

A photograph of a blue electric car parked at a charging station. A yellow charging cable is plugged into the car's port. The car is parked on a paved surface. In the background, there are other charging stations and a clear sky. The word "DRAFT" is overlaid in large white letters across the center of the image.

DRAFT

VOLUME II

**2024-2027 TRANSPORTATION
IMPROVEMENT PROGRAM**

Vision

ONE great REGION

ARC

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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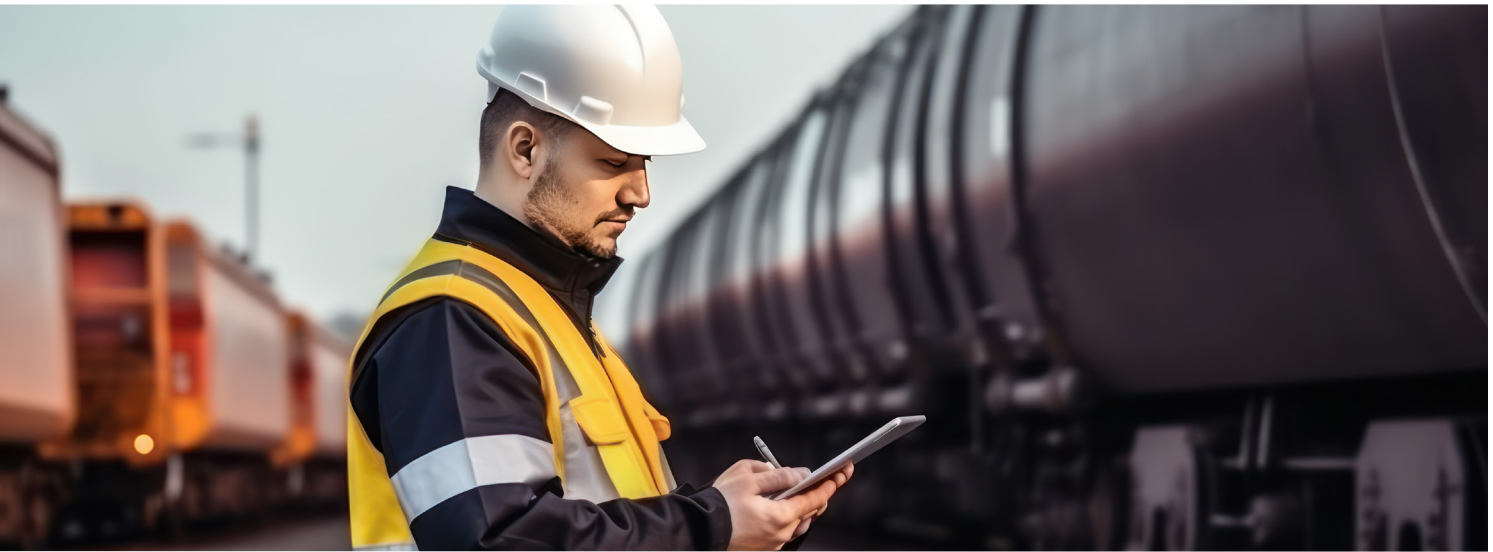




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PUBLIC REVIEW AND COMMENT PROCESS

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 insufficient, 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 Technical Coordinating Committee (TCC) meeting on December 8, 2023. 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](#) of this document set.

ARC APPROVAL RESOLUTION

Placeholder page for ARC adoption resolution

[1 of 2]

Placeholder page for ARC adoption resolution
(2 of 2)

USDOT CONFORMITY DETERMINATION

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 document have been modified since the plan's original adoption date.



ACTION

MAJOR MTP/TIP UPDATE



DATE

FEBRUARY 2024



VOLUME II | INTRODUCTION

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WHAT IS THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)?

The TIP represents the programming for a prioritized list of projects to be funded and implemented in the near-term years of the adopted long range MTP. State and federal funds are allocated for capital projects to include roadway improvements, bicycle and pedestrian facilities, trails, transportation technology, transit, and airports.

Metropolitan planning responsibilities are outlined in federal legislation passed in 2021 and entitled the Infrastructure Investment and Jobs Act (IIJA). Following are key facts on the Atlanta Regional Commission's (ARC) development of the TIP:

- For consistency with GDOT's Statewide Transportation Improvement Program (STIP), the Atlanta TIP is based on fiscal years FY 2024-2027 with July 1 being the first day of each fiscal year. Under federal requirements, the FY 2024-2027 TIP must cover a minimum of four fiscal years and be updated at least every four years per Title 23 CFR § 450.326.
- For a transportation project to receive federal transportation funds, it must be included in an approved TIP. All funding categories in the TIP must be financially constrained, meaning that the cost of all projects in each category must not exceed the amount of revenue available.
- ARC prioritizes federally funded highway, transit, bicycle and pedestrian facilities, transportation demand management, and emission reduction projects for inclusion in the TIP in consultation with the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Metropolitan Atlanta Rapid Transit Authority (MARTA), other transit providers, local governments, stakeholder groups and the general public.
- Under federal law, ARC is responsible for the selection of eligible projects for a portion of Surface Transportation Block Grant Program – Urban (STBG-Urban) funds. ARC also programs Transportation Alternative Program (TAP) funds, and Carbon Reduction Program (CRP) funds. Although under programming control by GDOT, Congestion Mitigation Air Quality (CMAQ) funds undergo the ARC TIP project selection process. Other federal-aid program funds from the remaining categories as outlined in IIJA are programmed by GDOT. ARC ensures the total program meets air quality conformity requirements and that the process follows all applicable metropolitan planning regulations and guidelines established by the federal government.
- The MTP and TIP must conform to the current EPA-approved Motor Vehicle Emission Budgets (MVEB) for a particular pollutant or pollutant precursor. MVEBs are established by the Georgia EPD in consultation with ARC. The MVEB is a component of the air quality State Implementation Plan (SIP) covering a maintenance area for a specific pollutant. The MTP and TIP must undergo air quality analyses and demonstrate how they conform to the SIP's purpose of meeting the ozone air quality standards in the Atlanta maintenance area. For more information on the conformity determination process, refer to **Volume III: Conformity Determination Report**.



ARC'S ROLE

As the federally designated Metropolitan Planning Organization (MPO) for all or parts of twenty counties in the Atlanta region, ARC is responsible for the development of the MTP and TIP.

For the purposes of the FY 2024-2027 TIP, references to the Atlanta region refer to the 20-county MPO planning area, as shown in **Figure 1**. The U.S. Census establishes new urbanized area boundaries every ten years with the most recent from the 2020 Census. An urbanized area includes contiguous commercial and residential development in and around an urban core. An MPO's planning area must include the entire urbanized area, as well as areas expected to become urbanized over the next 20 years.

The Atlanta region must meet the continuously tightening air quality standards set by the Environmental Protection Agency (EPA). The Atlanta area is focused on one primary pollutant: ozone, a gas that forms in the atmosphere from tailpipe emissions, smokestacks and other sources. The U.S. Department of Transportation (USDOT), along with the EPA, reviews the MTP and TIP to determine whether it conforms to air quality standards. If it does not, federal transportation funds could be withheld from the region.

In Georgia, the ozone monitoring season runs from March 1 to October 31, when temperatures are highest. However, ozone can be a problem year-round for sensitive populations. The Georgia Environmental Protection Division (EPD) collects ozone monitoring data in Georgia and establishes emissions budgets for the Atlanta region to attain EPA standards.



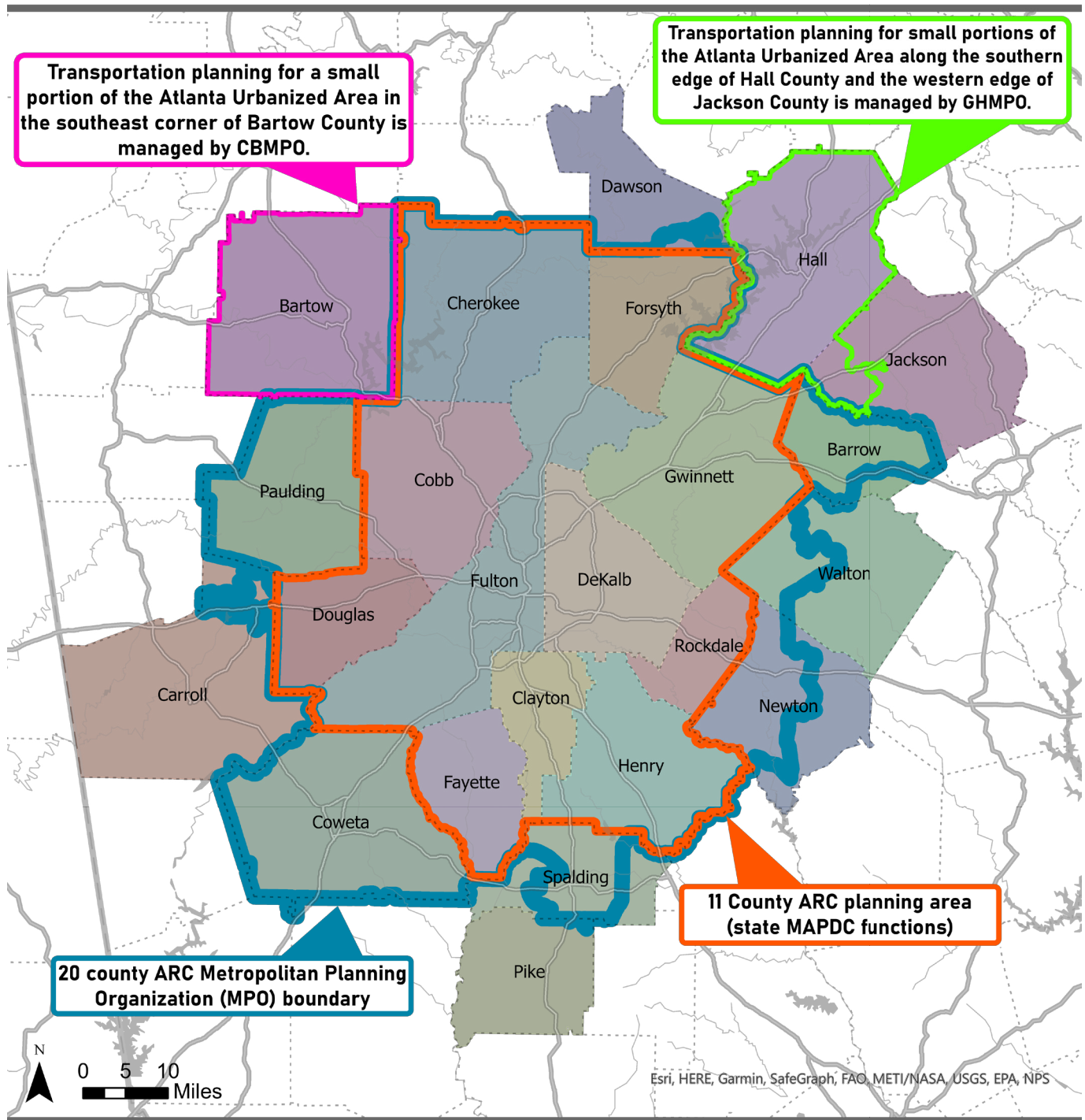
FOCUS ON AIR QUALITY

The TIP must meet the increasing air quality standards set by the federal EPA, with a focus on tailpipe emissions, power plants, industrial plants, and other sources. If the TIP doesn't meet these standards, federal transportation funds could be withheld from the region.

Although not within ARC's MPO boundary, three additional counties (Bartow, Carroll and Hall) fall within the area previously found by the U.S. EPA as not attaining federal air quality standards for ground level ozone. ARC is required to consider transportation projects occurring in the entire maintenance area (including Bartow, Carroll and Hall counties) in development of both the TIP and MTP, but is not responsible for identifying and programming projects outside its MPO planning boundary. Planning activities for Hall County are managed by the Gainesville-Hall MPO (GHMPO) and activities in Bartow County are managed by the Cartersville-Bartow MPO (CBMPO). Planning activities for Carroll, Pike, and Dawson are coordinated by GDOT.



FIGURE 1 - ATLANTA MPO BOUNDARY

**Legend**

- 20 county ARC MPO boundary
- Gainesville - Hall MPO planning area
- Cartersville - Bartow MPO planning area
- 11 county ARC planning area

RELATIONSHIP WITH REGIONAL PARTNERS

Without a solid relationship with our federal, state, and local partners, ARC would not be able to properly aid in the delivery of the number of critical projects in the region.

The transportation planning roles, responsibilities and duties of ARC and ARC's partners are codified within the five-party agreement between ARC, the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Atlanta Transit Link Authority (ATL Authority) and the Metropolitan Atlanta Rapid Transit Authority (MARTA). This agreement provides a framework for the continuing, cooperative and comprehensive transportation planning process.

The success of TIP project implementation is highly dependent on ARC's ongoing coordination and working relationship with GDOT, local government staff, and other project sponsors such as CIDs. ARC's participation at GDOT's Let Status and ROW Status meetings allows ARC staff to obtain the most up to date information regarding a project's status as it relates to the **Plan Development Process (PDP)** milestones. Every federal-aid project listed in the TIP must follow the PDP process and meet all milestones on schedule and on budget while preserving the original agreed upon scope of work for the project. Local governments must also be the sponsor on record and obtain a **Locally Administered Project (LAP)** certification via GDOT to serve as a sponsor for any federal-aid projects. Without LAP certification for a project sponsor, TIP projects are unable to complete all preconstruction activities.

Additionally, our regional transit operators coordinate with ARC staff on transit-related projects that have been awarded FHWA funds and the flex fund transfer process from FHWA funds to FTA funds. The ATL Authority, which serves as the Designated Recipient for formula transit funds in the region, coordinates with our regional transit operators on the update to the Transit Program of Projects (POP) in addition to the development of the Regional Transit Plan and the Priority Investment List.

“...a framework for the continuing, cooperative and comprehensive transportation planning process.”





VOLUME II | TIP PROCESS & DEVELOPMENT

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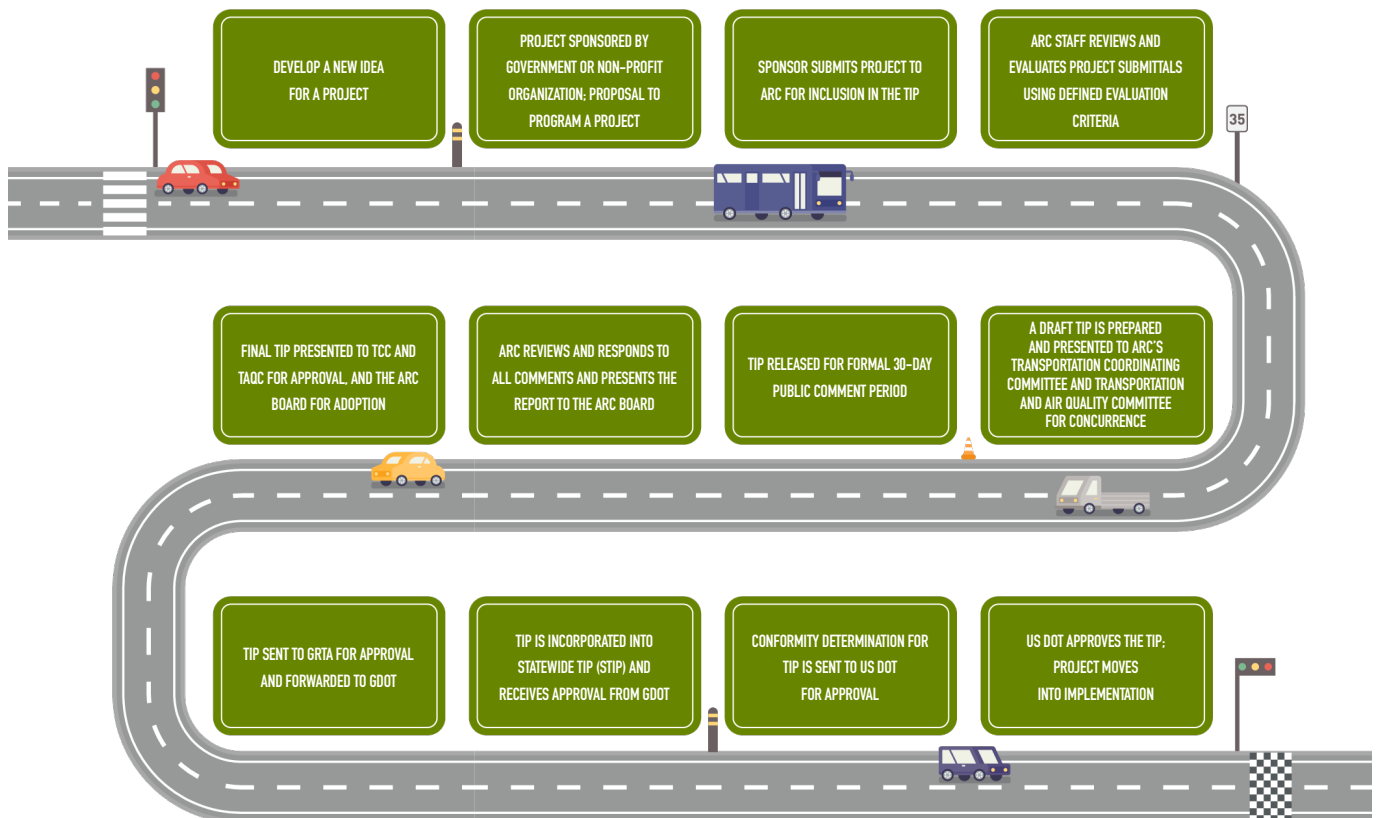


APPROVAL STEPS

A generalized TIP process is shown in **Figure 2** below. The flow chart outlines the series of steps involved from the time a project is conceived to the time a project is legally able to receive federal funds. Each step in the TIP development process is unique, however. Some are developed within the context of an MTP update, as in the case of the FY 2024-2027 TIP, while others are not. When additional funding is available to commit to new projects, an open and competitive call is made for sponsors to submit applications. When no new funding exists, previously programmed projects are simply updated as necessary to reflect the latest status. These and other considerations greatly impact the TIP development process and schedule.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must review each MPO's planning process on a quadrennial basis. ARC's process was last reviewed in May 2023 and met all federal certification standards, with no corrective actions. The next review is due in 2027.

FIGURE 2 - TIP PROCESS



PROJECT TYPES

TIP projects are classified under one of the following four broad categories:

- Last Mile Connectivity
- Roadway
- Transit
- Other

Additionally, each TIP project is assigned a more descriptive project type specific to one of the aforementioned broad categories. Details on each category and project type (along with a brief description of each project type) is listed below:

LAST MILE CONNECTIVITY

This general category describes projects which support non-motorized transportation, such as walking or bicycling. Specific last mile connectivity project types include:

- Bicycle Facilities (such as on-street bicycle lanes)
- Complete Street Retrofits (typified by road diet projects which reduce existing capacity to accommodate a bicycle or pedestrian facility)
- Joint Bike-Ped Facilities (projects which mixed scope elements that accommodate both cyclists and pedestrians)
- Pedestrian Facilities (projects which accommodate pedestrians, such as sidewalks)
- Sidepaths and Trails (exclusive facilities for regional bicycle mobility)

ROADWAY

This general category describes projects which support motorized transportation on the region's street and highway network. Specific roadway project types include:

- Bridge Upgrades (covers projects which make functional improvements to existing bridge structures)
- Express Lanes/Managed Lanes (covers projects which support or provide for new tolled highway facilities)
- General Purpose Capacity (projects which add new capacity to the roadway network)
- Interchange Capacity (projects which add a new interchange to a highway facility or increase the capacity of an existing interchange)
- Interchange Upgrade (projects which improve the operations or geometry of an existing interchange)
- Maintenance (projects which support a state of good repair for various roadway facilities)
- Operations & Safety (this category covers projects which improve the operations or safety of existing roadway facilities)



TRANSIT

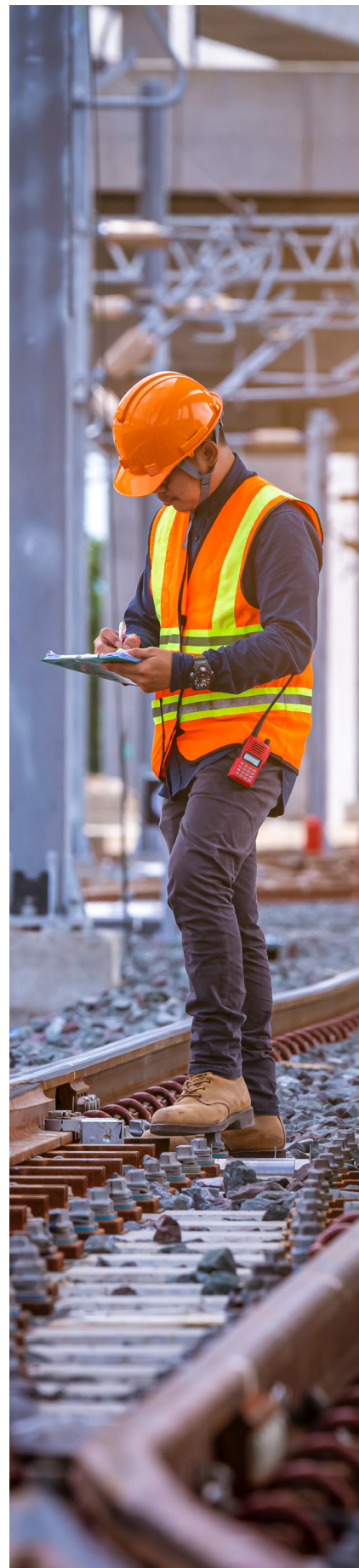
This general category describes projects which support public transportation, such as the MARTA rail system or one of the numerous bus systems in the Atlanta region. Specific transit project types include:

- BRT Capital (projects which expand the capacity of the transit network through fixed guideway bus improvements)
- Bus Capital (projects which enhance or expand fixed route services, such as arterial rapid transit or bus stop improvement investments)
- Facilities Capital (covers projects which make improvements to or build new transit maintenance or passenger facilities)
- Formula Lump Sum (covers lump sum balances for FTA formula programs)
- Operations & Maintenance (projects which maintain a state of good repair for transit system assets)
- Other (transit improvements not easily classified, such as technology or fare collection system improvements)
- Rail Capital (projects which expand the capacity of the transit network through fixed guideway rail improvements)

OTHER

This general category describes projects which are not captured within the previous three categories, such as planning studies. Specific project types covered by this category include:

- Miscellaneous (miscellaneous items, such as certain lump sum set-asides)
- Planning (covers planning studies)
- Scoping (concept development and project scoping activities)
- TDM & Air Quality (project category for travel demand management programs)





PROJECT SPONSORS

Transportation projects included in a TIP must be submitted by an eligible sponsor applicant. If a project is funded using a federal source, the sponsor is responsible for providing any match requirement and providing the necessary degree of coordination between transportation agencies and any consultants or contractors performing the work. Who may apply for funds varies based on whether the funds are administered by the Federal Highway Administration or the Federal Transit Administration (and sometimes even by the individual fund source under consideration). A generalized list of agencies eligible to receive federal transportation funds follows:

- Municipal governments
- County governments
- Atlanta Regional Commission (ARC)
- Georgia Department of Transportation (GDOT)
- Georgia Regional Transportation Authority (GRTA)
- State Route and Tollway Authority (SRTA)
- Atlanta Transit Link Authority (ATL Authority)
- Transit service providers and other direct recipients of FTA funding

Private, non-profit, and civic organizations requesting federal funds must coordinate their efforts with an eligible government agency or transit service provider. For example, a non-profit wishing to construct sidewalks within a particular area of the city must coordinate with the city. The city then submits the project on their behalf. In most cases, the government agency or transit service provider must serve as the official project sponsor.

For infrastructure projects, all recipients of FHWA funding must be Local Administered Project (LAP) certified, which denotes an organization's familiarity with the federal-aid process. More information about LAP certification may be found at the GDOT LAP certification page (<https://www.dot.ga.gov/GDOT/Pages/LAP.aspx>)



TIP AND PLAN DEVELOPMENT PROCESS (PDP)

All federal-aid projects programmed in the TIP must follow the required rules and regulations established by Titles 23, 40, and 42 of the United States Code to administer projects. GDOT's [Plan Development Process \(PDP\)](#) outlines procedures and steps necessary to administer all federal-aid projects. GDOT project managers are assigned to each project and are required to follow all procedures outlined in the PDP. The project manager's responsibility is to minimize risk and errors throughout the process.

Ongoing coordination occurs between ARC and GDOT to ensure that information is up to date and accurate. Schedule and budget changes do occur and require strong communication between the two agencies to ensure information is accurate for funding authorization through FHWA. This includes ARC attendance at GDOT Let Status and ROW Status meetings. ARC participation allows staff to stay up to date on the status of projects in the TIP and obtain advanced notice of any threats to the timely delivery of said projects.

AIR QUALITY CONFORMITY

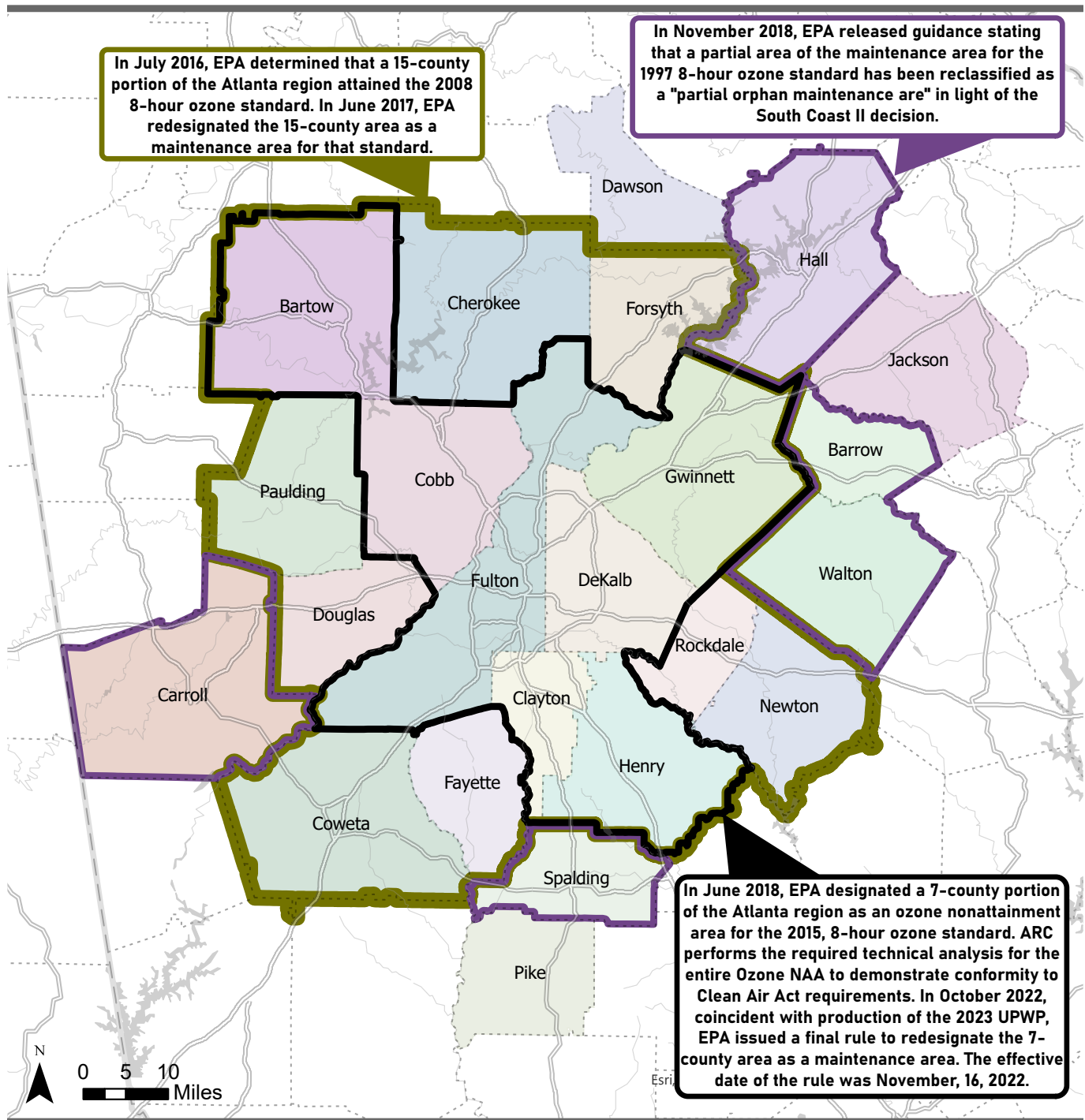
The Atlanta region is currently designated as a maintenance area for the 1997 8-hr. ozone National Ambient Air Quality Standards (NAAQS), the 2008 8-hr. ozone NAAQS, and the 2015 8-hr. ozone NAAQS. By interagency agreement, ARC performs the technical analysis for the neighboring MPOs in Cartersville-Bartow County and Gainesville-Hall County. Parts of the territory of these MPOs are included in the Atlanta maintenance areas ([Figure 3](#)).

EPA's current standard, set in 2015, for 8-hour ozone is 0.070 parts per million (ppm). A 7-county area of the Atlanta region was designated an "attainment area" as of November 16, 2022 for the 2015 ozone standard. The Atlanta region currently has met all NAAQS for ozone is under a maintenance area and plan for the 2015, 2008, and 1997 8-hour ozone standards. In December 2012, EPA set a new annual standard for particulate matter of 12 micrograms per cubic meter, tightening the previous 1997 standards of 15 micrograms per cubic meter. By meeting the 2012 standard, the Atlanta region also satisfies the 1997 standard. Further discussion on air quality requirements may be found in [Volume III: Conformity Determination Report](#).

Transportation conformity is an analytical process that nonattainment areas must perform to ensure MTPs and TIPs are consistent with air quality goals as defined in the State Implementation Plan (SIP). The 1990 Clean Air Act Amendments require that the state develops and submits a SIP that addresses each pollutant for which the state fails to meet minimum air quality standards defined within the Clean Air Act. A nonattainment area is an EPA defined area that does not meet the National Ambient Air Quality Standards (NAAQS) for one of six pollutants and a maintenance area is an EPA defined area that was redesignated from nonattainment to attainment with a maintenance plan. In the Atlanta maintenance area the pollutant is currently ozone.

In Georgia, the agency responsible for SIP development is the Georgia EPD. Georgia EPD is responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS.

FIGURE 3 - AIR QUALITY BOUNDARIES

**Legend**

- 2015 Ozone Standard Maintenance Area (7 counties)
- 2008 Ozone Standard Maintenance Area (15 counties)
- 1997 Ozone Standard Partial Orphan Maintenance Area (5 counties)

Conformity to a SIP requires that transportation projects, programs, or plans will not:

- Cause or contribute to any new violation of any standard in any area.
- Increase the frequency or severity of any existing violation of any standards in any area.
- Delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

SOURCE: CLEAN AIR ACT SECTION 176 (C)

In order to ensure the above requirements are met, the Clean Air Act authorizes the EPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” *[Clean Air Act Section 176 (c)]*

This mandate leads to 40 CFR Parts 51 and 93, Transportation Conformity Rule: Final Rule, March 10, 2006. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process. This final rule incorporates revisions as a result of the passage of the SAFETEA-LU and specifies the regulations governing the development of metropolitan transportation plans and programs for urbanized areas.

If transportation plans and programs do not conform to the goals established in the SIP, the transportation planning process will be delayed and project implementation may be jeopardized. This would be achieved at the federal level through the imposition of transportation funding restrictions that direct how federal transportation funds can be applied in an area that do not have a “conforming” plan in place.

Transportation projects that are affected by conformity are any non-exempt highway or transit project that is to receive funding assistance and approval through the Federal-Aid Highway Program or Federal Mass Transit Program, or requires FHWA or FTA approval for any aspect of the project. Also included are all regionally significant projects regardless of funding source and any non-FHWA/FTA project (e.g. locally or state funded) that is regionally significant and funded or approved by an agency that routinely receives federal funds.

A conformity determination is made by the MPO developing the MTP and TIP following conformity guidelines (40 CFR Parts 51 and 93) and Metropolitan Planning Regulations. The MPO performs conformity/emissions analysis for MTP and TIP. US EPA review the conformity analysis and provides a recommendation to USDOT on the conformity determination. USDOT then makes a conformity determination and, therefore, indirectly approves the MTP or TIP.

The steps involved for when a conformity determination is made occurs prior to approval of new MTP and TIP or MTP/ TIP amendments (unless amendment adds or deletes exempt projects only), and at least every four years for the MTP and TIP (i.e., conformity determination valid for four years).

Conformity determinations involve Interagency Consultation (IAC) which is the consultation between the MPO, State and local transit agencies, State/local air quality agencies, EPA, FHWA, and FTA regarding development of the SIP, transportation plan, TIP, and conformity determination, public involvement, a regional emissions analysis, and a fiscally constrained MTP and TIP.



COMMUNITY ENGAGEMENT

ARC's public participation process strives to be proactive, inclusive and innovative in its techniques to involve citizens throughout the region. Outreach activities for transportation planning are multi-disciplinary. Providing multiple and diverse avenues for the public to learn and provide feedback about transportation planning processes and products are keys to this regional effort. Central to this is reaching out and working with organizations in the region to build community partnerships.

Outreach activities for transportation planning, including development of the TIP, have a dual purpose:

- Making sure interested citizens throughout the region are part of the decision-making process.
- Providing ways for a broad sector of the community to understand not only the planning process, but also issues that challenge planning efforts and what individual citizens can do to address regional issues at the local level.

No one activity or outreach method is sufficient to accomplish this purpose and ARC's efforts must be tailored to individual audiences, with attention to level of knowledge, interest and time commitments. Because public involvement begins at the local level, it is important that sufficient outreach is incorporated in the planning for local projects.

On a local level this includes:

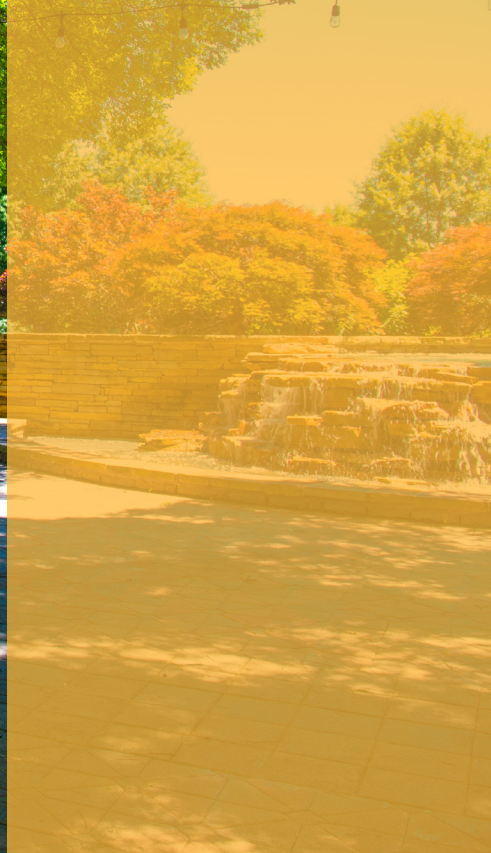
- Educating the public on the need for and impact of individual projects.
- Listening and responding to public concerns and comment.
- Keeping the public informed along the way as changes in planning occur.

Of particular importance is the demonstration that the project considers environmental justice issues in its planning. This includes providing opportunities for underrepresented and minority populations to get involved and provide feedback. ARC's TIP Project Solicitation process considers these factors in the overall application process and the level of public involvement and outreach conducted by the local jurisdiction/project sponsor.

ARC continues its close working relationships with the region's county/city transportation planning and administrative staff and other partners responsible for the TIP development process. The best public outreach is possible when it involves all levels of government who are available to respond to the public questions and provide explanations of specific projects as well as policy considerations. To further enhance this process, the ARC Board is more directly involved in public outreach through citizen board members hosting local public meetings, and public comment periods before ARC committee meetings.

The Regional Transportation Community Engagement Plan supports TIP development, including amendments, through a series of procedures and protocols. The public is invited to be engaged during the TIP amendment process which requires a public comment period. It is during this time that the public may review the list of projects proposed for changes or additions to the TIP. Members of the public are given the opportunity to comment either electronically via email or in person at a designated public hearing either before TCC or TAQC. See [Volume IV: Public Engagement](#) for more details on policies and procedures as it relates to community engagement in the Atlanta region including participation on the TIP development process.





VOLUME II | PROJECT EVALUATION & SELECTION PROCESS

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PROGRAMMING PROJECTS IN THE TIP

A project may be identified for eventual TIP incorporation through a variety of selection and funding processes. These processes include, but are not limited to:

ARC'S TIP SOLICITATION PROCESS

ARC follows a merit-based, competitive process to make recommendations for projects which utilize federal funds which ARC retains programming authority over. This TIP solicitation process will be covered more thoroughly within this chapter in the section, **TIP Project Evaluation Framework**.

GDOT'S PROJECT SELECTION PROCESS

GDOT's process for identifying and funding transportation projects is governed by the goals outlined within the consolidated Statewide Strategic Transportation Plan (SSTP) and 2050 Statewide Transportation Plan (STP). These goals include making Georgia the number one state for small businesses, reforming the state government, strengthening rural Georgia and putting Georgians first. More information about GDOT's SSTP/STP planning process may be found at: https://www.dot.ga.gov/InvestSmart/SSTP/GDOT_FINAL_2021SSTP-2050SWTP.pdf

TRANSIT AGENCIES AND LOCAL GOVERNMENT PROCESSES

Transit agencies and local governments identify projects through several mechanisms. Voter referendums such as the Special Purpose Local Option Sales Tax (SPLOST) or the Transportation Special Purpose Local Option Sales Tax (T-SPLOST) are common, as are various local government-specific capital improvement program development processes. Typically, a rational planning process is employed to assess existing conditions, transportation needs, develop alternatives to meet said needs, measure performance and finally make project recommendations.

DISCRETIONARY FUNDING AWARDS MADE BY CONGRESS AND USDOT

The The 2021 Infrastructure, Investment and Jobs Act (IIJA) greatly expanded the number and availability of competitive, discretionary programs for transportation improvements. These programs allow project sponsors to apply directly to US DOT or Congress to receive transportation project funding. In most cases, a project awarded discretionary funding is required to be documented within the TIP. Application periods, rules and award timelines vary from program to program. Visit www.atlantaregional.org/iija for more details.

Once it is determined that a project requires TIP documentation, it is typically programmed via an amendment or administrative modification. More information on amendments and administrative modifications may be found in the sections, **Administrative Modifications and Amendments** in the **Project Administration** chapter of this document.

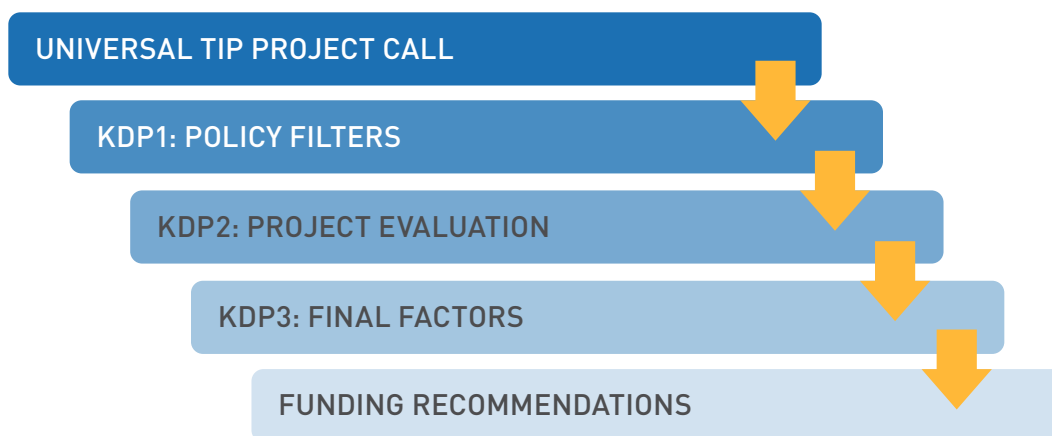




TIP PROJECT EVALUATION FRAMEWORK

To emphasize the importance of a performance driven project and program evaluation process, the TIP Project Evaluation Framework was developed. Procedures are outlined for ARC staff to follow for evaluating applications for transportation funding sources which ARC reserves programming authority over. This framework is organized around a key decision point (KDP) framework and is similar to the one used in previous MTP development cycles in that it incorporates rigorous data-driven decision-making into the planning process. The framework features five distinct phases, illustrated within [Figure 4](#).

FIGURE 4 - TIP PROJECT EVALUATION PROCESS



First, ARC will initiate a call for projects. In KDP1, ARC staff will use a set of filters to remove projects that do not match regional policy, as outlined within the [Atlanta Region's Plan Policy Framework](#). After applying these policy filters, ARC staff will evaluate the remaining projects technically in KDP2. After projects are evaluated and scored, ARC staff, project sponsors and policymakers will consider any final factors that cannot be accounted for in a technical exercise. This process, KDP3, is meant to recognize that solely performance-driven decision-making can sometimes overlook important factors that could lead to vital projects being left out of the TIP. Finally, ARC staff will allocate funding to the selected projects.

KDP1 is the first step in the evaluation process and ensures concordance between project submittals and regional policy for transportation investment. Project submittals that do not meet the policy filter criteria outlined in KDP1 will not advance to the KDP2 process for technical evaluation and will not be considered for funding. Policy filters are broken into three categories: general, roadway capacity, and transit capacity. Roadway capacity filters apply to lane widenings, road extensions, and other projects that significantly alter the roadbed or require additional right-of-way. Transit capacity filters only apply to right-of-way (ROW), utility (UTL) and construction (CST) funding requests and do not apply to planning, design or environmental activity. [Table 1](#) outlines the policy filters ARC staff utilize in TIP project solicitations.

TABLE 1 - KDP1 POLICY FILTERS

POLICY FILTER LANGUAGE	
General Filters for Infrastructure Expansion or Maintenance	Project must originate from a locally adopted plan or an official transit agency plan
	Sponsors must have Qualified Local Government (QLG) status current or pending
	New projects must originate from, or be supported by, a government with a demonstrated capacity to implement federal-aid projects with on-time delivery of ARC regional program funded phases over the last three fiscal years of at least 60%
	Projects on the state system will not be considered without a letter of support from the sponsor's GDOT District Office and the GDOT Office of Program Delivery
Roadway Capacity Filters	Project must be federal-aid eligible
	Project must be located on a regional or national priority transportation network
	Project must include complete street elements that are context sensitive to the existing community and safety measures that reduce risks for all roadway users
Transit Capacity Filters	Projects in rural areas, as designated by the UPGM2, must connect two or more regional places ²
	Rail and BRT capacity projects must be a part of the Concept 3 transit vision and/or the most recent ATL Regional Transit Plan 3
	Project must demonstrate a firm financial package
	Project must connect to an existing public transit service or regional center



The next step is KDP2, which evaluates the performance of projects which successfully pass KDP1. Performance criterion are specific to project type, and project sponsors identify the most appropriate category for their project based on the primary purpose of the project and elements within its design. Nine project types represent the wide variety of projects the Atlanta region implements:

- Bicycle & Pedestrian
- Multiuse Trails
- Roadway Expansions
- Roadway Asset Management
- Transportation System Management & Operations – Built Environment
- Transportation System Management & Operations – Technology
- Transit Expansions
- Transit Asset Management
- Miscellaneous Emissions Projects

ARC recognizes that some projects submitted may not clearly fit into any of the nine project type categories identified above. Staff will work with sponsors to identify how best to evaluate these projects and will ensure that all applications receive a fair chance to state their merit.

For TIP project evaluation, all submittals will be weighted with the four main score categories of Mobility & Access, Equity, Safety, and Resiliency (Table 2). These project types all reflect the core visions of the Atlanta Region’s Plan of creating Healthy Livable Communities, World-Class Infrastructure, and a Competitive Economy. There will be different sub-scores and specific components based on project type, but projects will ultimately be evaluated on how they perform in these four main categories.

TABLE 2 - TIP SCORING CRITERIA

Healthy Livable Communities	World-Class Infrastructure	Competitive Economy	SCORE CRITERIA	COMPONENTS
			MOBILITY & ACCESS	Evaluates whether the project relieves congestion, how many people it serves, can efficiently improve travel times and reliability, and connects people to destinations.
			EQUITY	Evaluates if the project serves historically underserved populations based on where the project physically is located, who the project serves, and the kinds of outreach the sponsor has conducted.
			SAFETY	Evaluates if the addition of this project addresses the transportation safety issues present in the project area.
			RESILIENCY	Evaluates how much the project will reduce emissions, greenhouse gases, and if it addresses stormwater management issues present in the project area.



Many projects are multimodal in nature and serve different kinds of users and trip purposes. Additional project elements will be considered for their merits and performance. For example, if a sponsor is planning to widen a road and adding bicycle lanes, the project will be evaluated on the performance of both the road widening and the bike lane. Extra information will be collected to assess the benefits of the bicycle lanes in addition to the roadway widening.

The performance measures and metrics evaluated in KDP2 are not meant to be the only deciding factors in project selection. Other pieces of information help inform the selection of projects and align decisions with policy. These extra pieces of information are a critical part of the KDP3 process.

The penultimate step is KDP3, which is designed to account for factors in project selection that cannot be easily quantified or that account for local decision-making and regional equity. The key non-performance-driven factors ARC staff and stakeholders will assess before finalizing decisions on project selection are:

- Sponsor Priority
- Regional Equity
- Benefit-Cost or Cost-Effectiveness
- Deliverability

These four items reflect on long-standing practice at ARC and were used in previous MTP and TIP project evaluations. Taken together along with KDP2 scores, these KDP3 final factors help inform decisions that lead to project selection and funding awards. The four factors are outlined in more detail below:

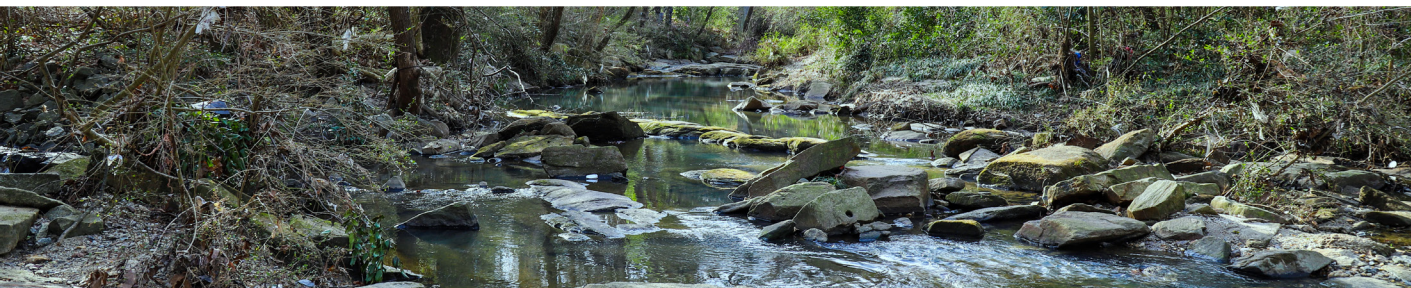
Sponsor priority reflects on local politics and the choices communities have reached through outreach and collective decision-making. ARC staff will seek information from project sponsors on local priorities and share results from the KDP2 process to help determine sponsor priority.

In the Atlanta Region's Plan Policy Framework, the ARC Board determined that *regional equity* is an important consideration. Ensuring a fair distribution of transportation projects throughout the region provides opportunities for growth, access to jobs, and robust investment in regional transportation systems. ARC staff work with partner agencies and project sponsors to ensure that all places in the region receive equitable investment.

ARC has employed *benefit-cost* and *cost-effectiveness* measures in the past to tier project results. Looking at a component of a project's benefits compared to its costs helps compare big and small projects on equal footing. ARC and our planning partners strive to select projects that are cost-effective to ensure the best use of limited transportation funds. If a transportation project scores very well in KDP2, but is not cost-effective compared to similar projects, it may not be in the region's best interest to advance into the TIP. Cost-effectiveness scores are used to help tier projects along with performance scores.

Deliverability is key to the development of a successful TIP. Implementing promised projects on time improves public trust in government and ensures good stewardship of available resources. ARC staff have developed a comprehensive deliverability assessment as part of the TIP project solicitation application.

Lastly, at the conclusion of the aforementioned steps, ARC staff present recommendations to ARC technical and policy committees for their consideration and ultimate approval to be incorporated into the TIP. For further details on the ARC TIP Project Evaluation Framework and TIP solicitation process, please visit the ARC TIP solicitation page at www.atlantaregional.org/tipsolicitation.





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INTRODUCTION

ARC maintains a regular revision schedule for the TIP and MTP. With this goal in mind, ARC works with its planning partners to accommodate revisions to the TIP/MTP as expeditiously as possible within the limits imposed by federal guidelines and regulations.

The TIP/MTP revision process should be considered a continual process, with requests accepted at any time and held for processing at the next scheduled opportunity.

The TIP and MTP may be revised by one of two means: administrative modifications and amendments. Administrative modifications are minor routine changes that occur during the project development process and are unlikely to be controversial in nature. Amendments are more significant changes that impact air quality conformity and fiscal constraint. Therefore, they are processed with a higher degree of formality. Depending on the classification assigned to the change request, the timing, public participation, and approval processes can vary substantially.



ADMINISTRATIVE MODIFICATIONS

An administrative modification to the MTP is considered a minor revision that is typically necessitated due to minor changes in the scope or cost of a project. This action does not require an amendment to the MTP and TIP. Furthermore, the provisions under Title 23 Code of Federal Regulation (C.F.R.) §450.104 for public review and comment, or demonstration of fiscal constraint are not triggered.



ENSURING REGIONAL EQUITY

The TIP is developed in a way that ensures a fair distribution of transportation projects throughout the region. The goal: providing opportunities for economic growth, access to jobs, and robust investment in regional transportation systems.

Administrative modifications to the TIP are processed by staff with no official action required by the ARC Board or its subcommittees. Advance disclosures of the proposed changes will be coordinated with vested stakeholders. ARC will strive to release a list of changes, updated TIP and MTP project lists, and a new fact sheet set within four weeks following the deadline defined for that submittal cycle. Administrative modifications are reviewed and processed in accordance with these procedures, provided that:

- The modification does not affect the air quality conformity determination for the Atlanta maintenance area.
- It does not impact financial constraint.
- It does not require public review and comment.
- It does not require community feedback

Occasionally, administrative modifications may be deemed time-sensitive and unable to be postponed until the next scheduled modification opportunity. At the request of the project sponsor, ARC staff reviews the proposed change to determine eligibility of a special administrative modification for processing. Once the change has been reviewed, the special administrative modification is processed consisting of an email describing the change to partner agencies and the project sponsor. An updated ARC project fact sheet is attached to the email. An updated project list with the processed change may be immediately posted to the ARC website upon distribution of the notification of the special administrative modification. In other cases, the change does not appear in the TIP project list until the next administrative modification opportunity.



Typical administrative modifications include:

- Revising a project description without changing the overall project scope and intent (e.g., less than 10% total change in centerline miles of an exempt project), conflicting with the environmental document (e.g., number of lanes, distance, description/title of project) or changing the conformity finding. Projects where locations are moved to a new area or corridor will be considered a scope change and processed as an amendment.
- Splitting or combining projects if there are no changes to the original termini points and the overall scope of the phased or consolidated project(s) remain consistent and do not impact air quality conformity.
- Changing sponsors
- Adding or changing the local funding commitment (see financial threshold below)
- Changing from one federal funding category to another federal funding category or from a federal fund category to a state or local fund source.
- Making routine changes in lump sum allocations for existing TIP programs.
- Increasing the federal share of existing project phases by less than \$2 million or less than 20% of the single-phase amount to be authorized. If there are more than one phase types programmed, the aggregate of the federal amount will be considered and calculated to determine eligibility of this threshold. Discretionary award funded phases are an exception as the federal share is not typically increased.
 - If the TIP amount for the phase is \$10,000,000 or less, the cost may be increased up to \$2,000,000.
 - If the TIP amount for the phase is greater than \$10,000,000, the cost may be increased by a maximum of 20%. However, projects that may be controversial will be further reviewed and required to be handled via amendment regardless of the cost increase amount.
- Delaying or advancing one or more phases of a project within the timeframe of the TIP, contingent on the change having no impact on the model network year for projects in the air quality conformity analysis.
- Breaking out and funding projects from lump sum programs, provided the projects are consistent with policies and priority networks/areas associated with those programs and do not impact the air quality conformity analysis. Projects must also have had an appropriate level of advanced review by policy committees responsible for approving the TIP.
- Addition of new lump sum line items without impacting fiscal constraint.
- Programming of an additional Preliminary Engineering (PE) phase without impacting fiscal constraint where a previously authorized PE phase is older than 7 years old.

Project fact sheets will be available online through the interactive mapping website or upon direct request to ARC. Additionally, a zip file containing a complete set of fact sheets will be available to the public on the TIP website upon processing of each quarterly administrative modification.

For administrative modifications, ARC will publish updated information concurrent with the project list being released to TCC. A listing of processing dates for quarterly administrative modifications will be listed on the [TIP webpage](#) with dates subject to change.



AMENDMENTS

For amendments and plan updates, ARC will strive to publish updated information within ten business days of receiving final approval by the Governor's designee and/or USDOT. All milestone and approval dates for amendments will be listed in the [TIP Amendment website](#). Amendments may include:

- Any request classifiable as an administrative modification, but likely to be controversial
- Addition of a new federally funded exempt project
- Addition of a new non-exempt project
- Deletion of an existing non-exempt project
- Change in project limits to an existing non-exempt project
- Delay of a non-exempt project from one travel demand model network year to another
- Advancement or acceleration of a non-exempt project from one network year to another
- Major change in federal funding commitment on an existing project regardless of exemption status (the threshold for a major change is not precisely defined, but it should be interpreted to mean a change large enough to trigger a new fiscal constraint determination from USDOT)

The Atlanta region is currently subject to three National Ambient Air Quality Standards (NAAQS) for 8-hr. ozone pollution: (1) the 1997 standard of 0.08 parts per million (ppm), (2) the 2008 standard of 0.075 ppm, and (3) the 2015 standard of 0.070 ppm. The region is in attainment with a maintenance plan for all three standards as of November 2022. Per federal requirements for such areas, MPOs and the USDOT must make a conformity determination on any amendment to the TIP. Amendments must adhere to the following process:

- A determination is made by ARC technical staff as to whether the proposed amendment requires a technical analysis
- The determination is then passed on to the Interagency Consultation group for review and concurrence
- A public comment period is held
- Approvals are secured by TCC, TAQC the ARC Board, and the GRTA Board acting on behalf of the Governor. The amendment is then forwarded to the USDOT for a conformity determination.



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INTRODUCTION

Several federal programs are available to implement the goals and objectives of the Atlanta Region's Plan MTP and TIP. Under federal law, the ARC MPO is responsible for the selection of eligible projects to be funded from four major FHWA programs:

- Surface Transportation Block Grant (STBG) (Atlanta urbanized area suballocation)
- Transportation Alternatives setaside of the STBG program and,
- Congestion Mitigation and Air Quality
- Carbon Reduction Program

Occasionally, ARC may also be delegated programming authority over other programs appropriated by Congress, such as certain suballocations of the Highway Infrastructure Program.

Other regional planning partners program funds from the remaining funding sources. ARC ensures the total program meets air quality conformity requirements and that the process follows all applicable metropolitan planning regulations and guidelines established by the federal government.





HOW FEDERAL FUNDING FLOWS TO THE REGION

The Federal transportation funding process can be complex and difficult to understand. Given this complexity, we recommend to anyone searching for a more exact and exhaustive explanation of the Federal transportation funding process that they review the FHWA's "[Funding Federal-Aid Highways](#)" report. Although the report has not been updated since the passing of IIJA and doesn't fully explain transit (FTA) funding, it remains one of the best comprehensive overviews of the Federal funding process as it applies to transportation today.

Highway and transit funding in the United States is typically authorized in a multiyear surface transportation authorization act that establishes the maximum level of federal transportation funding for a specified number of fiscal years to come. The act that authorizes current surface transportation spending levels is called the Infrastructure Investment and Jobs Act (IIJA) or, colloquially, the Bipartisan Infrastructure Law (BIL). This authorization act covers FY 2022-2026. The previous surface transportation authorization act was the FAST Act, passed in 2015.

Once a Federal surface transportation authorization bill is passed by Congress and made into law, it is up to the House and Senate Committees on Appropriations, on an annual basis, to decide the exact amount of funding that will be available for spending each fiscal year on the various funding programs outlined within the authorization act. This process of making funds available for spending is referred to as 'appropriating', or appropriations. Appropriations can be less than the maximum limit that was originally set forth within the authorization bill, depending on various factors. Though seemingly redundant, appropriations are an important measure to help control overall Federal spending.

Once appropriations have occurred, those funds are made available to the US Department of Transportation (US DOT) and its constituent offices and Operating Administrations (OAs) (e.g. Office of the Secretary of Transportation (OST), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA)). The US DOT and OAs may then apportion the funds to the states based on federal formulas set forth in the transportation bill or allocate the funds directly to project sponsors via competitive (discretionary) grant awards.

Each fall, generally on October 1st, Federal formula funding is made available to the Georgia Department of Transportation (GDOT) for both directly funding plans and projects as well as for suballocation to local and regional jurisdictions across the State, including Metropolitan Planning Organizations (MPOs) like ARC.



FY 2024-2027 TIP AND FEDERAL FUND PROGRAM OVERVIEW

Table 3 and **Table 4** on the following pages provide summary data showing the amount of formula funding the region receives from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sources, compared to the amounts programmed to various projects and programs in the FY 2024-2027 TIP. As can be seen the amount of revenue is equal to or greater than the programmed totals, demonstrating that the TIP is fiscally constrained. This demonstration is essential in order to receive final federal approval. A more thorough discussion of the concept of fiscal constraint and the methodology employed to confirm that the TIP (and the overall MTP) meet that requirement can be found in the Financial Plan section of **Volume I: 2050 Metropolitan Transportation Plan**.

The remainder of this section provides more information on the four FHWA formula fund programs over which ARC, in its role as the Atlanta region's Metropolitan Planning Organization, exercises programming authority:

- Surface Transportation Block Grant Program
- Transportation Alternatives Program
- Congestion Mitigation and Air Quality Program
- Carbon Reduction Program



**TABLE 3 - FY 2024-2027 TIP DEMONSTRATION OF FISCAL CONSTRAINT
(FHWA FORMULA FUNDS) - FEBRUARY 2024****AGGREGATE COST OF PROGRAMMED PROJECTS**

FHWA PROGRAM	2024	2025	2026 (SEE NOTE 3)	2027	TOTAL
Bridge Formula Program	\$3,716,590	\$4,635,881	\$4,215,452	\$7,161,600	\$7,161,600
Carbon Reduction Program (>200K) (ARC)	\$17,875,928	\$13,031,446	\$13,292,075	\$13,557,917	\$57,757,366
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$32,900,000	\$29,000,000	\$47,000,000	\$29,000,000	\$137,900,000
Highway Infrastructure	\$60,000	\$0	\$0	\$0	\$60,000
National Highway Freight Program (NHFP)	\$42,296,782	\$41,800,000	\$21,881,316	\$7,676,263	\$113,654,361
Highway Safety Improvement Program (HSIP)	\$37,288,000	\$37,288,000	\$0	\$0	\$74,576,000
<i>Railway Highway Hazard Elimination Setaside (See Note 2)</i>	\$1,864,800	\$1,864,800	\$0	\$0	\$3,729,600
<i>Railway Highway Protective Devices Setaside (See Note 2)</i>	\$1,491,200		\$0	\$0	\$2,982,400
National Highway Performance Program (NHPP)	\$440,594,525	\$613,696,555	\$518,994,257	\$581,652,875	\$2,154,938,212
PROTECT (Y800)	\$5,560,785	\$0	\$0	\$0	\$5,560,785
STBG - Statewide Flexible (GDOT)	\$156,250,827	\$160,095,089	\$32,344,447	\$12,747,818	\$361,438,181
<i>Off-System Bridge Setaside (See Note 2)</i>	\$5,040,195	\$5,192,997	\$1,104,000	\$2,256,000	\$13,593,192
STBG - Urban (>200K) (ARC)	\$169,813,657	\$106,528,346	\$100,307,708	\$107,061,043	\$483,710,754
TAP - Urban (>200K) (ARC)	\$15,768,334	\$16,083,701	\$16,405,375	\$16,733,482	\$64,990,892
TAP - Statewide (Recreational Trails Program)	\$466,400	\$466,400	\$0	\$0	\$932,800
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	\$3,495,554,066
RUNNING TOTAL COST	\$930,988,023	\$1,962,162,438	\$2,717,707,068	\$3,495,554,066	

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	\$4,046,406,495
RUNNING TOTAL REVENUE	\$978,276,280	\$1,978,465,982	\$3,001,021,382	\$4,046,406,495	

NET REVENUES MINUS COSTS

RUNNING TOTAL BALANCE (YOE)	\$47,288,257	\$16,303,544	\$283,314,314	\$550,852,429	\$550,852,429
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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.
- 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.

**TABLE 4 - DEMONSTRATION OF FISCAL CONSTRAINT
(FTA FORMULA AND CIG FUNDS) - JANUARY 2024****AGGREGATE COST OF PROGRAMMED PROJECTS (FY 2024-2027 TIP PERIOD)**

FHWA MPO SUBALLOCATED PROGRAM	2024 (SEE NOTE 1)	2025 (SEE NOTE 1)	2026 (SEE NOTE 1)	2027 (SEE NOTE 1)	TOTAL
Bus and Bus Facilities Program	\$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	
State of Good Repair Grants	\$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	
TOTAL PROJECT COSTS	\$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	

ESTIMATED AGGREGATE REVENUES AND COSTS

Estimated FTA Formula Funds Revenue (See Note 1)	\$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	

NET REVENUES MINUS COSTS

	\$0	\$0	\$0	\$0	\$-
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AGGREGATE COST OF PROGRAMMED PROJECTS USING CAPITAL INVESTMENT GRANT (CIG) DISCRETIONARY AWARDS

	\$0	\$0	\$0	\$150,000,000	\$150,000,000
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ESTIMATED AGGREGATE CIG PROGRAM REVENUE

	\$0	\$0	\$0	\$150,000,000	\$150,000,000
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NET REVENUES MINUS COSTS

RUNNING TOTAL BALANCE (YOE)	\$0	\$0	\$0	\$0	\$0
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NOTES:

1. 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.
2. 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.
3. 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.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FOR THE URBANIZED AREA (Y230)

The urban suballocation of the STBG program is the most versatile of the federal programs which ARC retains programming authority over. STBG-Urban funding may be used on a variety of project types, such as roadway expansion, bridge repairs, transit station upgrades and bicycle infrastructure. ARC retains a portion of its annual suballocation of STBG-Urban funding to fund Livable Centers Initiative infrastructure projects and related planning efforts. Occasionally, ARC will carve out other programmatic lump sums for specific uses from this funding source.

PROGRAM GOALS AND PRINCIPLES

- These funds can be used to implement a wide variety of highway, transit, bicycle, pedestrian, transportation demand management, and air quality projects, studies, and projects
- These funds are intended to be used to improve and preserve the safety, quality, and movement along corridors classified above local collector
- This is the most flexible of ARC's fund sources with many program types eligible

EMPHASIS AREAS AND ELIGIBLE ACTIVITIES

- Last mile connectivity, including localized pedestrian and bicyclist safety, access, and mobility with emphasis on correcting "hot spot" issues near transit & schools
- Roadway and freight safety, addressing multimodal safety issues along key roadways, with emphasis on thoroughfares
- Livable Centers Initiative (LCI) projects that are defined in the LCI plan, linking transportation and land use to create livable communities
- Transit capital and preventative maintenance, including transit infrastructure projects to maintain state of good repair and/or improve overall patron experience
- The latest update of the STBG Program under IIJA adds the following new eligible activities:
 - wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions
 - installation of safety barriers and nets on bridges
 - maintenance and restoration of existing recreational trails through the Recreational Trails Program (RTP) set-aside
 - installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure
 - installation and deployment of current and emerging intelligent transportation technologies
 - planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop



**EMPHASIS
AREAS AND
ELIGIBLE
ACTIVITIES**

- protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility
- measures to protect an eligible transportation facility from cyber threats
- conducting value for money analyses or similar comparative analyses of public-private partnerships
- projects to enhance travel and tourism
- replacement of low-water crossing with a bridge not on a federal-aid highway
- capital projects for the construction of a bus rapid transit corridor or dedicated bus lane

**FUNDING
NOTES**

- Generally, the Federal share is 80% with a local match of 20%
- Eligible for flexing to transit projects



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) TRANSPORTATION ALTERNATIVES SETASIDE (Y301)

Within the STBG program is a setaside for projects categorized by FHWA as Transportation Alternatives. This setaside funds a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

PROGRAM GOALS AND PRINCIPLES

- Optimize and expand alternative transportation options by investing in the safety, accessibility, and mobility of bicyclists, pedestrians, and transit riders

EMPHASIS AREAS AND ELIGIBLE ACTIVITIES

- In general, TAP supports a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat
- Development of the Regional Trail Network through the Regional Trails Program set-aside, creating mixed-use paths enhancing mobility and access regionally
- Safe Routes to Schools projects enhancing safe and convenient access to elementary, middle, and high schools; can be projects that complement education, outreach, and planning efforts to enhance safe access to schools
- Transit and station area access, increasing the safe and convenient access to regional transit systems, including rail, bus (local or express), and the first mile and last-mile connectivity to the regional transit network
- Comprehensive activity center strategies for substantial safety and accessibility improvements to a geographically focused activity center
- Any other federally eligible TA project types as defined by FHWA that significantly and comprehensively enhance safety, accessibility, and mobility for bicyclists, pedestrians, and transit riders

FUNDING NOTES

- Generally, the Federal share is 80% with a local match of 20%
- TAP funds, including the Regional Trails Program set-aside, may be “braided” with Highway Safety Improvement Program (HSIP) funds for up to 100% of the project cost if the project is consistent with the State Strategic Highway Safety Plan
- Eligible for flexing to transit projects



PROGRAMMING FEDERAL FORMULA FUNDS

ARC, in its role as the Atlanta region’s MPO, exercises programming authority over four FHWA formula fund programs: Surface Transportation Block Grant Program; Transportation Alternatives Program; Congestion Mitigation and Air Quality Program; and Carbon Reduction Pro





CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ) (Y400)

CMAQ funding is available for projects that reduce congestion and improve air quality for areas that do not meet or now meet with an associated maintenance plan standards set forth under the Clean Air Act, such as the Atlanta region. ARC programs CMAQ funding in consultation with the State CMAQ Partners: GRTA, GDOT and the Georgia EPD.

The Clean Air Act Amendments of 1990 (CAAA) requires MTPs and TIPs in areas not meeting or now meeting with a maintenance plan National Ambient Air Quality Standards (NAAQS) to conform to the MVEB established in the Statewide Improvement Plan (SIP). Consequently, the MTP and TIP must undergo air quality analyses and demonstrate how they conform to the SIP's purpose of meeting the ozone air quality standards in the Atlanta maintenance area.

CMAQ requires the MTP and TIP must conform to the current EPA-approved Motor Vehicle Emission Budgets (MVEB) for a particular pollutant or pollutant precursor. MVEBs are established by the Georgia EPD in consultation with ARC. The MVEB is a component of the air quality State Implementation Plan (SIP) covering a maintenance area for a specific pollutant.

PROGRAM GOALS AND PRINCIPLES

- Provide funding for projects contributing to attainment of national ambient air quality standards
- Invest in projects that provide significant reductions in emissions and congestion for the broadest area possible immediately upon completion

EMPHASIS AREAS AND ELIGIBLE ACTIVITIES

- Types of projects eligible for CMAQ funds include transit improvements, shared-ride services, traffic flow improvements, transportation demand management strategies, pedestrian and bicycle facilities and programs, and alternative fuel programs
- Travel demand management (TDM), such as physical assets and services that provide real-time information network performance and support better decision-making for travelers
- Clean vehicle and technology programs, including purchasing alternative fuel vehicles or converting fleets to run on alternative fuels
- Transit service start-up operations, including transit facilities, operation assistance (3-year max), or vehicles (bus, rail, or van) associated with new mass transit service that expands current system
- Roadway Intelligent Transportation Systems (ITS), operations, and incident management, including signal synchronization, traffic management, and traveler information systems, with emphasis on thoroughfare and truck routes
- Shared micromobility, including bikesharing and shared scooter systems
- The purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment
- In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from non-road vehicles and non-road engines used in construction projects or port-related freight operations

FUNDING NOTES

- Generally, the Federal share is 80% with a local match of 20%
- Up to 10% of a state's CMAQ apportionment may be dedicated to safety and traffic operations projects and financed 100% federally
- GDOT has programming authority over this program though project call is done by ARC on their behalf
- Eligible for flexing to transit projects

CARBON REDUCTION PROGRAM (CRP) (Y601)

The CRP program provides funding for projects which reduce transportation-sourced carbon dioxide (CO₂) emissions.

PROGRAM GOALS AND PRINCIPLES

- Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources
- Will be complemented by a Carbon Reduction Strategy no later than the 4th quarter of 2023, developed by the State of Georgia in consultation with MPOs

EMPHASIS AREAS AND ELIGIBLE ACTIVITIES

- Traffic monitoring, management, and control facilities or programs
- Public transportation projects that utilize the federal-aid highway system, such as bus rapid transit (BRT) corridors and dedicated bus lanes
- A transportation alternative, including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- A project for advanced transportation and congestion management technologies
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment
- Replacing street lighting and traffic control devices with energy-efficient alternatives
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
- Efforts to reduce the environmental and community impacts of freight movement
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program and that do not involve construction of new capacity

FUNDING NOTES

- Generally, the Federal share is 80% with a local match of 20%
- CRP funds can be braided with other eligible US DOT funding for projects that support the reduction of transportation emissions if the eligibility requirements and applicable Federal share are met for both funding programs



OTHER FUNDING PROGRAMS

Table 4 provides details for many of the funding sources utilized by the ARC FY 2024-2027 TIP, along with programming authority and general match requirements.

TABLE 5 - OTHER FUNDING PROGRAMS

FUNDING PROGRAM	SOURCE	PROGRAMMING AUTHORITY	TIP CODE	MATCH DETAILS
Bridge Formula Program	Federal	GDOT	Y110, Y113	Up to 80% federal share
Bridge Formula Program Off-System Bridges Set-aside	Federal	GDOT	Y123	Up to 80% federal share
Carbon Reduction Program - Urbanized Areas With Population Over 200K	Federal	ARC	Y601	Up to 80% federal share
Carbon Reduction Program (CRP) Flexible	Federal	GDOT	Y600	Up to 80% federal share
Congestion Mitigation & Air Quality Improvement (CMAQ)	Federal	GDOT/ARC	Y400	Up to 80% federal share
Congressionally Directed Spending	Federal	Congress	Y926, Y928	Generally 80% federal share
Federal Lands Access Program	Federal	FHWA	K200	Up to 100% federal share
FTA Small Starts	Federal	FTA	SMALL STARTS	Up to 80% federal share
General Federal Aid 2029-2050	Federal	N/A	FEDAID 2029-2050	Assumes 80% federal share
Highway Safety Improvement Program (HSIP)	Federal	GDOT	YS30	Up to 90% federal share



TABLE 5 - OTHER FUNDING PROGRAMS CONTINUED

FUNDING PROGRAM	SOURCE	PROGRAMMING AUTHORITY	TIP CODE	MATCH DETAILS
Innovative Coordinated Access & Mobility Pilot Program	Federal	FTA	FTA ICAM	Up to 80% federal share
National Highway Freight Program (NHFP)	Federal	GDOT	Y460	Up to 80% federal share
National Highway Performance Program (NHPP)	Federal	GDOT	Y001	Generally up to 80% federal share
Private Financing	Private	GDOT/ SRTA	PVT	No match required
PROTECT Formula Program	Federal	GDOT	Y800	Up to 80% federal share
Railroad Crossing Elimination (RCE) Program	Federal	FHWA	RCE	Up to 100% federal share
Reconnecting Communities Pilot (RCP) Grant	Federal	FHWA	RCP	Up to 80% federal share for planning; 50% for total cost of infrastructure
Safe Streets and Roads for All	Federal	FHWA	SS4A	Up to 80% federal share
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	Federal	US DOT	SMART	No match required
Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	Federal	ARC	Y230	Up to 80% federal share; flexible to FTA
Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	Federal	ARC	Y230L	Up to 80% federal share.
Surface Transportation Block Grant (STBG) Program Off-System Bridge	Federal	GDOT	Y233	Up to 80% federal share
Surface Transportation Block Grant Program (STBG) Flexible	Federal	GDOT	Y240	Generally up to 80% federal share; matched by state funds

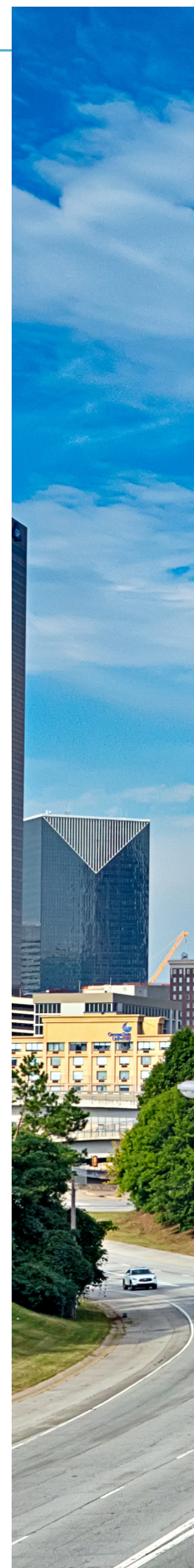


TABLE 5 - OTHER FUNDING PROGRAMS CONTINUED

FUNDING PROGRAM	SOURCE	PROGRAMMING AUTHORITY	TIP CODE	MATCH DETAILS
Surface Transportation Block Grant Program (STBG) Flexible (Local Match)	Federal	GDOT	Y240L	Generally up to 80% federal share; matched by local municipal funds
Transit Infrastructure Grants - Community Project Funding	Federal	Congress	FTA TIG (CPF), FTA CMPJ	"Earmark" funding for projects selected by Congress. Generally 80% federal share maximum
Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	Federal	ARC	Y301	Subset of STBG; up to 80% federal share. Flexible to FTA
Appalachian Development Highway System	Federal	FHWA	Y143	Up to 100% federal share
Bus and Bus Facilities	Federal	FTA	5309BU	Up to 80% federal share
Bus Rapid Transit Bond	State	ATL	BRT	No match required
Clean Fuels	Federal	FTA	5308	Up to 90% federal share
Enhanced Mobility of Seniors & Individuals with Disabilities	Federal	FTA	5310	Up to 80% for capital uses, 50% for operating and 100% for administrative costs
Georgia Transportation Infrastructure Bank (GTIB)	State	SRTA	GTIB	No match required
Grant Anticipation Revenue Vehicle (GARVEE)	Federal	FHWA	GRV	Varies by project purpose and facility type
Guaranteed Revenue Bonds	State	SRTA	GRB	No match required
Highway Infrastructure Program (Urban Suballocations)	Federal	ARC	Varies	Varies by project purpose and apportionment
Highway Infrastructure Program (Urban Suballocations)	Federal	ARC	Varies	Varies by project purpose and apportionment

TABLE 5 - OTHER FUNDING PROGRAMS CONTINUED

FUNDING PROGRAM	SOURCE	PROGRAMMING AUTHORITY	TIP CODE	MATCH DETAILS
Infrastructure for Rebuilding America (INFRA)	Federal	US DOT	INFRA	Varies by project purpose and apportionment
Local Jurisdiction/ Municipality Funds	Local	Local Governments	LOCAL	Funding from county, city or CID used for direct funding or matching federal funds
Low or No Emission Vehicle Program	Federal	FTA	5339(c)	Up to 85 percent for rolling stock purchases; up to 90 percent for equipment and facilities
Railway-Highway Crossings Program	Federal	GDOT	YS40	Up to 100% federal share
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program	Federal	US DOT	RAISE	Varies by project purpose and apportionment
State of Georgia / State Funds	State	GDOT	STATE	No match required
Transit Nonurbanized Area Formula Funds	Federal	FTA	5311	Up to 80% for capital uses, 50% for operating and 100% for ADA paratransit service costs
Transit Urbanized Area Formula Funds	Federal	FTA	5307 / 5340	Up to 80% for net project cost, 85% for vehicles, 90% for facilities & vehicle-related equipment and 50% for operating assistance
Transportation Funding Act	State	GDOT	HB170	Funding from state used for direct funding of transportation activities



FHWA TO FTA FLEX FUND TRANSFERS

Federal MPO sub-allocation funding such as from the STBG-Urban, TAP, Carbon Reduction Program (CRP), and CMAQ programs may undergo a transfer of funds to FTA. Projects must demonstrate a nexus to transit and requires the project sponsor designated as a direct recipient of FTA funds or partner with an agency that is a direct recipient. The FHWA to FTA flex fund transfer occurs under the following process:

1. Project sponsor creates a draft application in the FTA's Transit Award Management System (TrAMS) and obtains a FAIN grant number
2. Project sponsor provides ARC with FAIN grant number and reconfirms the project description and federal share amount to be flexed
3. ARC staff drafts flex letter and forward request to GDOT with project sponsor/transit operator copied
4. GDOT sends official flex request to FHWA
5. Await approval from FHWA and FTA
6. Once approved, no action required from ARC. Project will remain in the TIP at least two years after the phase has been marked as authorized by FHWA.





FEDERAL DISCRETIONARY GRANT PROGRAMS AND EARMARKS

The IIJA law greatly expands the number and funding amount allocated to competitive, discretionary programs. Unlike formula funding, discretionary funding sources require a formal application to the US DOT, who is responsible for evaluating and awarding funding based on application merit. Each discretionary program is governed by different rules, typically outlined within program-specific guidebooks for applicants released by US DOT known as Notice of Funding Opportunity (NOFO). ARC tracks, aggregates and serves NOFO documentation for each IIJA discretionary program at our IIJA resource website, which is available at www.atlantaregional.org/iija.

In addition to discretionary grants, the practice of Congress directly selecting projects for federal funding has returned with the passage of IIJA. ARC works closely with federal, state and local planning partners to program these congressionally directed spending awards (or earmarks) within the TIP in a timely manner after final approval of a spending bill containing earmarks into law.





LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION FUNDING



The ARC Board adopted groundbreaking policies in May 1999 that permitted the funding of investment policy studies for activity and town centers in the Atlanta region. The primary purpose of these studies and subsequent implementation of projects was to encourage increased development densities, a mix of land uses, and multimodal connectivity as an alternative to standard suburban or “strip” type development patterns. This policy initiative - known as the Livable Centers Initiative - encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies. The ARC FY 2024-2027 TIP allocates \$2 million per fiscal year for LCI studies and \$20 million per fiscal year for LCI project implementation.

Projects funded under the Livable Centers Initiative (LCI) use federal transportation funds, and are part of the TIP. The evaluation policies outlined in the TIP Project Evaluation Framework document apply to all LCI transportation projects. Project selection for LCI typically follows the ARC TIP Solicitation practice of offering a funding opportunity every two calendar years, though LCI-specific project calls may be held if needed. LCI projects are expected to be designed at a very high standard in order to fulfill the program’s goal of creating communities where modes of travel other than the private automobile are safe, convenient and attractive.



TIP FINANCIAL PLAN AND SUMMARY

The total estimated value for project activities funded within the FY 2024-2027 TIP is \$8.2 billion. Only those projects and programs which have distinct line items in ARC's database are included in the total estimated value. However, there are costs associated with roadway and transit operations and maintenance which are considered "off database" and reflect funds derived from local sources which contribute directly to the provision of regional transit services (such as the MARTA sales tax in the City of Atlanta, Fulton County, DeKalb County and Clayton County). This additional

revenue stream is accounted for in the financial constraint of the MTP, but traditionally has not been reported in the TIP documentation. To facilitate direct correlation between the TIP and MTP however, it is estimated that the revenues (and associated service costs) associated with roadway and transit operations and maintenance will contribute approximately \$9.5 billion to the total price tag of the TIP. All analyses conducted in this section, however, utilize the \$8.2 billion figure since that number is easily derived from the database.



NUMBER OF PROJECTS FUNDED BY PROJECT TYPE

The FY 2024-2027 TIP includes funding for 271 “stand alone” projects, as shown in [Table 6](#). Multiple line items or overlapping phases associated with a single project for purposes of inclusion in the TIP project list are represented in this summary as one project. In general, the figures cited do not reflect program lump sum amounts (such as for roadway maintenance or transit capital improvement programs), from which dozens, or even hundreds, of additional relatively small-scale projects are likely to be funded. It should be noted that many projects will not be fully implemented within the TIP period since only engineering and/or right-of-way acquisition phases have been programmed. Funds for construction or implementation of these projects are not scheduled until the long range period in FY 2029 and beyond.

TABLE 6 - NUMBER OF PROJECTS FUNDED BY PROJECT TYPE

PROJECT CATEGORY	NUMBER	PERCENT
Last Mile Connectivity	70	25.80%
Roadway	162	59.80%
Transit	23	8.50%
Other (scoping and planning activities)	16	5.90%
Totals	271	100.00%





FUNDING AMOUNTS FOR DETAILED PROJECT TYPE

Figure 5 shows the breakdown of total TIP funding programmed to projects by the generalized project type. As shown, 80 percent of all funding is currently allocated to roadway projects in the FY 2024-2027 TIP, a statistic somewhat skewed by investments made by the state of Georgia in managed lanes projects over the next four years. The 12 percent funding dedicated to transit purposes is bolstered by the MORE MARTA sales tax.

Table 7 offers a more detailed breakdown of funding (federal, state, local and bond) for each detailed project category.

FIGURE 5 - FY 2024-2027 TOTAL TIP FUNDING BY PROJECT TYPE

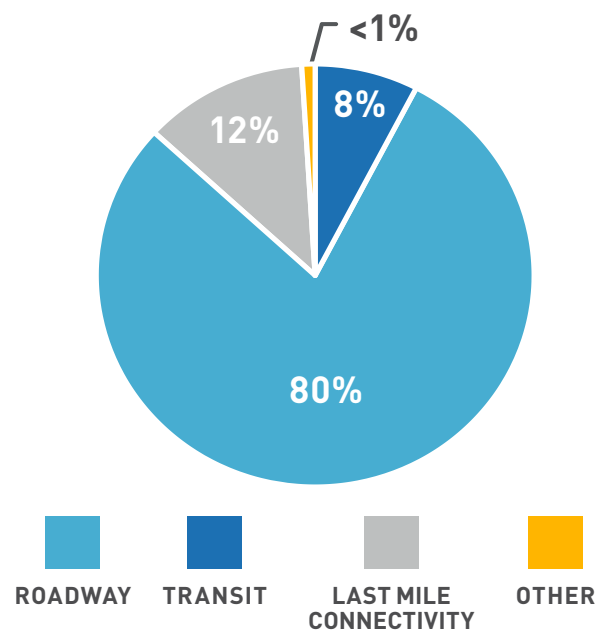


TABLE 7 - FUNDING AMOUNTS FOR EACH TYPE OF PROJECT

DETAILED PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	BOND SHARE
Last Mile Connectivity / Bicycle Facility	\$20,370,225	\$0	\$30,631,861	\$0
Last Mile Connectivity / Complete Street Retrofit	\$10,000,000	\$0	\$40,500,000	\$0
Last Mile Connectivity / Joint Bike-Ped Facilities	\$12,174,352	\$350,454	\$6,233,434	\$0
Last Mile Connectivity / Pedestrian Facility	\$29,962,824	\$479,880	\$15,722,624	\$0
Last Mile Connectivity / Sidepaths and Trails	\$171,812,787	\$0	\$291,603,510	\$0
Other / Planning	\$4,172,000	\$0	\$1,043,000	\$0
Other / Scoping	\$6,910,460	\$100,000	\$1,627,615	\$0
Roadway / Bridge Upgrade	\$144,886,971	\$34,764,259	\$8,190,708	\$0
Roadway / Express Lanes	\$940,131,580	\$483,118,227	\$15,971,428	\$1,307,700,196
Roadway / General Purpose Capacity	\$163,870,087	\$1,044,495,644	\$250,880,602	\$1,600,000
Roadway / Interchange Capacity	\$962,607,310	\$338,918,852	\$30,868,008	\$22,000,000
Roadway / Maintenance	\$296,871,586	\$70,739,538	\$3,534,357	\$0
Roadway / Managed Lanes	\$35,468,998	\$8,867,250	\$0	\$0
Roadway / Operations & Safety	\$146,399,796	\$203,488,473	\$65,013,037	\$0
Transit / BRT Capital	\$225,000,000	\$0	\$150,000,000	\$0
Transit / Bus Capital	\$57,108,088	\$930,150	\$94,346,871	\$0
Transit / Facilities Capital	\$28,600,000	\$13,800,000	\$358,871,095	\$0
Transit / Operations & Maintenance	\$21,141,666	\$27,500,000	\$1,785,416	\$0
Totals	\$3,277,488,730	\$2,227,552,727	\$1,366,823,566	\$1,331,300,196



VOLUME II | TIP PERFORMANCE

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PERFORMANCE

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management (TPM) approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule) issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures, the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia O must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates is a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.
- The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:
 - In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
 - In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
 - In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
 - In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.



The Atlanta Regional Commission (ARC) 2024 Metropolitan Transportation Plan (MTP) will be adopted in January 2024. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the ARC 2024 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures. An online version of the System Performance Report is also available.

A summary of MTP and TIP investment levels is provided at the end of each performance measure section. The figures provided show the total investment allocated by performance criterion-referenced work type, which follows the state methodology for documenting performance found within table 5. ARC staff assigned GDOT work type designations as appropriate in cases where this data was not available or previously unassigned.

TABLE 8 - PROJECTS/WORK TYPES THAT SUPPORT EACH PERFORMANCE MEASURE TARGET

WORK TYPE	PM1	PM2		PM3				
	SAFETY	BRIDGES	PAVEMENT	SYSTEM RELIABILITY	TRUCK RELIABILITY	CMAQ*		
						PHED	NON-SOV	EMISSIONS REDUCTIONS
Bicycle / Pedestrian Facilities	✓						✓	✓
Bridges		✓						
Drainage Improvements			✓					
Grade Separation	✓			✓		✓		
Intersection Improvement	✓			✓		✓		
Interchange	✓			✓	✓	✓		
ITS	✓			✓		✓		
Lighting	✓							
Managed Lanes	✓			✓	✓	✓		
Operational Improvement				✓	✓	✓		
Pavement Rehabilitation			✓					
Railroad Crossing	✓			✓				
Transit							✓	✓
Truck Lanes					✓			
Widening				✓		✓		

* The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. In Georgia, the CMAQ measures only apply to statewide for GDOT as well as individually for ARC and CBMPO.

HIGHWAY SAFETY (PM1)

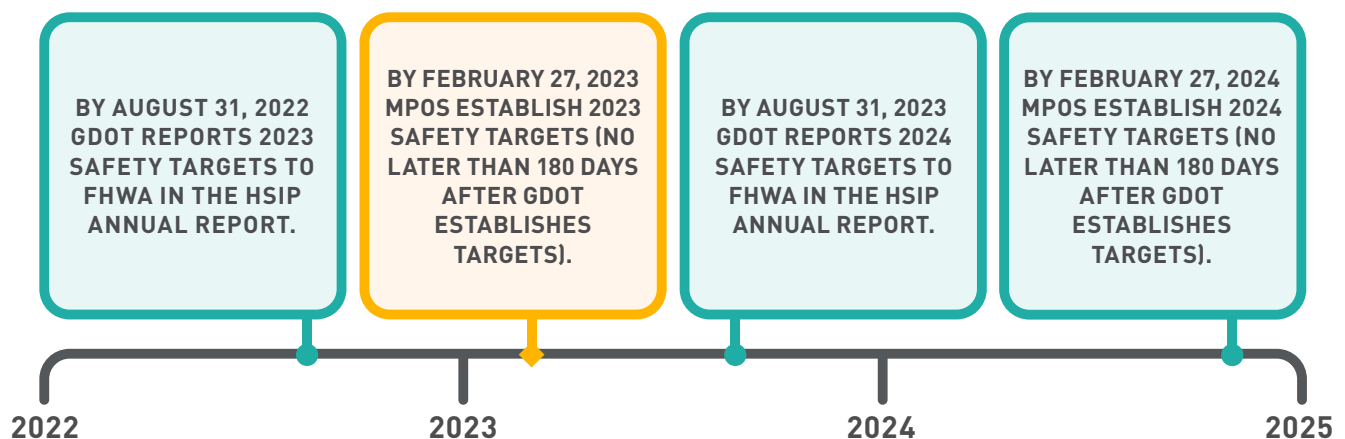
Effective April 14, 2016, the FHWA established the [highway safety performance measures](#) to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

- Number of fatalities;
- Rate of fatalities per 100 million vehicle miles traveled;
- Number of serious injuries;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 are included in [Figure 6](#), along with [statewide safety performance for the two most recent reporting periods](#). MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; **The 2023 MPO PM1 targets must be set by February 27, 2023**. The ARC adopted/approved the Georgia statewide safety performance targets on January 11, 2023.



FIGURE 6 - SAFETY PERFORMANCE TARGETS TIMELINE (2022-2024)





The latest safety conditions will be updated annually over a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 9 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

TABLE 9 - STATEWIDE HIGHWAY SAFETY (PM1), SYSTEM CONDITIONS AND PERFORMANCE TARGETS (DUE AUGUST EACH YEAR TO FHWA)

PERFORMANCE MEASURES	2022 GEORGIA STATEWIDE PERFORMANCE TARGET	2023 GEORGIA STATEWIDE PERFORMANCE TARGET	2024 GEORGIA STATEWIDE PERFORMANCE TARGET	2024 ARC ASPIRATIONAL MPO PERFORMANCE TARGET
	(FIVE-YEAR ROLLING AVERAGE 2018-2022)	(FIVE-YEAR ROLLING AVERAGE 2019-2023)	(FIVE-YEAR ROLLING AVERAGE 2020-2024)	(5% REDUCTION OF (FIVE-YEAR ROLLING AVERAGE 2020-2024)
Number of Fatalities	1,671	1,680	1,680	667
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.21	1.36	1.36	1.164
Number of Serious Injuries	8,443	8,966	8,966	3,768
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.61	7.679	7.679	6.551
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	793	802	802	452



ARC recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2024 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. [The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.](#)
- The ARC 2024 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. In January 2023, the ARC adopted a [Regional Safety Strategy \(RSS\)](#) that guides the MPO and its local partners on how to proactively identify transportation safety issues and how to address them using a Safe Systems Approach. The ARC is primarily promoting infrastructure and design techniques such as FHWA Proven Safety Countermeasures to address the rising fatalities and serious injuries on regional roadways. The RSS additionally provides guidance on evaluating the safety cost-benefit of projects that apply to the ARC for our discretionary federal funding and entry into our TIP.
- The fatality and serious injury trend in the ARC are displayed in [Figure 7](#).

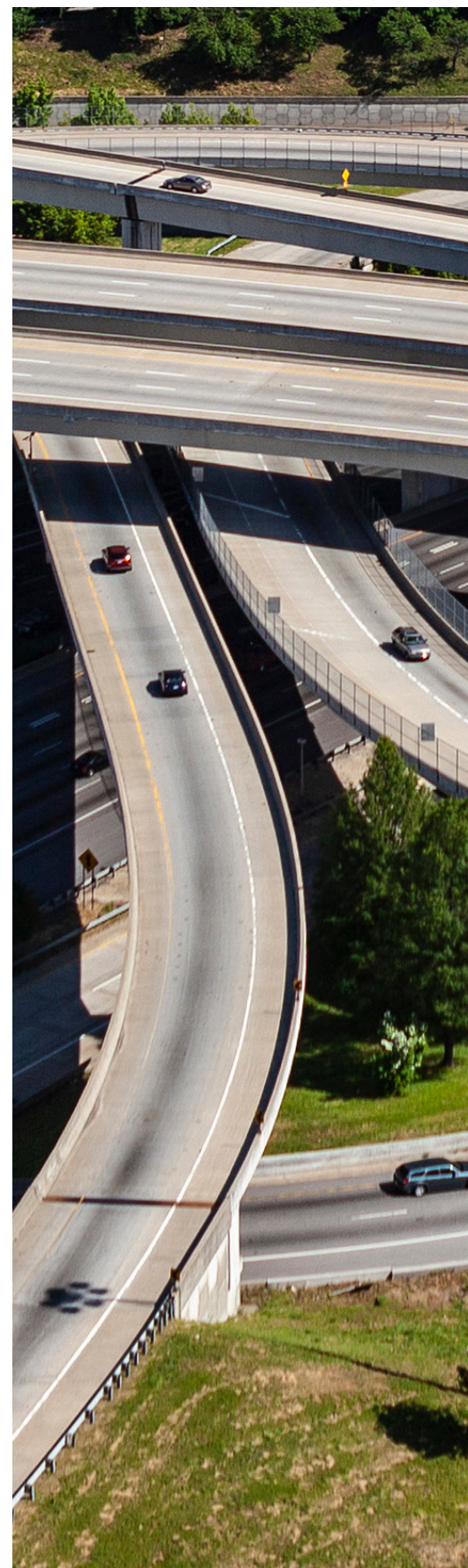
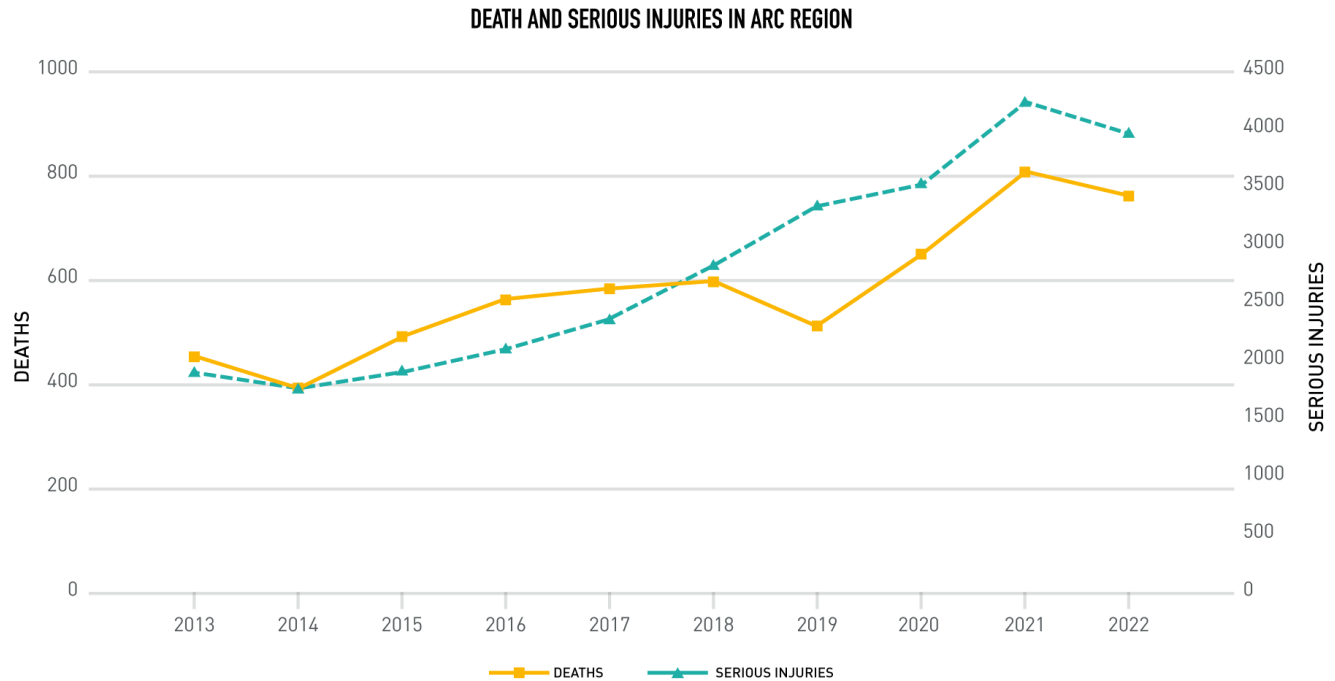


FIGURE 7 - TREND LINES OF TRANSPORTATION-RELATED DEATHS AND SERIOUS INJURIES IN THE ATLANTA METROPOLITAN PLANNING AREA FROM 2013-2022



Trend lines of transportation-related deaths and serious injuries in the Atlanta MPO from 2013-2022. From the last five-year trend, an average of over 685 deaths and over 3,800 serious injuries occur each year.

TABLE 10 - PROJECT SCORE WEIGHTS BY PROJECT TYPE

PROJECT TYPE	MOBILITY & ACCESS	EQUITY	SAFETY	RESILIENCY
Bike & Pedestrian	30%	20%	30%	20%
Multiuse Trails	30%	20%	35%	15%
Roadway Asset Management	25%	15%	40%	20%
Roadway Expansion	30%	20%	30%	20%
TSM&O- Built Environment	30%	15%	40%	15%
TSM&O- Technology	25%	15%	40%	20%
Transit Expansion	35%	25%	20%	20%
Transit Asset Management	30%	20%	30%	20%

The evaluation process for projects seeking ARC discretionary funds includes safety as a significant weight. **Table 10** has the score weights by project type. Safety is between 20-40% of a project's score depending on the project type.



To support progress towards approved MPO highway safety targets, which follow statewide highway safety targets, the ARC 2024 MTP includes a number of key safety investments. A total of \$28,316,696,839, has been programmed in the MTP to improve highway safety. Out of that figure, approximately \$4,684,010,551 (16%) is scheduled for authorization in the FY 2024-2027 TIP.

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FY 2024-2027 TIP projects which support improved highway safety include:

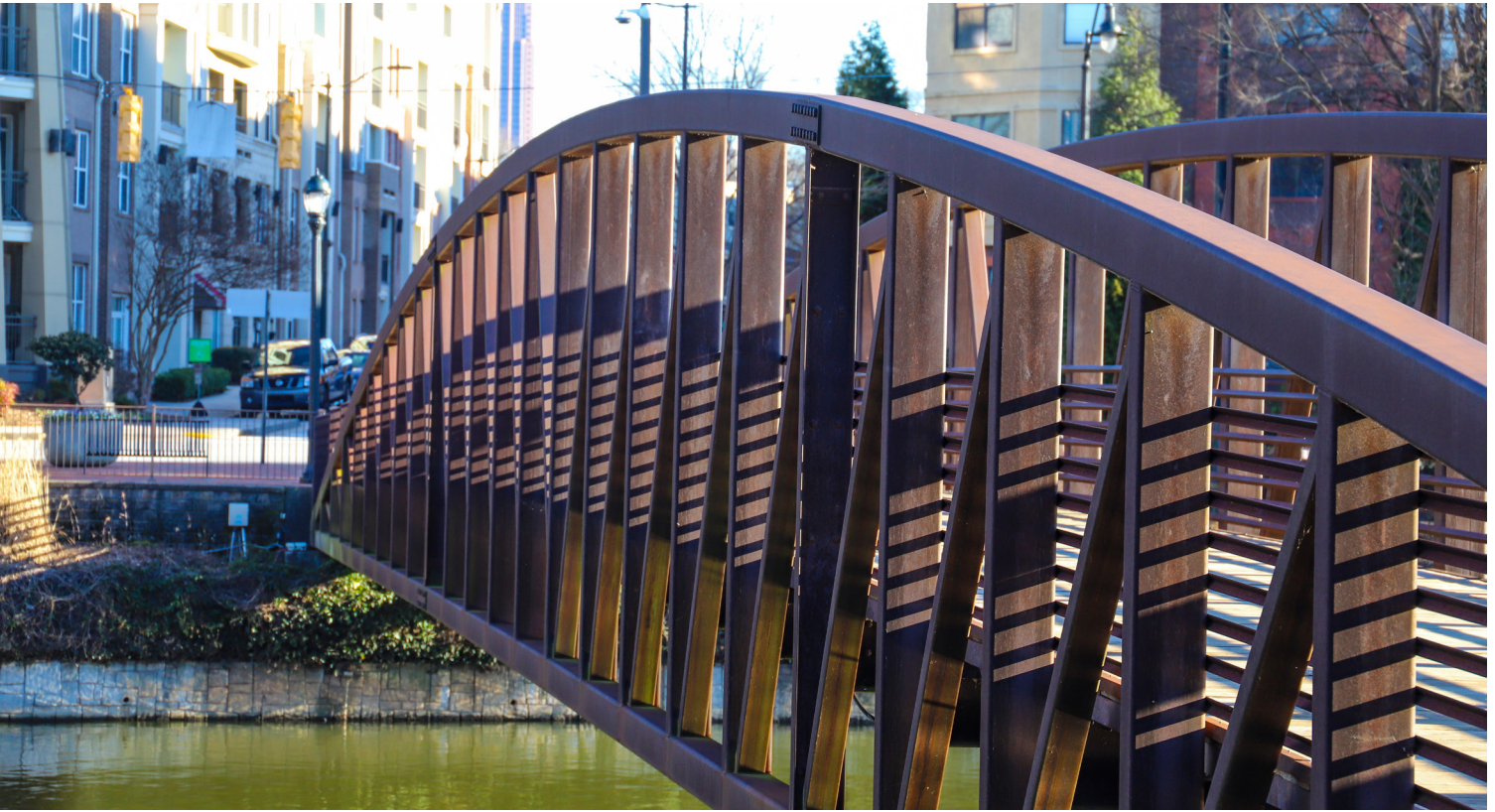
- CO-498 / 0019890 – South Cobb Drive Traffic Safety Improvements
- AT-003D / 0018301 – Northside Drive from Marietta Street to 8th Street
- CL-349 / 0019778 – Tara Boulevard Pedestrian Safety Improvements from Henry County Line to Upper Riverdale Road



INVESTING TO BOOST SAFETY

The 2024-2027 TIP includes \$4.7 billion for projects designed to improve safety on highways throughout the Atlanta region. Safety accounts for 20% to 40% of a project's score in the ARC's evaluation process for projects seeking discretionary funds.





PAVEMENT AND BRIDGE CONDITION (PM2)

Effective May 20, 2017, FHWA established performance measures to [assess pavement condition](#) and [bridge condition](#) for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

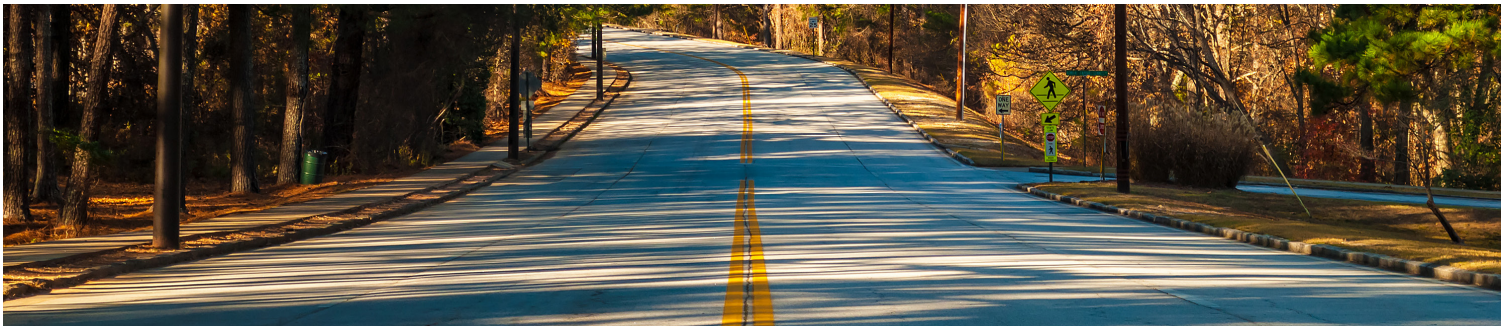
PAVEMENT CONDITION MEASURES

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.





BRIDGE CONDITION MEASURES

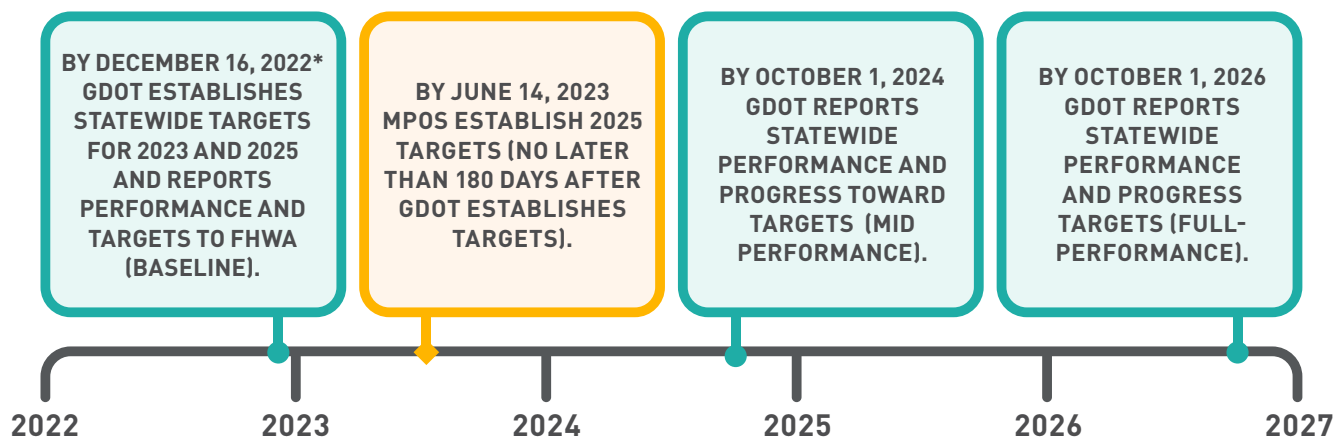
The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

PAVEMENT AND BRIDGE TARGETS

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025 ([Figure 8](#)).

FIGURE 8 - SECOND PERFORMANCE PERIOD (JANUARY 1, 2022, TO DECEMBER 31, 2025)



** FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.*



States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The ARC adopted/approved the Georgia statewide PM2 targets on May 10, 2023.

Table 11 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the ARC will have the opportunity at that time to revisit the four-year PM2 targets.

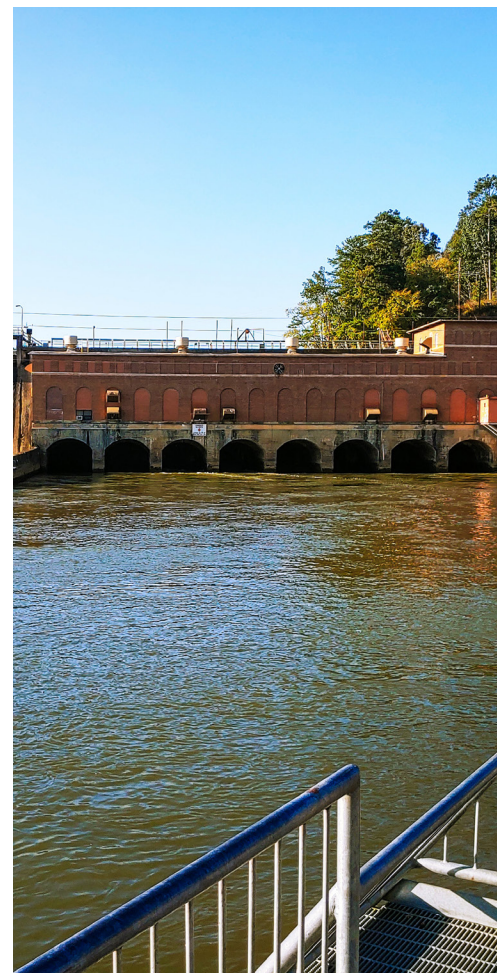


TABLE 11 - PAVEMENT AND BRIDGE CONDITION (PM2) PERFORMANCE AND TARGETS

PERFORMANCE MEASURES	GEORGIA PERFORMANCE (BASELINE 2021)	GEORGIA 2-YEAR TARGET (2023)	GEORGIA 4-YEAR TARGET (2025)
Percent of Interstate pavements in good condition	67.40%	50.00%	50.00%
Percent of Interstate pavements in poor condition	0.10%	5.00%	5.00%
Percent of non-Interstate NHS pavements in good condition	49.20%	40.00%	40.00%
Percent of non-Interstate NHS pavements in poor condition	0.60%	12.00%	12.00%
Percent of NHS bridges (by deck area) in good condition	79.10%	50.00%	60.00%
Percent of NHS bridges (by deck area) in poor condition	0.50%	10.00%	10.00%





ARC recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2024 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies [strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories](#).
- The ARC 2024 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. Local government regularly apply for ARC discretionary funding for asset management projects that repave pavement or replace bridges in poor condition. These projects are evaluated based on the AADT on those roadways, condition rating, whether they are on a priority network, and if additional design elements that address safety and resilience are included in the project package. Several local governments programmatically collect pavement condition data on their locally owned roadways, and this practice is promoted in the county-level [Comprehensive Transportation Plans](#) that ARC supports and funds.
- The [ARC has a web map of the NHS roadways and bridges within the MPO boundaries](#) that is color coded by Good, Fair, and Poor condition based on data provided by GDOT and the National Bridge Inventory.





IMPROVING ROADS & BRIDGES

The 2024-27 TIP includes \$433.5 million to repave roads and repair or replace bridges. Major projects include: Buice Road Bridge Replacement at Johns Creek; City of East Point Resurfacing Program; and Fayette County Resurface Program (Phase 2)

To support progress towards approved MPO pavement and bridge condition targets, which follow statewide targets for such measures, the ARC 2024 MTP includes a number of key safety investments. A total of \$8,846,386,672, has been programmed in the MTP to improve roadway and bridge state of good repair. Out of that figure, approximately \$433,538,571 (5%) is scheduled for authorization in the FY 2024-2027 TIP.

FY 2024-2027 TIP projects which support improved pavement and bridge condition include:

- FN-349 / 0017830 – Buice Road Bridge Replacement at Johns Creek
- FS-353 / 0019796 – City of East Point Resurfacing Program
- FA-100C / 0017812 – Fayette County Resurface Program – Phase 2

“A total of \$8.8 billion has been programmed in the MTP to improve roadway and bridge state of good repair”





SYSTEM PERFORMANCE, FREIGHT, AND CMAQ PROGRAM (PM3)

Effective May 20, 2017, FHWA established measures to assess performance of the [National Highway System](#), freight movement on the [Interstate system](#), and the [Congestion Mitigation and Air Quality Improvement \(CMAQ\) Program](#). This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).





SYSTEM PERFORMANCE MEASURES

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

FREIGHT MOVEMENT PERFORMANCE MEASURE

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

CMAQ PERFORMANCE MEASURES

The PHED measure assesses the hours of delay resulting from traffic congestion on the NHS during morning and afternoon weekday peak travel times. Peak travel hours are defined as 6 AM to 10 AM on weekday mornings, and either 3 PM to 7 PM or 4 PM to 8 PM on weekday afternoons. The threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals.

Total excessive delay is weighted by vehicle volumes and occupancy, and is expressed as the annual hours of excessive delay during the peak hours on a per capita basis. Thus, PHED is a measure of person-hours of delay, rather than vehicle-hours.



The Non-SOV measure assesses the percent of vehicle travel that occurs with more than one occupant in the vehicle. This measure is based on person travel within the region, and non-SOV travel includes travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting.

The CMAQ Emission Reduction measure assesses performance of the CMAQ Program through measurement of total emission reductions of on-road mobile source emissions. Total emissions reduction is calculated by summing two year and four year totals of emission reductions of applicable pollutants, in kilograms per day, resulting from all CMAQ funded projects.

Applicability of the CMAQ Measures

The PHED and Non-SOV measures apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. States and MPOs within an applicable UZA must coordinate to set a single, unified four-year target for the entire UZA for PHED, and single, unified two- and four-year targets for Non-SOV travel.¹

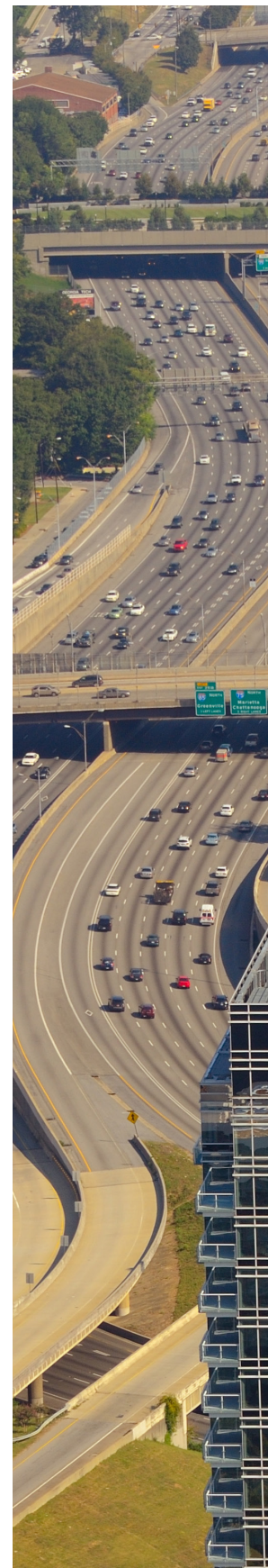
In Georgia, the PHED and Non-SOV measures currently apply only to the Atlanta, GA UZA. The Atlanta Regional Commission (ARC) and the Cartersville-Bartow MPO (CBMPO) have planning area boundaries that overlap with the UZA, thus GDOT and the two MPOs coordinate to establish single, unified PHED and Non-SOV Travel performance targets.

The CMAQ Emission Reduction measure is applicable to any state and MPO with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. In Georgia, the CMAQ Emission reduction measure applies statewide for GDOT as well as individually for ARC and CBMPO.

PM3 PERFORMANCE TARGETS

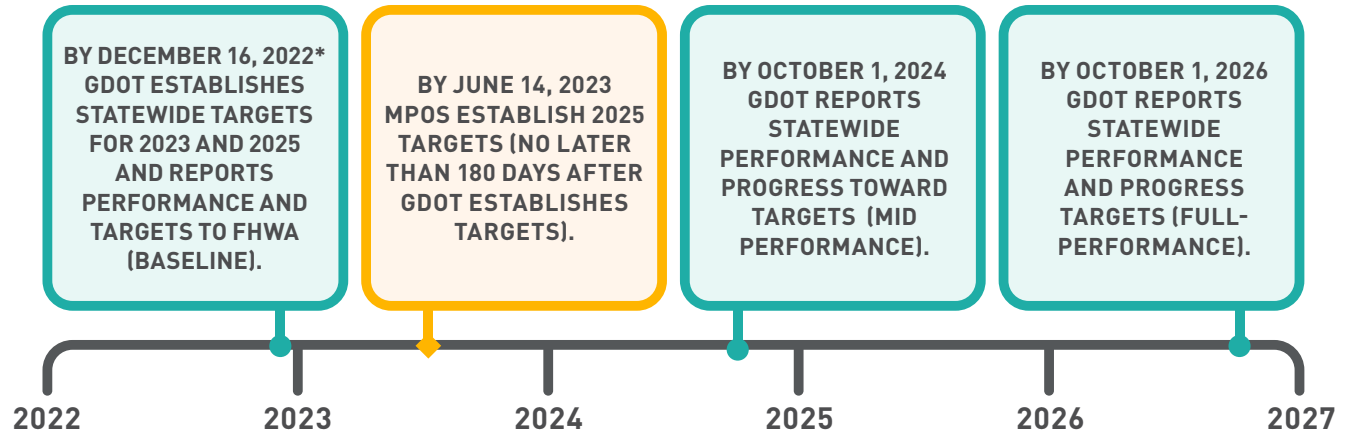
Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025, for the CMAQ Emission Reduction Measure), with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The performance periods for the CMAQ emissions reduction measure are on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively. For the current CMAQ Emission Reduction measure the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2022, to September 30, 2023 (for the two-year target) and October 1, 2022, to September 30, 2025 (for the four-year target).



¹ Beginning January 1, 2022, the UZA population threshold for this measure changes from one million to 200,000, and two-year and four-year targets must be set for both measures.

FIGURE 9 - SECOND PERFORMANCE PERIOD (JANUARY 1, 2022, TO DECEMBER 31, 2025)



* FHWA changed the due date from October 1, 2022, due to a technical issue with the reporting system.



States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.



GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The ARC adopted/approved the Georgia statewide PM3 targets on May 10, 2023. **Table 11** presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2024, GDOT will provide FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the ARC will have the opportunity at that time to revisit the four-year PM3 targets.



TABLE 12 - SYSTEM PERFORMANCE / FREIGHT MOVEMENT / CMAQ (PM3) PERFORMANCE AND TARGETS

PERFORMANCE MEASURES	GEORGIA PERFORMANCE (BASELINE 2021)	GEORGIA 2-YEAR TARGET (2023)	GEORGIA 4-YEAR TARGET (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	139.200 kg/day	280.500 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	456.000 kg/day	930.100 kg/day

*4-year Cumulative Emission Reductions from 2018-2021



ARC recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2024 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.
- The ARC 2024 MTP addresses reliability, freight movement, congestion, and emissions and identifies needs for each of these issues within the metropolitan planning area and allocates funding for targeted improvements. The ARC supports the 2023 Atlanta Regional Transportation Demand Management Plan developed by Georgia Commute Options, a partner organization that receives CMAQ funds, to encourage more mode shift, teleworking, and clean commutes. The 2020 Transportation Systems Management and Operations Plan provides regional and local guidance on investing in advanced technologies such as connected vehicle technologies or adaptive traffic signals to achieve congestion mitigation and emission benefits, and is further supported by the Local Deployment Guide. ARC continually works with the Atlanta Transit Link Authority (ATL) and transit operators in the region to identify high impact transit projects for ARC discretionary CMAQ funds or FTA grants that could result in mode shift, emission benefits, and additional equity and access benefits to the region.

To support progress towards approved MPO system performance targets, which follow statewide targets for such measures, the ARC 2024 MTP includes a number of key mobility investments. A total of \$46,769,799,301 has been programmed in the MTP to reduce congestion. Out of that figure, approximately \$7,610,799,301 (16%) is scheduled for authorization in the FY 2024-2027 TIP.

TIP projects which improve system performance, freight movement and air quality include:

- HE-450 / 0019633 – Henry County Local Bus Pilot Route Implementation
- AR-318 / 0014203 – I-75 Commercial Vehicle Lanes
- AR-ML-300 / 0001757 – SR 400 Express Lanes





TRANSIT SAFETY PERFORMANCE MEASURE (49 U.S.C. 5329(D))

The Federal Transit Administration (FTA) has established requirements to ensure the safety of transit passengers, employees, and the general public. 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. The FTA Public Transportation Agency Safety Plan (PTASP) Final Rule required applicable transit providers to develop a certified agency safety plan including targets for four transit safety performance measures and to share those measures with the MPO ([Figure 10](#)). Based on these measures, MPOs must develop Regional Transit Safety Targets. Transit agencies within Atlanta Region are Metropolitan Atlanta Rapid Transit Authority (MARTA), Cobb County Transit/CobbLinc, Gwinnett County Transit/Ride Gwinnett, Cherokee Area Transportation System, Henry County Transit, Douglas County Transit/Connect Douglas, Georgia Regional Transportation Authority (GRTA) Express, and Center for Pan Asian Community Services (CPACS) Express Bus.

FIGURE 10 - FOUR TRANSIT SAFETY PERFORMANCE MEASURES

MEASURES	
1. Fatalities	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
2. Injuries	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
3. Safety Events	Total number of reportable events and the rate per total vehicle revenue miles by mode
4. System Reliability	Mean distance between major mechanical failures by mode



In order to set the Regional Transit Safety Targets, ARC collected & reviewed operator Public Transit Safety Plans (PTASPS) within the region, conducted meetings with the regional Transit Operator Group, and met with ARC's Performance Analytics and Monitoring Group. Below are the adopted Regional Safety Performance Targets ([Figure 11](#) and [Figure 12](#)).

FIGURE 11 - ADOPTED REGIONAL SAFETY PERFORMANCE 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)

**FIGURE 12 - PUBLIC TRANSIT SAFETY PLANS (PTASPS)
ADOPTED REGIONAL SAFETY PERFORMANCE TARGETS**

FIXED ROUTE BUS



OPERATOR	FATALITIES	INJURIES	SAFE EVENTS	SYSTEM RELIABILITY
	0	210	94	7,500
	0	14	11	1,500
	0	5	5	2,700
	0	1	1	64,028
	0	0	0	28,253
	0	4	5	41,102
Atlanta Regional Safety Targets	0	210	94	7,500

COMMUTER BUS



OPERATOR	FATALITIES	INJURIES	SAFE EVENTS	SYSTEM RELIABILITY
	0	1	29	50,634
	0	8	38	16,000
Atlanta Regional Safety Targets	0	8	38	16,000



FIGURE 13 - ATLANTA REGIONAL DEMAND RESPONSE SAFETY TARGETS

DEMAND-RESPONSE









OPERATOR	FATALITIES	INJURIES	SAFE EVENTS	SYSTEM RELIABILITY
marta	0	14	11	15,000
 Gwinnett	0	2	9	26,162
 COBB LINC	0	1	1	28,000
 CATS CHEROKEE AREA TRANSPORTATION SYSTEM	0	3	3	89,387
 cpacs center for pan-Asian community services	0	0	0	46,905
 CONNECT DOUGLAS	0	1	1	22,296
 Fulton County TRANSIT	0	1	1	50,000
Atlanta Regional Safety Targets	0	14	11	15,000

FIGURE 14 - ATLANTA REGIONAL MEAN DISTANCE BETWEEN FAILURES

LIGHT RAIL



OPERATOR	FATALITIES	INJURIES	SAFE EVENTS	SYSTEM RELIABILITY
marta	0	5	5	2,700
Atlanta Regional Safety Targets	0	5	5	2,700

HEAVY RAIL



OPERATOR	FATALITIES	INJURIES	SAFE EVENTS	SYSTEM RELIABILITY
marta	0	28	32	23,000
Atlanta Regional Safety Targets	0	28	32	23,000

ARC defines targets based on various modes of transportation including Fixed Route Bus, Commuter Bus, Demand-Response Transit, Light Rail and Heavy Rail. Fatalities, Injuries, Safety Events and system reliability are factors being used in quantifying the transit safety performance measure.

Transit safety events refer to any incidents or occurrences that compromise the safety of public transportation systems. These events can range from minor incidents to major accidents, and can involve various aspects of transit operations, such as rolling stock, infrastructure, personnel, and passengers (Figure 13).

Transit safety system reliability is an important aspect of public transportation that refers to the ability of transit systems to perform their functions safely and reliably,

without failures or malfunctions that could compromise passenger safety (Figure 14). One key metric used to measure transit system reliability is the Mean Distance Between Failures (MDBF). MDBF is a metric used to evaluate the reliability of transit systems, particularly rail systems.

TIP projects which improve transit safety performance include:

- M-AR-456 / 0019803 – MARTA bus corridor safety improvements
- CO-476 / 0017984 – Cobb County ADA Compliant Sidewalk Improvements
- GW-442 – Gwinnett Transit Route 25 Bus Shelter Enhancements





TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE (49 U.S.C. 5329(D))

Transit Asset Management (TAM) is an FTA investment policy which focuses federal dollars into projects which both achieve and maintain a state of good repair amongst the nation's providers of public transportation. Maintaining a fleet of transit vehicles and assets in a state of good repair promotes on-time performance, increases customer safety, and protects taxpayer investment into public transportation infrastructure by reducing the need for more costly interventions beyond the useful life of a transit asset.

A key metric for TAM tracking is the Useful Life Benchmark (ULB). ULB is the acceptable period of use for service for a capital asset, typically a vehicle. When a vehicle's age exceeds its ULB, it is more likely to incur maintenance costs or accumulate failures. It is not necessarily unsafe to operate a vehicle beyond this benchmark, but transit operators typically prepare a fleet replacement or refurbishment plan with ULB guidelines in mind. A low share of a fleet past its ULB is a key indicator that a transit operator is investing more in state of good repair. This lifecycle varies by vehicle type, and the FTA provides guidelines for operators to adopt or adjust in either direction. Below are the ranges of benchmarks used by the operators in the ATL region ([Figure 15](#)).

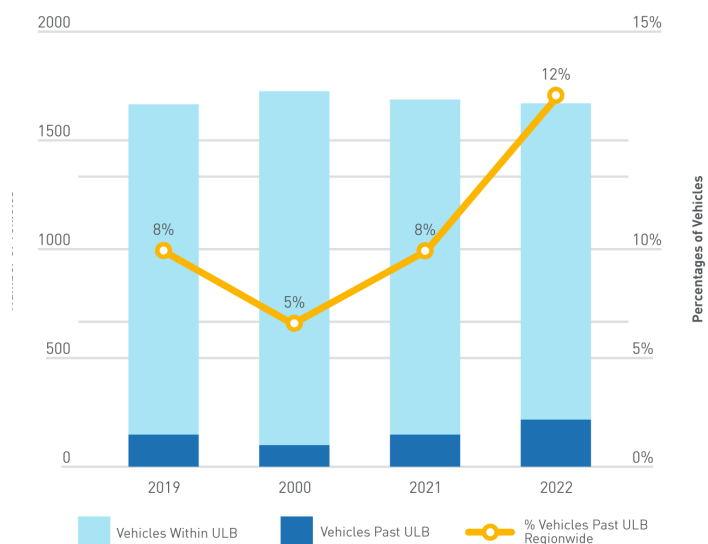
ARC is currently working with the ATL Authority to establish Regional TAM Targets based on the data collected for their Annual Report and Audit (ARA) report. Through the ARA reporting effort, ATL authority works annually to collect and standardize TAM data from operators within the Atlanta region set targets that are consistent and avoid any possible duplication.

Per the most recently published ARA report in 2022, approximately 12 percent of the active revenue vehicles operated by the Atlanta region's transit providers have exceeded their ULB – continuing a negative trend first documented in the 2021 ULB ([Figure 16](#)).

FIGURE 15 - ULB RANGE BY MODE

MODE	ULB RANGE (YEARS)
Commuter bus and Fixed-route bus	12-14
Demand response	5-12
Heavy rail	22-40
Streetcar	30

FIGURE 16 - VEHICULAR ULB (2019-2022)



This two-year trend of increasing percentage of vehicles in operation beyond ULB is driven largely by the region's aging heavy rail and commuter bus fleets (**Figure 17**).

The region's fixed route (local) bus and demand response fleet is in better shape comparatively. MARTA's investment in new local bus rolling stock has brought ULB for that mode down from twelve percent to zero (**Figure 18 and Figure 19**).

TIP projects which improve transit asset management performance include:

- AR-500 / 0015135 – Xpress Bus Maintenance and Rehabilitation
- AR-551 / 0015527 – Cobb Express Bus Rehabilitation
- AR-5337A – FTA Section 5337 High Intensity Fixed Guideway State of Good Repair Formula Funds Regional Lump Sum for MARTA

FIGURE 17 - COMMUTER ULB (2019-2022))

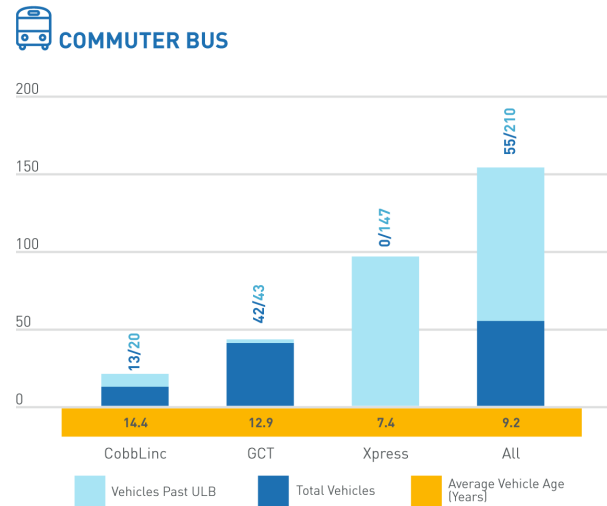


FIGURE 18 - DEMAND RESPONSE ULB

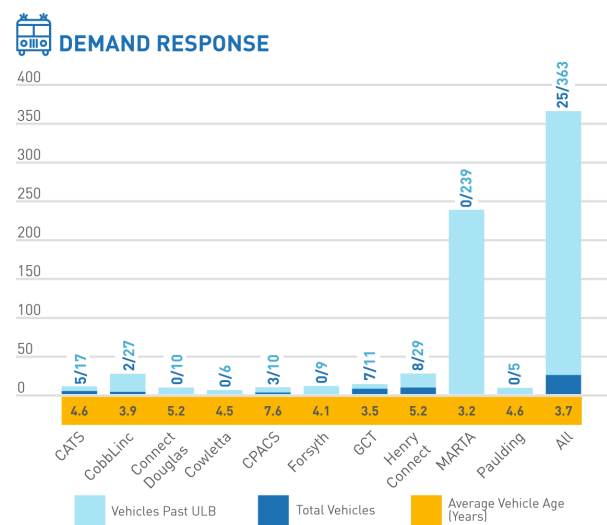
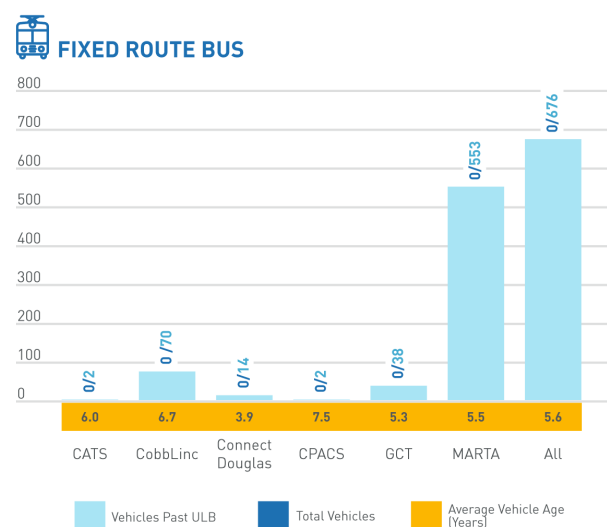


FIGURE 19 - FIXED ROUTE BUS ULB



PROGRAM DELIVERY

A key component to TIP performance is the delivery of the TIP itself. If projects are not delivered on schedule, their associated improvements to transportation safety, state of good repair and mobility are also delayed. Delays in the planning and construction of projects can result in continued traffic congestion, increased costs, and a decrease in the region's air quality. To support TIP delivery, monitors and tracks the delivery rates of TIP projects directly funded by funding sources suballocated directly to ARC.

ARC measures TIP delivery by following the status of funds programmed for work on individual phases associated with projects in the TIP during the state fiscal year (July 1 through June 30). These project phases describe specific activities such as preliminary engineering, securing right-of-way, relocating utilities and construction. All projects documented within the TIP include detailed information for their associated phases, such as the funding amounts, sources and scheduled fiscal year for disbursement. Timely TIP project delivery is defined by the successful funding authorization of a project phase within the same fiscal year that it was originally programmed in.

Figure 20 illustrates recent authorization rates for ARC-funded project phases. As shown, the delivery rate for ARC funded project phases has decreased since 2019. This trend is largely driven by the lingering aftereffects of the pandemic, such as cost inflation, increasing interest rates and supply chain disruptions. It is ARC's goal to stabilize and reverse this trend throughout the lifespan of the FY 2024-2027 TIP.

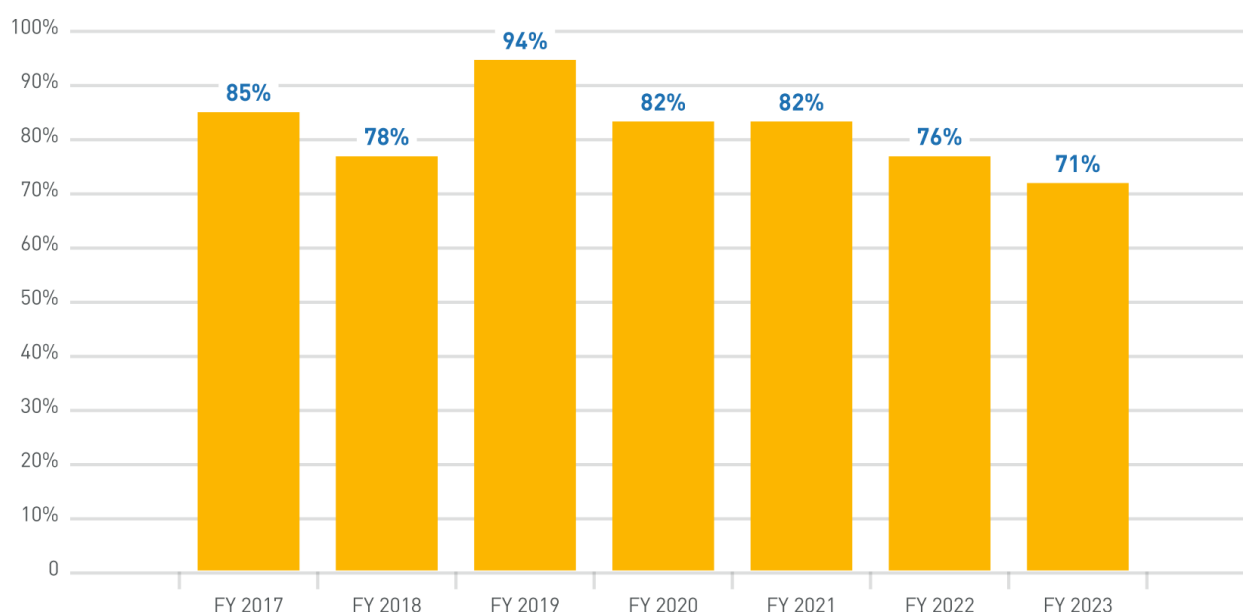


ARC staff support timely TIP delivery through a variety of proactive measures, including:

- Undertaking deliverability assessments which inform prudent TIP scheduling decisions during the TIP solicitation process.
- Holding regular training opportunities for sponsors, consultants and partner agencies involved with TIP delivery.
- Communicating frequently with TIP project sponsors.
- Offering expedited TIP modifications to offset threats to funding authorization for specific projects when possible.
- Actively participating in GDOT project status meetings to discover and assist sponsors address delivery risks.

For more information on ARC's efforts to ensure timely TIP delivery, please visit [ARC's program delivery page](#).

FIGURE 18 - DEMAND RESPONSE ULB





VOLUME II | TRANSIT IN THE TIP

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FTA FUNDING RECIPIENTS

Each year Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. An annual notice published in the Federal Register contains a comprehensive list of apportionments and allocations based on these funds for the various Federal Transit Administration (FTA) programs.

Funding for the various FTA formula fund programs allocated to the region's transit operators are outlined in the Transit Program of Projects (POP). The Transit POP is also intended to serve as a reference guide for agencies, organizations and jurisdictions which are potential sponsors of transit projects to be included in the Atlanta region's FY 2024-2027 TIP.

As the TIP is prepared in consultation with the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Metropolitan Atlanta Rapid

Transit Authority (MARTA), local governments, and other project sponsors, the Transit POP is administered by the Atlanta-Region Transit Link Authority (ATL Authority). As the designated recipient of FTA formula funds, the ATL Authority sub-allocates federal formula funding to the various direct recipients in the Atlanta region. Those direct recipients are as shown in **Table 13** below:

TABLE 13 - RECIPIENTS OF FTA FORMULA FUNDS IN THE ATLANTA REGION

FTA PROGRAMS	DESIGNATED RECIPIENT	DIRECT RECIPIENTS	SUB RECIPIENTS
Section 5307 Urbanized Area Formula (Large UZA of 200,000 or more in population)	The ATL	ARC, ATL, Cherokee County, Cobb County, Douglas County, Henry County, Gwinnett County, MARTA and GRTA	Barrow County, Bartow County, Carroll County, Coweta County, Dawson County, Fayette County, Forsyth County, Hall County, Jackson County, Newton County, Paulding County, Pike County, Rockdale County, Spalding County, Three Rivers Regional Commission, and Walton County
Section 5337 State of Good Repair		ATL, Cobb County, Gwinnett County, MARTA and GRTA	None
Section 5339 Bus and Bus Facilities		ATL, Cherokee County, Cobb County, Douglas County, Henry County, Gwinnett County, MARTA and GRTA	None



FORMULA FUND PROGRAMS

FTA formula funds dedicated to each agency or jurisdiction will be reflected as a lump sum for each fiscal year in project lists and fact sheets and will only be updated in conjunction with an administrative modification, amendment or update process.

Specific programs and projects to be implemented using the formula funds for each fiscal year will be identified in the Transit Program of Projects (POP) and updated yearly. ATL Authority as the designated recipient of FTA formula funds for the region is the agency responsible for the update of the Transit POP. The Transit POP document is available on the TIP webpage.

Balances for the following FTA programs are documented within the TIP:

SECTION 5307 FORMULA FUNDS

Program Summary

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas, such as the Atlanta region. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

Program Eligibility

Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials and providers of publicly owned public transportation service shall select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area.

Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals,

communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Program Funding and Match Requirements

Urbanized Area Formula Funding program funds are available for the year appropriated, plus five additional years ([Table 14](#)). Funding is apportioned based on legislative formulas. For urbanized areas with a population of 200,000 or more, the formula is based on a combination of bus vehicle revenue miles, bus passenger miles, fixed guideway vehicle revenue miles, fixed guideway directional route miles, fixed guideway passenger miles, and operating expenses, as well as population, low-income population, and population density.

The federal share is not to exceed 80 percent of the net project cost for capital expenditures. The federal share may be 85 percent for the acquisition of vehicles and 90 percent for the cost of vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for the purpose of complying with, or maintaining compliance with, the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance.



Duplicate Image



**TABLE 14 - FTA SECTION 5307 PROGRAM BALANCES
(FY 2024 - FY 2027)**

FTA SECTION 5307 - LARGE URBANIZED AREA PROGRAM			
FY 2024	FY 2025	FY 2026	FY 2027
\$61,736,800	\$61,736,800	\$61,736,800	\$61,736,800

Programming actions for 5307 funding are guided by the [Atlanta Regional Policy for the Allocation and Programming of FTA Section 5307 and Section 5304 Urbanized Area Formula Funds document](#).

SECTION 5310 FORMULA FUNDS

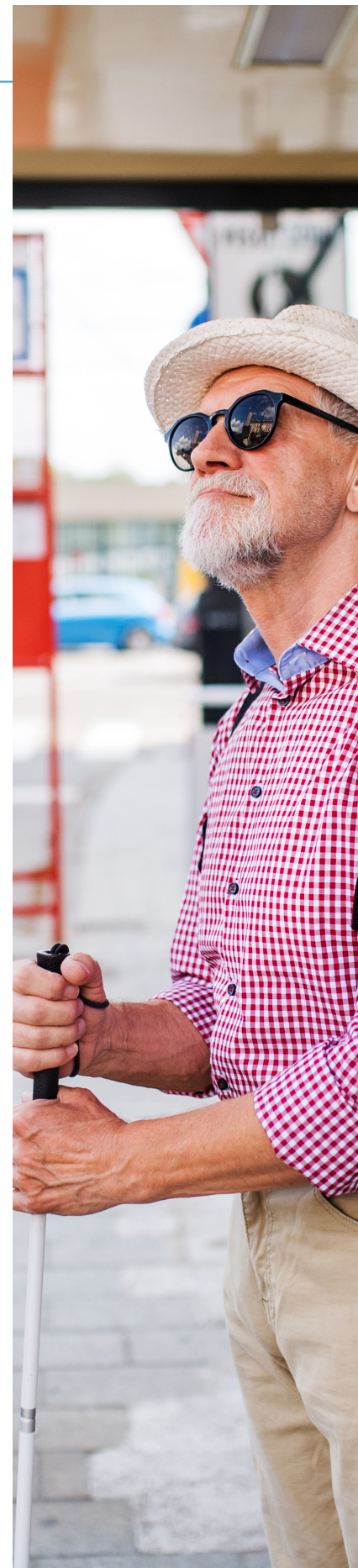
Program Summary

This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor. In the case of the Atlanta region, the Atlanta Transit Link Authority is the designated recipient of 5310 funding.

The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in 49 U.S.C. 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.

Program Eligibility

States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation. Operators of public transportation are entities that provide regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income. Operators of public transportation are eligible as subrecipients for nontraditional Section 5310 projects.



Traditional Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improvements to signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service
- Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- Mobility management programs

Program Funding and Match Requirements

Section 5310 funds are available to the states and designated recipients during the fiscal year of apportionment plus two additional years for a total of three years ([Table 15](#)). Funds are apportioned among the states and designated recipients by a formula which is based on the number of older adults and people with disabilities in each state according to the latest available U.S. Census data. The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100-percent federal share. Certain federal funds from other agencies may be used as match for the Section 5310 Program.

TABLE 15 - FTA SECTION 5310 PROGRAM BALANCES (FY 2024 - FY 2027)

FTA SECTION 5310 - OLDER ADULTS AND PEOPLE WITH DISABILITIES PROGRAM			
FY 2024	FY 2025	FY 2026	FY 2027
\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000

SECTION 5311 FORMULA FUNDS

Program Summary

The section 5311 Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Program Eligibility

Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Planning, capital, operating, job access and reverse commute projects and the acquisition of public transportation services are all eligible activities under this program.

Program Funding and Match Requirements

The federal share for 5311 funding is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years) ([Table 16](#)). Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.



**TABLE 16 - FTA SECTION 5311 PROGRAM BALANCES
(FY 2024 - FY 2027)**

FTA SECTION 5311 - RURAL AREAS PROGRAM			
FY 2024	FY 2025	FY 2026	FY 2027
\$760,000	\$760,000	\$760,000	\$760,000

SECTION 5337 FORMULA FUNDS

Program Summary

The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans.

Program Eligibility

Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials, and providers of publicly owned public transportation service select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area. Eligible recipients are states, local government authorities, or other public entities in urbanized areas with fixed guideway and/or high-intensity motorbus systems in revenue service for at least seven full federal fiscal years prior to the beginning of the federal fiscal year of the apportionment.

5337 funds are available for capital projects that maintain a fixed guideway or high-intensity motorbus system in a state of good repair, including projects which replace, rebuild, maintain and rehabilitate:

- Rolling stock
- Track
- Line equipment and structures
- Signals and communications
- Power equipment and substations
- Passenger stations and terminals
- Security equipment and systems
- Maintenance facilities and equipment; and
- Operational support equipment, including computer hardware and software.

5337 funds may also be used to develop and implement transit asset management plans.



Program Funding and Match Requirements

Funds are available for obligation for four fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus three additional years ([Table 17](#)). Funding is apportioned based on statutory formulas. The funds allocated to the UZAs for high-intensity fixed-guideway systems are based on fixed-guideway vehicle revenue miles and directional route miles as reported to the National Transit Database (NTD). High-intensity motorbus funds are allocated to UZAs based on high-intensity vehicle revenue miles and directional route miles reported to the NTD. The federal share for eligible capital expenses may cover up to 80 percent of the net project cost.

TABLE 17 - FTA SECTION 5337 PROGRAM BALANCES (FY 2024 - FY 2027)

FTA SECTION 5337 - STATE OF GOOD REPAIR GRANTS PROGRAM			
FY 2024	FY 2025	FY 2026	FY 2027
\$48,591,797	\$48,591,797	\$48,591,797	\$48,591,797

SECTION 5339 FORMULA FUNDS

Program Summary

This program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the Bus and Bus Facilities Competitive Program and the Low or No Emissions Bus Vehicle Program.

Program Eligibility

Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. An eligible recipient that receives a grant under the formula or competitive programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible projects include those which replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Program Funding and Match Requirements

See the [FTA's Grants for Buses and Bus Facilities](#) program page for more details.



TABLE 18 - FTA SECTION 5339 PROGRAM BALANCES (FY 2024 - FY 2027)

FTA SECTION 5339 - BUS AND BUS FACILITIES PROGRAM			
FY 2024	FY 2025	FY 2026	FY 2027
\$4,541,343	\$4,541,343	\$4,541,343	\$4,541,343

COMPETITIVE GRANTS

In addition to formula programs, the Infrastructure Investment and Jobs Act authorizes a number competitive grant opportunities for transit improvements. Below follows a summary of these programs:

COMPETITIVE GRANT PROGRAM	DESCRIPTION	PROGRAM LINK
Accelerating Innovative Mobility	Accelerating Innovative Mobility (AIM) will highlight FTA's commitment to support and advance innovation in the transit industry.	https://www.transit.dot.gov/AIM
Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Part of FTA's Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards.	https://www.transit.dot.gov/grant-programs/advanced-driverassistance-systemsadas-transit-busesdemonstration-andautomated
All Stations Accessibility Program	The All Stations Accessibility Program provides competitive funding to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including loadbearing members that are an essential part of the structural frame; or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.	https://www.transit.dot.gov/ASAP
American Rescue Plan Act of 2021	The American Rescue Plan Act of 2021 (ARP), which President Biden signed on March 11, 2021, includes \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population.	https://www.transit.dot.gov/funding/americanrescue-plan-act-2021



COMPETITIVE GRANT PROGRAM	DESCRIPTION	PROGRAM LINK
Areas of Persistent Poverty Program	This program provides competitive funding for planning studies or financial plans to improve transit services in areas experiencing long-term economic distress.	https://www.transit.dot.gov/grant-programs/areas-persistent-poverty-program
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	https://www.transit.dot.gov/funding/grants/betterutilizinginvestments-leverageddevelopment-buildtransportation-grantsprogram
Bus Exportable Power Systems (BEPS)	FTA's Bus Exportable Power Systems (BEPS) program enables public transportation agencies, communities, and states to access resilient and flexible power options through hybrid electric bus fleet vehicles during major power disruptions. This program builds on BEPS technologies developed under FTA's previous research grants that provided the ability to address a need for generating power immediately after natural disasters by transforming hybrid electric and fuel cell buses into mobile power generators.	https://www.transit.dot.gov/funding/grants/BEPS
Capital Investment Grants - 5309	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	https://www.transit.dot.gov/capital-investmentgrants-5309
Community Project Funding/Congressionally Directed Spending	Community Project Funding (CPF) is Congressionally directed spending. All projects were specifically allocated funding in the FY22 Consolidated Appropriations Act and are for the projects listed in the Joint Explanatory Statement (JES).	https://www.transit.dot.gov/grant-programs/community-projectfundingcongressionally-directed-spending



COMPETITIVE GRANT PROGRAM	DESCRIPTION	PROGRAM LINK
Enhancing Mobility Innovation	FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	https://www.transit.dot.gov/researchinnovation/enhancingmobility-innovation
Expedited Project Delivery Pilot Program - Section 3005(b)	The EPD Pilot Program, authorized by Section 3005(b) of the Fixing America's Surface Transportation Act (FAST Act), is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects. These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost.	https://www.transit.dot.gov/funding/grants/grant-programs/expedited-projectdelivery-pilot-programsection-3005b
FTA Ferry Programs	Provides funding to the Passenger Ferry Grant Program, Electric or Low-Emitting Ferry Pilot Program, and Ferry Service for Rural Communities Program.	https://www.transit.dot.gov/grants/fta-ferryprograms
Grants for Buses and Bus Facilities Program	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.	https://www.transit.dot.gov/bus-program
Helping Obtain Prosperity for Everyone Program	In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Helping Obtain Prosperity for Everyone (HOPE) Program supports projects that will address the transportation challenges faced by areas of persistent poverty.	https://www.transit.dot.gov/HOPE



COMPETITIVE GRANT PROGRAM	DESCRIPTION	PROGRAM LINK
Innovative Coordinated Access and Mobility Grants	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobilitypartnership-grants
Integrated Mobility Innovation	FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	https://www.transit.dot.gov/IMI
Low and No-Emission Component Assessment Program (LoNo-CAP)	On September 29, 2016, FTA announced the opportunity for eligible institutions of higher education to apply for funding to conduct testing, evaluation, and analysis of low or no emission (LoNo) components intended for use in LoNo transit buses used to provide public transportation. The deadline for applications is November 28, 2016.	https://www.transit.dot.gov/researchinnovation/lonocap
Low or No Emission Vehicle Program - 5339(c)	Provides funding through a competitive process to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.	https://www.transit.dot.gov/lowno
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	https://www.transit.dot.gov/funding/grants/grant-programs/mobility-demandmod-sandboxdemonstrationprogram-5312



COMPETITIVE GRANT PROGRAM	DESCRIPTION	PROGRAM LINK
Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.	https://www.transit.dot.gov/researchinnovation/mobilityaccess-transportationinsecurity-creatinglinks-opportunityresearch
Passenger Ferry Grant Program - Section 5307	Provides competitive funding to public ferry systems in urbanized areas.	https://www.transit.dot.gov/passenger-ferrygrants
Pilot Program for Transit-Oriented Development Planning – Section 20005(b)	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	https://www.transit.dot.gov/TODPilot
Positive Train Control Grants Program	Authorized by the Fixing America's Surface Transportation (FAST) Act (Section 3028), the fiscal year 2017 Commuter Rail Positive Train Control Grant Program offers funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control systems required under 49 U.S.C. 20157 (Implementation of positive train control systems).	https://www.transit.dot.gov/funding/grants/positive-train-controlgrants-program
Public Transportation COVID-19 Research Demonstration Grant Program	This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility.	https://www.transit.dot.gov/grant-programs/public-transportationcovid-19-researchdemonstration-grantprogram
Public Transportation Innovation - 5312	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	https://www.transit.dot.gov/funding/grants/public-transportationinnovation-5312



COMPETITIVE GRANT PROGRAM	DESCRIPTION	PROGRAM LINK
Public Transportation on Indian Reservations Program; Tribal Transit Competitive Program	The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$30 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations.	https://www.transit.dot.gov/tribal-transit
Rail Vehicle Replacement Grants	Provides competitive awards to states and local governmental authorities to assist in funding capital projects to replace rail rolling stock.	https://www.transit.dot.gov/grantprograms/rail-vehiclereplacement-grants
Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program	FTA's Public Transportation Innovation Program (49 U.S.C. § 5312), authorizes FTA to fund research, development, demonstrations, and deployment projects to improve public transportation. The Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program is a competitive demonstration opportunity under FTA's research emphasis area of infrastructure.	https://www.transit.dot.gov/research-innovation/real-time-transitinfrastructure-androlling-stock-conditionassessment-research
Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility (Bus Operator Compartment) Program	This program supports research projects to develop transit bus operator compartment designs that improve bus operator and public safety as well as bus operator access to vehicle instruments and controls without hindering the accessibility of passengers.	https://www.transit.dot.gov/research-innovation/redesign-transit-busoperator-compartmentimprove-safetyoperational-efficiency
Route Planning Restoration Program	The Route Planning Restoration Program provides funds under the American Rescue Plan Act of 2021 for public transportation planning associated with the restoration of transit service reduced due to the COVID-19 pandemic.	https://www.transit.dot.gov/funding/routeplanning-restorationprogram
Safety Research and Demonstration Program	The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	https://www.transit.dot.gov/research-innovation/safety-researchand-demonstrationprogram



COMPETITIVE GRANT PROGRAM	DESCRIPTION	PROGRAM LINK
Standards Development Program	The Transit Standards Development Program provides competitive funding to perform an assessment and develop voluntary standards and standards-related best practices, guidance, and tools in safety, and other areas to address transit industry needs.	https://www.transit.dot.gov/researchinnovation/standardsdevelopment-program
Transit Cooperative Research Program - 5312(i)	Research program that develops near-term, practical solutions such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.	https://www.transit.dot.gov/funding/grants/transit-cooperativeresearch-program-5312i
Transit Worker and Rider Safety Best Practices Research Project	Provides funding to support a research project to help the transit industry mitigate transit worker and rider assaults.	https://www.transit.dot.gov/funding/grants/TWRS
Zero Emission Research Opportunity (ZERO)	Provides opportunities for nonprofit organizations to apply for funding to conduct research, demonstrations, testing, and evaluation of zero emission and related technology for public transportation applications.	https://www.transit.dot.gov/zeroemissionresearch-opportunityzero





FLEX FUND TRANSFER PROCESS

Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes.

With the case with transit projects, flexible funds allow transit projects to be funded through FHWA programs STBG - Urban, CMAQ, TAP, or Carbon Reduction programs. All projects must demonstrate a nexus to transit to be eligible for the flex fund transfer process. Transit project requests from sponsors inside the ATL Authority's Regional boundaries must be included in the ATL Regional Plan prior to receiving funding in the TIP. Refer to the [Funding](#) chapter within this TIP document for more details on the steps involved with processing a flex fund request.

When a flex fund transfer project is programmed in the TIP and undergoes the process to convert the funds from an FHWA program to FTA Section 5307 funds, the project remains in the TIP for two additional fiscal years while the grant is in progress and funding approval has been granted within FTA's system. Once a project is flexed and after the two fiscal years have passed, the project is no longer listed in the main body of the TIP project list but is instead listed and tracked in the Program of Projects (POP) which is administered by the ATL Authority. The last version of the POP is provided in [Appendix 4](#).





Appendix 1

TIP PROJECT LIST



A young boy with glasses and a blue t-shirt is riding a green and yellow playground structure. He is wearing colorful Crocs. In the background, there is a large clock tower and other children playing in the park. The scene is set in a park with green grass and trees.

Appendix 2

REVISIONS TO PLAN DOCUMENTATION



Revisions to Plan Documentation


This appendix provides an accounting of key changes made to each of the four volumes comprising the 2050 MTP and FY 2024-2027 TIP since they were originally adopted in January 2024.

<u>Action</u>	<u>Date</u>
Major MTP/TIP Update	January 2024
Future Action #1	TBD



FUTURE ACTION #1

Information to be entered when available.



Appendix 3

TIP PERFORMANCE PROJECT LIST



Appendix 3: ARC MPO TIP Projects by Performance Measure, 2024-2027

ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
AR-100-2024	7708	ITS	\$16,000,000	X		X
AR-100-2025	7709	ITS	\$7,500,000	X		X
AR-102-2024	7744	ITS	\$9,000,000	X		X
AR-102-2025	7745	ITS	\$9,000,000	X		X
AR-103-2024	7762	ITS	\$4,750,000	X		X
AR-103-2025	7763	ITS	\$3,000,000	X		X
AR-104-2024	7780	ITS	\$3,500,000	X		X
AR-104-2025	7781	ITS	\$3,000,000	X		X
AR-106-2025	16729	Operational Improvement	\$5,593,000			X
AR-113-2024	16686	Bridges	\$6,992,000		X	
AR-113-2025	16687	Bridges	\$6,992,000		X	
AR-114-2024	16692	Bridges	\$13,983,000		X	
AR-114-2025	16484	Bridges	\$13,983,000		X	
AR-117-2025	16705	Railroad Crossing	\$2,331,000	X		X
AR-121-2025	16699	Lighting	\$1,000,000	X		X
AR-122-2024	16710	Railroad Crossing	\$1,864,000	X		X
AR-122-2025	16711	Railroad Crossing	\$1,864,000	X		X
AR-125-2024	16668	Pavement Rehabilitation	\$62,924,000		X	
AR-125-2025	16669	Pavement Rehabilitation	\$62,924,000		X	
AR-128-2025	16729	Operational Improvement	\$12,000,000			X
AR-129-2024	16740	Bridges	\$21,000,000		X	
AR-129-2025	16741	Bridges	\$21,000,000		X	
AR-136-2024	16746	Bicycle / Pedestrian Facilities	\$583,000	X		X
AR-136-2025	16747	Bicycle / Pedestrian Facilities	\$583,000	X		X
AR-190-2024	N/A	Transit	\$12,000,000			X
AR-190-2025	N/A	Transit	\$12,000,000			X
AR-318	14203	Truck Lanes	\$44,336,248			X
AR-348A	16579	Bridges	\$2,530,000		X	



ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
AR-348B	331900-	Bridges	\$3,744,156		X	
AR-348C	18238	Bridges	\$1,085,000		X	
AR-348D	18239	Bridges	\$2,485,000		X	
AR-348E	18240	Bridges	\$2,485,000		X	
AR-450A	9395	Bicycle / Pedestrian Facilities	\$106,531,244	X		X
AR-450C	9397	Bicycle / Pedestrian Facilities	\$40,550,500	X		X
AR-455	N/A	Transit	\$375,000,000			X
AR-491E	N/A	Transit	\$40,000,000			X
AR-491F	N/A	Transit	\$41,000,000			X
AR-5307-ARC	N/A	Transit	\$1,500,000			X
AR-5307-BA	N/A	Transit	\$191,500			X
AR-5307-BT	N/A	Transit	\$128,000			X
AR-5307-CA	N/A	Transit	\$367,000			X
AR-5307-CH	N/A	Transit	\$3,400,000			X
AR-5307-CO	T000583	Transit	\$26,000,000			X
AR-5307-CW	N/A	Transit	\$1,450,000			X
AR-5307-DA	N/A	Transit	\$67,000			X
AR-5307-DO	N/A	Transit	\$6,000,000			X
AR-5307-FA	N/A	Transit	\$1,550,000			X
AR-5307-FT	N/A	Transit	\$2,750,000			X
AR-5307-GRTA	15973	Transit	\$24,000,000			X
AR-5307-GW	N/A	Transit	\$27,000,000			X
AR-5307-HA	N/A	Transit	\$228,000			X
AR-5307-HE	N/A	Transit	\$3,100,000			X
AR-5307-JA	N/A	Transit	\$103,500			X
AR-5307-M	N/A	Transit	\$205,000,000			X
AR-5307-NE	N/A	Transit	\$1,225,000			X
AR-5307-PA	N/A	Transit	\$1,950,000			X
AR-5307-PI	N/A	Transit	\$103,500			X
AR-5307-RO	N/A	Transit	\$1,375,000			X
AR-5307-SP	N/A	Transit	\$735,000			X
AR-5307-WA	N/A	Transit	\$460,500			X
AR-5310	N/A	Transit	\$6,000,000			X



ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
AR-5311	N/A	Transit	\$3,800,000			X
AR-5337A	N/A	Transit	\$230,971,620			X
AR-5337B-CO	N/A	Transit	\$1,559,912			X
AR-5337B-GRTA	N/A	Transit	\$3,058,960			X
AR-5337B-GW	15526	Transit	\$5,437,304			X
AR-5337B-M	N/A	Transit	\$1,931,192			X
AR-5339-CH	N/A	Transit	\$427,224			X
AR-5339-CO	N/A	Transit	\$3,370,240			X
AR-5339-CW	N/A	Transit	\$190,716			X
AR-5339-DO	N/A	Transit	\$879,616			X
AR-5339-GRTA	N/A	Transit	\$3,845,688			X
AR-5339-GW	N/A	Transit	\$3,482,076			X
AR-5339-HA	N/A	Transit	\$30,076			X
AR-5339-HE	N/A	Transit	\$407,584			X
AR-5339-M	N/A	Transit	\$10,073,496			X
AR-550	15135	Transit	\$17,500,000			X
AR-955	17182	Interchange	\$110,320,000	X		X
AR-ATL-002	19815	Transit	\$4,650,752			X
AR-ATL-004	N/A	Transit	\$27,858,431			X
AR-ML-200	1758	Managed Lanes	\$376,564,000	X		X
AR-ML-200E-1	17135	Managed Lanes	\$669,227,242	X		X
AR-ML-210	13917	Managed Lanes	\$179,000,000	X		X
AR-ML-240	13914	Managed Lanes	\$129,100,000	X		X
AR-ML-300	1757	Managed Lanes	\$1,380,485,226	X		X
AR-ML-610	13919	Managed Lanes	\$12,544,963	X		X
AT-244	13918	Interchange	\$420,433,491	X		X
AT-277A	14993	Bicycle / Pedestrian Facilities	\$2,950,000	X		X
AT-280	12596	Intersection Improvement	\$1,646,210	X		X
AT-281	12597	Bicycle / Pedestrian Facilities	\$1,752,270	X		X
AT-282	19639	ITS	\$680,970	X		X
AT-295	13810	Bridges	\$4,619,851		X	
AT-303	15000	Widening	\$14,274,758			X



ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
AT-310	15295	Bridges	\$22,425,033		X	
AT-313	15546	Bridges	\$14,763,701		X	
AT-348A	16476	Bridges	\$500,000		X	
AT-348C	18237	Bridges	\$6,757,000		X	
BA-005C	10555	Interchange	\$43,379,089	X		X
BA-010	10352	Interchange	\$40,864,600	X		X
BA-033B	16089	Widening	\$45,228,875			X
BA-184E	13902	Interchange	\$64,697,463	X		X
BA-184F	13903	Grade Separation	\$47,557,535	X		X
BA-184G	13904	Grade Separation	\$7,321,171	X		X
BA-184H	13905	Grade Separation	\$1,800,846	X		X
BA-184K	13910	Interchange	\$74,817,505	X		X
BA-185	19204	Bicycle / Pedestrian Facilities	\$2,060,000	X		X
BA-186	17927	Bridges	\$500,000		X	
CH-010A2	13526	Widening	\$39,658,257			X
CH-010B	13525	Bridges	\$21,354,849		X	
CH-020A2	7836	Widening	\$55,120,000			X
CH-140B	17804	Intersection Improvement	\$4,411,000	X		X
CH-232	14132	Widening	\$52,623,687			X
CH-233	14133	Widening	\$37,381,110			X
CH-260	19631	Interchange	\$9,314,694	X		X
CH-261	19632	Interchange	\$11,139,004	X		X
CH-348A	16509	Bridges	\$5,157,935		X	
CH-348B	16597	Bridges	\$2,464,767		X	
CH-348C	16598	Bridges	\$2,332,879		X	
CH-349	17982	Intersection Improvement	\$2,714,634	X		X
CL-064	322050-	Widening	\$35,234,596			X
CL-348	16606	Bridges	\$5,220,000		X	
CL-350	19779	Pavement Rehabilitation	\$2,856,000		X	
CO-297B	19616	Widening	\$13,900,000			X



ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
CO-462	15042	Bicycle / Pedestrian Facilities	\$11,184,125	X		X
CO-475	17983	Intersection Improvement	\$8,300,000	X		X
CO-477	17985	Transit	\$40,000,000			X
CO-478	17986	Transit	\$15,000,000			X
CO-479	17987	Transit	\$60,000,000			X
CO-481	17989	Bridges	\$6,492,600		X	
CO-492	19687	ITS	\$3,000,000	X		X
CO-496	19885	Bridges	\$3,025,000		X	
CO-497	19887	Intersection Improvement	\$6,875,000	X		X
CO-500	N/A	Intersection Improvement	\$7,250,000	X		X
CO-501	N/A	Transit	\$35,000,000			X
CW-063	8619	Widening	\$1,400,000			X
CW-078	13717	Bridges	\$6,950,981		X	
CW-083	19634	Widening	\$21,200,000			X
CW-089	19635	Widening	\$4,450,000			X
CW-348B	16576	Bridges	\$1,530,000		X	
CW-351	19784	Intersection Improvement	\$1,600,000	X		X
CW-352	18231	Bridges	\$985,000		X	
DK-439	19785	Bicycle / Pedestrian Facilities	\$8,500,000	X		X
DK-452	16056	Intersection Improvement	\$3,569,546	X		X
DK-457	17991	Bridges	\$11,600,000		X	
DK-465	19787	Intersection Improvement	\$3,700,000	X		X
DK-467	19789	Intersection Improvement	\$1,596,000	X		X
DK-468	19790	Bicycle / Pedestrian Facilities	\$1,823,151	X		X
DK-469	19791	Bicycle / Pedestrian Facilities	\$2,175,000	X		X



ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
DK-475	19888	Bicycle / Pedestrian Facilities	\$4,521,875	X		X
DK-477	N/A	Railroad Crossing	\$575,575	X		X
DK-AR-241	13915	Interchange	\$379,636,313	X		X
DK-AR-243	15919	Operational Improvement	\$8,237,896			X
DO-022	13563	Widening	\$5,357,729			X
DO-298	12877	Bicycle / Pedestrian Facilities	\$42,249,040	X		X
DO-299	10821	Widening	\$6,000,000			X
FN-176	17187	Widening	\$1,566,842			X
FN-178A	N/A	Widening	\$450,000			X
FN-178C	N/A	Widening	\$6,050,000			X
FN-180	17845	Operational Improvement	\$700,000			X
FN-222	7838	Widening	\$48,542,080			X
FN-270	N/A	Intersection Improvement	\$6,000,000	X		X
FN-287	12788	Bicycle / Pedestrian Facilities	\$24,201,010	X		X
FN-304	15023	Bicycle / Pedestrian Facilities	\$29,487,797	X		X
FN-348A	16580	Bridges	\$3,512,000		X	
FN-348B	16581	Bridges	\$2,805,000		X	
FN-348C	16582	Bridges	\$2,305,000		X	
FN-348D	16599	Bridges	\$2,920,000		X	
FN-349	17830	Bridges	\$5,035,000		X	
FN-353	19615	Transit	\$187,500			X
FS-215	17993	Intersection Improvement	\$6,025,818	X		X
FS-235	12637	Bicycle / Pedestrian Facilities	\$4,985,735	X		X
FS-283	13809	Bridges	\$9,239,263		X	
FS-286C	15530	Bridges	\$2,462,413		X	
FS-348	16605	Bridges	\$2,729,590		X	
FS-AR-182	7841	Interchange	\$56,026,362	X		X

ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
FT-001D	121690-	Widening	\$37,218,869			X
FT-030	6915	Widening	\$40,949,000			X
FT-061A	2862	Widening	\$90,805,462			X
FT-313	3682	Widening	\$114,673,017			X
FT-335	16066	Intersection Improvement	\$2,157,324	X		X
FT-337	19797	Pavement Rehabilitation	\$1,300,000		X	
GW-184A	13893	Grade Separation	\$112,082,505	X		X
GW-184B	13901	Interchange	\$8,193,000	X		X
GW-269	6921	Widening	\$23,375,661			X
GW-348A	16519	Bridges	\$10,401,500		X	
GW-348B	16583	Bridges	\$4,020,000		X	
GW-385	12884	Bicycle / Pedestrian Facilities	\$5,082,858	X		X
GW-393	N/A	Widening	\$5,750,000			X
GW-394	13897	Interchange	\$51,699,409	X		X
GW-398	N/A	Widening	\$5,460,000			X
GW-408	15088	Bicycle / Pedestrian Facilities	\$3,370,512	X		X
GW-410	15439	Widening	\$20,110,580			X
GW-411	15618	Bridges	\$5,215,843		X	
GW-424	17996	Transit	\$4,927,082			X
GW-425	17997	Transit	\$26,250,000			X
GW-426	17998	ITS	\$2,900,000	X		X
GW-427	17999	ITS	\$2,391,083	X		X
GW-430	18005	Bicycle / Pedestrian Facilities	\$125,000	X		X
GW-437	18297	Drainage Improvements	\$300,000		X	
GW-440	19637	Interchange	\$9,390,100	X		X
GW-443	N/A	ITS	\$1,053,400	X		X
HE-005	15089	Widening	\$23,940,357			X
HE-107	7855	Widening	\$22,081,616			X
HE-113	7856	Widening	\$47,814,437			X



ARCID	GDOTPI	GDOT Work Type	Cost	PM 1	PM 2	PM 3
HE-161A	15090	Widening	\$32,360,924			X
HE-189	15284	Widening	\$1,359,000			X
HE-201	13995	Bridges	\$14,842,552		X	
HE-205	19638	Widening	\$2,000,000			X
HE-450	19633	Transit	\$4,000,000			X
M-AR-274B2	15137	Transit	\$11,273,426			X
M-AR-274B3	N/A	Transit	\$18,500,000			X
M-AR-455	19802	Transit	\$5,750,000			X
M-AR-456	19803	Transit	\$9,375,000			X
M-AR-457	N/A	Transit	\$239,396,095			X
M-AR-458	N/A	Bicycle / Pedestrian Facilities	\$3,750,000	X		X
NE-004	231210-	Widening	\$31,226,637			X
NE-104	13751	Bridges	\$3,574,448		X	
NE-108	15560	Bridges	\$4,254,752		X	
NE-110	18008	Bridges	\$2,521,225		X	
PA-036B	13700	Widening	\$44,091,726			X
PA-061C1	13702	Widening	\$57,293,267			X
PA-092B1	621720-	Widening	\$101,403,427			X
PA-092C	7692	Widening	\$107,512,248			X
PA-092F	N/A	Widening	\$12,200,000			X
PA-103	15604	Bridges	\$4,257,118		X	
RO-206	13628	Widening	\$32,194,743			X
RO-235D	13594	Widening	\$4,900,000			X
RO-259	15100	Bridges	\$2,905,357		X	
RO-AR-138	731048-	Interchange	\$62,694,356	X		X
WA-032	16387	Widening	\$24,299,310			X
WA-035	17239	Bridges	\$6,974,758		X	
WA-037	17942	Bridges	\$300,000		X	
Grand Total			\$8,043,692,471	197	137	488



Appendix 4

TRANSIT PROGRAM OF PROJECTS

