agencies on transit expansion and Transit Oriented Development (TOD). Refer to the [Programmatic Strategies and Policies / Community](#) section for more information.

4. Pursue a strategy of relentless incrementalism: increasing walking and bicycling in the region's suburban and lower-density residential neighborhoods, as well as in auto-oriented corridors often takes time and considerable financial investment. ARC helps communities identify barriers to walking and biking one at a time and works to address them as opportunities arise.

Update

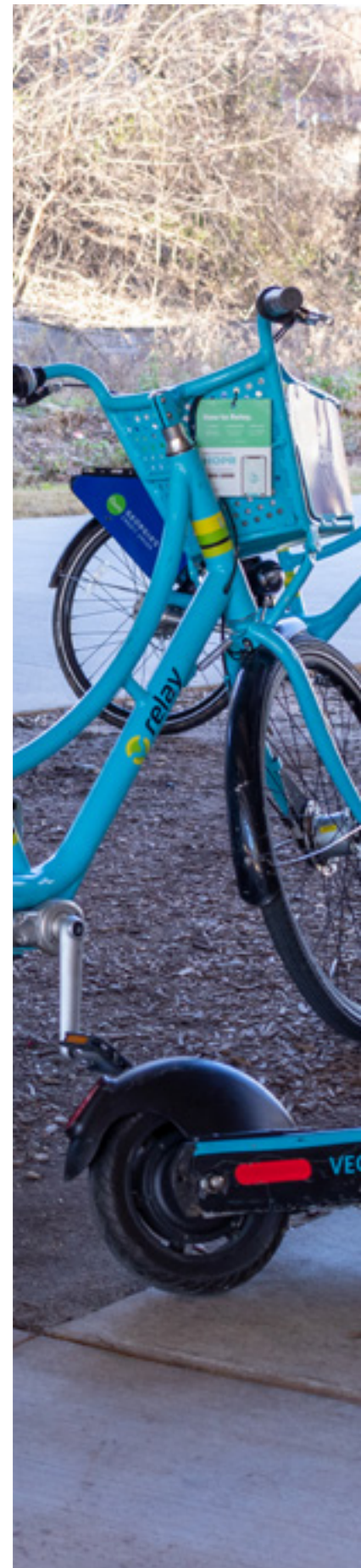
The goal is to improve biking and walking infrastructure whenever there's an opportunity, no matter how small. To this end, ARC developed and published the [Regional Workbook for Complete Streets](#) in November 2019 to encourage and educate local governments, GDOT and engineering firms how they can make streets safer and more accessible to bikes and pedestrians in various contexts, budgets and timeframes.

5. Lead the development of the regional trail system: regional trails serve as "walking and bicycling highways" for people who use them as transportation, or for fitness. ARC is working closely with state and local government agencies and non-profit organizations to expand the regional trail system. For more information, see ARC's regional trail supplemental report – "Envisioning a Regional Trail Network: a feasibility report for an interconnected trail network in metro Atlanta" supplemental report.

Update

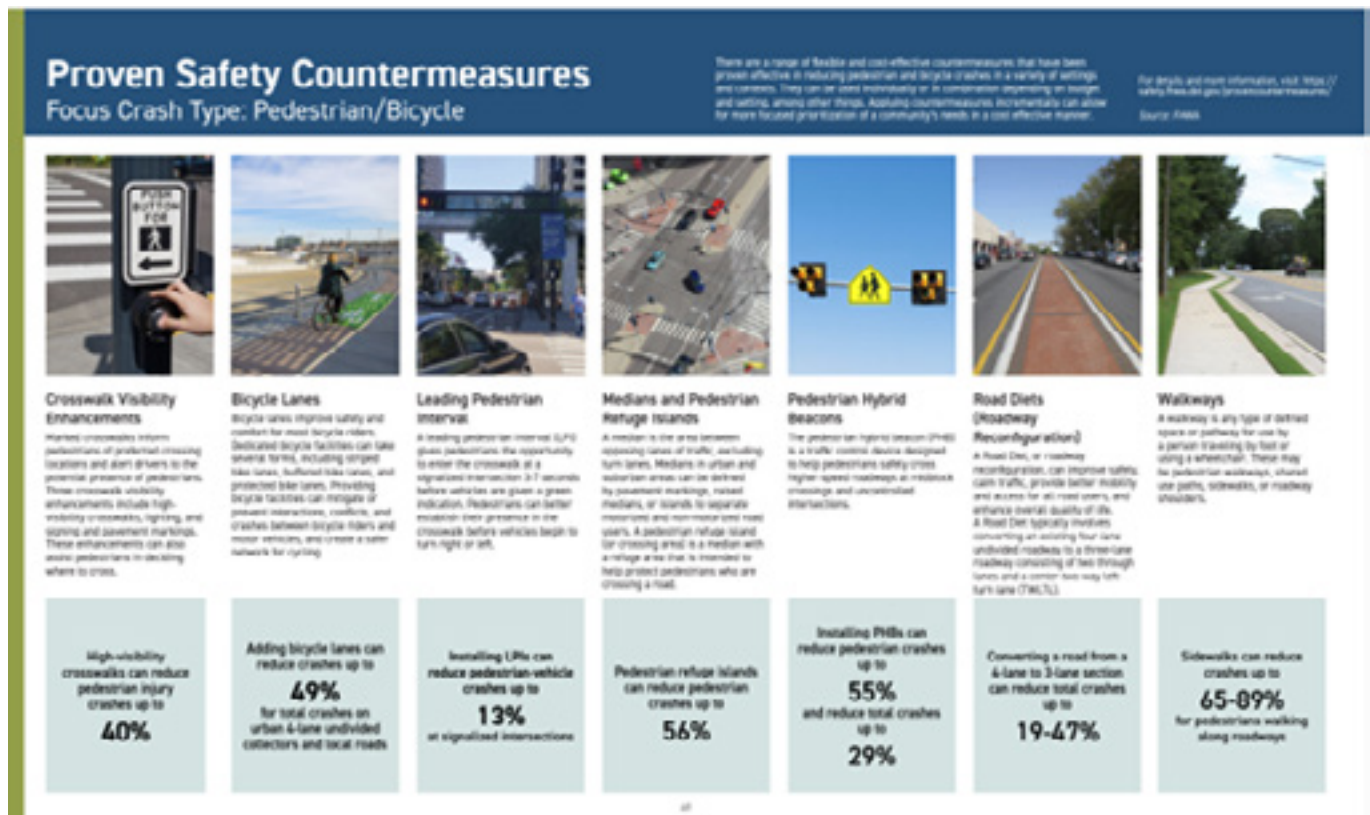
In 2020, ARC developed the [Regional Trail Vision](#) as a supplement to WBT for the purpose of fostering the creation of a comprehensive interconnected trail system across the Atlanta Region. The goals of such a path system are to provide safe travel options for pedestrians and bicyclists; enhance regional mobility and increase the region's economic competitiveness. To advance the Vision's implementation, a Regional Trails Roundtable network of elected officials, local governments and trails organized was established and meets periodically.

Regional Safety Strategy (2022)



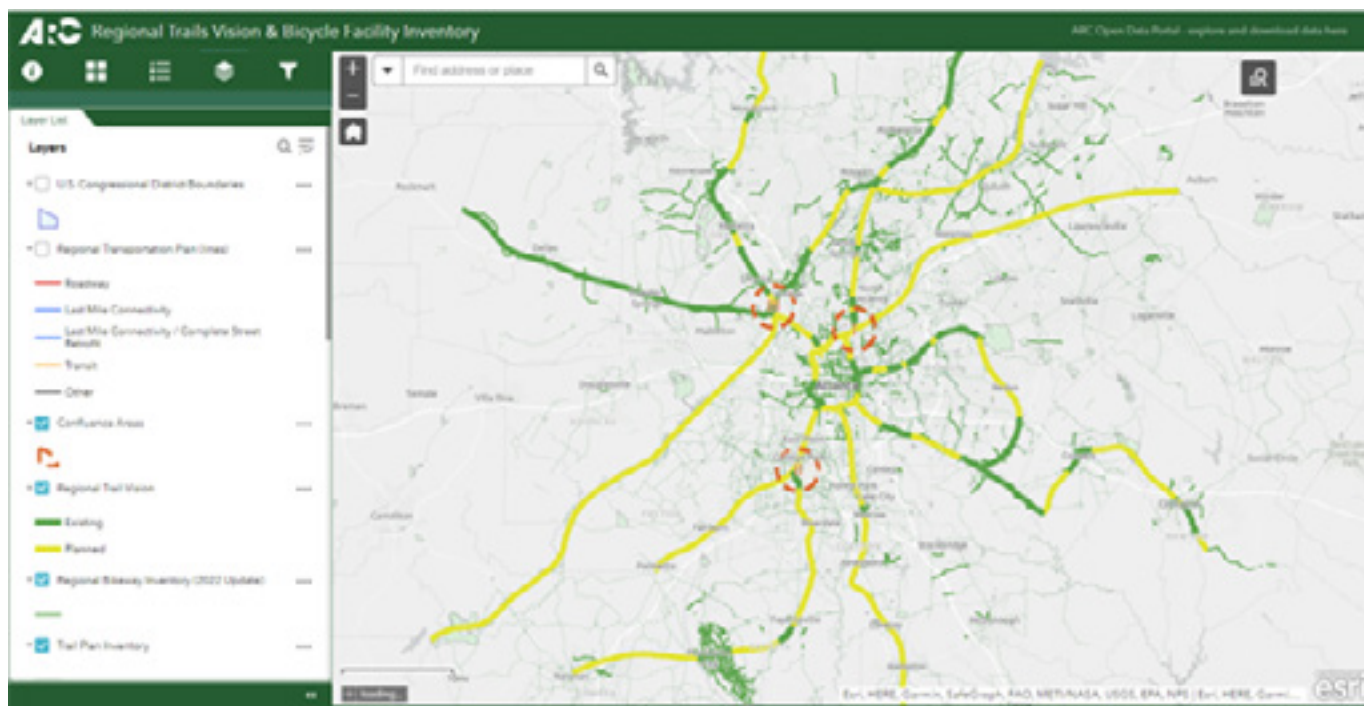
Given the over-representation of pedestrians and bicyclists in traffic related injury and fatality data, active modes were a key focus of the plan and of critical importance to improving safety of these vulnerable users. Like the Safe Streets for Walking and Bicycling plan completed in 2019, the [Regional Safety Strategy](#) employed the “safe systems” approach whereby roadway characteristics are evaluated by their risk factors as a predictive measure of potential serious injuries and fatalities, rather than the traditional method of only looking at crash history locations.

The Strategy recommends a comprehensive list of countermeasures and policies with the goal of reaching zero traffic fatalities. The plan also created a Regional Safety Task Force, which continues to meet quarterly and focuses on implementing the Strategy at the neighborhood, city, county and state levels.



Bicyclist Planning Initiatives

- Chattahoochee Riverlands Greenway Plan (Adopted 2020):** Beginning in 2018, ARC administered a \$1.5 million study with partners from Cobb County, City of Atlanta, the Trust for Public Land and other local jurisdictions to develop a vision and strategy to provide access to Metro Atlantans to the Chattahoochee River. The resulting plan, known as the [Chattahoochee Riverlands Greenway Plan](#), proposes 125 miles of new trails connecting 19 cities across 7 counties, building 42 water access points and multiple camp sites and other amenities. As part of that effort, design guidelines were developed, and a Chattahoochee Riverlands Working Group of stakeholders and implementation partners was formed, and meets regularly. Scoping and preliminary engineering (PE) have been funded for segments in Cobb County and City of Atlanta in subsequent TIP Solicitations, bringing this vision closer to reality.
- Regional Bicycle Facility Inventory:** The [Regional Bicycle Facility Inventory](#) is an online map and resource tool developed by ARC that aims to highlight the important role a connected network of trails and bike lanes can play in the region. The inventory identifies both existing multi-use paths and bike lanes, as well as planned facilities (those bicycle facilities identified in local bicycle plans, CTPs, LCI plans, SPLOSTs, TIP and MTP, etc). The inventory is housed on ARC's open data site and local governments or other users are able to download the GIS spatial data files for either use in trail/bike planning. ARC staff conducts an update of the inventory every year by reaching out to our local government and trail organization partners.



Pedestrian Planning Initiatives

The Roadway Element Validation and Mapping Program (REVAMP) is a partnership with counties in the metro area to collect roadway asset data like road width, number of lanes, presence of sidewalks, and other basic characteristics. This program has unfolded slowly since 2017. It will contribute to the first regional sidewalk inventory, which is a key need for better, more proactive planning for pedestrian activity and safety. ARC and local governments can use these data to help prioritize high-need areas for developing sidewalks, trails, or other pedestrian infrastructure. Future **Comprehensive Transportation Plans** (CTPs) will encourage counties to engage in more local data collection on the location, condition, and geometry of roadways, sidewalks, and other transportation assets that can contribute to keeping these data current.

FUNDING

Currently, the MTP has dedicated approximately \$3.9 billion to active mode projects through 2050, of which 65% (\$2.5 billion) will be resourced entirely at the community level and are not dependent on federal funds. This means they will not have to be individually listed in this or future MTP or TIP project lists. Of the \$1.4 billion which will be formally documented in this plan, much currently exists in lump sum set-asides. Commitments to specific projects will be made through future TIP project solicitations. The following table provides a breakdown of how the overall \$3.9 billion of funds are expected to be used for various active mode projects.

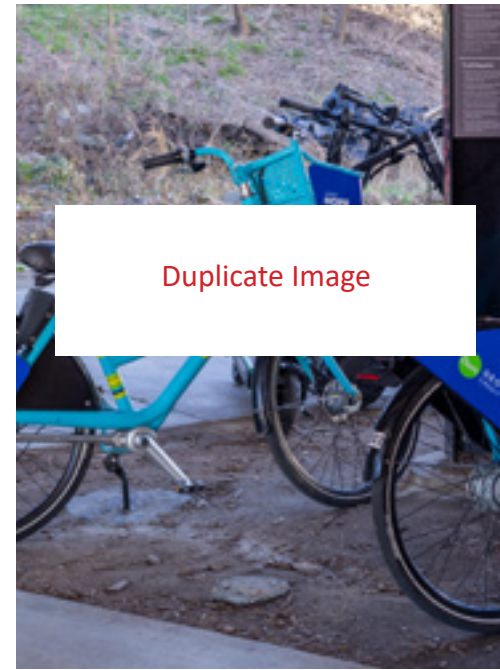
FUNDING FOR BICYCLIST AND PEDESTRIAN PROJECTS AND PROGRAMS

| PROJECT TYPE | IN MTP/TIP LIST? | FEDERAL | STATE | LOCAL | TOTAL |
|---|------------------|----------------------|----------------------|----------------------|----------------------|
| Bicycle Facilities | YES | \$21.8 million | \$0 | \$34.7 million | \$56.5 million |
| Pedestrian Facilities | YES | \$36.3 million | \$0.5 million | \$24.9 million | \$61.7 million |
| Joint Bicycle/Pedestrian Facilities | YES | \$12.2 million | \$0.4 million | \$6.2 million | \$18.8 million |
| Complete Street Retrofits | YES | \$10.0 million | \$0 | \$40.5 million | \$50.5 million |
| Sidepaths and Trails | YES | \$180.4 million | \$0.2 million | \$385 million | \$566 million |
| Other Bicycle and Pedestrian | YES | \$109.7 million | \$0 | \$27.4 million | \$137 million |
| LCI Program | YES | \$381.9 million | \$0 | \$95.5 million | \$477 million |
| TBD (Bike / Ped Expansion Using 100% Local Funds) | NO | \$0 | \$0 | \$2.5 million | \$2.5 billion |
| TOTAL | | \$752 billion | \$1.1 million | \$3.1 billion | \$3.9 billion |



ARC selects active mode projects for funding via competitive application processes, adds those projects as line items to the TIP, and then draws down the funding from the STBG, CMAQ, Carbon Reduction or TAP budget lump sums during periodic amendments and administrative modifications. In the last TIP solicitation held in 2022, ARC awarded \$36.4 million to eight projects for pedestrian facilities. Additionally, \$52.6 million was awarded to 15 projects to construct multi-use trails. As future solicitation processes are conducted and projects are selected for inclusion in the plan, these revisions will be documented in [Appendix 2](#).

Active mode infrastructure projects seeking federal funding through ARC are evaluated on a variety of metrics to ensure ARC invests in high quality projects that will advance the goals of the MTP. These metrics are detailed in the [TIP Project Evaluation Framework](#) document. All projects applying for funding are required to create a “complete street”. Other key metrics include how well a project connects to destinations, including transit, its ability to improve safety along a corridor, serves EJ communities, and supports sustainability and resiliency.



“Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”

Complete Streets Approach

While active mode funding in the plan is approximately \$3.9 billion, that figure only reflects projects that focus specifically on pedestrian and/or bicyclist travel. One of the primary methods that the region will be able to build out its active mode infrastructure and provide safe walking conditions for all is through Complete Streets policies. USDOT has had a complete streets policy since at least 2008 when it issued [policy guidance](#) stating that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist”, and further solidified its commitment to complete streets through a [2010 regulation](#), and currently have a comprehensive complete streets focus at the federal level.

Additionally, GDOT adopted a [Complete Streets Policy](#) more than a decade ago, and ARC has adopted a commitment to complete streets design through previous WBT and MTP documents, its TIP Blueprint document (more than a decade ago), and its current TAQC-adopted TIP Project Prioritization Framework document which states “Project must include complete street elements that are context sensitive to the existing community and safety measures that reduce risks for all roadway users”.





Therefore, in addition to the many pedestrian projects in the TIP, all of the roadway capacity, reconstruction, and intersection improvements are required to be “complete streets”. As discussed in ARC’s Complete Street Workbook, this may look different in different contexts, but all streets and roadways should be safe and accessible for all people.

GOING FORWARD

In the dynamic landscape of the ARC, a steadfast commitment to progress remains the driving force. ARC continues to focus on making progress implementing recommendations from the WBT suite of plans, the Chattahoochee Riverlands Plan, and Regional Safety Strategy (RSS). ARC will be conducting more education, outreach and training related to Complete Streets policy and street design best practices. Also, local government assistance with LCI/CDAP programs, project delivery, Safety Action Plans, safety audits, bicycle-related ordinances, and project development are core activities within the ARC.

As an integral component of the MTP and TIP, ARC remains committed to support and fund pedestrian and bicycle projects. These projects serve as the linchpins of safety and equity, operating under the banner of a “safe systems” approach. These concerted efforts aim to curtail active transportation-related fatalities and severe injuries, reflecting our dedication to enhancing the well-being of our communities.

Our Regional Trail Vision is a widely supported initiative, with an keen focus on bridging network gaps that interlink cities, regional activity centers, high-frequency transit, and other pivotal assets. The award-winning Chattahoochee RiverLands program enjoys local, state and federal support. ARC provided funding for the scoping and engineering of two Chattahoochee RiverLands Trail projects (one in Cobb County and one in City of Atlanta). Also, ARC continues to participate in the Chattahoochee Working Group to facilitate development of trail segments for implementation. To support regionally significant trail development, updating and maintaining the Regional Bicycle and Trail Facility Inventory will remain an annual priority.

Finally, as e-bikes and shared micromobility become more prevalent, ARC foresees the need to work more with partners on planning, research, pilot programs, and/or providing funding for a variety of micromobility programs. For example ARC is currently working with City of Atlanta on an e-bike rebate programs pilot program. Other initiatives may include charging station planning, e-bike transit access and secure parking, and shared micromobility planning (particularly issues related to parking, dockless vs. docked, jurisdictional connectivity and management). For more information, refer to the narrative on microbilty within the [Programmatic Strategies and Policies / Transportation and Economy](#) section of this plan

OTHER INVESTMENTS

As discussed in the [Summary of MTP Funding Investments](#) at the beginning of this chapter, the majority of the \$168.3 billion committed in this plan are for investments in physical infrastructure, either for maintenance, operations, safety improvements or expansion. In fact, the preceding sections highlight how of that total amount, about \$144.5 billion (85.9%) is dedicated for those purposes. The remaining \$23.8 billion (14.1%) of funds are necessary for a variety of other functions which lead to those capital investments, such as planning and agency operations. The following table provides a breakdown of those expenditures.

FUNDING FOR NON-CAPITAL ACTIVITIES AND SUPPORT FUNCTIONS

| PROJECT TYPE | IN MTP/TIP LIST? | FEDERAL | STATE | LOCAL | TOTAL |
|--|------------------|----------------------|----------------------|-----------------------|-----------------------|
| Planning | YES | \$85.1 million | \$1.0 million | \$20.3 million | \$106 million |
| Scoping | YES | \$6.9 million | \$0.1 million | \$1.6 million | \$8.6 million |
| TDM & Air Quality Programs | YES | \$165 million | \$4.5 million | \$33.4 million | \$203 million |
| Miscellaneous (see note 1) | YES | \$4.4 billion | \$9.0 million | \$1.1 billion | \$5.5 billion |
| City, County & State Agency Operations (see note 2) | NO | \$0 | \$3.0 billion | \$15.0 billion | \$18.0 billion |
| TOTAL | | \$4.6 billion | \$3.0 million | \$16.2 billion | \$23.8 billion |

Note 1: Includes funds suballocated to ARC for project solicitations, which will be used for a variety of purposes, including capital investments that would otherwise be reflected in other sections of this chapter.

Note 2: Federal funds from sources not reflected in this plan are used to support staff salaries at some agencies, including ARC.



VOLUME I | INTER-REGIONAL TRAVEL

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THE CROSSROADS OF THE SOUTH

Atlanta has always been defined by transportation. Its strategic location near the eastern seaboard and at the southern end of the Appalachian Mountains has given it a competitive adjacent in its ability to connect people and goods moving long distances around the Southeast, the entire US, and the globe.

The City of Atlanta was founded at the terminus of a new rail line and quickly became the hub for lines throughout the South, which meant its capture in 1864 was a pivotal event in sealing the demise of the Confederacy during the Civil War. Candler Field, which welcomed its first flight in 1926, quickly became a hub for mail and passenger air routes and by the turn of the century laid claim to being the world's busiest airport under its current name of Hartsfield-Jackson Atlanta International Airport. And plans for the Interstate Highway System, released in 1956, pinpointed the city as the confluence of three cross-country routes.

While the focus of a federally required Metropolitan Transportation Plan, such as this document, is on mobility needs within the urban area, Atlanta's critical role in national and international travel cannot be overlooked. This section provides context for how the region is connected to the rest of the country and the world via the transportation facilities and services. It is beyond the scope of a Metropolitan Planning Organization (MPO) such as ARC to serve in a lead role in planning for the operation and expansion of those travel options, but those connections are the foundation of the economy and, as such, are important to understand.

The following sections explore how travelers move between the Atlanta region and areas beyond its boundaries by four key modes: automobile, intercity bus, passenger rail and airplane. Each section describes existing services, the travel time competitiveness of each mode (see summary chart below), what public funds are used to provide those services, and any expansion plans under consideration.



COMPARISON OF TYPICAL TRAVEL TIMES TO SELECTED MAJOR US CITIES BY VARIOUS MODES

| CITY | AUTOMOBILE | INTERCITY BUS | | PASSENGER RAIL | | AIRPLANE |
|-----------------|-------------------|-------------------|-----------|-------------------|-----------|-------------------|
| | TRAVEL TIME (HRS) | TRAVEL TIME (HRS) | ONE SEAT? | TRAVEL TIME (HRS) | ONE SEAT? | TRAVEL TIME (HRS) |
| New York City | 13.0 | 19.0 | Yes | 18.5 | Yes | 2.0 |
| Chicago | 11.5 | 14.0 | Yes | 33.5 | No | 2.0 |
| Dallas | 11.5 | 18.0 | Yes | 60.0 | No | 2.0 |
| Miami | 10.0 | 16.0 | Yes | 43.0 | No | 2.0 |
| Los Angeles | 34.0 | 48.0 | No | 80.5 | No | 4.5 |
| Seattle | 39.0 | 78.0 | No | 84.0 | No | 5.5 |
| Denver | 21.0 | 40.0 | No | 56.0 | No | 3.0 |
| Minneapolis | 17.0 | 23.0 | No | 47.5 | No | 2.5 |
| New Orleans | 7.0 | 9.5 | Yes | 13.0 | Yes | 1.5 |
| Washington | 10.0 | 14.0 | Yes | 14.5 | Yes | 1.5 |
| AVERAGE: | 17.4 | 28.0 | | 45.1 | | 2.7 |

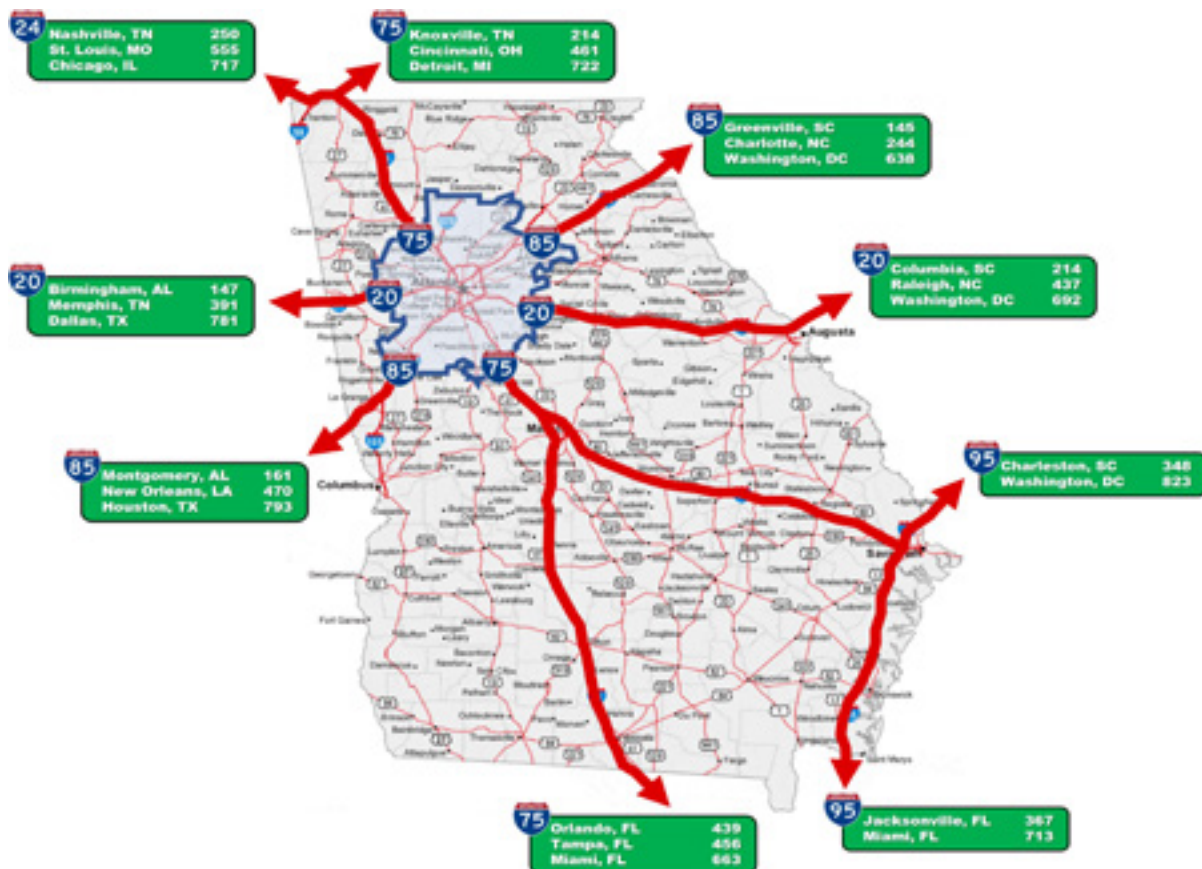




AUTO TRAVEL

The Dwight D. Eisenhower National System of Interstate and Defense Highways, more commonly referred to simply as the Interstate Highway System, is a collection of over 48,700 miles of controlled access highways. The system was originally envisioned in the Federal-Aid Highway Act of 1956 and was functionally completed in 1992 at an inflation adjusted total cost of over one-half trillion dollars.

MILEAGE FROM ATLANTA TO SELECTED MAJOR US CITIES VIA THE INTERSTATE HIGHWAY NETWORK



EXISTING SERVICES

When the system was being planned, Atlanta was chosen to be the nexus of three major interstate highways: I-20, I-75 and I-85. These facilities provide excellent connectivity between the region, other metro areas around the state, and the rest of the country. Driving is a convenient option for many trips because the facilities are generally well-maintained and have enough capacity to facilitate speed limit travel the vast majority of the time. Most sections between the regional boundary and the state boundary feature three or more travel lanes in each direction, although some sections are still only two lanes.

The interstate highways are supplemented by their historic predecessors, the US highway system. These routes follow older travel corridors connecting major population centers and often form the main streets through the downtown areas of those communities. Numerous US highways also serve auto travel between the region and surrounding areas.

TRAVEL TIME COMPETITIVENESS

For trips up to a few hundred miles, no mode of travel is able to offer the level of door-to-door convenience that a private auto on the roadway network can. However, this advantage disappears for longer distance travel outside the Southeast US, where air travel is more time efficient. And as population continues to increase and the ability to construct additional capacity becomes more challenging due to unacceptably high costs and disruptions to adjacent properties, recurring congestion on rural sections of the highway network will continue to erode the auto's time competitiveness advantage.

FUTURE PLANS

Several corridors have been proposed around the country to complement the network, but most remain in the conceptual or planning stages. None are located within the Atlanta region. However, the concept for a new I-14 would provide a southern alternative to I-20 by linking with that facility at Augusta, Georgia on the east and Meridian, Mississippi on the west. The overall route then dips southward again and extends westward through central Mississippi and Louisiana before ultimately terminating at I-20 and/or I-10 in western Texas. To date, only small section in central Texas has been completed. Work on the Georgia portion is currently dormant and the project is not a priority for GDOT at this time.

This plan does not include project on the highway system outside the Atlanta region. For information on planned capacity and safety improvements elsewhere in the state, refer to the [GDOT Statewide Transportation Plan](#).

PUBLIC FINANCING

GDOT is responsible for constructing and maintaining roadways on the Interstate and US highway networks. A wide array of federal funding programs is utilized to fulfill that function. Most of these programs require a match from a non-federal source, which can be state, local or private in nature. For information on these sources, refer to the [Financial Plan](#) chapter of this plan. For specific information on how individual projects around the rest of the state are funded, refer to the [GDOT Statewide Transportation Improvement Program](#).



INTERCITY BUS TRAVEL

An intercity bus service provides long-distance connections between communities using coaches operating on highways also used by automobiles and trucks.

Stops are limited, typically with only a single station served in most towns and cities along the route. Some heavily traveled routes may only have origin and destination stations located within major cities. Services can be operated by government agencies, private for-profit companies and non-profit agencies.

NEW DOWNTOWN ATLANTA GREYHOUND TERMINAL



EXISTING SERVICES

Four private sector companies provide regularly scheduled intercity bus service operating from facilities in downtown Atlanta adjacent to the Garnett MARTA station:

- As of late 2023, Greyhound is finalizing construction of a new terminal at 232 Forsyth Street. This facility replaces a structure built prior to the 1996 Olympics that was intended to be a temporary solution until after the Games were complete.
- FlixBus is operated by Flix SE, which acquired Greyhound in 2021. The two operators have merged operations and provide seamless integration across their various facilities and routes. Their buses also use the new Greyhound terminal.
- Megabus and Southeastern Stages both operate from the Brotherton Street Transit Mall which is along the south edge of the Greyhound station site.

Combined, these operators connect Atlanta to all major cities around the country. One-seat rides are available to/from destinations as distant as Dallas, Chicago and New York City. And virtually any major city in the continental US can be accessed with no more than a single transfer. Several routes also make stops at one or more communities within the region, including Marietta, Conyers, Doraville and Norcross.

In addition to these regularly scheduled intercity services, several companies offer fleets of buses which are available for charter to large groups traveling together to a common destination. Groome Transportation also runs regularly scheduled shuttles which link Atlanta Hartsfield-Jackson International Airport with nearly 30 cities, universities and military bases in Georgia, Tennessee and Alabama within a three-hour driving radius. The State of Georgia does not operate any intercity bus services.



TRAVEL TIME COMPETITIVENESS

Long-distance routes which have a minimal number of stops can offer travel times which are relatively competitive with the private automobile. For example, a Greyhound route from Atlanta to Chicago with stops in only three cities along the way (Nashville, Louisville and Indianapolis) will take approximately 14 hours. With a minimal number of very brief stops, a car can make the same trip in about 11.5 hours. Routes with long transfer times and/or more frequent interim spots will, of course, make the bus travel time less competitive.

FUTURE PLANS

Since all intercity bus services in the region are operated by the private sector, decisions on routes and frequencies are determined by market forces. The industry is continuing to rebound from the impacts of the COVID-19 pandemic and the emphasis is on efficiency and cost reduction in the wake of decreased ridership. After decades of gradual decline in the number of communities served and overall ridership, intercity buses had begun to experience some signs of revival prior to the pandemic by offering comfortable travel at an affordable cost and fewer hassles compared to long-distance air and auto travel. Whether the industry can recapture that momentum remains an open question at this time.

The [Georgia Statewide Transit Plan](#), last updated by GDOT in 2020, offers a few recommendations to better align multimodal connections at stations served by intercity buses, but does not identify any broader system expansion needs or opportunities. A subsequent 2022 analysis of nine potential intercity bus routes, five of which terminated/originated in Atlanta, concluded that the two highest priority routes of the state should be those connecting Atlanta with Chattanooga and Birmingham.

PUBLIC FINANCING

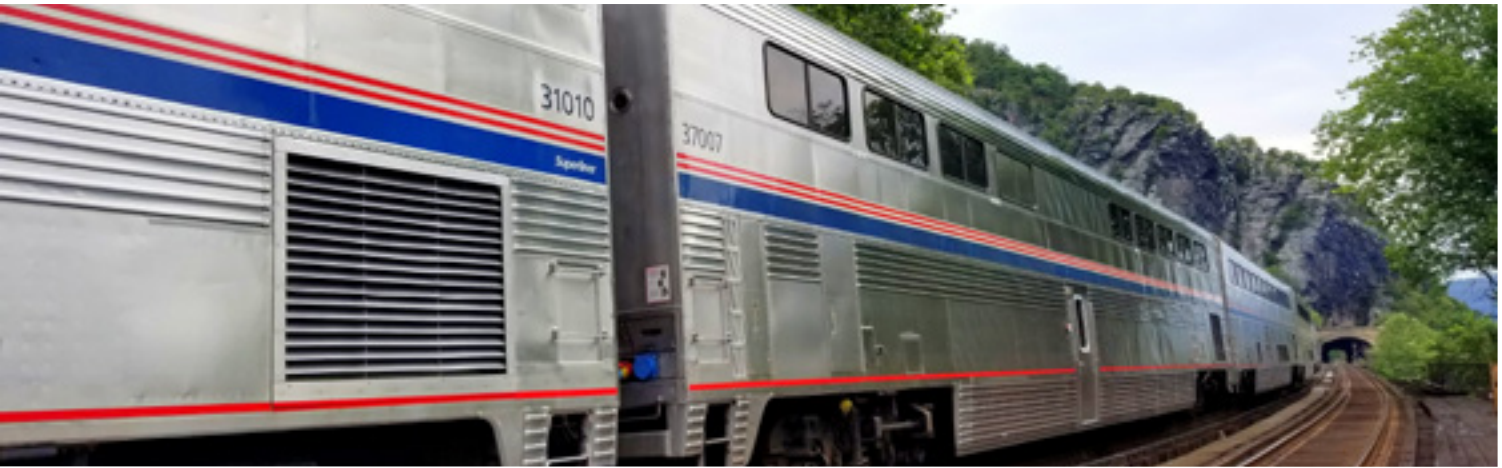
Since the services provided in the Atlanta region are operated by private sector companies, opportunities for public funding are very limited.

In FY 2023, GDOT received approximately \$31.2 million in FTA Rural Area Formula Program funds. Most of this funding is used to support demand response transportation services in rural communities outside the Atlanta region. But federal regulations require that a minimum of 15% be used to support intercity bus services in rural areas. In Georgia, these funds are awarded on a competitive basis and are typically used by private operators to purchase vehicles and construct/maintain facilities to support routes which have interim stops in smaller cities along the route between Atlanta and other major cities.

Despite the rural designation of the program, funds can be spent within urban areas, as was the case with construction of the new Greyhound terminal described above. That project received an \$11.0 million award in 2017, which was possible because the facility serves as a transfer point for multiple routes, several of which have stops that are more convenient for residents of rural parts of the state to access than downtown Atlanta would be. Another \$6.9 million was awarded to support Greyhound's purchase of sixteen new buses.

The Infrastructure Investment and Jobs Act (IIJA) provides a variety of formula and discretionary federal funding programs for other modes of inter-regional travel, but there are no sources intended exclusively for intercity bus services. In the absence of federal funding, any public financing responsibilities generally fall upon states. The State of Georgia does not have a dedicated revenue stream, but could use general funds for various supporting infrastructure purposes as elected officials determine appropriate. The same is true at the local government level.





PASSENGER RAIL TRAVEL

Passenger rail services provide long-distance connections between communities along railroads which are typically owned and maintained by private companies, although some routes may be along publicly owned corridors.

Stops are limited, typically with only a single station served in towns and cities along the route. Services can be operated by government agencies, private for-profit companies and non-profit agencies. Services between metropolitan areas are often referred to as “intercity rail” and have very few stops. Those which operate within a single metropolitan area or between adjacent cities have more frequent stops to serve suburban communities and are often described as “commuter rail”.

EXISTING SERVICES

Intercity Rail

The Atlanta region is currently served by a single intercity passenger rail route operated by the National Railroad Passenger Corporation (more commonly known as Amtrak). The Crescent line runs in both directions between New York City and New Orleans and, in addition to Atlanta, includes stops at other major cities such as Philadelphia, Baltimore, Washington, Charlotte and Birmingham. Northbound service departs daily from New Orleans at 9:15 AM and stops in Atlanta at 11:00 PM before continuing to New York City and arriving there at 6:01 PM the following day. Southbound service departs daily from New York City at 2:15 PM and stops in Atlanta at 8:43 AM the next morning before continuing to New Orleans and arriving there at 9:02 PM.

The Atlanta station is located at the intersection of Peachtree Street and Deering Road, immediately adjacent to the I-85 / I-75 interchange on the boundary between the Midtown and Brookwood neighborhoods. There are no other stops within the region and only two stops along the Georgia portion of the Crescent route: Gainesville and Toccoa. Approximately 70,000 to 90,000 people either boarded or alighted in Atlanta annually prior to the pandemic, but that number diminished to only about 35,000 in 2021 (latest year available).

The station is slightly less than one mile from the nearest MARTA rail station (Arts Center) and riders may connect between stations via regularly scheduled bus service. However, if the northbound service is delayed much past its scheduled 11:00 PM arrival in Atlanta, passengers wishing to interface with the bus and rail system to reach their final destination may find themselves unable to do so due to MARTA not being a 24-hour service.

The station was built in 1918 and at one time served up to 21 trains daily. Although it only hosts two trains each day now, studies have been done to relocate the station. A 2015 GDOT study examined relocation options to address the many existing deficiencies inherent in an older structure on a very small footprint, such as limited parking and on-site amenities and ADA access challenges. The relocation was never acted upon and several sites which were under consideration have now been developed.

Commuter Rail

The Atlanta region does not currently have any commuter rail services.



AMTRAK'S EASTERN US ROUTE NETWORK



TRAVEL TIME COMPETITIVENESS

Many Amtrak trains and stretches of track permit operating speeds which are comparable to, or in certain locations in excess of, interstate highway speed limits. However, a variety of factors contribute to average travel times which are typically much longer than by private vehicle. Congestion caused by the need to share track access with freight trains, more circuitous alignments to allow for the inability of trains to manage steep grades, and frequent at-grade crossings in urban environments contribute to a general inability for Amtrak to operate to its full capability. Due to these challenges, the time to travel to New Orleans, for example, is about 13.0 hours compared to only about 7.0 hours by auto. Gaps in nationwide coverage and infrequent service that can result in lengthy transfer delays can result in travel times that are four to five times as great. For example, a driver can reach Miami in about 10.0 hours, but the train will require about 43.0 hours since the trip requires traveling up to North Carolina first and multiple transfers between routes.



PUBLIC FINANCING

The Federal Railroad Administration (FRA) executes and oversees grant agreements with Amtrak to provide the company with federal funds appropriated by Congress. In conjunction with operating revenues and funds from states, local governments, and other entities, Amtrak uses federal funds for a wide range of its operating and capital activities, including a portion of its operating expenses, capital maintenance of fleet and infrastructure, capital expansion and investment programs, and capital debt repayment.

USDOT, through its annual budget submission, and Amtrak, through its annual legislative requests, provide Congress with recommended appropriation amounts. Prior to passage of the Infrastructure Investment and Jobs Act (IIJA), Amtrak received approximately \$1.8 billion each year in federal operating support. IIJA significantly increased funding, with up to \$41.0 billion available over the five years of the bill to:

- Acquire new passenger rail rolling stock
- Bringing stations into compliance with the Americans with Disabilities Act (ADA)
- Eliminate the backlog of deferred capital work on Amtrak-owned railroad assets
- Upgrade systems for reservations, security, training centers, and technology

IIJA advance appropriated about \$21.8 billion, which provides a significantly elevated “floor” for Amtrak funding levels, with the balance of funding subject to the annual Congressional appropriations process.

IIJA also included significant new funding for a program called Federal-State Partnership for Intercity Passenger Rail Grants. These grants would fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service. Amtrak could use these funds as well, but the funding would also be open to other intercity rail services around the country. A total of \$36.0 billion was advance appropriated, with an additional \$7.5 billion of funding authorized but dependent on future Congressional appropriations actions.



FUTURE PLANS

State

GDOT last updated the Georgia State Rail Plan in 2021. Related to passenger rail services, the objectives of the plan are:

- Coordinate initiatives with host railroads to improve Amtrak service reliability.
- Increase access to passenger rail services for all users.
- Facilitate collaborative partnerships and relationships with host railroads to enable passenger rail growth.
- Participate in multi-jurisdiction and multi-state partnerships to improve and expand passenger rail in the southeast.
- Seek opportunities with both public and private entities to expand passenger rail service.
- Leverage available funding, finance, and public-private partnership opportunities for capital improvements.

In recent years, GDOT has conducted \$6M in planning activities and completed Tier 1 Environmental Impact Statement (EIS) documents for two high-speed rail corridors: 1) Atlanta to Chattanooga (August 2017); and 2) Atlanta to Charlotte (July 2021). Some planning has also been done related to lines linking the region to Birmingham, Columbus and Jacksonville corridors, but over a decade ago.

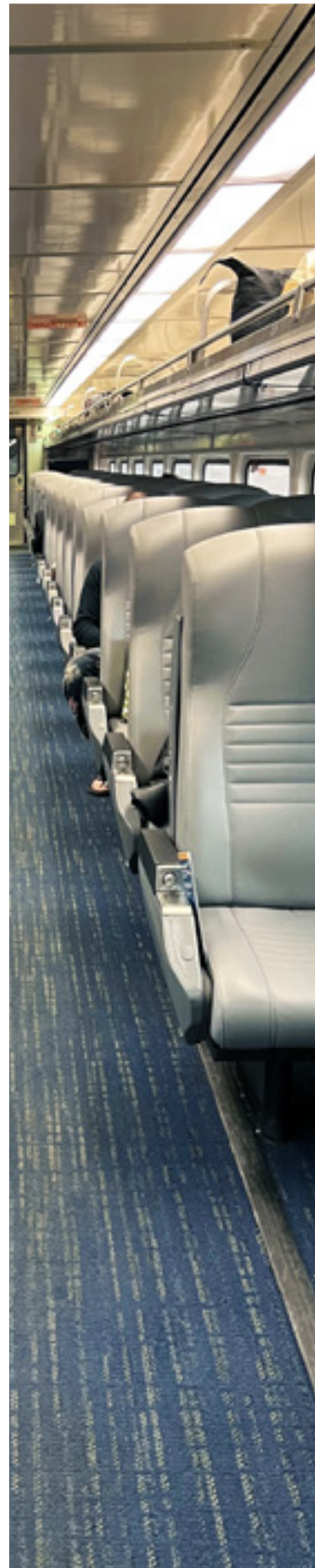
In 2006, GDOT developed a set of proposed commuter rail routes for the Atlanta metro area. GDOT estimated that the full network would cost \$2.1 billion to implement (in 2005 dollars) and would generate 10.7 million yearly person-trips.

Federal

In 2009, the Federal Railroad Administration (FRA) established a vision for ten high-speed rail corridors around the country. The Southeast corridor would follow the existing Amtrak Crescent line, but also include a connection from Atlanta to Savannah via Macon.

Since then, a number of proposals have been advanced which would expand Atlanta's passenger rail connections to the rest of the state, the Southeast and the nation. This extended network would include additional connections to nearby cities such as Nashville, Chattanooga, Columbus, and Augusta. The 2020 Southeast Rail Plan, a joint effort by the Federal Railroad Administration and the Southeast Rail Commission is perhaps the most notable example.

A number of these corridors have received federal funds over the years for initial feasibility studies. An \$8 million grant was secured in March 2023 for GDOT to study the Atlanta to Savannah high speed rail corridor, with another \$500,000 announced in December 2023 to review the feasibility of a conventional speed passenger rail service. Concurrent with that secondary award, North Carolina DOT received \$500,000 to investigate a high speed connection from Charlotte to Atlanta, while the City of Chattanooga secured a similar amount for a conventional service linking Memphis, Nashville, Chattanooga and Atlanta.

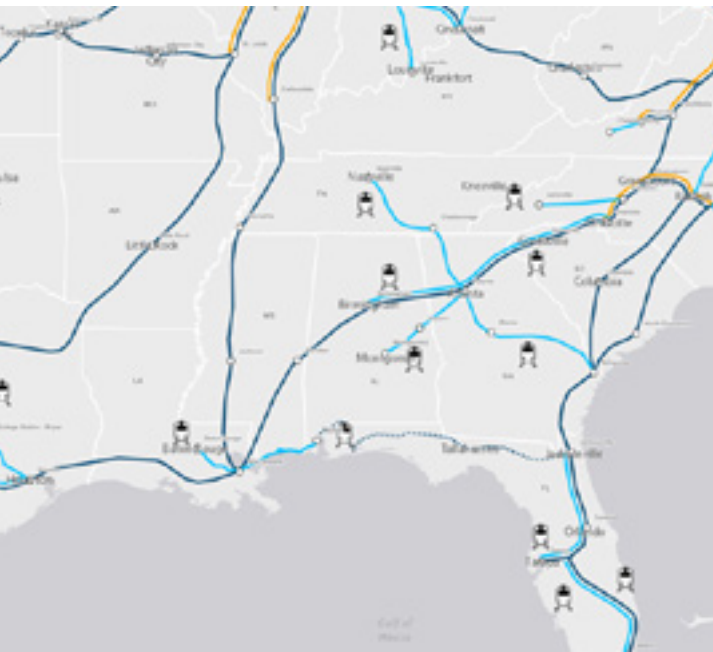


NATIONAL HIGH SPEED RAIL VISION (2009)



Source: Federal Railroad Administration

PROPOSED REGIONAL COMMUTER RAIL NETWORK (2006) | AMTRAK CONNECTS US CORRIDOR VISION (2021)



Amtrak

In 2021, Amtrak released a \$75 billion expansion plan called Amtrak Connects US Corridor Vision which improves 25 existing routes and adds 39 entirely new routes. The proposal is estimated to have a \$464 million annual positive economic impact on the region. For the Atlanta region, this vision calls for:

- New line connecting Atlanta to Nashville with two daily round trips
- New line connecting Atlanta to Montgomery with three daily round trips
- New line connecting Atlanta to Savannah with three daily round trips
- Addition of one more daily round trip between Atlanta and Birmingham
- Addition of three more daily round trips between Atlanta and Charlotte (with service extending past existing Brookwood station to Hartsfield-Jackson Atlanta International Airport)

Summary

At this time, there is no specific action plan to implement any expansion in passenger rail services, despite a significant infusion of federal resources under IIJA, as explained in the previous section. Because of the nature of the rail services, which would extend far beyond the ARC's transportation planning boundary, GDOT would be the more appropriate lead agency in pursuing those opportunities. Based on the enthusiasm which many local governments in the region have exhibited over the past several decades to implement commuter and/or intercity rail services, ARC could be counted upon to be an active partner in any such efforts led by the State of Georgia.

ARC has a unique role in facilitating these large-scale transportation projects. Although ARC would not build or operate these facilities, it can play a key role in coordinating the various stakeholders, integrating the required planning activities, and facilitating funding requests. Moving forward, ARC will consider whether assuming a more prominent and proactive role in championing intercity passenger rail services is appropriate and viable. Virtually all intercity transit connections in the Southeast connect to Atlanta, so it is difficult to imagine any of these plans advancing without ARC playing a significant role.





AIR TRAVEL

In the United States, traveling by aircraft is accomplished through a unique combination of private and publicly owned assets, similar in many ways to long-distance private automobile travel.

Private entities, including both individuals and companies, own and operate the vehicles. But the navigation system used to fly between destinations, and the airport facilities at either end of the trip, are generally public (although privately owned smaller airports which do not offer regularly scheduled commercial flights are relatively common). Services move both people and freight. This section focuses on passenger travel, while information on air cargo services can be found in the freight section of this plan.

EXISTING SERVICES

The Atlanta region is served by one airport which offers regularly scheduled commercial airline service: Hartsfield-Jackson Atlanta International Airport (HJIA). HJIA has held the title of world's busiest airport for passenger volume since 1998, except for 2020 when it briefly fell to second busiest due to COVID-19 pandemic travel restrictions. In 2022, it served 93.6 million passengers, which is about 15% lower than its pre-pandemic peak of 110.5 million passengers in 2019. HJIA has also been the world's busiest airport in terms of arrivals and departures since 2015, with nearly 724,000 aircraft movements occurring each year. Nearly 3 out of every 4 passengers served by HJIA are traveling on Delta, which is based in Atlanta and operates over 1,000 flights daily from the facility.

From Atlanta, air travelers can access direct flights to over 150 domestic destinations, with over 80% of the US population accessible within two hours. The airport also serves about 75 international destinations across approximately 50 countries. It has five runways, two terminals, seven concourses and 192 gates serving 25 commercial airlines and 18 cargo airlines. Over 63,000 people work on the airport property and generate an annual economic impact to the region of about \$35 billion.





HJIA is well integrated with a range of ground transportation services:

- The entire facility is ringed by interstate highways: I-85 to the west and north; I-75 to the east and north; and I-285 to the south.
- The domestic terminal is located near the western edge of the airfield and is accessed by I-85 and several local roadways.
- The international terminal is more centrally located within the overall facility and is linked to I-85, approximately one mile to the east, by Maynard H. Jackson, Jr. Blvd.
- The complex offers more than 30,000 public paid parking spaces.
- It is served by the MARTA red and gold lines and the Airport rail station is the southern terminus of both lines.
- An automated people mover system (SkyTrain) connects the domestic terminal to the consolidated rental car facility (CONRAC), numerous hotels, and the Georgia International Convention Center across I-85 to the west
- 13 rental car companies operated from the CONRAC.
- Numerous shuttle, taxi, limo and ride-hailing services provide curbside service at both terminals.

The region is also served by four reliever airports, which means they have sufficient runway lengths/ widths and other facilities capable of accommodating some amount of commercial aviation traffic in the event that flights must be diverted away from HJIA. These are:

- Cobb County International Airport (McCollum Field)
- Fulton County Executive Airport (Charlie Brown Field)
- DeKalb-Peachtree Airport
- Gwinnett County Airport (Briscoe Field)

Finally, seven general aviation airports, principally serving personal and business travel using privately owned propeller driven planes and small jets are located throughout the region:

- Covington Municipal Airport
- Paulding Northwest Atlanta Airport
- Atlanta Speedway Airport
- Newnan County Coweta Airport
- Atlanta Regional Airport (Falcon Field)
- Griffin Spalding County Airport
- Barrow County Airport

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT AND ENVIRONS



TRAVEL TIME COMPETITIVENESS

Traveling by air for distances of more than a few hundred miles is generally much faster than any other mode. However, this competitiveness can be eroded when security wait times are lengthy and severe weather in other parts of the country cause delays and cancellations throughout the overall network. Airports are also typically located well outside main population centers, requiring additional travel by car, bus or train at both ends that can sometimes take longer than the actual flight.

HJAIA is located only nine miles to the south of downtown Atlanta, making it one of the closest major airports to the central city being served anywhere in the world. Because of this proximity, it also benefits from a direct heavy rail connection that can provide door-to-door service to many convention facilities, hotels, tourist sites, and office complexes in less than a half-hour from the domestic terminal. Connectivity to the international terminal is less convenient since accessing the rail service requires taking either a shuttle bus to the domestic terminal or a MARTA local bus route to the College Park station.

PUBLIC FINANCING

Commercial airports, although generally publicly owned assets, essentially operate as non-profit businesses and do not rely heavily on government financing to remain solvent. In 2019, the last full year prior to the COVID-19 pandemic, HJAIA had an overall budget of approximately \$900 million. Key operating revenue sources included building and land rental fees, food and beverage concessions, parking, car rental fees, and landing fees, accounting for about two-thirds of the total. Non-operating revenue sources included investment income, passenger facility charges and customer facility charges, accounting for most of the balance.

The airport does routinely receive grants from the Federal Aviation Administration (FAA), the Transportation Security Administration (TSA) and GDOT. It recently was awarded \$40 million to widen the relatively narrow Concourse D and also slightly increase the gate capacity of Concourse E. While certain roadway improvements to improve access and safety in the general vicinity of the airport may be funded from FHWA, all streets on the property itself are maintained by the authority. MARTA utilizes FTA funds to operate train service and maintain the Airport rail station.



TEN BUSIEST DOMESTIC AND INTERNATIONAL AIR ROUTES FROM ATLANTA



FUTURE PLANS

HJAIA is currently in the middle of an ambitious \$11.5 billion program to boost capacity and replace and rehabilitate existing facilities over the next 20 years. The ATL Next program, as it is known, includes the following major initiatives:

- Replacing parking decks adjacent to the domestic terminal
- Constructing an on-property hotel and travel plaza
- Expanding air cargo handling facilities
- Constructing a sixth runway

Because these improvements are within the airport property and are not being funded by FHWA or FTA, they do not be included in the MTP for purposes of modeling or fiscal constraint. However, it is important for the plan to recognize these projects because of their potential to impact overall travel volumes to and from the airport, plus the routes and modes which people and freight carriers use.

In terms of major ground transportation improvements in the vicinity of HJAIA, bus rapid transit connections are planned by MARTA along South Fulton Parkway and to Clayton County. These services would terminate at the College Park rail station, which is approximately one mile to the north of the station serving the domestic terminal. GDOT also has plans to provide express lanes on I-75 South between SR 138 and CW Grant Parkway on the eastern side of the airport. This would close a gap in the region's managed lanes network between the high occupancy vehicle (HOV) lanes inside I-285 and the high occupancy toll (HOT) lanes in Henry County.





VOLUME I | PERFORMANCE MONITORING & REPORTING

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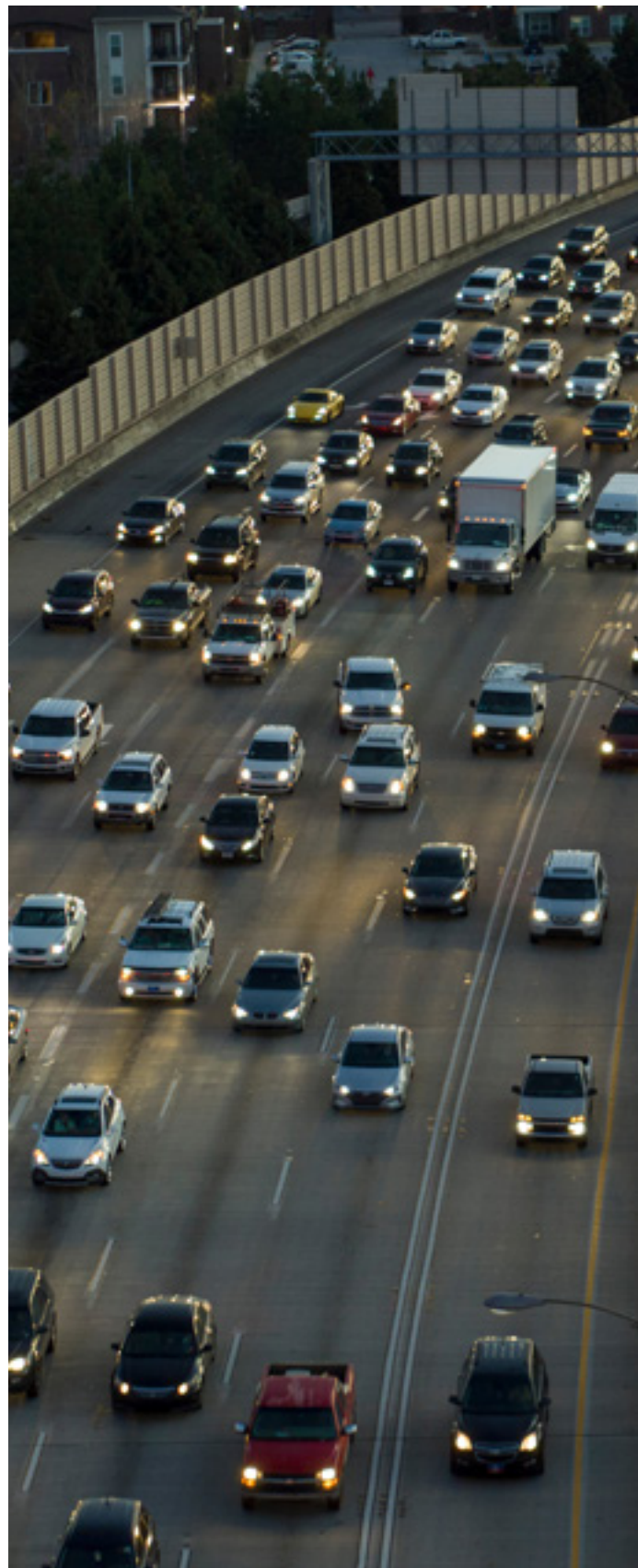
DEMONSTRATION OF AIR QUALITY CONFORMITY

The Clean Air Act requires the EPA to set limits on how much of a particular pollutant can be in the air anywhere in the United States by establishing National Ambient Air Quality Standards (NAAQS). EPA sets these standards, then designates areas as either in attainment of the NAAQS or as nonattainment of the NAAQS. EPA tasks states with creating a plan to reach attainment of the NAAQS. The projects recommended in the MTP must be shown to conform to the purposes of the State Implementation Plan (SIP) to attain the NAAQS. To demonstrate conformity, the system is subjected to technical analysis (among other requirements) to determine future emissions resulting from projects recommended by the MTP.

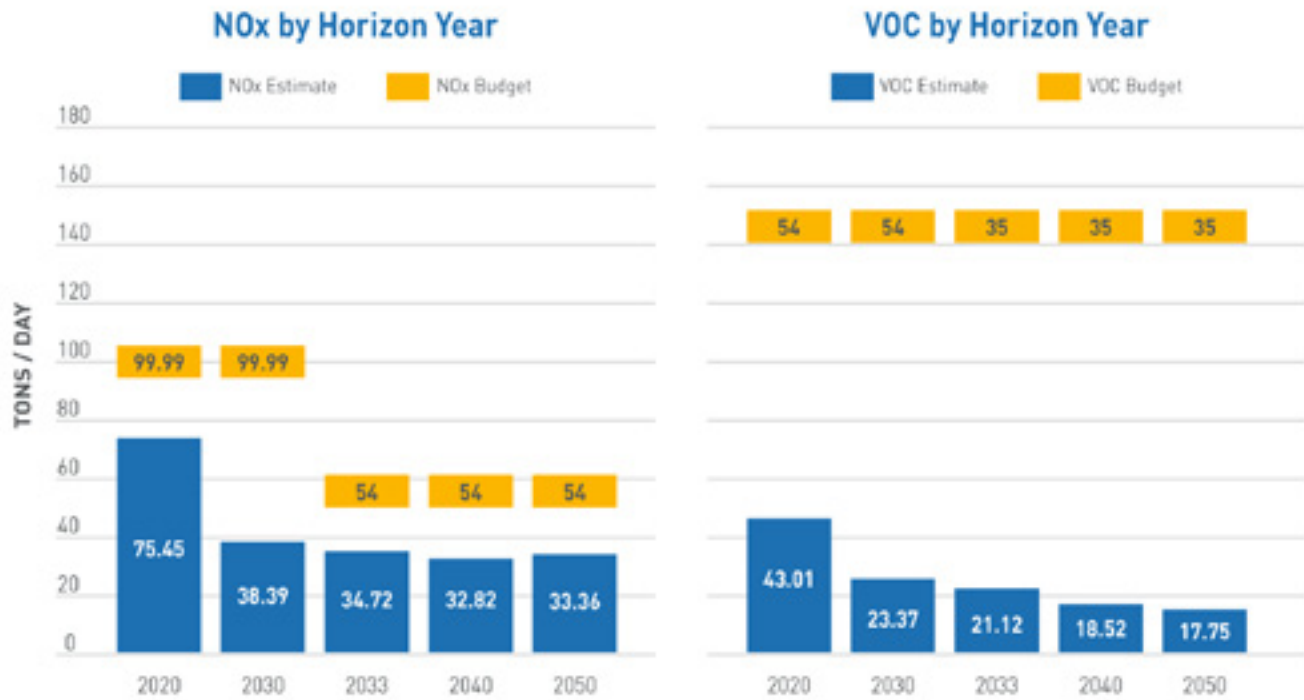
The Atlanta region is currently designated as a maintenance area for the 1997 8-hr. ozone NAAQS, the 2008 8-hr. ozone NAAQS, and the 2015 8-hr. ozone NAAQS. By interagency agreement, ARC performs the technical analysis for the neighboring MPOs in Cartersville-Bartow County and Gainesville-Hall County. Parts of the territory of these MPOs are included in the Atlanta maintenance areas. For more information on these boundaries, refer to the [Legal Context / MPO Planning Area](#) section of this document.

Ground-level ozone causes visible smog conditions and results in poor health outcomes like asthma. The emissions of oxides of nitrogen (NO_x) and volatile organic compounds (VOC) from the transportation sector are a direct precursor to the presence of ozone. ARC works with the US EPA to limit the amount of ozone precursors from vehicles on the road. The MTP recommendations are expected to produce ozone precursors well below the maximum limits set by the applicable maintenance plans compiled by Georgia EPD.

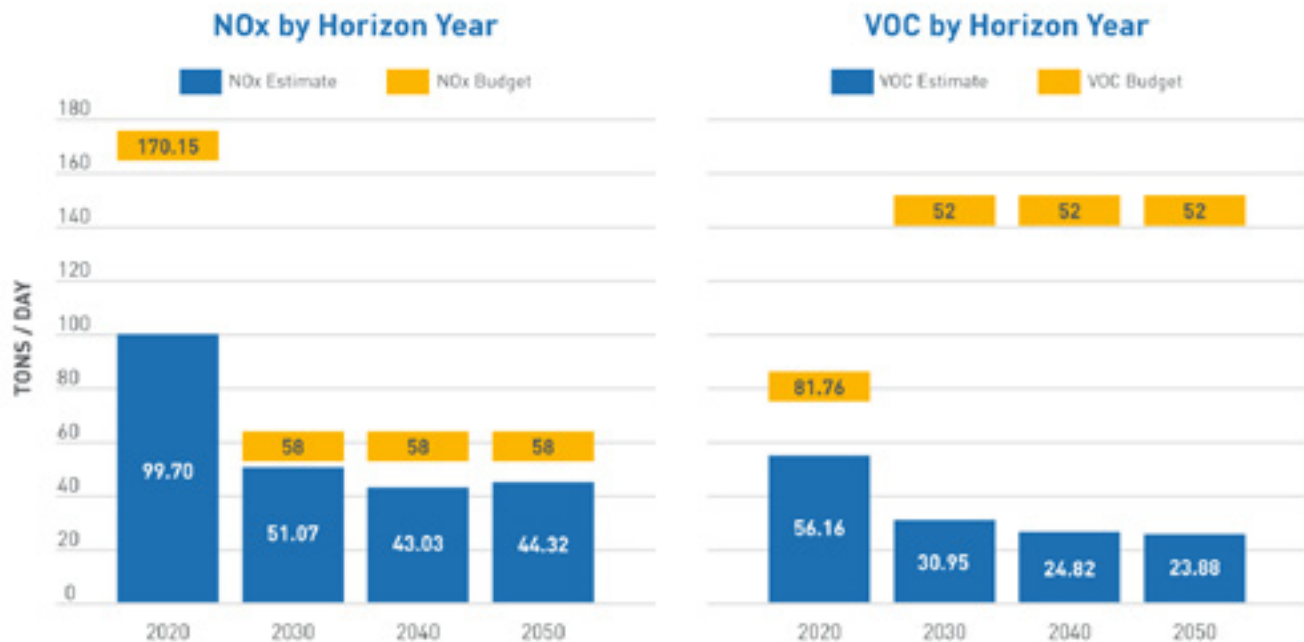
This MTP conforms to EPA air quality requirements and all pollutants are within budgets established in the SIP. To learn more about the conformity process, see [Volume III: Conformity Determination Report](#).



DEMONSTRATION OF CONFORMITY TO THE 2015 OZONE STANDARD



DEMONSTRATION OF CONFORMITY TO THE 2015 OZONE STANDARD





FEDERALLY REQUIRED PERFORMANCE MEASURES AND TARGETS

Federal transportation performance measures are metrics used to evaluate the performance of transportation systems at state and MPO levels. These measures are used to assess the effectiveness and efficiency of transportation investments, as well as to identify areas for improvement. ARC uses performance measures to track trends in transportation system performance. The trends observed in these measures provide important insights that can help guide transportation planning and investment decisions in the region.

Five measures are mandated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) including Safety, Asset Management, System Performance, Transit Safety, and Transit Asset Management.

ROADWAY SAFETY

ARC has a comprehensive safety program that aims to reduce the number of traffic fatalities and serious injuries in the 20-county Atlanta region. The program is designed to address safety issues on all types of transportation infrastructure, including roads, bridges, transit systems, and pedestrian and bicycle facilities.

The Georgia Department of Transportation (GDOT) establishes state-level safety targets by August of each year and ARC has 180 days to agree to those targets. While ARC officially adopts the targets that GDOT sets, we also set MPO-specific aspirational targets that aim to guide policy and funding choices. GDOT 2023 targets for the fatalities and serious injuries are 1,680 and 8,966 accordingly. ARC adopts a 5% reduction target each year and its 2023 aspirational targets for fatalities and serious injuries were 662 and 3,707 for the region. Historical data and current targets are listed in the table below.

FEDERAL ROADWAY SAFETY PERFORMANCE MEASURES AND REGIONAL TARGETS

| ARC SAFETY PERFORMANCE MEASURES | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | ARC 2023 TARGET |
|---|------|------|------|------|------|------|------|------|------|-----------------|
| Number of Fatalities | 426 | 383 | 466 | 520 | 539 | 568 | 503 | 630 | 778 | 595 |
| Number of Serious Injuries | 1540 | 1489 | 1600 | 1775 | 1959 | 2297 | 2747 | 2869 | 3462 | 2719 |
| Non-Motorized Fatalities and Serious Injuries | 288 | 275 | 310 | 356 | 415 | 352 | 356 | 354 | 553 | 393 |
| Fatality Rate (per 100M VMT) | 0.87 | 0.77 | 0.88 | 0.96 | 0.95 | 0.97 | 0.85 | 1.05 | 1.23 | 0.998 |
| Serious injury rate (per 100M VMT) | 3.14 | 2.99 | 3.03 | 3.27 | 3.47 | 3.92 | 4.64 | 4.80 | 5.46 | 4.557 |



ROADWAY ASSET MANAGEMENT

Asset Management performance measure helps to ensure that the region's transportation infrastructure is well-maintained, efficient, and effective at meeting the needs of its users. GDOT and local governments are responsible for managing transportation assets in Georgia, including roads and bridges. They regularly assess the condition of these assets to identify areas that require maintenance or repair. This includes evaluating the age, pavement or bridge condition, and other factors that affects lifespan and usability of assets.

Every two years GDOT sets targets for asset management measures and ARC follows those targets. GDOT will have an opportunity to adjust the 4-year target in 2024. For interstates within National Highway System, GDOT goals are to keep more than 50% of interstate in a good condition and to monitor keeping poor-conditioned under 5%. For bridges on the NHS, GDOT 2- and 4- year goals are to keep more than 50% and 60% in a good condition and to monitor keeping poor-conditioned bridges under 10%. ARC adopts the GDOT targets and supports our state partners in achieving them. Historical data and current targets are listed below.

FEDERAL ROADWAY SAFETY PERFORMANCE MEASURES AND REGIONAL TARGETS

| STATEWIDE ASSET MANAGEMENT PERFORMANCE | 2018 | 2019 | 2020 | 2-YEAR TARGET | 4-YEAR TARGET |
|--|------|------|------|---------------|---------------|
| Interstate NHS % Miles in Good Condition | 64.1 | 57 | 59.4 | ≥ 50% | ≥ 50% |
| Interstate NHS % Miles in Poor Condition | 0.2 | 0.3 | 0.2 | ≤ 5% | ≤ 5% |
| Non-Interstate NHS % Miles in Good Condition | | 46.5 | 44.2 | ≥ 40% | ≥ 40% |
| Non-Interstate NHS % Miles in Poor Condition | | 0.8 | 0.8 | ≤ 12% | ≤ 12% |
| Bridges on the NHS % in Good Condition | 51.5 | 67.5 | 78.5 | ≥ 50% | ≥ 60% |
| Bridges on the NHS % in Poor Condition | 1.1 | 0.8 | 0.6 | ≤ 10% | ≤ 10% |

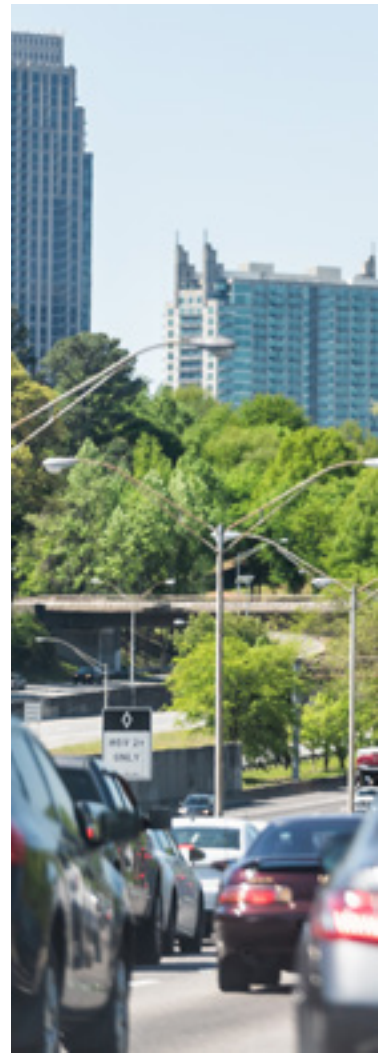


ROADWAY SYSTEM PERFORMANCE

Federally mandated System Performance refers to travel time reliability which is used to assess the consistency and predictability of travel times for commuters. Some factors to measure travel time reliability are Person-Mile Traveled on Routes that are Reliable, Truck Travel Time Reliability (TTTR) Index, and Monthly Hours of Peak Hours Excessive Delay (PHED). System Performance is an important factor in evaluating the overall effectiveness of a transportation system and can impact user satisfaction, safety, and economic productivity. This provides a measure of the variability in travel times and can be used to assess how often travelers experience unexpected delays or congestion.

For the system performance, ARC adopts state targets. The state 2- and 4-year targets for Person-Mile Traveled on interstates that are Reliable are 73.9% and 87.3% and for Person-Mile Traveled on non-interstates that are Reliable are 68.4% and 85.3%. In addition, state's 2- and 4- year targets for Truck Travel Time Reliability Index are 1.62 and 1.65 accordingly. For Annual Hours of Peak Hour Excessive Delay (PHED) state 2- and 4-year targets 23.7 hour and 27.2 hour.

The Congestion Mitigation and Air Quality Improvement (CMAQ) program is a federal initiative that aims to improve air quality and reduce traffic congestion. The CMAQ program plays a crucial role in improving air quality and reducing congestion in regions across the United States. It provides financial assistance to support transportation projects and programs that align with the goals of reducing emissions and enhancing mobility, helping to create healthier and more sustainable communities. The ARC's CMAQ target is the 2-year and 4-year cumulative estimated emission reductions for all CMAQ funded projects for each applicable criteria pollutant volatile organic compounds (VOC) and oxides of nitrogen (NOx), which are precursors to ground-level ozone formation – smog – for which the Atlanta area is designated nonattainment or maintenance (23 CFR 490.807). ARC 2- and 4-year targets to reduce the amount of NOx are 456 kg/day and 930 kg/day. ARC 2- and 4-year targets to reduce the amount of VOC are 139.2 kg/day and 280.5 kg/day.



FEDERAL ROADWAY SYSTEM PERFORMANCE MEASURES AND STATE / REGION TARGETS

| PERFORMANCE MEASURE | STATEWIDE TARGETS | | ARC TARGETS | |
|--|-------------------|---------------|---------------|---------------|
| | 2-YEAR TARGET | 4-YEAR TARGET | 2-YEAR TARGET | 4-YEAR TARGET |
| Percent of person-miles traveled on the Interstate that are reliable | 73.90% | 68.40% | N/A | N/A |
| Percent of person-miles traveled on the non-Interstate NHS that are reliable | 87.30% | 85.30% | N/A | N/A |
| Truck Travel Time Reliability (TTTR) Index | 1.62 | 1.65 | N/A | N/A |
| Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita | 23.7 hours | 27.2 hours | N/A | 27.2 hours |
| Percent of Non-Single Occupancy Vehicle (SOV) Travel | 22.70% | 22.70% | 22.70% | 22.70% |
| NOx Reduction | 510.9 kg/day | 904.2 kg/day | 456.0 kg/day | 930.1 kg/day |
| VOC Reduction | 157.2 kg/day | 257.1 kg/day | 139.2 kg/day | 280.5 kg/day |



TRANSIT ASSET MANAGEMENT

The Federal Transit Administration (FTA) has established specific measures that transit agencies receiving federal funding are required to follow for Transit Asset Management (TAM). These measures are designed to ensure that transit agencies effectively manage their assets and improve the overall performance and safety of public transportation systems. Asset categories are rolling stocks defines as revenue vehicles by mile, equipment defines as non-revenue support-service and maintenance vehicles, facilities including maintenance and administrative facilities; and passenger stations (buildings) and parking facilities, and infrastructure that is only rail fixed-guideway track, signals, and systems. Transit agencies have an obligation to catalog all assets utilized in the delivery of public transportation services. However, they are solely mandated to evaluate and establish targets for the assets that fall under their direct capital responsibility.

Transit agencies within the Atlanta region are Metropolitan Atlanta Rapid Transit Authority (MARTA), Cobb Linc, Ride Gwinnett, Cherokee Area Transportation System, Henry County Transit, Douglas County Transit, Georgia Regional Transportation Authority (GRTA) Express, and Center for Pan Asian Community Services (CPACS) Express Bus.

TRANSIT SAFETY

Transit safety refers to the safety regulations, standards, and guidelines that public transportation agencies must comply with in order to receive federal funding and operate transit systems. Annual fatalities, injuries, safety events, and system reliability are factors being used in quantifying the transit safety performance measure.

While transit agencies are responsible to set individual targets for safety measures, ARC defines regional targets based on various modes of transportation including Fixed Route Bus, Commuter Bus, Demand-Response Transit, Light Rail and Heavy Rail. ARC targets for the fatalities for each mode is zero. Injuries targets differ based on the transit mode: 210 for fixed route bus, 8 for commuter bus, 14 for demand response vehicles, 5 for light rail and 28 for heavy rail. ARC targets for the safety events are 94 for fixed route bus, 38 for commuter bus, 11 for demand response vehicles, 5 for light rail and 32 for heavy rail. Finally for the system reliability ARC targets are 7,500 MDBF for fixed route bus, 16,000 MDBF for commuter bus, 15,000 MDBF for demand response vehicles, 2,700 MDBF for light rail and 23,000 MDBF for heavy rail.

REGIONAL TRANSIT SAFETY TARGETS

| MODE | FATALITIES | | INJURIES | | SAFETY EVENTS | | SYSTEM RELIABILITY (MEAN DISTANCE BETWEEN FAILURES) |
|-----------------|------------|------------------------|----------|------------------------|---------------|------------------------|---|
| | TOTAL | RATE (PER 100K VRM) | TOTAL | RATE (PER 100K VRM) | TOTAL | RATE (PER 100K VRM) | MDBF = (VRM/FAILURES) |
| Fixed Route Bus | 0 | 0 | 210 | 77.2* | 94 | 34.6* | 7,500 |
| Demand Response | 0 | 0 | 14 | 18.8* | 11 | 14.3* | 15,000 |
| Commuter Bus | 0 | 0 | 8 | 0.4 | 38 | 1.97 | 16,000 |
| Light Rail | 0 | 0 | 5 | 0.03 | 5 | 0.08 | 2,700 |
| Heavy rail | 0 | 0 | 28 | 0.12 | 32 | 0.14 | 23,000 |

**Per 10M VRM used for Large Operators*





GREENHOUSE GAS EMISSIONS

On December 7, 2023, EPA issued a rule requiring state DOTs and MPOs to set targets related to carbon dioxide (CO₂) emissions generated by vehicles traveling on the National Highway System (NHS). These Greenhouse Gas Emissions (GHG) targets must be declining relative to the reference year 2022.

The first Performance Period for this measure starts January 1, 2022, and extends 4 years. State DOTs shall first establish and report 4-year targets for this measure in the State Initial GHG Report, due no later than February 1, 2024. Starting in 2026, and every 4 years thereafter, State DOTs will establish 2-year and 4-year targets for this measure and will report biennially by October 1st of each even year.

MPOs are required to establish 4-year targets for the GHG measure for their metropolitan planning area. In addition, when the boundaries of two or more metropolitan planning areas intersect any portion of the same urbanized area (UZA), the MPOs serving that UZA are required to establish a single joint 4-year target for the UZA. This joint target must be a unique, quantifiable target and will be established in addition to each MPO's target for its metropolitan planning area. [§ 490.105(f) (10)]. The MPOs shall establish any required targets no later than 180 days after their respective State DOT(s) establish their targets. MTPs and TIPs must be updated to include the GHG measure within two years of the rule's effective date of January 8, 2024.

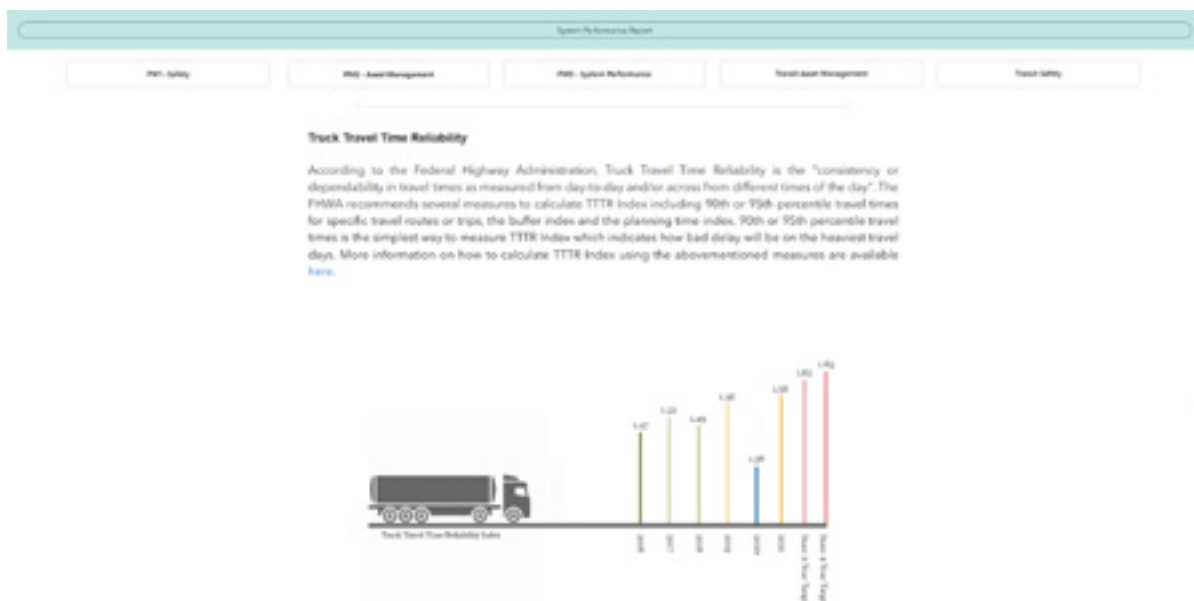
ARC will coordinate with GDOT and the adjacent MPOs in Cartersville-Bartow County and Gainesville-Hall County to ensure targets are defined, adopted, and incorporated into this plan no later than the end of 2024.





PERFORMANCE DASHBOARD

ARC has created a [Performance Measure Dashboard](#) that provides a centralized location for all documentation related to the federally required performance measures and targets, including the baseline, mid-period and end-of-period reports which MPOs and state DOTs must prepare. This “one-stop shop” allows stakeholders and the general public to access relevant and up-to-date information easily and ensures that everyone is looking at the same data, promoting consistency and alignment in understanding federally mandated performance metrics. Refer to the dashboard for more information.



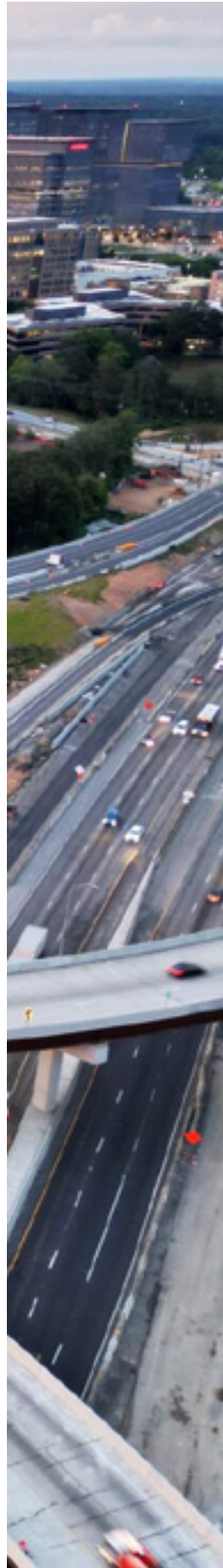
SUPPLEMENTAL REGIONAL SYSTEM PERFORMANCE REPORT

ARC's travel demand model predicts how an average day of travel in the Atlanta region will look based on current trends, expected land use changes, and planned transportation infrastructure. The 2020 Base results estimate travel patterns of today, 2050 Build estimates changes if all of the transportation investments envisioned in this plan are realized, and 2050 No-Build estimates change if none of the infrastructure projects are built while still seeing regional population grow from 6 million people to 7.9 million people. While the region has not established targets for these (and other) regionally identified metrics, an increased focus on accountability requires that consideration in the next MTP update be given to not merely reporting current and possible future conditions, but intentionally establishing desired levels of performance to better inform and guide the decision-making process.

| CATEGORY | METRIC | 2020 BASE | 2050 BUILD | 2050 NO-BUILD | UNITS |
|---------------------------|---------------------------------------|----------------|----------------|----------------|---------|
| Average Travel Time | Commutes in Personal Vehicle | 33.47 | 32.47 | 35.55 | Minutes |
| | Morning Peak on General Purpose Lanes | 20.06 | 20.86 | 21.70 | Minutes |
| | Morning Peak on Managed Lanes | 43.53 | 42.16 | 47.96 | Minutes |
| | Evening Peak on General Purpose Lanes | 19.80 | 20.53 | 21.33 | Minutes |
| | Evening Peak on Managed Lanes | 42.63 | 41.40 | 48.53 | Minutes |
| Mode Choice for All Trips | Single Occupancy Vehicle (SOV) | 9.94 million | 12.65 million | 12.84 million | Trips |
| | High Occupancy Vehicle | 3.62 million | 4.47 million | 4.48 million | Trips |
| | Walk / Bike | 976,000 | 1,242,000 | 1,173,000 | Trips |
| Delay Cost | Personal Vehicle | \$3.40 billion | \$5.25 billion | \$6.42 billion | Dollars |
| | Commercial Vehicle | \$603 million | \$925 million | \$1.12 billion | Dollars |

NOTES:

- General Purpose Lanes are open to everyone driving on highways.
- Managed Lanes have requirements for entry that may include higher occupancy or paying a toll, and are often used for longer trips. Commutes which use managed lanes tend to be much longer in distance compared to commutes solely on general purpose lanes, accounting for the higher travel times.
- Personal vehicles are cars and trucks owned for regular personal use like commutes, shopping, or entertainment.
- Commercial vehicles are trucks used to carry freight within or through the region.





VOLUME I | FINANCIAL PLAN

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TRANSPORTATION FINANCE OVERVIEW

The MTP is required by law to be fiscally constrained, meaning that there will be enough revenue to cover the expected spending over the life of the plan. Revenue sources include federal funds from the USDOT, state funds collected from the motor fuel tax and other fees, local funds collected primarily from sales taxes, transit fares, private sector property tax assessments, and other sources. For purposes of demonstrating that the plan is fiscally constrained, only existing fund sources which are currently dedicated to or have been historically used for transportation purposes can be assumed.

PROJECT COSTS

ARC generally relies on project sponsors for developing, submitting and updating project costs. As a project moves through the development and design process, the scope of the project often changes as various potential designs are identified, evaluated and refined. This frequently results in the cost of the project changing also. Each time the MTP is amended or updated, the most recent project costs are incorporated and fiscal constraint of the overall plan is demonstrated again.

In order to compare the value of revenues and expenses over the horizon of the plan, the MTP uses a convention called “year of expenditure” (YOE) to express amounts. YOE means that the dollar value shown includes inflation between now and the year that the project is implemented. The average annual inflation rate assumed for this plan is 2.5%, which is higher than the 2.2% rate which was used in the previous MTP. While inflationary pressures have increased since 2020 for a variety of reasons, the dramatic spike experienced in 2022 is subsiding and inflation is trending back to the historical norm. The Federal Reserve has stressed that it is strongly committed to achieving its target goal of 2.0% annual inflation through interest rate increases and other measures at its disposal. Consequently, this plan remains optimistic that high inflation is a temporary problem, but does assume a slightly more conservative rate to ensure proposed projects can be implemented on the indicated timeline.

Costs presented in the project listings in [Appendix 1](#) within the TIP period are already inflated. But long-range phases are presented in current year dollars since a precise schedule for implementation has not yet been defined. A phase advanced in the 2031-2040 timeframe, for example, could occur anywhere within that period, resulting in a different cost based on whether the project is undertaken earlier or later in the decade. For this reason, all long range costs are aggregated and inflated to a mid-year point of the timeframe. For the 2031-2040 period, for example, an average YOE assumed is 2035.



The one exception to this approach to presenting costs are those projects comprising the Major Mobility Investment Program (MMIP). Figures for those projects are already inflated since they represent actual payments made on the debt issued to implement them.

REVENUE ASSUMPTIONS

Major revenue assumptions and forecasts are developed in consultation with ARC's Financial Planning Team. The composition and purpose of this group is described in the **Consultation and Coordination Process / Planning Partners** section of this document. To improve efficiency during this particular planning cycle, the role of the Financial Planning Team was conducted by the broader Interagency Consultation Group due to the significant overlap in membership.

The remainder of this section presents key information related transportation funding from federal, state, local and other sources, including assumptions used in estimating the amounts which will be available through 2050. These total revenues are then compared to estimated costs to implement the plan in order to demonstrate that it is fiscally constrained.



YOE PROJECT ADJUSTMENTS

An exhibit within **Volume III: Conformity Determination Report** provides the results of the YOE adjustments made to each project for the purposes of fiscally constraining the plan.



FEDERAL FUNDS

Transportation funding on the federal level comes from federal taxes on fuel, heavy-duty trucks, and, to a growing extent, general funds. Taxes are charged for each gallon of fuel purchased (18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel).

SUMMARY OF FEDERAL REVENUES FOR TRANSPORTATION PURPOSES

| FUNDING SOURCE | ESTIMATED 2024-2050 FEDERAL GENERATED REVENUE |
|----------------------------------|--|
| FHWA Formula Fund Programs | \$33.0 billion |
| FHWA Discretionary Programs | \$0 |
| FTA Formula Fund Programs | \$6.2 billion |
| FTA Discretionary Programs (CIG) | \$4.1 billion |
| Total | \$43.3 billion |

HIGHWAY TRUST FUND

Tax revenues are paid into the Highway Trust Fund (HTF), which is separated into two accounts – a highway account and a mass transit account. The highway account receives about 84% of the proceeds from gasoline fuel taxes, with the remaining 16% is dedicated to the mass transit account.

Since 2008, the HTF has not collected enough revenue to cover previous financial commitments, resulting in steadily accumulating annual shortfalls. Rather than raise gas taxes, reduce spending, or identify new financing, lawmakers have relied on nearly \$155 billion of general revenue transfers to close this gap and keep the trust fund solvent. Prior to enactment of the Infrastructure Investment and Jobs Act (IIJA), the trust fund was projected to become insolvent in 2022, with dedicated revenue sufficient to cover only 77 percent of projected spending at that point. The trust fund faced a cumulative shortfall of \$190 billion through FY 2031.

The Infrastructure Investment and Jobs Act (IIJA) closed the trust fund's near-term gap through a \$118 billion general revenue transfer, delaying insolvency from 2022 to 2027. But rather than narrowing the long-term structural funding gap, increased highway and transit spending levels authorized under the law will widen the gap. Beyond 2027, it's estimated that dedicated revenue will cover only about

half of future spending. Through FY 2031, despite projected revenue of \$44 billion, the fund will face a cumulative shortfall of \$215 billion.

MTP and TIP recommendations are based on the assumption that policy action will be taken to maintain the solvency of the HTF or replace it with a stable long-term funding alternative. This plan makes no assumptions with respect to how and when this structural funding deficiency will be addressed, but does acknowledge this uncertainty as an existential threat to implementing recommended projects and programs. Until clarity is achieved with the federal transportation program, we can only assume a "status quo" approach to funding.

Funds from the HTF are apportioned to states using a variety of formula programs administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Supplemental discretionary funds are also available, under which awards are made to eligible sponsors via a competitive nationwide application process. Most of the programs relevant to this plan are administered by FHWA or FTA, but other agencies such as the Federal Railroad Administration (FRA) and the Environmental Protection Agency (EPA) also have programs which can fund improvements to the transportation network.

Through the years, awards under these discretionary programs have been instrumental in implementing portions of the Beltline trail, the initial phase of the streetcar system, and the managed lane network. However, since the programs are extremely competitive and funding priorities can shift over time, no assumptions are made in this plan regarding discretionary programs being available to finance future projects. When and if awards are made to projects in the region, those funds will be amended in the MTP and TIP.

One notable exception to ARC's approach of not assuming the availability of federal discretionary program funds is the Capital Improvement Grant (CIG) program. The rationale for this is provided in the subsequent discussion of FTA funding.

FHWA FUNDING ASSUMPTIONS AND ESTIMATES

In FY 2023, the State of Georgia was apportioned a total of \$1.74 billion across nine core formula programs:

- National Highway Performance Program (\$953.1 million)
- Surface Transportation Block Grant Program (\$463.7 million)
- Highway Safety Improvement Program (\$99.1 million)
- Railway Highway Crossings Program (\$9.0 million)
- Congestion Mitigation and Air Quality Program (\$75.5 million)
- Metropolitan Planning (\$10.5 million)
- National Highway Freight Program (\$45.7 million)
- Carbon Reduction Program (\$41.3 million)
- PROTECT Formula Program (\$47.0 million)

Each program has its own distribution formula based on various data points such as roadway mileage, population, and traffic volumes. For more information on each program, refer to **Volume II: FY 2024-2027 Transportation Improvement Program**.

In consultation with the Financial Planning Team, baseline funding for these sources is assumed to remain in place in future legislation and increase by 1.0% annually. This rate is less than baseline inflation rate of 2.5%, meaning that growth in revenue will not keep pace with inflation.

The available federal highway funds are net principal and interest payments on outstanding and anticipated GARVEE

and GRB bonds during the MTP timeframe. The Georgia State Financing and Investment Commission and SRTA provided information on bond debt payment. These debt payment obligations have been accounted for in the level of funding available to the region.

One final adjustment is also considered in calculating FHWA funding. Each year, near the end of the federal fiscal year, unused obligation authority is made available to states if they can advance projects and draw down those additional funds. For financial management purposes, the federal government imposes a limitation on the rate at which apportioned funds are used over the course of the year. If some states are not able to use their full apportionments, those funds are made available to other states. The amount varies from year to year, but Georgia has benefited significantly from this practice. In recent years, the amount of extra funds which GDOT has been able to secure has averaged about \$120 million annually.

Based on all of the assumptions outlined above, ARC forecasts that approximately \$56.8 billion of FHWA formula funds will be apportioned to the State of Georgia through core formula programs between 2024 and 2050.

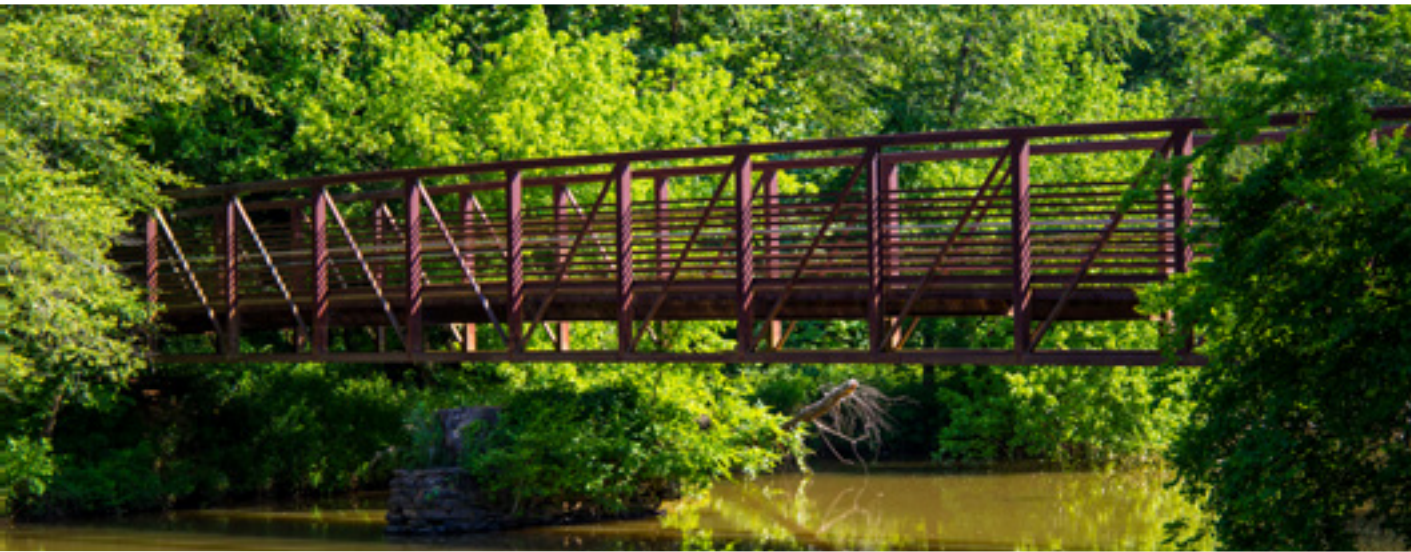
Assumptions on the Atlanta region's share of FHWA formula funds apportioned to Georgia were developed in consultation with the Interagency Consultation Group. A formula giving equal weight to the region's share of statewide population and employment was agreed to as an acceptable method to calculate a regional share of revenues. Economic activity could be considered a more reasonable proxy for transportation mobility needs than just overall population, hence the decision to weight population and employment shares equally in calculations. Accordingly, the region's share of statewide FHWA formula funding is assumed to rise from about 57% currently to nearly 59% by the year 2050.

Using this to calculate a reasonable share for the Atlanta region results in a total of \$33.0 billion over the timeframe of this plan.

FTA FUNDING ASSUMPTIONS AND ESTIMATES

In FY 2023, the Atlanta region was apportioned a total of \$199.2 million across four core FTA formula programs:

- Urbanized Area Program - Section 5307 (\$101.9 million)
- Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 (\$5.3 million)
- State of Good Repair - Section 5337 (\$85.4 million)
- Bus and Bus Facilities - Section 5339 (\$6.5 million)



FTA 5307 formula funds are allocated directly to counties using a formula which mimics the national apportionment process and is based on population and transit service operating data. Funds for counties within the MARTA service area are automatically directed to that agency, while funds for other counties may be used to support their local transit agency, redirected to the ATL Authority to support regional Xpress services, accrued for use by a future operator, or returned to the regional pot for distribution. Other programs are distributed to eligible operators based on the particular requirements of the program. For more information on each program, refer to **Volume II: FY 2024-2027 Transportation Improvement Program.**

As with FHWA formula funds, FTA formula funds are forecast to increase at a rate of 1.0% annually, which is below the baseline inflation rate. Through 2050, FTA formula funds are anticipated to yield approximately \$6.2 billion in revenue for the region's transit operators.

Due to the costs involved with major transit capacity expansion projects, project sponsors rely upon federal assistance to construct projects, especially from the Federal Transit Administration's Section 5309 Capital Investment Grants (CIG) program.

CIG funding is awarded through merit based, discretionary grants issued on an annual basis. All awardees must also match at least 20 percent of the federal grant amount, though the national average for the local share has consistently been significantly higher over the past couple of decades. Through a recent analysis of previous CIG awards and consultation with regional planning partners about what a "fair share" calculation would be for the region, the ATL Authority determined that approximately \$4.1 billion in CIG discretionary funding could be considered reasonably available through 2050.

FTA also periodically awards funds to transit agencies through other nationwide competitive programs. Since these announcements are generally small, typically only a few million dollars or less, and sporadic in nature, no assumptions are made in this plan regarding their availability to finance projects.





STATE FUNDS

The current primary sources for state funding for transportation are:

- An excise tax on gasoline and diesel fuel, which will be indexed and adjusted yearly based on fuel efficiency of vehicles registered in the state and the Consumer Price Index. For 2023, the gasoline tax rate is 31.2¢ per gallon and the diesel fuel tax rate is 35.0¢ per gallon.
- An annual user fee on privately owned commercial electric vehicles. The amount is indexed based on average fleet fuel efficiency, with the intention of offsetting the loss of motor fuel tax revenue as vehicles powered by internal combustion engines are replaced by electric vehicles over time. As of 2023, the annual fee for a private vehicle is \$210.87 and for a commercial vehicle is \$316.40.
- A \$5 per night fee on hotel and motel stays. According to industry data, the Atlanta region is home to approximately 63% of the statewide inventory of rooms.
- An annual truck/bus “highway user impact fee” that is collected when a vehicle’s tag is renewed each year. An amount of \$50 is assessed for vehicles from 15,500 lbs. to 26,000 lbs. and \$100 for those vehicles greater than 26,001 lbs.
- Limited funds are appropriated from the state general fund each year for transportation.
- Variable rate tolls are collected on the region’s express lane network, based on congestion levels. These funds are generally directly reinvested in the network to support ongoing operations and maintenance, or are committed to debt service.

SUMMARY OF STATE REVENUES FOR TRANSPORTATION PURPOSES

| FUNDING SOURCE | ESTIMATED 2024-2050 STATE GENERATED REVENUE |
|---|--|
| Motor Fuel Taxes + Electric Vehicle Registration Fees | \$46.4 billion |
| Lodging Fees | \$4.9 billion |
| Highway Impact Fees | \$0.8 billion |
| Transportation Services Tax | \$0.5 billion |
| Tolling | <i>See Note</i> |
| General Fund | \$0 |
| Total | \$52.6 billion |



ELECTRIC VEHICLE REGISTRATION FEES

During 2023, it's estimated that close to 10% of all new vehicle registrations in the Atlanta region will be for electric vehicles, a rate which is nearly double from the previous year. While the overall fleet number is still fairly low, only about 70,000 vehicles statewide, this will continue to increase in the coming years. The national goal is for 50% of all new vehicle sales to be electric by 2030. This shift will have major implications on how transportation infrastructure is financed, since drivers of electric vehicles will not pay motor fuel taxes. State leaders are currently strategizing on how to ensure a stable revenue stream as this transition unfolds, but there is no clear path forward yet. For purposes of estimating the total amount of state revenue available for transportation, it is assumed that any reduction in the motor fuel tax collections below the \$46.4 billion figure cited above will be countered by an equivalent increase in fees and/or taxes paid by owners of electric vehicles. The precise nature of that financing structure will be better integrated in future updates of the MTP as it is defined.

LODGING FEES

In 2022, the \$5 per room lodging fee generated \$195 million statewide. With 63% of rooms being located within the Atlanta region, that equates to \$123 million being available for transportation investments. These figures represent continued strong growth in the tourism sector of the economy, with overall collections being 13% higher than 2017. Although the fee is not indexed to inflation, higher occupancy rates and an overall increase in inventory translate into steadily rising figures. Projecting this out through 2050 means that about \$4.9 billion will be available to the region.

MOTOR FUEL TAXES

The calculation of the Atlanta region's share of motor fuel tax collections follows the same methodology used to estimate the region's share of forecasted federal funds, meaning the regional share of revenue collected statewide will gradually rise from 57.0% in 2024 to 58.9% in 2050.

Prior to the pandemic, revenue had been increasing annually between 2.5% to 3.0%, in line with the rate of inflation to which the tax rate is indexed. Increases due to additional travel attributable to population and economic growth were largely offset by an increase in fuel efficiency, meaning more miles could be driven each year without the use of more fuel.

In 2019, the last full reporting year before the pandemic, motor fuel taxes generated \$1.84 billion of revenue statewide, which translated into about \$1.05 billion for the region. Servicing existing debt reduced available funding for new investment by approximately \$200 million statewide in that year.

Collections have been erratic since 2020, due at first to steep declines in driving for several months during the height of the pandemic. Then on March 18, 2022, the tax was suspended due to higher than normal inflation. The suspension was extended multiple times, but was finally allowed to expire on January 11, 2023. The resulting loss of roughly \$1.6 to \$1.8 billion of revenue during that time was offset by the state's reserve fund, so there were no significant impacts to the transportation program.

Assuming a return to stability at a level comparable to before the pandemic, and accounting for debt service repayment, motor fuel taxes will generate \$46.4 billion for use in the region between 2024 and 2050. However, with the transition to electric vehicles accelerating, as discussed in the Electrification section of this document, fewer drivers will be paying these fees. This loss in revenue is expected to be offset by an annual electric vehicle registration fee, as described below.



HIGHWAY IMPACT FEES

In 2022, the state collected \$25.9 million in impact fees, which represented over a 60% increase since 2019. The reason for such a large recent increase is unclear, but changing freight commerce patterns due to the pandemic could be a major factor due to the growth in home delivery services. Since the amount collected is directly tied to the number of heavy vehicles registered in the state, not to inflation or other variables, assuming that rate of increase will continue over the long-term is not realistic. A more conservative approach would be to rely on industry data, which show a 1% annual growth in the number of such vehicles occurring in the years prior to the pandemic. Based on this, the Atlanta region could expect to be the recipient of \$451 million of the state's overall collections of \$777 million.

TRANSPORTATION SERVICES TAX

The Transportation Services Tax is a 50¢ excise tax on for-hire ground transport trips and a 25¢ excise tax on shared for-hire ground transport trips. Services subject to the tax includes limousine carriers, ride share network services such as Uber or Lyft, taxi services, and transportation referral services. Since the tax was implemented in August 2020, it has added an average of \$19 million annually to the state's coffers for transportation services, about half of the \$40 million anticipated.

Reduced travel due to the pandemic, combined with increased fares due to fewer drivers providing such services, are the likely reasons for the lower collections. If the increase in trips subject to the tax increases in tandem with anticipated population growth in the region through 2050, the state's can anticipate collecting \$581 million for use on transportation projects. The overwhelming majority of such trips occur with the Atlanta region, so it is reasonable to assume that at least \$500 million would be dedicated to projects within the region.

TOLLING

As described under **Mobility Investments / Interstate Highways and Freeways**, the State Road and Tollway Authority (SRTA) operates several toll facilities within the Atlanta region. Collectively, these facilities generated \$62 million in revenue in 2022. All funds from the network are currently dedicated to the maintenance and operations associated with those facilities and retiring bond debt. To account for those previously incurred obligations, equivalent deductions in other federal and state revenue streams have been incorporated into the total funding amounts assumed to be available for other transportation investments in the region.

While it is anticipated that excess toll revenue may be available at some point in the future once all debt has been retired, this plan makes no assumption in that regard since state policy will dictate how those funds may be used. When and if excess amounts are identified and a policy is defined, the financial component of this plan will be modified to include that additional revenue.

GENERAL FUND

Through the regular legislative process, the State may commit general funds for transportation purposes at its discretion. However, these commitments are typically for assisting local governments in rural areas meeting federal match requirements (particularly to provide demand response transit services), making improvements at general aviation airports, or other activities throughout the state. Historically, only a nominal amount of these funds are ever committed to investments within the region. For this reason, the MTP makes no assumption about the total amount of state general funds which may be available.





LOCAL FUNDS

In the Atlanta Region, approximately 85% of roadways and 52% of bridges are owned and maintained by a city or county government. Nearly one-half of all miles driven occur on these facilities. Several local governments also operate transit services. Transportation funds generated by local sources, either for a match against federal and state funds, or to advance projects independently of those sources, are an important part of the financing picture.

SUMMARY OF LOCALLY GENERATED FUNDS FOR TRANSPORTATION PURPOSES

| FUNDING SOURCE | FUNDING SOURCE | ESTIMATED 2024-2050 LOCALLY GENERATED REVENUE |
|-----------------------------|----------------------|--|
| County and City Governments | SPLOST | \$19.6 to \$25.1 billion |
| | T-SPLOST | \$10.5 to \$12.2 billion |
| | General Fund / Other | \$5.2 to \$6.0 billion |
| MARTA | Dedicated Sales Tax | \$31.3 billion |
| | Farebox / Other | \$5.2 billion |
| Other Transit Operators | Farebox / Other | \$2.0 billion |
| TOTAL | | \$73.8 to \$81.8 billion |

The MTP assumes that a range of \$73.8 billion and \$81.8 billion will be available from existing local revenue sources to support investment in the transportation system. The lower end of this range reflects fairly conservative sales tax collection forecasts used to develop local work programs, while the upper end is based on actual collections, which have trended significantly higher than forecasts in recent years.

These funds may be used as match against federal and state funds, or they may be used to implement local priority projects. In many cases, these 100% locally financed projects are not considered regionally significant and do not impact the region's air quality conformity analysis. Therefore, they do not need to be included in the MTP project list. Examples of these projects would include resurfacing of local streets, building sidewalks and bike paths, installing traffic signals, and addressing routine maintenance needs such as mowing, street lighting, and litter collection.

SPECIAL PURPOSE LOCAL OPTION SALES TAX (SPLOST)

A SPLOST is a financing method for funding capital outlay projects in the State of Georgia. It is an optional 1% sales tax levied by a county for the purpose of building parks, schools, roads and other public facilities. The revenue generated cannot be used towards operating expenses or most other maintenance projects, with the exception of roads and bridges. Funds are shared between the county and municipalities based on agreements negotiated before the SPLOST is advanced as a referendum for voters to consider. The methodology used to distribute the revenue is typically based on some combination of current and/or future population estimates, but can use any formula deemed acceptable by all involved jurisdictions.

In the Atlanta region, local governments typically dedicate a portion of SPLOST revenues to fund transportation, but actual allocations may range anywhere from 0% to 100%. Many counties have a long-term history of approving and renewing SPLOST programs. However, SPLOST programs are subject to voter approval and run for a limited period, usually five or six years, and are therefore not a completely reliable source of transportation funding. For purposes of this plan, though, those counties with a well-established track record passing SPLOSTs were assumed to continue to have this revenue stream available through 2050.

As of the adoption of this plan in February 2024, all but two counties within the MPO area have active SPLOSTs. Fulton County was prohibited by state law from implementing a SPLOST for many decades since it had reached a cap on the overall sales tax rate within its jurisdiction. That cap was raised and the county was permitted to implement a T-SPLOST (see next section) beginning in the 4th quarter of 2018. Spalding County previously had a SPLOST, but it lapsed in early 2022 as the county transitioned to the collection of a T-SPLOST instead. The City of Atlanta, similar to Fulton County, has a T-SPLOST rather than a SPLOST. That tax began in early 2018.

To estimate SPLOST revenue through 2050, ARC tracks monthly distributions to each county made by the Georgia Department of Revenue since 2007. Examining data over this lengthy time period help reduce the potential for shorter-term economic cycles of growth and recession to skew the results excessively. During this timeframe, the average annual rate of increase in collections has been 3.26%. In a region of little or no population growth, but a stable economy, it would be expected for the annual increase to approximate that of annual inflation over the

period, which was about 2.2%. Numbers trend higher in a region like Atlanta due to population growth. Simply put, more people equates to more spending.

In 2022, the most recent year for which full data was available, the 20-county MPO area collected \$1.08 billion of SPLOST revenue. However, as mentioned earlier, not all SPLOST funding is dedicated to transportation. Each SPLOST vote is unique and the variations within a county from one funding cycle to the next can vary dramatically, but analyzing the historical split at the regional level shows a range which generally fluctuates between 45% and 55%. As of the time this plan was developed, the SPLOSTs currently in effect dedicate about 54.8% to transportation. Applying this to the overall collections produces a 2022 regional commitment of \$593 million of SPLOST funds to transportation. This is considerably higher than the \$463 million which would have been expected based on forecasts used in the various referenda, as shown in the table. Those forecasts, however, tend to be fairly conservative to account for periodic recessions and avoid the need for removing or downsizing projects.

One final adjustment must be made to the baseline funding level before overall amounts through 2050 can be calculated. Of the 20 counties currently part of the MPO planning process, seven are only partially within the Atlanta MPA as of now. And as the MPA is adjusted to reflect the 2020 Census (and future censuses), that number is likely to fluctuate. Since only some portion of the SPLOST dollars collected in “partial” counties will be spent on projects and programs that must be reflected in the MTP and TIP, a correction should be made to account for this. It’s estimated that of the funds being collected today, approximately 6% will be used in these external areas, so a comparable reduction is a reasonable assumption to make. So of the \$593 million of 2022 SPLOST funds for transportation, about \$558 million will be used within the MPA area. A comparable reduction applied to the forecasts used in the SPLOST referenda produces an amount of approximately \$435 million.

Using the \$558 million as a baseline and with a projected growth rate of 3.26% annually through 2050, SPLOSTs will generate approximately \$25.1 billion in revenue for transportation services, projects and programs over the 2024 to 2050 timeframe of this MTP. Using the more conservative referenda forecast total of \$435 million results in a revenue projection of \$19.6 billion.

ACTIVE SPLOSTS IN THE ATLANTA REGION

| Jurisdiction | Current Splost | | | Estimated Collections | | | Percent Dedicated to Transportation |
|-----------------|----------------|------------|------------|-----------------------|--------------------|---------------------------|-------------------------------------|
| | Date of Vote | Begin | End | Total | For Transportation | Annual for Transportation | |
| City of Atlanta | NOT APPLICABLE | | | | | | |
| Barrow County* | 11/02/2021 | 07/01/2023 | 06/30/2029 | \$188,014,231 | \$22,444,960 | \$3,740,827 | 19.0% |
| Carroll County* | 03/16/2021 | 04/01/2021 | 03/31/2027 | \$119,000,000 | \$40,748,375 | \$6,791,396 | 34.2% |
| Cherokee County | 11/01/2017 | 08/01/2018 | 07/31/2024 | \$253,000,000 | \$125,912,627 | \$20,985,438 | 49.8% |
| Clayton County | 05/19/2020 | 01/01/2021 | 12/31/2026 | \$280,036,816 | \$75,000,000 | \$12,500,000 | 26.8% |
| Cobb County | 11/03/2020 | 01/01/2022 | 12/31/2027 | \$750,000,000 | \$424,043,333 | \$70,673,889 | 56.5% |
| Coweta County | 11/07/2017 | 01/01/2019 | 12/31/2024 | \$140,000,000 | \$89,502,030 | \$14,917,005 | 63.9% |
| Dawson County* | 03/16/2021 | 07/01/2021 | 06/30/2027 | \$60,000,000 | \$18,400,000 | \$3,066,667 | 30.7% |
| DeKalb County | 11/07/2017 | 04/01/2018 | 03/31/2024 | \$636,726,352 | \$419,461,017 | \$69,910,170 | 65.9% |
| Douglas County | 11/08/2022 | 04/01/2023 | 03/31/2029 | \$160,000,000 | \$47,965,088 | \$7,994,181 | 30.0% |
| Fayette County | 03/21/2023 | 07/01/2023 | 06/30/2029 | \$210,000,000 | \$90,965,600 | \$15,160,933 | 43.3% |
| Forsyth County | 11/06/2018 | 07/01/2019 | 06/30/2025 | \$274,000,000 | \$166,494,000 | \$27,749,000 | 60.8% |
| Fulton County | NOT APPLICABLE | | | | | | |
| Gwinnett County | 11/08/2022 | 04/01/2023 | 03/31/2029 | \$1,350,000,000 | \$904,500,000 | \$150,750,000 | 67.0% |
| Henry County | 11/05/2019 | 04/01/2020 | 03/31/2025 | \$204,000,000 | \$98,827,836 | \$19,765,567 | 48.4% |
| Newton County* | 11/08/2022 | 07/01/2023 | 06/30/2029 | \$108,000,000 | \$49,725,696 | \$8,287,616 | 46.0% |
| Paulding County | 11/08/2022 | 04/01/2023 | 03/31/2029 | \$212,000,000 | \$108,639,400 | \$18,106,567 | 51.2% |
| Pike County* | 05/04/2022 | 10/01/2022 | 09/30/2028 | \$20,000,000 | \$20,000,000 | \$3,333,333 | 100% |
| Rockdale County | 05/24/2022 | 04/01/2023 | 03/31/2029 | \$89,100,000 | \$43,109,360 | \$7,184,893 | 48.4% |
| Spalding County | NOT APPLICABLE | | | | | | |
| Walton County | 11/06/2018 | 01/01/2019 | 12/31/2024 | \$60,000,000 | \$17,083,459 | \$2,847,243 | 28.5% |
| | | | Totals | \$5,043,913,399 | \$2,762,822,781 | \$463,764,725 | 54.8% |

* Only a portion of the county is within the Atlanta Metropolitan Planning Area (MPA)

TRANSPORTATION SPECIAL PURPOSE LOCAL OPTION SALES TAX (T-SPLOST)

T-SPLOSTs are a relatively new variation of traditional SPLOSTs in which 100% of the revenue collected must be dedicated to transportation. This is the mechanism now being utilized by the City of Atlanta, Fulton County and Spalding County to fund local projects. Henry County has both a T-SPLOST and a traditional SPLOST currently in effect. It is impossible to predict with any certainty whether additional jurisdictions will implement T-SPLOSTs between now and 2050, so no assumptions are made in that regard. While it is known that Barrow County, Cobb County and Gwinnett County are considering T-SPLOST referenda in the near future, this plan does not presume their availability in either the short-term or the long-term. Should those or any other taxes be approved, those incremental revenues will be incorporated into a future update of the MTP and TIP.

T-SPLOSTs revenue would be expected to trend at a comparable growth rate to traditional SPLOSTs, or about 3.26% annually. And as with SPLOSTs, actual collections are higher than forecasts, with the final amount in 2023 expected to be about \$280 million, compared to the estimate of \$240 million. Using these two values as the baseline, T-SPLOSTs will generate between \$10.5 billion and \$12.2 billion in revenue for transportation services, projects and programs between 2024 and 2050, as shown in the table on the following page.

OTHER LOCAL SOURCES

Many jurisdictions dedicate some portion of property tax revenues, permit fees and other local revenue sources to transportation through the general fund budgeting process. A large share of these funds is typically dedicated to the administrative functions of public works, engineering and transportation departments, with SPLOSTs and awards from federal/state sources being more important revenue streams for capital projects and programs.

A review of recent county budget documents shows that across the 20-county region, counties collectively dedicate between \$140 to \$160 million for transportation related support functions annually. As with SPLOST expenditures, a reduction of 6% is applied to account for the portions of seven counties which are outside the Atlanta MPA boundary. Future expenses are grown at the same 2.5% annual rate assumed for inflation. These calculations yield a total county investment of \$5.2 and \$6.0 billion between 2024 and 2050.

Estimating similar outlays at the municipal level requires extrapolating from a representative sample of data due to the large number of budget documents which would need to be reviewed to itemize each city's contribution. In this case, budget documents from the 20 largest population cities were analyzed. These 20 cities collectively comprise about 59% of the overall regional population that reside within incorporated areas and represent a reasonable mix of geography and socioeconomic conditions. In a typical recent year, about \$165 to \$185 million of general purpose revenue is dedicated to transportation administrative functions at the municipal level. Extrapolating these numbers to account for all cities, and assuming the same 2.5% annual inflation rate, produces a yield range of \$11.9 to \$13.3 billion of revenue between 2024 and 2050.

ACTIVE T-SPLOSTS IN THE ATLANTA MPO AREA

| JURISDICTION | CURRENT SPLOST | | | ESTIMATED COLLECTIONS | |
|-----------------|----------------|------------|---------------|------------------------|---------------------------|
| | DAY OF VOTE | BEGIN | END | TOTAL | ANNUAL FOR TRANSPORTATION |
| City of Atlanta | 05/24/2022 | 10/01/2022 | 09/30/2027 | \$350,000,000 | \$70,000,000 |
| Barrow County* | NOT APPLICABLE | | | | |
| Carroll County* | NOT APPLICABLE | | | | |
| Cherokee County | NOT APPLICABLE | | | | |
| Clayton County | NOT APPLICABLE | | | | |
| Cobb County | NOT APPLICABLE | | | | |
| Coweta County | NOT APPLICABLE | | | | |
| Dawson County* | NOT APPLICABLE | | | | |
| DeKalb County | NOT APPLICABLE | | | | |
| Douglas County | NOT APPLICABLE | | | | |
| Fayette County | NOT APPLICABLE | | | | |
| Forsyth County | NOT APPLICABLE | | | | |
| Fulton County | 11/02/2021 | 04/01/2022 | 03/31/2027 | \$545,954,720 | \$109,190,944 |
| Gwinnett County | NOT APPLICABLE | | | | |
| Henry County | NOT APPLICABLE | | | | |
| Newton County* | NOT APPLICABLE | | | | |
| Paulding County | NOT APPLICABLE | | | | |
| Pike County* | NOT APPLICABLE | | | | |
| Rockdale County | NOT APPLICABLE | | | | |
| Spalding County | 11/02/2021 | 04/01/2022 | 03/31/2027 | \$245,000,000 | \$11,600,000 |
| Walton County | NOT APPLICABLE | | | | |
| | | | Totals | \$1,198,954,720 | \$239,790,944 |

* Only a portion of the county is within the Atlanta Metropolitan Planning Area (MPA)



MARTA REVENUES

In Georgia, as required by the Georgia Constitution, state motor fuel tax revenues cannot support transit or any transportation purpose other than roadways and bridges. Since there is not a dedicated state funding source for transit, the stability of state general funds allocated to transit as well as locally derived transit funds are crucial to the future of Georgia's transit systems. The U.S. Department of Transportation requires a commitment for operating support from state, regional, and/or local governments before allowing federal funds to be spent on the construction and implementation of transit projects. The majority of transit operating funds must come from state and local funding resources as federal transit operating funds are very limited.

MARTA is the only transit system in the Region supported by a multi-jurisdiction sales tax. Until 2017, a 1% tax was levied on purchases made within Fulton County, DeKalb County and Clayton County. In November 2016, residents of the City of Atlanta voted to increase the rate for transactions within the city to 1.5%. The change became effective in April 2017. The tax rate in the remainder of MARTA's service area remains at 1%. These sales tax rates are assumed to be in place throughout the timeframe of this plan.

In 2022, the last full reporting year available, these taxes combined to produce \$694 million of revenue. If it is assumed that the growth rate mirrors that of long-term SPLOST and T-SPLOST collections (3.26% annually), MARTA sales taxes will generate \$31.3 billion of revenue from 2024 to 2050.

MARTA's other revenue streams include farebox collections, parking fees at selected rail stations, advertising agreements, lease income, title ad valorem tax collections and interest. In the years prior to the COVID-19 pandemic, these revenues combined to contribute \$185 to \$195 million annually to MARTA's budget. In 2021, this decreased sharply to about \$111 million, then recovered somewhat to around \$131 million the following year. Much of this decline can be attributed to the sharply reduced ridership and resultant loss of farebox collections, which has remained at roughly 50% of pre-pandemic levels.

It may take years, if ever, for MARTA ridership to recover to the levels experienced prior to the pandemic. If it is assumed that \$130 million represents the new baseline revenue from these sources and that the amount will increase at the same 2.5% annual rate as inflation, MARTA can expect to collect \$5.2 billion over the timeframe of this plan.

OTHER TRANSIT OPERATORS REVENUES

Several jurisdictions in the Atlanta region operate their own transit systems. Funding for these systems also depends on local general fund support, along with some federal assistance, fares collected from passengers and advertising agreements. As with MARTA, ridership levels are down significantly following the pandemic. The funding gap created by the loss of farebox revenue has, to date, largely been offset through supplemental federal allocations. However, unless there is an unforeseen quick rebound in ridership, this gap may need to be addressed over the long-term through additional locally generated sources.

Based on historic data, the region's transit operators (excluding MARTA) are estimated to receive \$2.0 billion from non-federal funding sources through 2050. But as mentioned above, the loss of farebox revenue may require extra local investment to prevent service cutbacks.

\$5.2 billion expected for MARTA
through the timeframe of this plan

REVENUE DEDICATED TO OTHER TRANSIT OPERATORS IN THE REGION

| NAME OF SERVICE | SPONSOR AGENCY | SERVICES PROVIDED | ESTIMATED 2024-2050 REVENUE (NON-FEDERAL) |
|----------------------|---|--|---|
| Xpress | ATL Authority | Commuter bus and vanpool | \$532.2 million |
| CobbLinc | Cobb County | Commuter bus, local bus, demand response | \$572.3 million |
| CATS | Cherokee County | Local bus, demand response, vanpool | \$24.6 million |
| Connect Douglas | Douglas County | Local bus, demand response, vanpool | \$64.9 million |
| Ride Gwinnett | Gwinnett County | Commuter bus, local bus, demand response | \$650.2 million |
| Henry County Transit | Henry County | Local bus, demand response | \$79.7 million |
| Coweta Connect | Coweta County | Demand response | \$11.4 million |
| Paulding Transit | Paulding County | Demand response | \$7.6 million |
| Access Forsyth | Forsyth County | Demand response | \$39.9 million |
| CPACS Express | Center for Pan Asian Community Services | Local bus | \$14.1 million |
| TOTAL | | | \$2.0 billion |

“the stability of state general funds allocated to transit as well as locally derived transit funds are crucial to the future of Georgia’s transit systems.”





OTHER FUNDS

Transportation infrastructure investment has historically been thought of as exclusively a governmental function, using a combination of taxes and user fees collected from system users. In recent years, however, the private sector has become an increasingly important partner in delivering, maintaining and operating a wide array of transportation projects. Private sector participation in Georgia occurs primarily through GDOT's Public Private Partnership (P3) program or through CIDs.

COMMUNITY IMPROVEMENT DISTRICTS

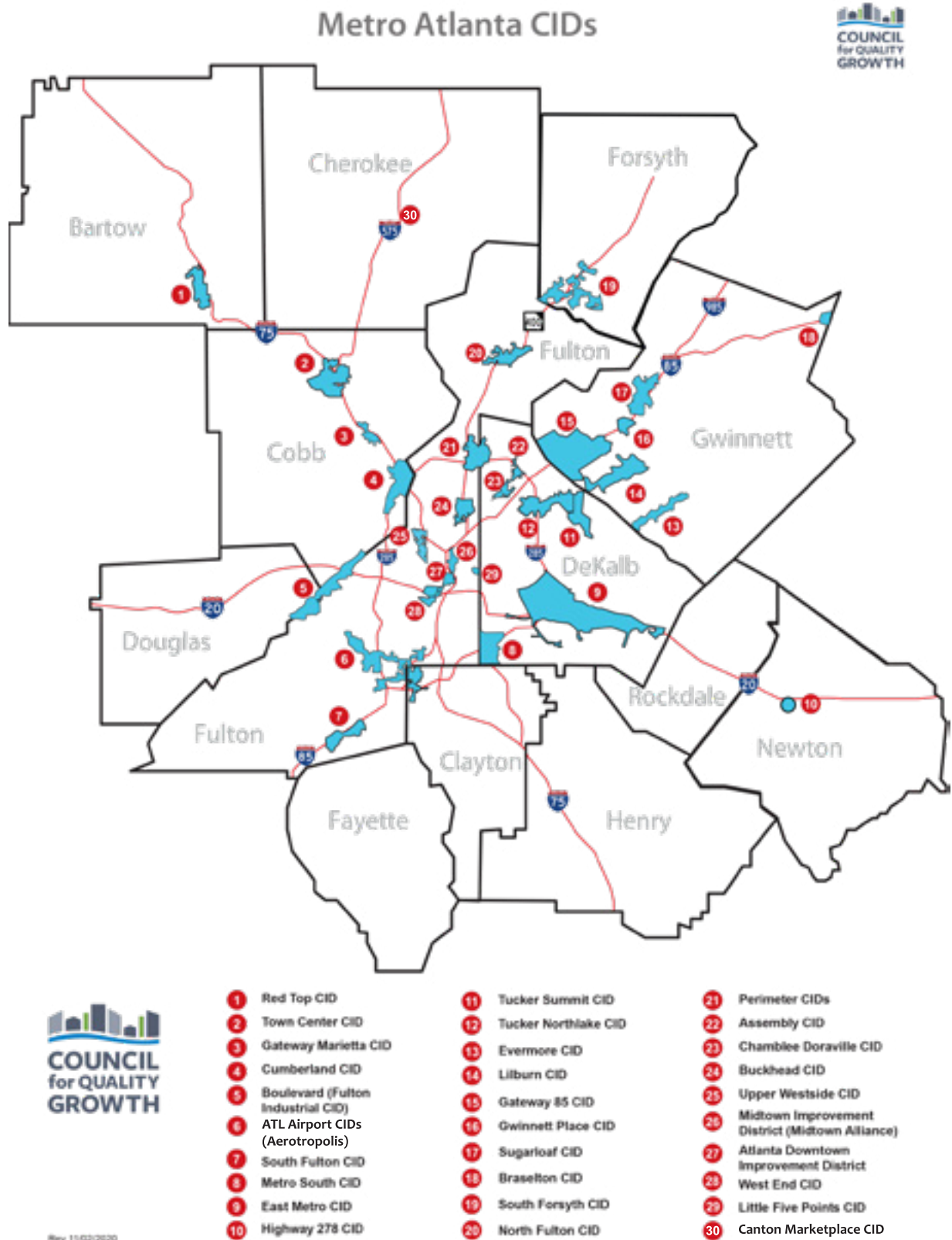
A CID is a self-taxing district that uses additional property tax dollars to improve its district such as accelerating transportation and infrastructure improvement projects. CIDs are comprised of private commercial properties zoned as Office/Industrial and Retail properties. Residential and multi-family properties are not taxable by a CID.

A CID is created through state enabling legislation and a vote by the majority of the corporate property owners in the defined district. It takes the agreement of a simple majority of the commercial property owners within the district to create a Community Improvement District. In addition, it is required that this simple majority of owners must represent at least 75% of the taxable value of the commercial property located within the proposed CID.

Commercial property owners agree to assess themselves additional ad-valorem real estate taxes in order to address critical issues such as traffic and safety. That money is collected by the Tax Commissioner of the local government and returned to the district by its respective county, and a board of directors then seeks to leverage that money and garner infrastructure improvements for the area. Some examples of how this money might be spent include environmental and engineering feasibility studies, funding new construction projects, upgrades to already funded projects, maintaining existing transportation features, and direct spending (traffic control officers).

CIDs require the recommitment of participating property owners each six years. Currently, as shown on the map on the following page, 29 CIDs are in operation within metro Atlanta (with one in Bartow being outside the Metropolitan Planning Area covered by this plan). The majority of funding generated by these entities is leveraged to secure federal funding and is therefore counted as local match for fiscal constraint purposes in this plan. Collectively, the existing CIDs are expected to generate about \$1.2 billion in revenue through 2050.

METRO ATLANTA CIDS



PUBLIC PRIVATE PARTNERSHIPS

GDOT is responsible for the development and implementation of a statewide program for project delivery through the P3 program. The P3 program provides alternate delivery methods that bring much-needed transportation projects to the State on a schedule that would not be possible through traditional processes and existing funding.

P3 projects leverage limited transportation funds by partnering with the private sector using a variety of innovative delivery methods. Georgia now has a P3 framework that can leverage existing funding and improve project delivery rates through private sector innovation. The end result will be increased mobility and greater choice in travel options for the citizens of the State and the traveling public.

GDOT is required to identify and submit to the State Transportation Board a list of projects on the Statewide Transportation Improvement Program, or otherwise identified, that should be considered for pursuit as Public Private Partnerships. That list is to be submitted to the State Transportation Board on July 31st of each odd numbered year. The goal is to identify those projects that afford the greatest gains in congestion mitigation or promotion of economic development for Georgia.

Once projects have been identified, they go through a rigorous screening process to determine their viability as a P3 project and identify how they compare to other projects under consideration. This allows for focused project development and effective use of the Department's limited resources.

The I-75 / I-575 Northwest Corridor managed lanes were delivered via a P3 arrangement and the I-285 at SR 400 interchange reconstruction project is being implemented in a similar manner. Future delivery of the rest of the plan's managed lane vision will rely on such partnerships as well. In addition, this model is increasingly being explored as a way to deliver major transit expansion projects, although no deals have been announced to date.

To date, direct financial contributions from the private sector have been minimal in the state's P3 program, with GDOT primarily seeking arrangements that streamline delivery while utilizing bonds backed by existing revenue streams. As individual P3s are negotiated, their financial arrangements are embedded within the costs of the project and reflected in an updated fiscal constraint analysis. The MTP makes no assumptions on large direct influxes of private sector dollars, beyond the funds already defined as parts of a financing proposal for specific projects.



MAJOR MOBILITY INVESTMENT PROGRAM

In January 2016, Governor Deal unveiled the MMIP, a package of projects around the state to be advanced using additional funds made available under the federal FAST Act and the state's Transportation Funding Act of 2015. These eleven projects will be financed through direct payments or through public-private partnerships, whereby a private sector partner provides a revenue stream to design and construct the facility in the short term, with repayment being made by the state through a series of regularly scheduled installment payments over a longer period of time. This arrangement allows travelers in Georgia to receive benefits of the new facilities more quickly.

This financing approach presents challenges for how to document the MMIP in The Atlanta Region's Plan. If all eleven projects were implemented using cash on hand, the total cost would be approximately \$11 billion. However, fiscal constraint requirements for a federally required regional transportation plan demand that the cost of debt service be incorporated into those calculations. To do this requires presenting the annual installment payments in year of expenditure dollars, which is different from the way costs are shown in the project lists for all other "pay as you go" projects.

Another challenge is that only seven of the eleven projects are located entirely within the Atlanta region – two others are located partially within the region, and two are located entirely in the Savannah region. Only about 11% of the footprint of the I-85 widening from SR 211 to US 129 is within the MPO area (now complete), while about 22% of the I-75 Commercial Vehicle Lanes are. This plan does not need to account for the share of costs outside of our region in its fiscal constraint analysis. For the two projects only partially within the region, costs shown in the project lists in the appendices reflect amounts which have been prorated accordingly. The lists do not include the two projects located on I-16 in the Savannah region at all.

Finally, the financing period for several MMIP projects will stretch beyond the 2050 horizon year of this plan. While the project lists do indicate a lump sum balance remaining to be paid past 2050, those amounts are not considered in the fiscal constraint analysis.



DEMONSTRATION OF FISCAL CONSTRAINT

As presented in previous sections of this chapter, the maximum amount of revenue from all sources which will be available for transportation services, projects and programs through 2050 will be in a range of \$171.3 billion to \$179.3 billion. The lower estimate reflects a more conservative outlook on the revenue generated by sales taxes around the region, in line with the referenda projections. The upper limit reflects historic collections, which have trended much more strongly than forecasts in recent years due to strong consumer spending.

OVERALL

Specific investments totaling \$67.7 billion have been identified and reflected in the MTP project list in Appendix 1. These are projects which use federal funds and/or must be incorporated into the regional travel demand and air quality conformity analysis. These are referred to as “on-database project investments” on the following table.

Another \$82.6 billion remains available for commitment to future projects yet to be identified. The overwhelming majority of these investments will be small scale maintenance and modernization projects being advanced by GDOT and local governments using non-federal funding sources. These projects do not have to be individually listed in the MTP or TIP and are referred to as “off-database project investments”.

In addition to expenditures on projects, an additional \$18.0 billion of the revenue generated at the state and local levels will be for administrative purposes (i.e., staffing and operating the various agencies and departments which are responsible for implementing transportation projects). This estimate was derived through a review of administrative line items contained within the budget documents of GDOT and a representative sample of local governments. It is also classified as an “off-database project investment”.

Because the lower conservative estimate of \$171.3 billion of revenue exceeds the \$168.3 billion of expenditures for on-database project investments (\$67.7 billion), off-database project investments (\$82.6 billion) and agency operating expenses (\$18.0 billion), the plan is fiscally constrained.

FHWA FORMULA FUNDS

A more detailed breakdown of FHWA formula funding follows the overall fiscal constraint table. This supplemental table shows that current commitments in the MTP/TIP sum to about \$30.7 billion, while available funding from those programs total to \$33.0 billion. The resultant \$2.3 billion uncommitted balance is available in the event that a project cost increases or a new project must be added to the plan during a future amendment cycle.

FTA FORMULA AND CAPITAL INVESTMENT GRANT (CIG) FUNDS

A more detailed breakdown of FTA formula funding, as well as potential funding from the CIG discretionary program, concludes this section. This final table shows that current commitments for formula funds in the MTP/TIP sum to about \$5.6 billion, while available funding from those programs total to \$6.2 billion. Note the explanation below the table regarding ongoing work related to assigning the uncommitted \$0.6 billion of funds to line items in the plan.

DEMONSTRATION OF OVERALL MTP FISCAL CONSTRAINT - FEBRUARY 2024

| | FEDERAL INVESTMENTS | | | | |
|--|---------------------|-----------------------|-----------------|----------------------|------------------|
| | FHWA FORMULA | FHWA DISCRETIONARY | FTA FORMULA | FTA DISCRETIONARY | TOTAL |
| ON DATABASE PROJECT INVESTMENTS | | | | | |
| Managed Lanes | \$9,345,703,265 | \$136,124,447 | \$0 | \$0 | \$9,481,827,712 |
| Highway Expansion | \$3,131,696,449 | \$130,657,282 | \$0 | \$0 | \$3,262,353,731 |
| Transit Expansion | \$11,671,343 | \$150,000 | \$0 | \$4,026,021,803 | \$4,037,843,146 |
| Bike/Ped Expansion | \$692,662,810 | \$56,564,500 | \$0 | \$3,000,000 | \$752,227,310 |
| Other Programs/Initiatives | \$4,653,227,645 | \$9,382,460 | \$0 | \$0 | \$4,662,610,105 |
| Road/Bridge Preservation | | \$0 | \$0 | \$0 | \$10,237,395,658 |
| Road System Optimization and Safety | \$2,115,243,205 | \$15,493,240 | \$0 | \$0 | \$2,130,736,445 |
| Transit Operations and Capital Replacement (All Systems) | \$21,141,666 | \$45,000,000 | \$6,105,286,468 | \$3,600,000 | \$6,175,028,134 |
| | \$19,971,346,383 | \$393,371,929 | \$6,105,286,468 | \$4,032,621,803 | \$40,740,022,241 |
| OFF DATABASE PROJECT INVESTMENTS (SEE NOTES 1, 2 AND 3) | | | | | |
| Bike/Ped Expansion | N/A | | | | |
| Road/Bridge Preservation | | | | | |
| Road System Optimization and Safety | | | | | |
| Transit Operations and Capital Replacement (MARTA) | | | | | |
| Transit Operations and Capital Replacement (Non-MARTA) | | | | | |
| OFF DATABASE PROJECT INVESTMENTS (SEE NOTES 1, 2 AND 3) | | | | | |
| City, County & State Agency Operations & Administration | N/A | | | | |
| TOTAL INVESTMENTS | \$19,971,346,383 | \$393,371,929 | \$6,105,286,468 | \$4,032,621,803 | \$40,740,022,241 |
| AVAILABLE FUNDS <small>(See Note 4)</small> | \$33,000,000,000 | \$393,371,929 | \$6,200,000,000 | \$4,100,000,000 | \$43,693,371,929 |
| UNCOMMITTED FUNDS | \$13,028,653,617 | \$0 | \$94,713,532 | \$67,378,197 | \$2,953,349,688 |

NOTES:

1. Amounts for State Investment assume that all available funds not required for matching federally projects funds will be programmed for: 1) administrative expenses, and 2) projects which are classified as exempt for air quality analysis purposes and do not have to be individually identified in the plan. Breakdown is 80% for road/bridge preservation and 20% for road system optimization and safety.
2. Amounts for Local Government and CID Investments assume that all available funds not required for matching federally projects funds will be programmed for: 1) administrative expenses, and 2) projects which are classified as exempt for air quality analysis purposes and do not have to be individually identified in the plan. Breakdown is 15% for bike/ped expansion, 40% for road/bridge preservation, and 45% for road system optimization and safety.
3. Amounts for Transit System Investments assume that all available funds not required for matching federally projects funds will be programmed for: 1) administrative expenses, and 2) projects which are classified as exempt for air quality analysis purposes and do not have to be individually identified in the plan.
4. Amounts shown in this column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

DEMONSTRATION OF OVERALL MTP FISCAL CONSTRAINT - FEBRUARY 2024 (CONT.)

| | NON-FEDERAL INVESTMENTS | | | | TOTAL INVESTMENT |
|--|-------------------------|-----------------------------------|------------------|-------------------|-------------------|
| | STATE | BONDS <small>(SEE NOTE 4)</small> | LOCAL GOVT / CID | TRANSIT OPERATORS | |
| ON DATABASE PROJECT INVESTMENTS | | | | | |
| Managed Lanes | \$4,341,902,867 | \$13,271,487,514 | \$15,971,428 | \$0 | \$13,839,702,007 |
| Highway Expansion | \$5,060,244,177 | \$23,600,000 | \$3,226,068,903 | \$0 | \$11,548,666,812 |
| Transit Expansion | \$930,150 | \$0 | \$0 | \$5,691,848,006 | \$9,730,621,303 |
| Bike/Ped Expansion | \$1,063,534 | \$0 | \$615,180,811 | \$0 | \$1,368,471,655 |
| Other Programs/Initiatives | \$14,674,613 | \$0 | \$1,147,563,167 | \$0 | \$5,824,847,884 |
| Road/Bridge Preservation | \$2,444,016,104 | \$0 | \$566,621,631 | \$0 | \$13,248,033,394 |
| Road System Optimization and Safety | \$1,078,699,518 | \$0 | \$92,085,258 | \$0 | \$3,301,521,220 |
| Transit Operations and Capital Replacement (All Systems) | \$436,088,888 | \$0 | \$0 | \$1,881,220,669 | \$8,492,337,690 |
| | \$13,377,619,851 | \$13,295,087,514 | \$5,663,491,198 | \$7,573,068,675 | \$67,354,201,965 |
| OFF DATABASE PROJECT INVESTMENTS (SEE NOTES 1, 2 AND 3) | | | | | |
| Bike/Ped Expansion | \$0 | \$0 | \$2,525,476,320 | \$0 | \$2,525,476,320 |
| Road/Bridge Preservation | \$28,977,904,119 | \$0 | \$6,734,603,521 | \$0 | \$35,712,507,640 |
| Road System Optimization and Safety | \$7,244,476,030 | \$0 | \$7,576,428,961 | \$0 | \$14,820,904,991 |
| Transit Operations and Capital Replacement (MARTA) | \$0 | \$0 | \$0 | \$28,430,584,759 | \$28,430,584,759 |
| Transit Operations and Capital Replacement (Non-MARTA) | \$0 | \$0 | \$0 | \$1,496,346,566 | \$1,496,346,566 |
| | \$36,222,380,149 | \$0 | \$16,836,508,802 | \$29,926,931,325 | \$82,985,820,276 |
| OFF DATABASE PROJECT INVESTMENTS (SEE NOTES 1, 2 AND 3) | | | | | |
| City, County & State Agency Operations & Administration | \$3,000,000,000 | \$0 | \$14,000,000,000 | \$1,000,000,000 | \$18,000,000,000 |
| | \$3,000,000,000 | \$0 | \$14,000,000,000 | \$1,000,000,000 | \$18,000,000,000 |
| TOTAL INVESTMENTS | \$52,600,000,000 | \$13,295,087,514 | \$36,500,000,000 | \$38,500,000,000 | \$168,340,022,241 |
| AVAILABLE FUNDS (See Note 4) | \$52,600,000,000 | \$13,295,087,514 | \$36,500,000,000 | \$38,500,000,000 | \$171,293,371,929 |
| UNCOMMITTED FUNDS | \$0 | \$0 | \$0 | \$0 | \$2,953,349,688 |

NOTES:

- Amounts for State Investment assume that all available funds not required for matching federally projects funds will be programmed for: 1) administrative expenses, and 2) projects which are classified as exempt for air quality analysis purposes and do not have to be individually identified in the plan. Breakdown is 80% for road/bridge preservation and 20% for road system optimization and safety.
- Amounts for Local Government and CID Investments assume that all available funds not required for matching federally projects funds will be programmed for: 1) administrative expenses, and 2) projects which are classified as exempt for air quality analysis purposes and do not have to be individually identified in the plan. Breakdown is 15% for bike/ped expansion, 40% for road/bridge preservation, and 45% for road system optimization and safety.
- Amounts for Transit System Investments assume that all available funds not required for matching federally projects funds will be programmed for: 1) administrative expenses, and 2) projects which are classified as exempt for air quality analysis purposes and do not have to be individually identified in the plan.
- Amounts shown in this column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

DEMONSTRATION OF FISCAL CONSTRAINT (FHWA FORMULA FUNDS) - FEBRUARY 2024

AGGREGATE COST OF PROGRAMMED PROJECTS

| FHWA PROGRAM (SEE NOTE 5) | 2024 | 2025 | 2026 (SEE NOTE 4) | 2027 | 2028 (SEE NOTE 2) |
|--|----------------------|------------------------|------------------------|------------------------|------------------------|
| Bridge Formula Program | \$3,716,590 | \$4,635,881 | \$4,215,452 | \$7,161,600 | \$0 |
| Carbon Reduction Program (>200K) (ARC) | \$17,875,928 | \$13,031,446 | \$13,292,075 | \$13,557,917 | \$13,829,075 |
| Congestion Mitigation & Air Quality Improvement (CMAQ) | \$32,900,000 | \$29,000,000 | \$47,000,000 | \$29,000,000 | \$29,000,000 |
| Highway Infrastructure | \$60,000 | \$0 | \$0 | \$0 | \$0 |
| National Highway Freight Program (NHFP) | \$42,296,782 | \$41,800,000 | \$21,881,316 | \$7,676,263 | \$0 |
| Highway Safety Improvement Program (HSIP) | \$37,288,000 | \$37,288,000 | \$0 | \$0 | \$0 |
| Railway Highway Hazard Elimination Setaside (See Note 3) | \$1,864,800 | \$1,864,800 | \$0 | \$0 | \$0 |
| Railway Highway Protective Devices Setaside (See Note 3) | \$1,491,200 | \$1,491,200 | \$0 | \$0 | \$0 |
| National Highway Performance Program (NHPP) | \$440,594,525 | \$613,696,555 | \$518,994,257 | \$581,652,875 | \$745,542,794 |
| PROTECT (Y800) | \$5,560,785 | \$0 | \$0 | \$0 | \$0 |
| STBG - Statewide Flexible (GDOT) | \$156,250,827 | \$160,095,089 | \$32,344,447 | \$12,747,818 | \$110,168,368 |
| Off-System Bridge Setaside (See Note 3) | \$5,040,195 | \$5,192,997 | \$1,104,000 | \$2,256,000 | \$0 |
| STBG - Urban (>200K) (ARC) | \$169,813,657 | \$106,528,346 | \$100,307,708 | \$107,061,043 | \$106,515,188 |
| TAP - Urban (>200K) (ARC) | \$15,768,334 | \$16,083,701 | \$16,405,375 | \$16,733,482 | \$17,068,152 |
| TAP - Statewide (Recreational Trails Program) | \$466,400 | \$466,400 | \$0 | \$0 | \$0 |
| General Federal Aid 2026-2050 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total of Project Costs | \$930,988,023 | \$1,031,174,415 | \$755,544,630 | \$777,846,998 | \$1,022,123,577 |
| Running Total Cost | \$930,988,023 | \$1,962,162,438 | \$2,717,707,068 | \$3,495,554,066 | \$4,517,677,643 |
| ESTIMATED AGGREGATE REVENUE | | | | | |
| FHWA Formula Funding Revenue (See Note 1) | \$978,276,280 | \$1,000,189,702 | \$1,022,555,400 | \$1,045,385,113 | \$1,068,683,989 |
| Running Total Revenue | \$978,276,280 | \$1,978,465,982 | \$3,001,021,382 | \$4,046,406,495 | \$5,110,090,484 |
| NET REVENUES MINUS COSTS | | | | | |
| Running Total Balance (YOY) | \$47,288,257 | \$16,303,544 | \$283,314,314 | \$550,852,429 | \$597,412,841 |
| FEDERALLY RECOGNIZED FOUR-YEAR REGIONAL TIP COINCIDING WITH CURRENT STATEWIDE TIP TIMEFRAME | | | | | |

NOTES:

1. All revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region, as documented in the Financial Plan chapter of the MTP. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2024-2027), the program is balanced and is less than revenue estimates.
2. FY 2028 is not considered to be part of the federally required four year TIP. Project costs and revenue estimates for this additional year are presented for information purposes only.
3. Italicized programs denote those which are funded from setasides established by GDOT at the statewide level. The amounts shown are in addition to commitments made from the original source program as listed above the setaside line items.
4. The total for CMAQ includes an \$18,000,000 statewide commitment by GDOT for AR-061-2026. These funds are in addition to the base suballocated amount for the Atlanta region in other fiscal years.

DEMONSTRATION OF FISCAL CONSTRAINT (FHWA FORMULA FUNDS) - FEBRUARY 2024 (CONT.)

AGGREGATE COST OF PROGRAMMED PROJECTS

| FHWA PROGRAM (SEE NOTE 5) | LR 2029-2030 | LR 2031-2033 | LR 2034-2040 | LR 2041-2050 | TOTAL |
|--|------------------------|------------------------|-------------------------|-------------------------|-------------------------|
| Bridge Formula Program | \$0 | \$0 | \$0 | \$0 | \$19,729,523 |
| Carbon Reduction Program (>200K) (ARC) | \$0 | \$0 | \$0 | \$0 | \$71,586,441 |
| Congestion Mitigation & Air Quality Improvement (CMAQ) | \$0 | \$0 | \$0 | \$0 | \$166,900,000 |
| Highway Infrastructure | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| National Highway Freight Program (NHFP) | \$0 | \$0 | \$0 | \$0 | \$113,654,361 |
| Highway Safety Improvement Program (HSIP) | \$0 | \$0 | \$0 | \$0 | \$74,576,000 |
| Railway Highway Hazard Elimination Setaside (See Note 3) | \$0 | \$0 | \$0 | \$0 | \$3,729,600 |
| Railway Highway Protective Devices Setaside (See Note 3) | \$0 | \$0 | \$0 | \$0 | \$2,982,400 |
| National Highway Performance Program (NHPP) | \$0 | \$0 | \$0 | \$0 | \$2,900,481,006 |
| PROTECT (Y800) | \$0 | \$0 | \$0 | \$0 | \$5,560,785 |
| STBG - Statewide Flexible (GDOT) | \$0 | \$0 | \$0 | \$0 | \$471,606,549 |
| Off-System Bridge Setaside (See Note 3) | \$0 | \$0 | \$0 | \$0 | \$13,593,192 |
| STBG - Urban (>200K) (ARC) | \$0 | \$0 | \$0 | \$0 | \$590,225,942 |
| TAP - Urban (>200K) (ARC) | \$0 | \$0 | \$0 | \$0 | \$82,059,044 |
| TAP - Statewide (Recreational Trails Program) | \$0 | \$0 | \$0 | \$0 | \$932,800 |
| General Federal Aid 2026-2050 | \$2,052,557,390 | \$3,210,234,014 | \$8,739,921,097 | \$11,688,351,897 | \$25,691,064,398 |
| Total of Project Costs | \$2,052,557,390 | \$3,210,234,014 | \$8,739,921,097 | \$11,688,351,897 | \$30,208,742,041 |
| Running Total Cost | \$6,570,235,033 | \$9,780,469,047 | \$18,520,390,144 | \$30,208,742,041 | |

ESTIMATED AGGREGATE REVENUE

| | | | | | |
|--|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| FHWA Formula Funding Revenue (See Note 1) | \$2,181,348,207 | \$3,411,011,568 | \$8,617,636,215 | \$13,651,394,952 | \$32,976,481,426 |
| Running Total Revenue | \$7,296,438,691 | \$10,707,450,259 | \$19,325,086,474 | \$32,976,481,426 | |

NET REVENUES MINUS COSTS

| | | | | | |
|------------------------------------|----------------------|----------------------|----------------------|------------------------|------------------------|
| Running Total Balance (YOY) | \$726,203,658 | \$926,981,212 | \$804,696,330 | \$2,767,739,385 | \$2,767,739,385 |
|------------------------------------|----------------------|----------------------|----------------------|------------------------|------------------------|

UNCOMMITTED BALANCE

NOTES:

1. All revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region, as documented in the Financial Plan chapter of the MTP. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2024-2027), the program is balanced and is less than revenue estimates.
2. FY 2028 is not considered to be part of the federally required four year TIP. Project costs and revenue estimates for this additional year are presented for information purposes only.
3. Italicized programs denote those which are funded from setasides established by GDOT at the statewide level. The amounts shown are in addition to commitments made from the original source program as listed above the setaside line items.
4. The total for CMAQ includes an \$18,000,000 statewide commitment by GDOT for AR-061-2026. These funds are in addition to the base suballocated amount for the Atlanta region in other fiscal years.

DEMONSTRATION OF FISCAL CONSTRAINT (FTA FORMULA AND CIG FUNDS) - FEBRUARY 2024

AGGREGATE COST OF PROGRAMMED PROJECTS

| FTA PROGRAM | 2024 (SEE NOTE 1) | 2025 (SEE NOTE 1) | 2026 (SEE NOTE 1) | 2027 (SEE NOTE 1) | 2028 (SEE NOTE 2) |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| Bus and Bus Facilities Program | \$6,503,172 | \$6,503,172 | \$6,503,172 | \$6,503,172 | \$6,503,172 |
| Enhanced Mobility of Seniors and Individuals with Disabilities | \$5,300,000 | \$5,300,000 | \$5,300,000 | \$5,300,000 | \$5,300,000 |
| State of Good Repair Grants | \$85,425,445 | \$85,425,445 | \$85,425,445 | \$85,425,445 | \$85,425,445 |
| Transit Urbanized Area Formula Program | \$97,978,363 | \$97,978,363 | \$97,978,363 | \$97,978,363 | \$97,978,363 |
| Total of Project Costs | \$195,206,980 | \$195,206,980 | \$195,206,980 | \$195,206,980 | \$195,206,980 |
| Running Total Cost | \$195,206,980 | \$390,413,960 | \$585,620,940 | \$780,827,920 | \$976,034,900 |

ESTIMATED AGGREGATE FORMULA FUNDING REVENUE

| | | | | | |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|
| Estimated FTA Formula Funds Revenue (See Note 1) | \$195,206,980 | \$195,206,980 | \$195,206,980 | \$195,206,980 | \$195,206,980 |
| Running Total Revenue | \$195,206,980 | \$390,413,960 | \$585,620,940 | \$780,827,920 | \$976,034,900 |

NET REVENUES MINUS COSTS

| | | | | | |
|------------------------------------|------------|------------|------------|------------|--|
| Running Total Balance (YOE) | \$0 | \$0 | \$0 | \$0 | UNCOMMITTED FUNDS \$- |
|------------------------------------|------------|------------|------------|------------|--|

AGGREGATE COST OF PROGRAMMED PROJECTS USING CAPITAL INVESTMENT GRANT (CIG) DISCRETIONARY AWARDS

| | | | | | |
|--------------------|------------|------------|------------|----------------------|----------------------|
| CIG Program | \$0 | \$0 | \$0 | \$150,000,000 | \$150,000,000 |
|--------------------|------------|------------|------------|----------------------|----------------------|

ESTIMATED AGGREGATE CIG PROGRAM REVENUE

| | | | | | |
|---|------------|------------|------------|----------------------|----------------------|
| FTA CIG Program Revenue (See Note 4) | \$0 | \$0 | \$0 | \$150,000,000 | \$150,000,000 |
|---|------------|------------|------------|----------------------|----------------------|

NET REVENUES MINUS COSTS

| | | | | | |
|------------------------------------|------------|------------|------------|------------|--|
| Running Total Balance (YOE) | \$0 | \$0 | \$0 | \$0 | UNCOMMITTED FUNDS \$0 |
|------------------------------------|------------|------------|------------|------------|--|

FEDERALLY RECOGNIZED FOUR-YEAR REGIONAL TIP COINCIDING WITH CURRENT STATEWIDE TIP TIMEFRAME

NOTES:

- ARC forecasts that up to \$6.2 billion of FTA formula funds will be available to the region over the timeframe of the plan. Regional funds for each core program are subdivided among eligible recipient agencies each fiscal year. FY 2024 appropriations and suballocated data for each agency was not available at the time of this document being prepared, so amounts shown are estimates which will be updated once appropriations amounts are available.
- FY 2028 is not considered to be part of the federally required four year TIP. Project costs and revenue estimates for this additional year are presented for information purposes only.
- Initial years of the TIP period may reflect carryover balances from previous years which were not obligated in grants during the year of apportionment. Refer to the Transit Program of Projects contained in "Volume II: FY 2024-2027 Transportation Improvement Program" for more information on how carryover balances are managed.
- An ATL Authority analysis forecasts up to \$4.1 billion of CIG revenue could be available to the region over the timeframe of the plan. Revenue amounts by time period reflect current programming assumptions associated with individual projects expected to use those funds, but the actual timing and amount of funds may vary significantly. For more information on CIG revenue assumptions, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

DEMONSTRATION OF FISCAL CONSTRAINT (FTA FORMULA AND CIG FUNDS) - FEBRUARY 2024 (CONT.)

AGGREGATE COST OF PROGRAMMED PROJECTS

| FTA PROGRAM | LR 2029-2030 | LR 2031-2033 | LR 2034-2040 | LR 2041-2050 | TOTAL |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| Bus and Bus Facilities Program | \$13,669,798 | \$21,126,010 | \$50,787,682 | \$80,144,568 | \$198,243,918 |
| Enhanced Mobility of Seniors and Individuals with Disabilities | \$10,510,101 | \$16,242,851 | \$22,313,367 | \$61,619,597 | \$137,185,915 |
| State of Good Repair Grants | \$179,565,981 | \$277,510,515 | \$667,145,177 | \$1,052,776,176 | \$2,604,125,075 |
| Transit Urbanized Area Formula Program | \$220,712,111 | \$341,099,862 | \$820,016,235 | \$1,294,011,537 | \$3,165,731,560 |
| Total of Project Costs | \$424,457,991 | \$655,979,238 | \$1,560,262,461 | \$2,488,551,878 | \$6,105,286,468 |
| Running Total Cost | \$1,400,492,891 | \$2,056,472,129 | \$3,616,734,590 | \$6,105,286,468 | |

ESTIMATED AGGREGATE FORMULA FUNDING REVENUE

| | | | | | |
|---|------------------------|------------------------|------------------------|------------------------|------------------------|
| Estimated FTA Formula Funds Revenue (See Note 1) | \$424,457,991 | \$655,979,238 | \$1,560,262,461 | \$2,488,551,878 | \$6,105,286,468 |
| Running Total Revenue | \$1,400,492,891 | \$2,056,472,129 | \$3,616,734,590 | \$6,105,286,468 | |

NET REVENUES MINUS COSTS

| | | | | | UNCOMMITTED FUNDS |
|------------------------------------|------------|------------|------------|------------|-------------------|
| Running Total Balance (YOE) | \$0 | \$0 | \$0 | \$0 | \$0 |

AGGREGATE COST OF PROGRAMMED PROJECTS USING CAPITAL INVESTMENT GRANT (CIG) DISCRETIONARY AWARDS

| | | | | | |
|--------------------|------------|----------------------|----------------------|------------------------|------------------------|
| CIG Program | \$0 | \$657,937,565 | \$177,131,699 | \$2,866,665,795 | \$4,001,735,058 |
|--------------------|------------|----------------------|----------------------|------------------------|------------------------|

ESTIMATED AGGREGATE CIG PROGRAM REVENUE

| | | | | | |
|---|------------|----------------------|----------------------|------------------------|------------------------|
| FTA CIG Program Revenue (See Note 4) | \$0 | \$657,937,565 | \$177,131,699 | \$2,866,665,795 | \$4,001,735,058 |
|---|------------|----------------------|----------------------|------------------------|------------------------|

NET REVENUES MINUS COSTS

| | | | | | UNCOMMITTED FUNDS |
|------------------------------------|------------|------------|------------|------------|-------------------|
| Running Total Balance (YOE) | \$0 | \$0 | \$0 | \$0 | \$0 |

NOTES:

- ARC forecasts that up to \$6.2 billion of FTA formula funds will be available to the region over the timeframe of the plan. Regional funds for each core program are subdivided among eligible recipient agencies each fiscal year. FY 2024 appropriations and suballocated data for each agency was not available at the time of this document being prepared, so amounts shown are estimates which will be updated once appropriations amounts are available.
- FY 2028 is not considered to be part of the federally required four year TIP. Project costs and revenue estimates for this additional year are presented for information purposes only.
- Initial years of the TIP period may reflect carryover balances from previous years which were not obligated in grants during the year of apportionment. Refer to the Transit Program of Projects contained in "Volume II: FY 2024-2027 Transportation Improvement Program" for more information on how carryover balances are managed.
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VOLUME I | THE NEXT MTP UPDATE

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AN EYE ON THE FUTURE

The Metropolitan Transportation Plan (MTP) is more than a static document updated every four years. While it does lay out a clearly defined set of policies, projects, and programs which are intended to help our region achieve its full potential, it does so from the perspective of a single point in time.

The true purpose of this plan is not to articulate every action to be undertaken in the future, but rather to define a general vision and set us on a reasonable path forward. While the path may have unexpected obstacles, the vision of creating One Great Region should remain constant. The commitment to creating a competitive economy, healthy livable communities, and other desired outcomes should not change, although the most appropriate means to achieve that vision might. Even the definition of what each of these outcomes means may be different for somebody looking back from the future compared to us looking forward from today.

The MTP is intended to be adaptable and responsive to change. What seems practical, cost-effective and desirable today may not be so in the future, so course corrections will need to be made regularly. New strategies will be tried, while those which become obsolete will be retired.

The plan will undoubtedly evolve considerably in coming years, which is the way the process should and must work. This section explores some of the ongoing work at ARC that will enable the plan to evolve and to stay timely, relevant, and effective in the years to come.



PLANNING EMPHASIS AREAS

Federal

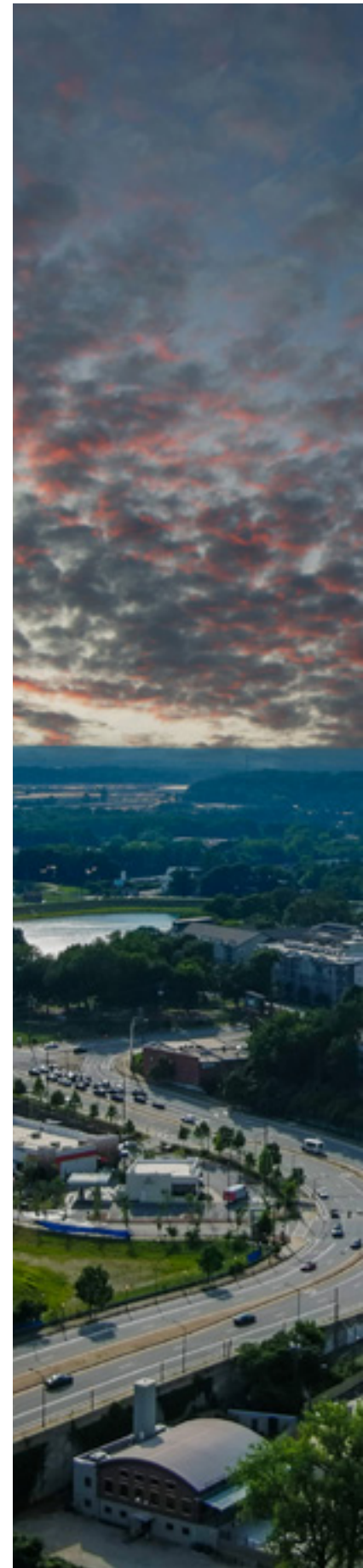
In December 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) encouraging them to give priority to the several emphasis areas in all aspects of their planning and implementation activities. Such guidance represents the priorities of the administration in charge at the time of program implementation and is not codified in the original legislation passed by Congress, so these emphasis areas may change over time.



- Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future:** Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
- Equity and Justice40 in Transportation Planning:** Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.
- Complete Streets:** Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street.
- Public Involvement:** Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process.

- **Strategic Highway Network (STRAHNET) / U.S. Department of Defense (DOD) Coordination:** Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities such as military bases, ports and depots. The road networks that provide access and connections to these facilities are essential to national security.
- **Federal Land Management Agency (FLMA) Coordination:** Coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- **Planning and Environmental Linkages (PEL):** Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- **Data in Transportation Planning:** Incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

The December 2021 letter marked the first official guidance received since 2014 and constitutes important considerations in the metropolitan planning process which ARC has been anticipating and working towards for several years already. These current efforts are referenced throughout this plan and will continue to guide the agency's work program in the coming years. In some cases, as noted in the following section, specific deliverables will be produced to directly address one or more emphasis areas. More detailed information on both the federal emphasis areas, as well as each proposed planning initiative, can be found in ARC's annual [Unified Planning Work Program \(UPWP\)](#).





Locally-identified Issues

Social equity/justice

Safety

Travel behavior shifts

Freight and goods movement

Transportation technology

Locally Identified

Over the years, federal transportation policy has continued to evolve and additional issues have come to the forefront of the conversation about where limited financial and staff resources should be focused. These issues have driven the news cycles in recent years and relevant language has been embedded in infrastructure funding legislation as it is periodically approved. Some issues are a direct result of the COVID-19 pandemic, while others have been more systemic in nature, but have recently risen in prominence. To support and complement the FHWA/FTA emphasis areas outlined above, ARC has identified a few additional issues of particular relevance at the regional level and intends to continue efforts to better address them in all of our planning activities moving forward. These issues include:

- **Social equity/justice:** Expand on the federally defined emphasis area and focus efforts on identifying mobility and access improvements that can improve the region's unique challenges with upward economic mobility opportunities.
- **Safety:** Build on the federally defined emphasis area related to complete streets to understand and mitigate the causes of disproportionate increases in injuries and fatalities to bicyclists and pedestrians.
- **Travel behavior shifts:** Adapt to the reduction in office commutes as a result of many people likely to continue working from home on a full-time or part-time basis following the pandemic.
- **Freight and goods movement:** Study how changes to consumer spending patterns are affecting land use patterns, the retail landscape, and delivery services.
- **Transportation technology:** Position the region to be prepared for the rapid market penetration of connected and electric vehicles which is expected over the next several years.



PLANNING INITIATIVES

Prior to the next required full update of the MTP/TIP (due in early 2028), ARC will be engaged in a wide array of studies and planning initiatives. These will ensure that future versions of the plan reflect the most relevant and up-to-date information available on multiple issues. Several of these are in direct response to the emphasis areas identified in the previous section, but many are core modal and subarea planning activities which are periodically revisited as part of ARC's ongoing responsibilities as an MPO. Additional activities will be identified over time, but following is a list of selected planning priorities before the next MTP/TIP is prepared.



- Regional Freight and Goods Movement Plan Update:**

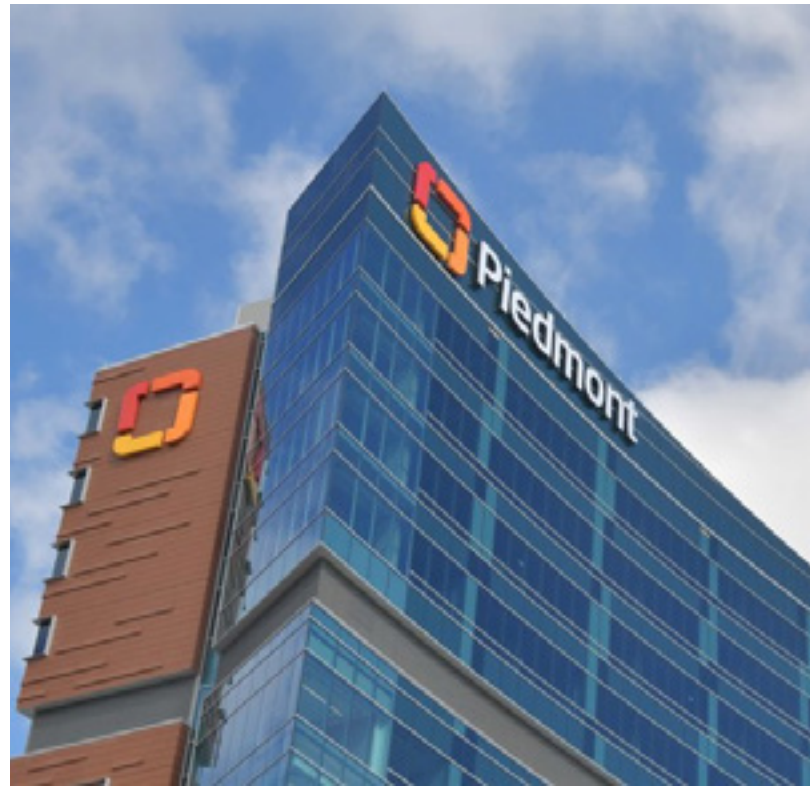
ARC, in close coordination with regional partners, will conduct a major update to the regional freight plan. The last major update of the freight plan was completed in 2008, with a minor update completed in 2016. Since 2008, freight has increased significantly in the Atlanta region and forms one of the foundations of the regional economy. Freight and goods movement have also become a foundation of federal transportation planning and is a state emphasis area in both planning and project selection. This plan update will be conducted over a multi-year period and include a major data element for the procurement of the latest goods movement data and a detailed analysis of regional needs. Close coordination will occur between the ARC and GDOT so that recommendations are consistent with the State Freight Plan.



- Regional Transportation Electrification Plan (RTEP):**

ARC will develop a plan which outlines the short and mid-range policies, initiatives, and responsibilities that a coalition of public and private sector partners will need to undertake to prepare the region for the gradual electrification of transit services and private vehicles. This will include determining a reasonable rate of market infiltration and the required amount and location of infrastructure to support the recharging of these vehicles. The impacts of electrification on regional and state transportation revenues will be estimated to provide context for making well-informed decisions on future alternative funding sources.

- Regional Human Services Transportation (HST) Plan Update:** The current HST plan focuses on the transportation options available to frequently underserved populations, such as individuals with low incomes, individuals with disabilities, individuals with limited English proficiency, and older adults. ARC will update the HST by completing a new travel needs assessment for underserved populations, through enhanced and contextualized community outreach, and recommend plans and policies for deploying and coordinating technology for real-time travel planning. The HST plan will also integrate and formalize the recommendations from the recently completed Regional Paratransit Coordination study, conducted by ARC.
- Transportation Carbon Reduction Plan:** ARC received a Congressionally Directed Spending award which will be used to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution.
- Climate Pollution Reduction Grant (CPRG) plan:** ARC, working in conjunction with the State Environmental Protection Division (EPD) will develop a regional plan for reducing greenhouse gas emissions and other harmful air pollutants.
- Transportation and Health Access Study:** ARC received a Congressionally Directed Spending award to conduct a study into the availability of emergency healthcare transportation in metro Atlanta to help more families get care.
- Support local planning initiatives:** ARC will continue to assist local governments in assessing their existing and future needs and identifying potential improvements through various programs, including the Comprehensive Transportation Planning program, Livable Centers Initiative and Regional Transportation Planning Study program.



EMERGING TRANSPORTATION TECHNOLOGIES

The MTP directly plans for current and future travel behaviors and responds to the challenges of today using available and existing technology. ARC recognizes that we must also remain forward-looking by continuously updating our knowledge and understanding of technological advancements, trends and potential disruptors that may impact our plans and regional development.

The growth and application of emerging technologies is uncertain and, ultimately, difficult to prepare for or predict. Just as the MTP responds to changes in land use and travel patterns, so too must ARC respond to changes in the technological landscape. The focus areas we consider important and transformative today may have only minor roles to play in the future. Likewise, topics that have not yet risen into our field of view may come to dominate the landscape in years to come.

While ARC has a role to play in advancing emerging technologies, its role as a steward of public funds requires a disciplined and pragmatic approach. With respect to technology solutions to our mobility, access and safety challenges, emphasis must be given to those which have demonstrated their viability at-scale and within large diverse metropolitan areas. Any funding dedicated to exploring unproven technologies must be limited, with clear parameters defined in advance on the need and purpose for such pilot programs. Metrics for assessing outcomes and potential additional investments must also be clear and transparently communicated with partner agencies, elected officials and the public.

With those guardrails in mind, ARC believes the following transportation-oriented technologies hold the potential to significantly impact future regional plans.



The Future Is Multimodal

The trends revealed in our study of emerging transportation technologies point toward a multimodal ecosystem future that can deliver efficient and equitable first, middle, and last mile transportation solutions to our residents.

Roboshuttles

Shared, electric and autonomous passenger shuttles are currently providing passenger service in the City of Peachtree Corners and the Cumberland / Galleria area of Cobb County. Regional residents can expect to see fully electric, autonomous roboshuttles regularly operating in their city centers, business districts and cultural attractions in the coming years.

Advanced Air Mobility

Advanced Air Mobility is an air transport system characterized by vertical takeoff and landing (VTOL) capabilities using distributed electric propulsion. These eVTOL aircraft are progressing through the FAA certification process, with manufacturers moving from prototype to low-scale production manufacturing. The anticipated primary uses include regional, fixed route and on-demand, passenger services, commercial, hub to hub cargo delivery and critical medical response.

Personal Rapid Transit

Utilizing a dedicated guideway, Personal Rapid Transit (PRT), provides low capacity, on-demand transportation by using a small passenger pod system operating without a fixed schedule and designed to take individuals or small groups non-stop along a fixed route. A pilot program is slated for testing near Hartsfield-Jackson Atlanta International Airport on the Georgia International Convention Center campus.

Trackless Train / Train and Bus Hybrid

Systems include both autonomous and non-autonomous operation, with each offering a part-streetcar, part-bus hybrid transit solution that allows for train-like passenger capacity capable of trackless operation on existing roadways. This technology is currently under development and undergoing limited testing internationally.

Micromobility

Micromobility, broadly speaking, is not a new or emerging technology though improvements and innovations arrive every day. This plan includes this collection of small, personal transportation technologies (e.g., commercial and private, docked and dockless, eBikes and eScooters), and accompanying infrastructure improvements, to underscore the importance of micromobility availability as part of a multimodal transportation solution for regional transportation challenges. A summary of current micromobility options in the region, as well as a discussion of ongoing implementation and management challenges, can be found in the [Programmatic Strategies and Policies / Transportation and Economy](#) section of this plan.

Hyperloop

Following the splashy news from a decade ago that initially captured our collective imagination, development of this highspeed, tube-based passenger transportation system continues to move forward. Hyperloop utilizes passenger pods capable of traveling over 600 mph in tubes operating at near-vacuum. This technology is still in the early prototype stage, but could prove to be a viable, long-distance, low GHG-emitting national transportation solution.



ADVANCED AIR MOBILITY

It sounds like science fiction: an electric flying taxi that can take off and land vertically. These aircraft, known as eVTOL (for electric vertical take off and landing), may transform passenger travel, freight movement and critical medical response.

The Future is Autonomous

The trends revealed in our study of emerging transportation technologies point toward a transportation system that will provide autonomous transportation options for passengers moving through our region, as well as freight and goods delivery.

STAGES OF AUTONOMY



Image Credit: NovaTel

Autonomous Vehicles

Most vehicles manufactured today have Advanced Driver Assistance Systems (ADAS) for safety. ADAS systems provide for safer operation, alerting drivers to dangers and will often also include safety features capable of maintaining safe distances from other vehicles through adaptive cruise control, alerting drivers to obstacles, monitoring blind spots, and remaining inside road lane markings. ADAS technology typically falls within SAE's Levels of Driving Automation under Level 0, Level 1 and Level 2. Onboard artificial intelligence (AI), Computer Vision and LiDAR systems are typically (though not exclusively) found on vehicles beginning at SAE Level 3 (semi-autonomous driving capabilities), Level 4 (full autonomy in most situations) and Level 5 (full autonomy in all situations). Level 5, or fully automated vehicles, can drive themselves under all conditions, in any location, and do not require human intervention. Fully autonomous, Level 4/5 self-driving taxis like those offered by Google's Waymo or GM's Cruise are currently in commercial

ride-hailing operation in limited geographies, with Cruise starting testing in Downtown and Midtown Atlanta, as well as the Atlanta suburb of Buckhead in 2023.

The mass adoption of autonomous vehicles (AVs) remains perpetually 'on the horizon'. However, the potential benefits of a fully autonomous vehicle fleet should include fewer crashes and faster average travel speeds. AVs, when widely adopted, also create the potential for higher traffic volumes. In the Atlanta region, several low-speed autonomous shuttle pilot demonstration projects are already underway. As mentioned in the Roboshuttles section, these programs help us learn more about the potential benefits and obstacles of implementation. In preparation for an autonomous future, ARC is setting the region up for success by ensuring our infrastructure is well maintained, solidifying our transit options, and encouraging healthy land use.

AVs and Connected Vehicles

Connected vehicles can communicate with other vehicles (V2V), roadway infrastructure (V2I), or everything (V2X). Message systems in the vehicle alert drivers to dangerous situations or simply when a light will turn green. The Atlanta region has already embraced connected vehicle technologies for their positive impacts on safety, congestion, and air quality. ARC is now setting up a long-term partnership with GDOT to equip every signal in the region with connected technologies, as described in the Mobility Investments section of this plan. While connected vehicles have their own benefits, they will also be necessary for a fully autonomous fleet to navigate challenging conditions such as complicated urban areas and work zones.

AVs and Shared Mobility

Transportation Network Companies (TNCs) like Uber and Lyft have become a commonly used mode of transportation for many people in the Atlanta region. TNCs complement other vehicle-for-hire modes like traditional taxis. These businesses will become more profitable with fully autonomous and electric fleets as it will reduce paid drivers and maintenance costs. The potential for having subscriptions to shared rides is often referred to as Mobility As A Service, or MaaS. The benefits of shared autonomous fleets are that they could mitigate some of the potentially harmful effects of personal autonomous vehicles, such as an increase in traffic from zero occupancy vehicles.

Autonomous Truck Platooning

Currently undergoing highway and interstate testing in a semi-autonomous form, a fully autonomous truck platooning reality appears on the horizon. Today, human safety drivers are included in the testing process, with lead truck responsible for the primary driving duty and the platooned trucks following closely behind using connected vehicle systems and technology like the adaptive cruise control found in Advanced Driver Assistance Systems. By closely following each vehicle, roadway vehicle capacity can be improved, drag is reduced and fuel economy is increased (with a reduction in emissions) for trucks powered by internal combustion engines. Reduced drag should also prove beneficial for battery electric platforms by providing increases in battery range.



Air and Ground Drone Delivery Last Mile

For the last several years, several delivery and technology companies have been testing small and medium sized, automated wheeled ground delivery systems on our streets and sidewalks. Designed for the last mile delivery of food and goods, these platforms can operate autonomously, negotiating roadways and sidewalks, while also being monitored by humans for safety and performance. Airborne drone platforms are also in limited commercial and testing use around the world, delivering both small payloads of food and goods to customers as well as time-critical health and medicine to hospitals.

While ground and air-based delivery systems have the potential to reduce traditional, human-driven delivery vehicles from our roadways, several challenges must be solved before increased scale can be achieved: inconsistent roadway and sidewalk regulations; limitations to the package size and weight and, in the case of air drone delivery, Beyond Visual Line of Sight (BVLOS) regulations are a few of the challenges that must be addressed. Ultimately, even with solutions for these challenges, the last few feet of the delivery chain when the robot or drone must deliver the parcel close to the front door (negotiating issues like varied terrain, obstacles, people and pets), will remain complex.



OTHER DISRUPTIVE TECHNOLOGIES

The MTP, at its core, is a transportation-focused comprehensive, long-range plan. However, as the federally designated MPO for metro Atlanta, ARC is also responsible for monitoring and preparing for technological advancements adjacent to our regional transportation role. As mentioned in the Emerging Transportation Technologies section, a forward-looking bias coupled with a desire for continuously updating our understanding of non-transportation technological advancements, trends and potential disruptors is critical to understanding how these external forces may disrupt or impact our plans and regional development. ARC believes the following technologies hold the potential to significantly impact future regional plans:

Artificial Intelligence

Just as the advent of the steam engine and electricity brought massive industrial and societal advancements, so too could artificial intelligence (AI). Like electricity, AI is a foundational and general-purpose technology that will continue to impact our daily lives in myriad, powerful, and often invisible, ways. The latest advancements in AI, and specifically the recent rollout of large language models (LLMs), have the potential to dramatically alter our work and workforce, changing how and where we work, performing tasks and conducting business. As it relates to transportation systems, artificial intelligence points to a future where autonomous transportation fleets rely on AI to optimize transportation routing, prioritize electric vehicle charging and manage logistics and system safety. Overall efficiency will be further optimized using AI and the digital twin modeling of transportation networks and real-time citizen and consumer feedback. Additionally, AI will perform transportation audits by analyzing patterns of use, prioritizing infrastructure improvements, and identifying the least used or nuisance roadways for potential conversion into pedestrian-only use and/or photovoltaic solar streets.



Smart Communities

Smart, connected communities reduce costs and improve livability. Each week, more than one million people move to cities around the globe, and it is expected that by 2040, 65% of the world's population will live in cities. These cities will be home to the majority of the world's Gross Domestic Product generation and are projected to use 75% of global energy annually. By investing in connected technologies, sensors and systems communicating across high-speed data networks with devices and vehicles, our regional communities can measure and monitor the various resident and device touchpoints, optimize interactions throughout the community and more efficiently deliver energy and services to residents and businesses. A connected or 'smart' community can leverage the massive amounts of processed and analyzed data collected during the real-time monitoring of assets and devices across the community. Through analyzing data, we can uncover patterns, understand demand, and develop predictive models of behavior.

Virtual Presence

Will future generations fully embrace extended reality (XR) capabilities for augmented, mixed, and fully immersive environments for business and social experiences? Will advancements in extended reality technology allow for a deeper sense of presence in digital environments, perhaps reimagining what it means for digital collaboration, to be present at work, and ushering in the next wave of work-from-home or school-from-home? And if societal adoption of this technology results in a comparable number of people working from home as we found during the pandemic, what will this mean for our regional businesses, economy, and transportation systems?

Biotech and Longer, Healthier Lives

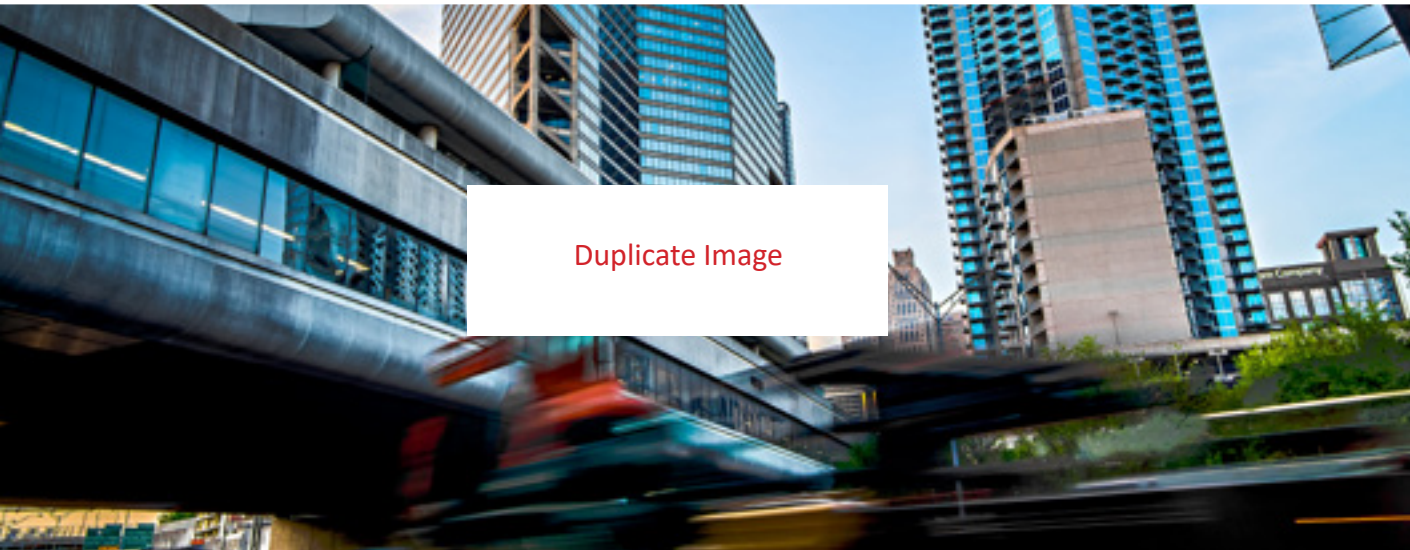
In the United States, our institutional systems are designed to accommodate and support the educational, societal, health and work needs of an average lifespan. However, significant investments in biotechnology companies that are focused on delivery of life enhancing products, personalized medicine and gene therapies are generating optimism that longer, healthier lives are on the horizon. In the decades to come, can we expect an additional ten or more years of a healthy, productive life? If so, how do we adapt our current systems to support a society that is living longer, healthier lives? How does our region prepare for the educational and workforce needs that multiple careers, extending beyond a traditional retirement age, will require? And with a shrinking population, how will an older population receive the healthcare needed as we age? Our region must prepare for these changes, and challenges, by preparing today for the possibilities of tomorrow.



THE AI REVOLUTION

Artificial intelligence may unlock the vast potential of autonomous vehicles, making it possible to summon a car when you need one, rather than taking on the expense of ownership, while making our trips safer and more efficient.





SCENARIO PLANNING

For decades, ARC has used scenario planning to test many different land use and transportation scenarios to help policy-makers better understand the impact of growth on the region. This “normative” scenario approach essentially involved altering the geographic relationship and densities of various land uses and/or the location of major transportation infrastructure within various models and then comparing performance results.

Beginning in the middle of the previous decade, however, a new approach to scenario planning began to take root as a national best practice. Throughout 2016 and into 2017, leveraging the help of a USDOT SHRP2 grant, ARC undertook an “exploratory” scenario planning process. The difference between the two approaches is that exploratory scenarios do not assume that the world looks and act in the same way that it has for the past several decades. Scenarios are defined based on uncertainty caused by disruptions to the status quo. In much the same way that a long range plan developed in 1900 is unlikely to have anticipated the magnitude of change generated by the automobile, the plans we develop today should not assume that the cities of the future will function as they do today, or that people will live and travel in ways that we find familiar.

Exploratory scenario planning can be boiled down to asking ourselves “what are we missing?” as we try to predict the future and what investments make the most sense. While it is an impossible question to answer with any degree of confidence, there is great value in discussing the realm of possibilities. While we can’t predict exactly what new technologies or social upheaval will occur over the next 20+ years, we can develop plausible scenarios that inform the decision-making process. The key is not to fixate on being precisely right, but rather on continuously monitoring trends, understanding which data points can provide insight on those trends, and being flexible enough to adapt when those trends deviate from historical norms. The evolving status of emerging transportation technologies and other disruptive technologies presented in previous sections are likely to be critical inputs in those deliberations.



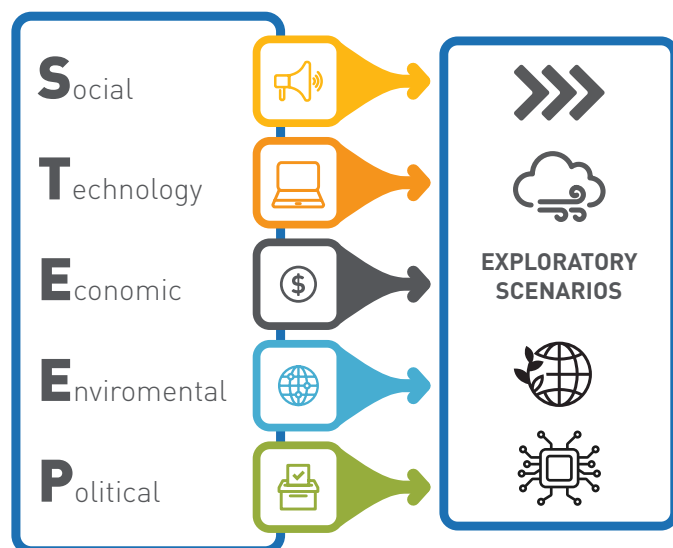
While the concept of exploratory scenario planning has guided ARC's approach to long-range planning in a general sense over the past few years, it has not yet become central to the process. The intention is to elevate the conversation as part of the next MTP update, using the lessons learned (and still being learned) from the COVID-19 pandemic as a foundation. While the types of change typically considered in exploratory scenarios tend to be more gradual in nature, the pandemic has clearly demonstrated that long-lasting disruptive change can occur within a matter of just a few days or weeks. While many aspects of our lives have returned to normal since early 2020, the lasting repercussions to worker commute patterns, transit ridership, and the economy are still not fully understood. The next plan will have the benefit of additional hindsight to determine what changes to policies and recommendations are necessary to adjust to this new reality.

In addition, ARC anticipates that the next MTP update will be more informed on the issue of how climate change might impact the region, particularly with respect to population and employment forecasts. It's estimated that the region gained up to 70,000 new residents in the aftermath of Hurricane Katrina in 2005. Future storms

along the Gulf and Atlantic coasts, coupled with overall sea level rise, could produce similar large-scale migrations in the coming decades. Scenarios which consider the possibility of the Atlanta region becoming the new home for significant numbers of people displaced by climate change should be explored in depth.

Finally, the federal government is placing a great deal of emphasis on reducing greenhouse gas (GHG) emissions through investment in clean energy technologies. ARC will be undertaking a number of planning initiatives directly related to this issue over the next 12 to 24 months, including development of a Clean Electricity Plan, a Regional Transportation Electrification Plan, a Priority Climate Action Plan, and a Carbon Reduction Strategy. All of these have a nexus to GHG emissions and will use updated data and new methodologies to advance the region's understanding of the issue and potential solutions. The feasibility and usefulness of a scenario which investigates changes to land use and mobility patterns required to achieve a net-zero carbon emissions transportation system by 2050 will also be investigated.

UNIVERSE OF DISRUPTORS / DRIVERS OF CHANGE



SCHEDULE

Under federal law, MTPs and TIPs must be comprehensively updated at least once every four years. The next major update for the Atlanta region must be completed no later than January 2028. However, as the long-term impacts of the pandemic begin to come more into focus and multiple planning initiatives addressing federal and locally identified emphasis areas are completed, the need for an accelerated update schedule is likely.

As part of its engagement and communication strategy for this update, ARC has already set the stage for the one which follows by emphasizing the need for robust scenario planning that considers the disruptive technologies and social issues described in this section. Although subject to change, another update process which begins drawing to a close in late 2025 or the first half of 2026 appears warranted and necessary.

Additional information on the planning schedule and associated activities will be provided at atlantaregional.org/mtp as it becomes available.

