



Overview of the 2050 Metropolitan Transportation Plan (MTP) & FY 2024-2027 Transportation Improvement Program (TIP)

Transportation Coordinating Committee

November 8, 2023

Volume I

2050 Metropolitan Transportation Plan



ATLANTA METROPOLITAN TRANSPORTATION PLANNING AREA

FULL DOCUMENT SET (Adopted January 2024)

Volume I: 2050 Metropolitan Transportation Plan
Volume II: FY 2024-2027 Transportation Improvement Program
Volume III: Conformity Determination Report
Volume IV: Public Engagement



Vision

ONE great REGION

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

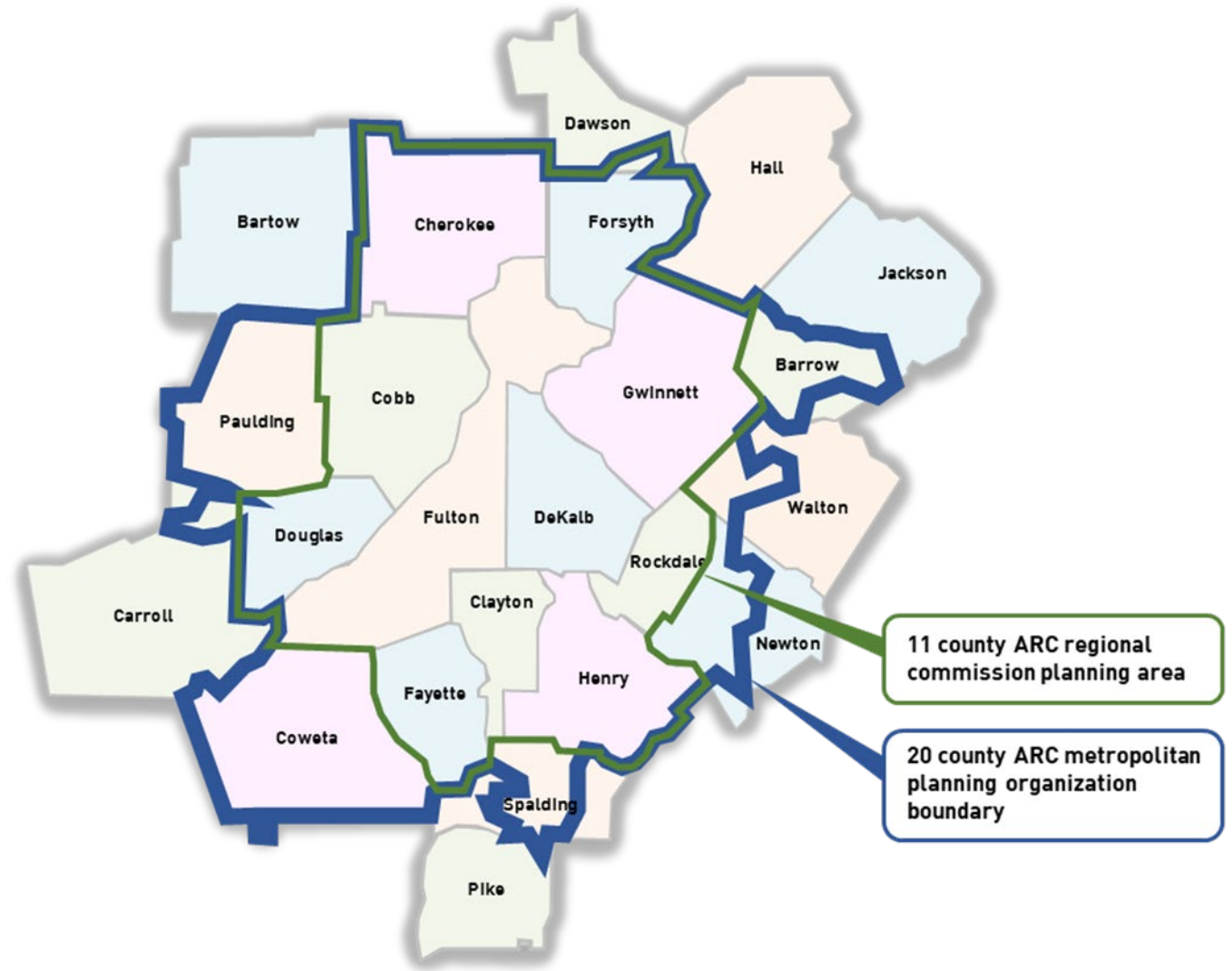
Excellence – A commitment to doing our best and going above and beyond in every facet of our work allowing for innovative practices and actions to be created while ensuring our agency's and our colleague's success.

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.

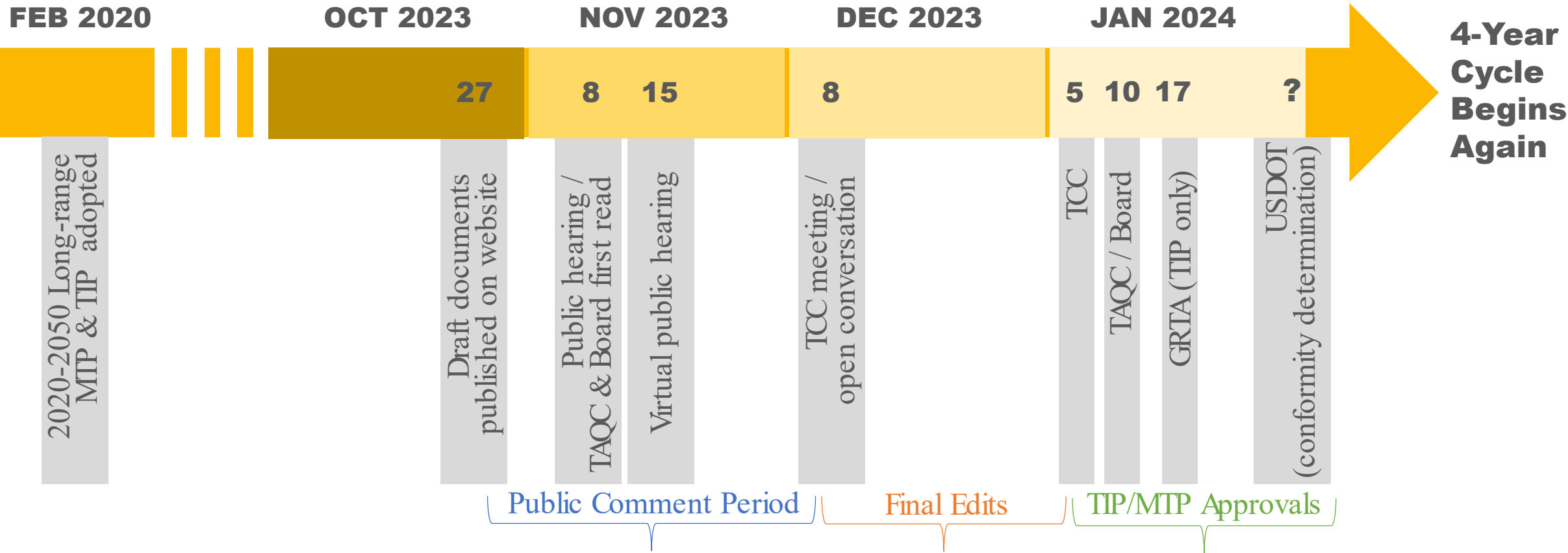
Equity – We represent a belief that there are some things which people should have, that there are basic needs that should be fulfilled, that burdens and rewards should not be spread too divergently across the community, and that policy should be directed with impartiality, fairness and justice towards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

Refresher on the Basics

- Metropolitan Transportation Plans (MTPs) and Transportation Improvement Program (TIPs) must be comprehensively updated every four years
- Last update approved in February 2020
- Eight amendments and regular quarterly administration modifications have been processed since then
- MTP must cover 20+ years



MTP/TIP Update Milestones



What has NOT Changed Since the 2020 Plan Update

Major Mobility Investment Program (MMIP)

- Costs, scopes and schedules have been updated continuously via regular amendments

Arterial Road Capacity Projects

- Kept current through amendments as priorities and funding opportunities evolved

Performance Based Planning Process

- Measures established and rulemaking developed under previous laws (MAP-21 / FAST)
- Reporting has been consolidated into a new dashboard

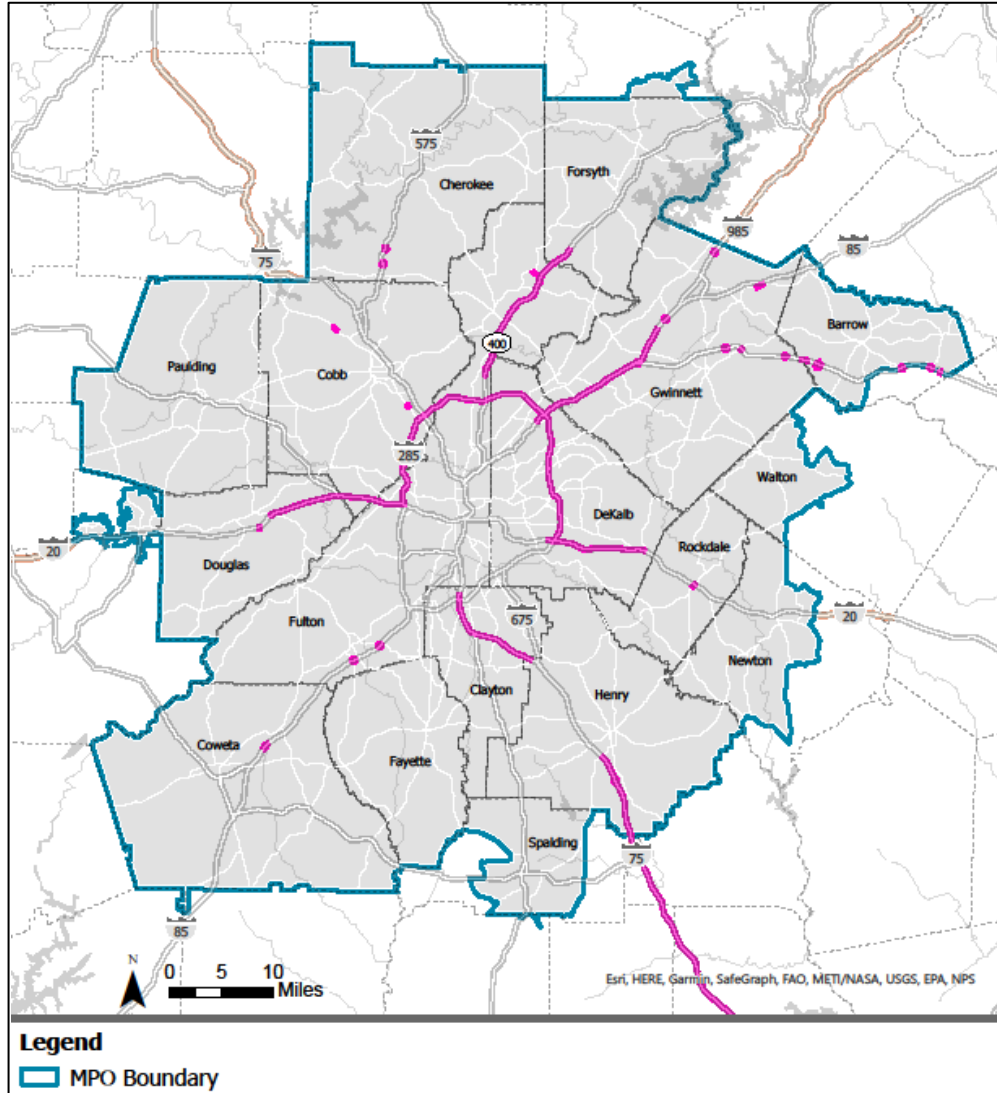
Core Planning Programs

- Livable Centers Initiative
- Comprehensive Transportation Planning Program
- Freight Cluster Plans

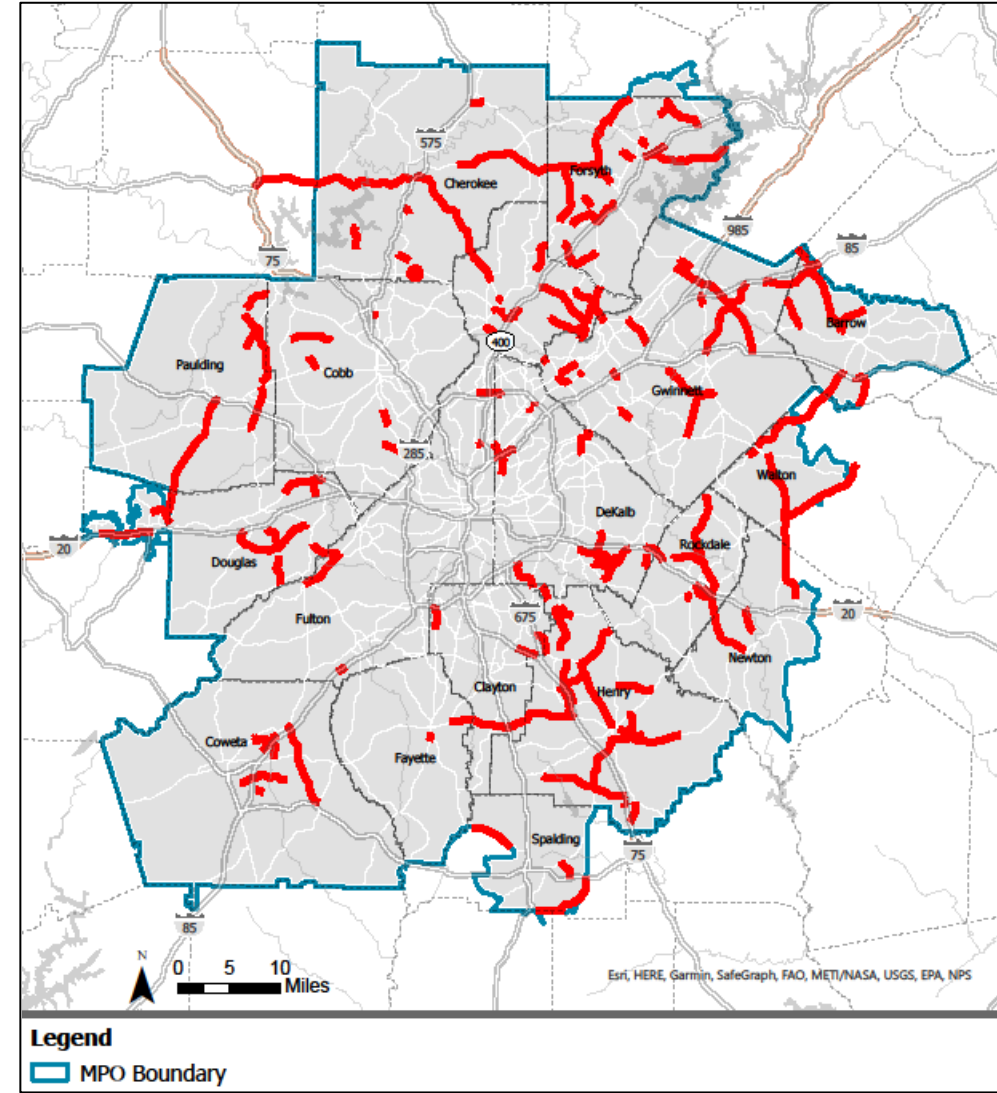
Roadway Capacity Projects

Projects directly carried forward from the most recent amended version of the plan (August 2023)

Interstates and Freeways

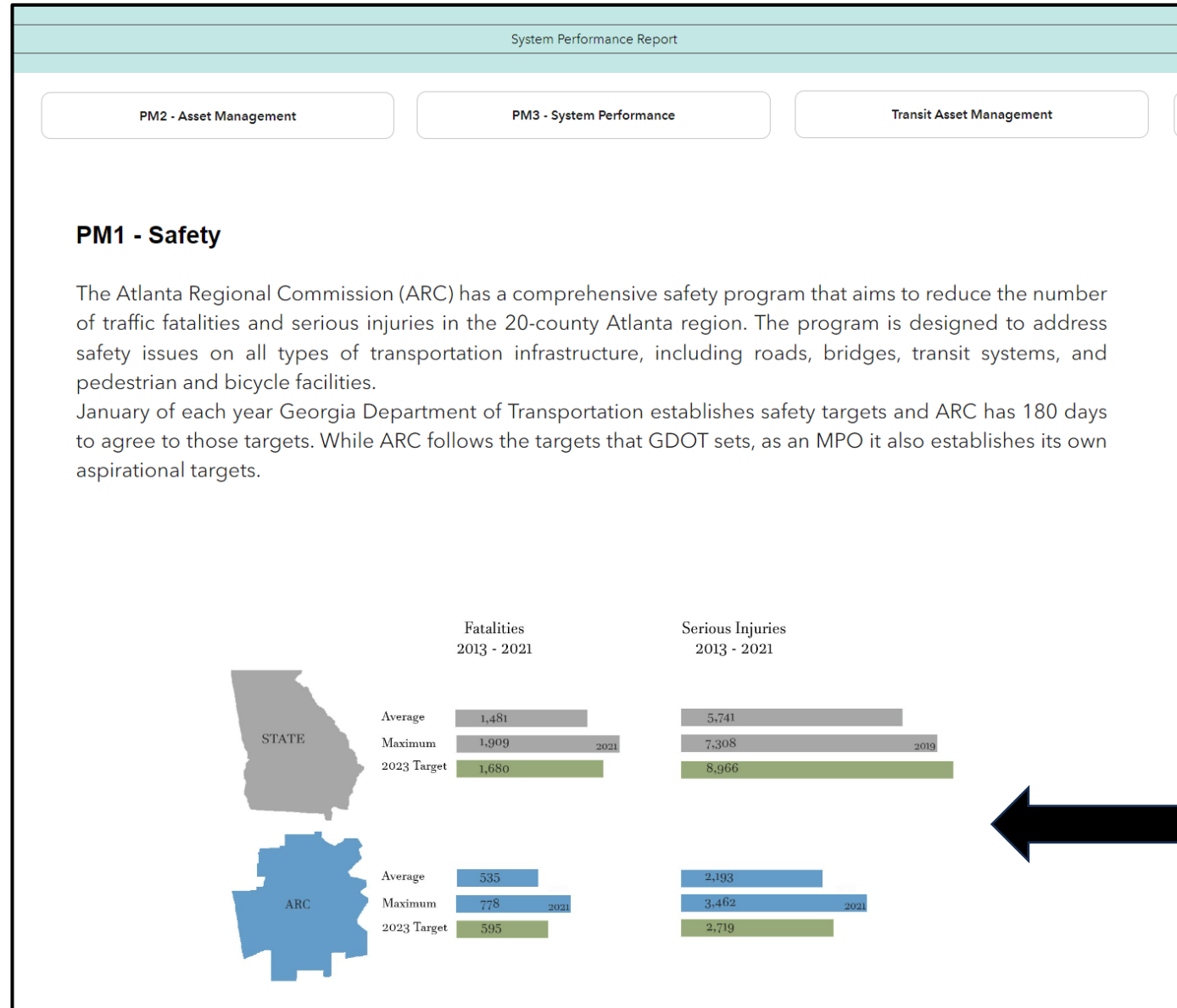


Other Roadways

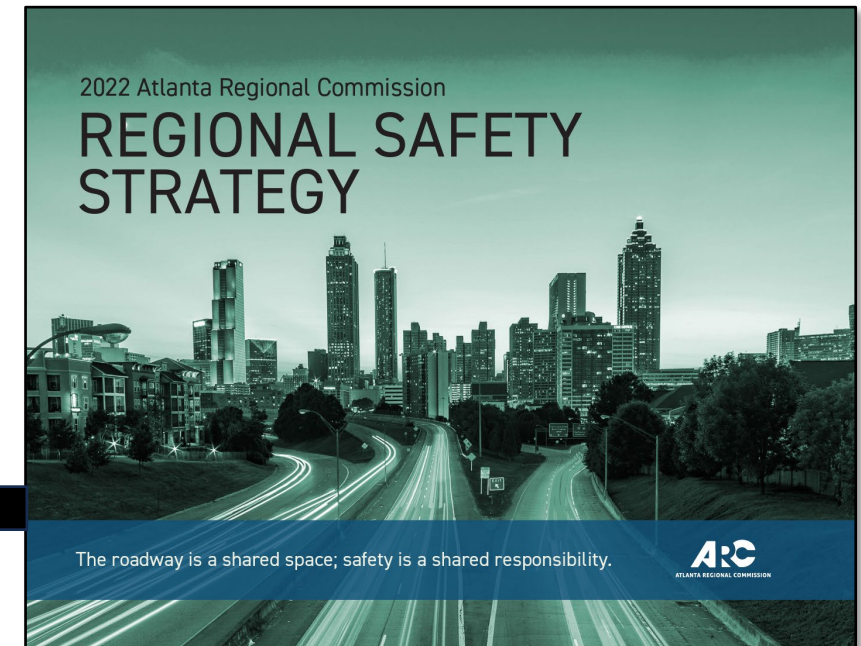


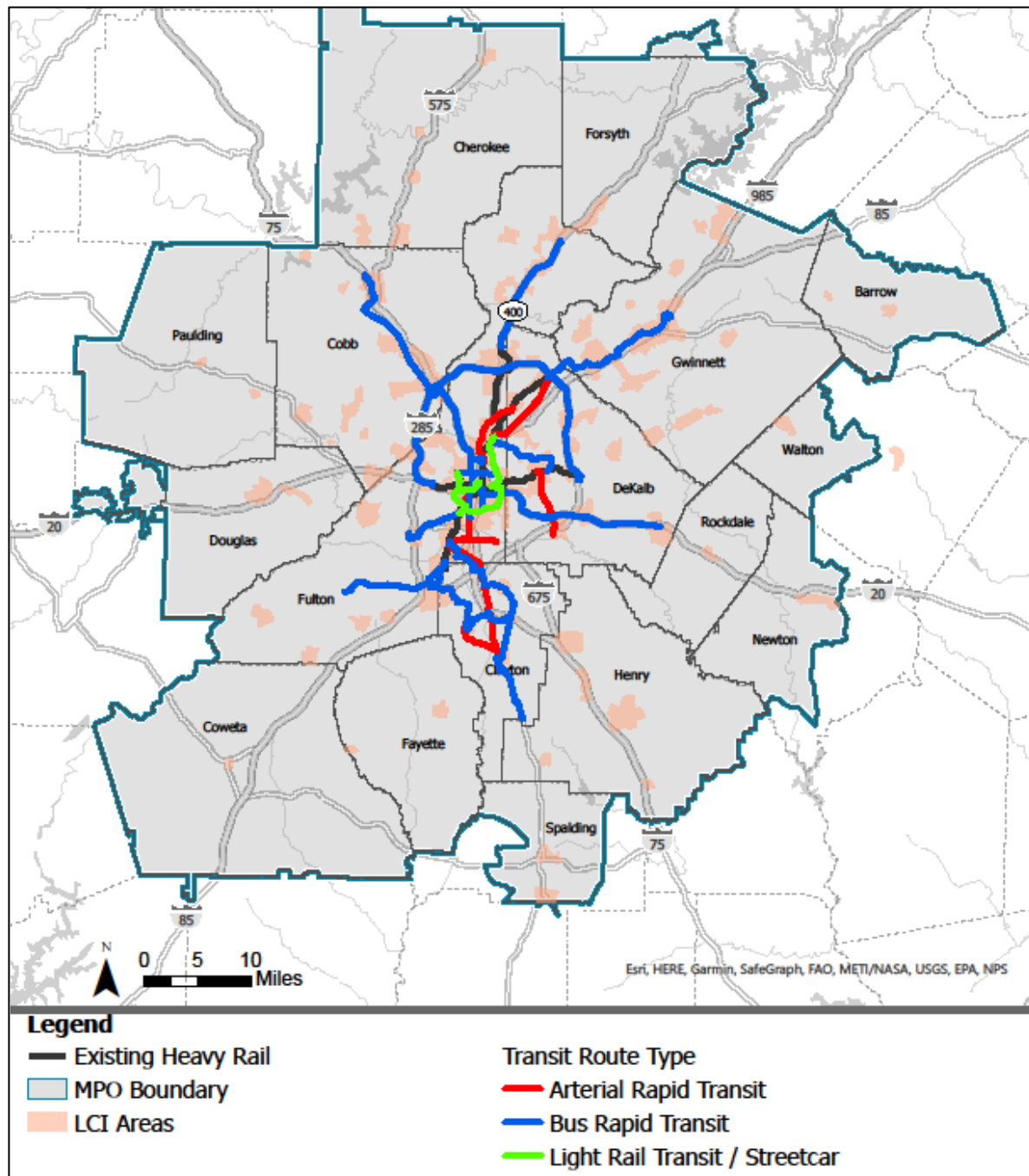
Performance Management Dashboard

ARC continues to improve the process of setting performance targets and being transparent in its documentation.



<https://atlantaregional.org/performance-report>





Increasing the Emphasis of LCI on Transit Access

High-capacity transit services and the LCI program leverage each other and reduce trip lengths and emissions

Key Changes Since the 2020 Plan Update

Infrastructure Investment and Jobs Act (IIJA)

- Significantly increased federal funding through 2027
- Much of the additional funding is in competitive discretionary programs
- Strengthened transportation planning linkages with climate change, equity, workforce development, affordable housing, clean energy, cybersecurity, and water supply

Understanding the long-term impacts of the COVID-19 pandemic

- Increased teleworking
- Housing, retail and office development trends
- Transit ridership decreases

Forecasts of population and employment growth are less aggressive

More focused and financially feasible transit expansion program

- Clearly defined priorities
- Shift to arterial rapid transit and bus rapid transit in lieu of rail

The Transportation Finance Story in a Nutshell

- IIJA provided a higher baseline amount for federal funding forecasts, but...



- Inflation eroding the purchasing power of additional revenue and federal Highway Trust Fund collections are stagnant

- State motor fuel taxes and fees provide a reliable and predictable revenue stream, but...



- State motor fuel tax collections have been suspended multiple times

- Local sales tax revenues are strong and continue to exceed estimates, but...



- The public support for future revenue increases may decrease if project construction commitments are not met

The Plan is Fiscally Constrained

Funding Source	Estimated Revenue thru 2050
Federal (Infrastructure Investment and Jobs Act)	\$43.7 billion (25.5%)
State (Motor fuel tax; user fees; lodging fee)	\$52.6 billion (30.7%)
Local (Sales taxes; general funds; transit fares)	\$73.8 billion (43.1%)
Other (Community Improvement Districts; private)	\$1.2 billion (0.7%)
TOTAL AVAILABLE	\$171.3 billion

Committed in MTP

\$168.3 billion

Available Balance

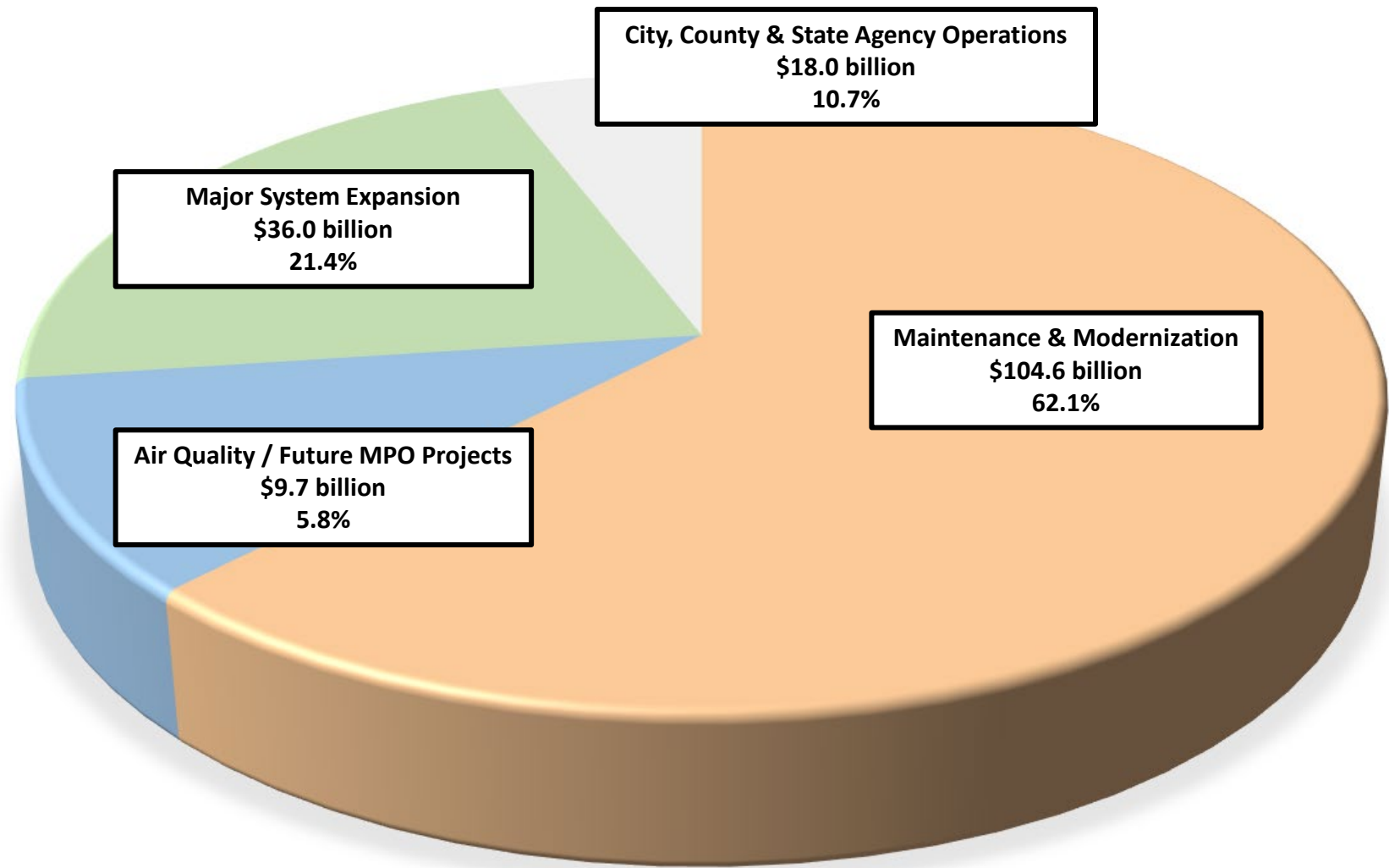
\$3.0 billion

KEY TAKEAWAY

Only about one-fourth of the plan's funding is from federal sources. The region and state directly funds the majority of its needs.



Funding by Investment Category

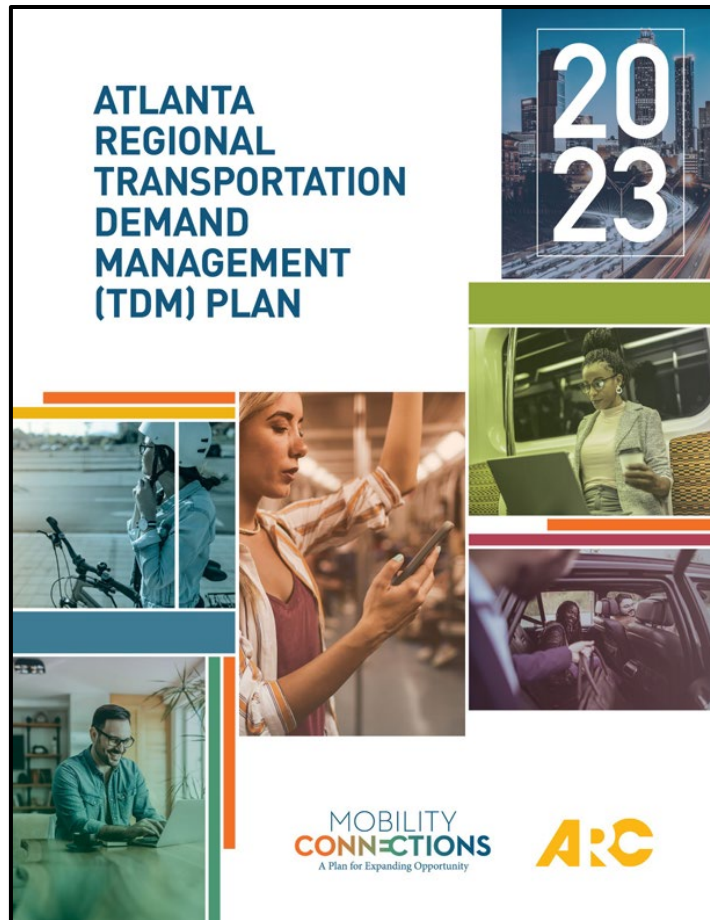


KEY TAKEAWAY

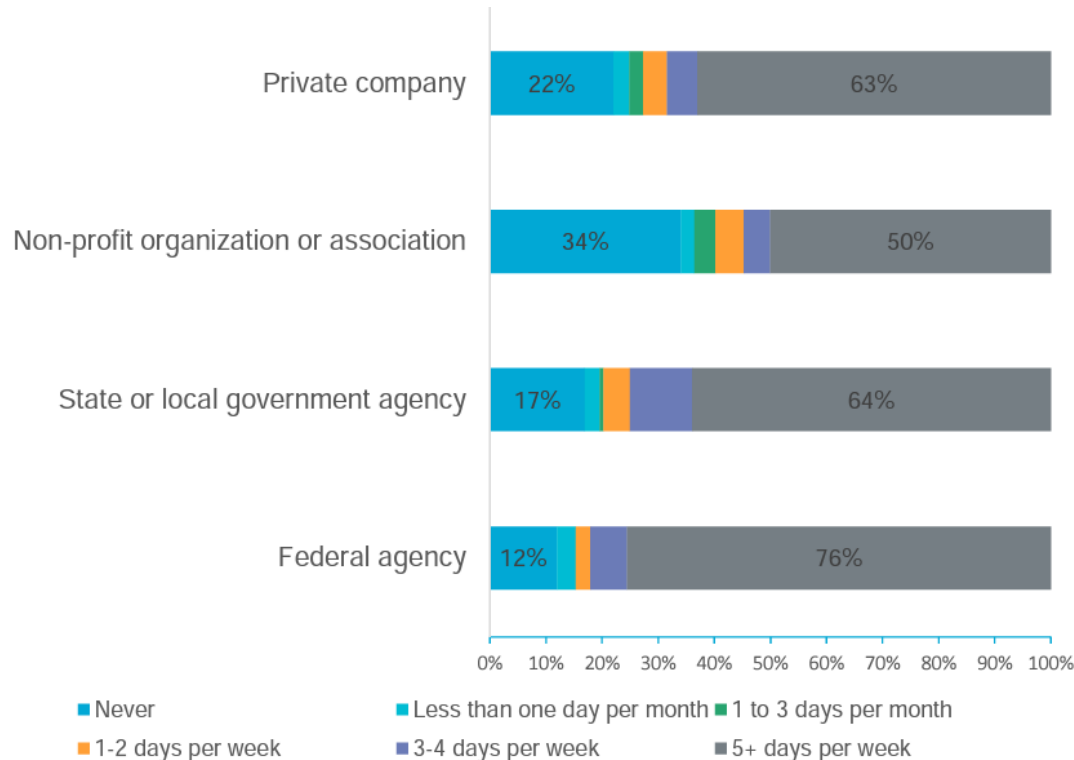
Only about 1 in every 5 dollars spent adds significant transit and road capacity. The rest is used to maintain and operate our current infrastructure and to maximize its efficient use.

The Role of TDM Planning Has Been Elevated

Although the work from home pendulum has begun to swing back, working from home continues to be much more prevalent than before the pandemic. If sustained long-term, it will have dramatic implications for commuting and development patterns.



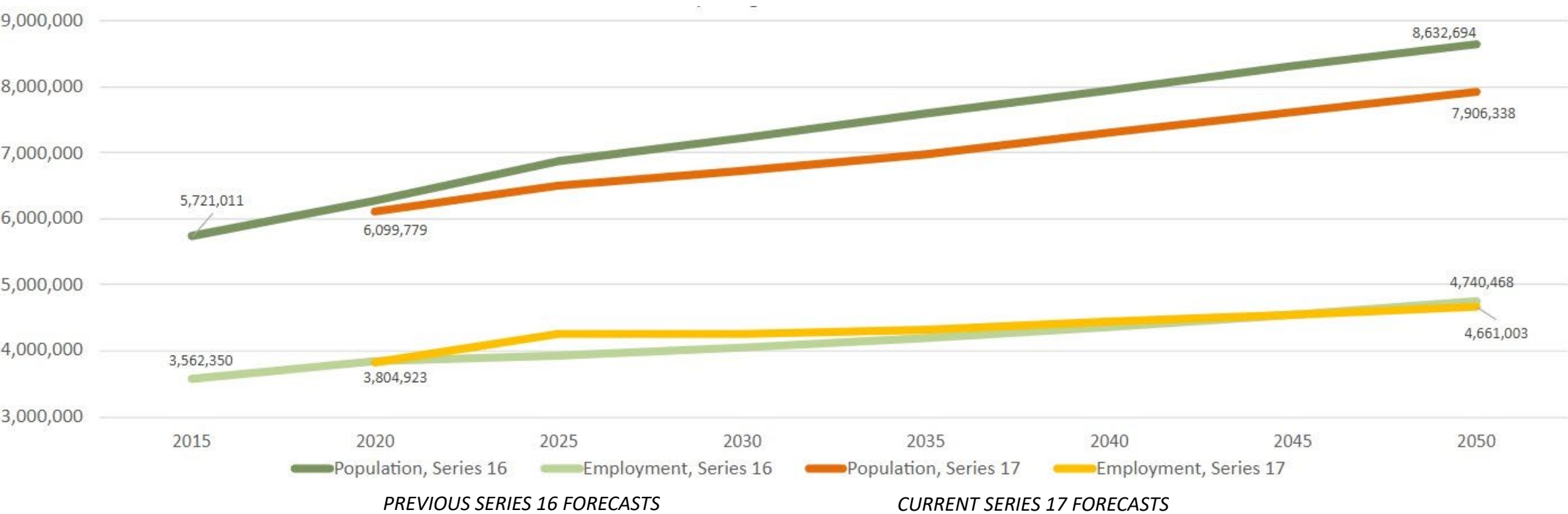
Frequency of working from home at the height of the pandemic (mid 2020)

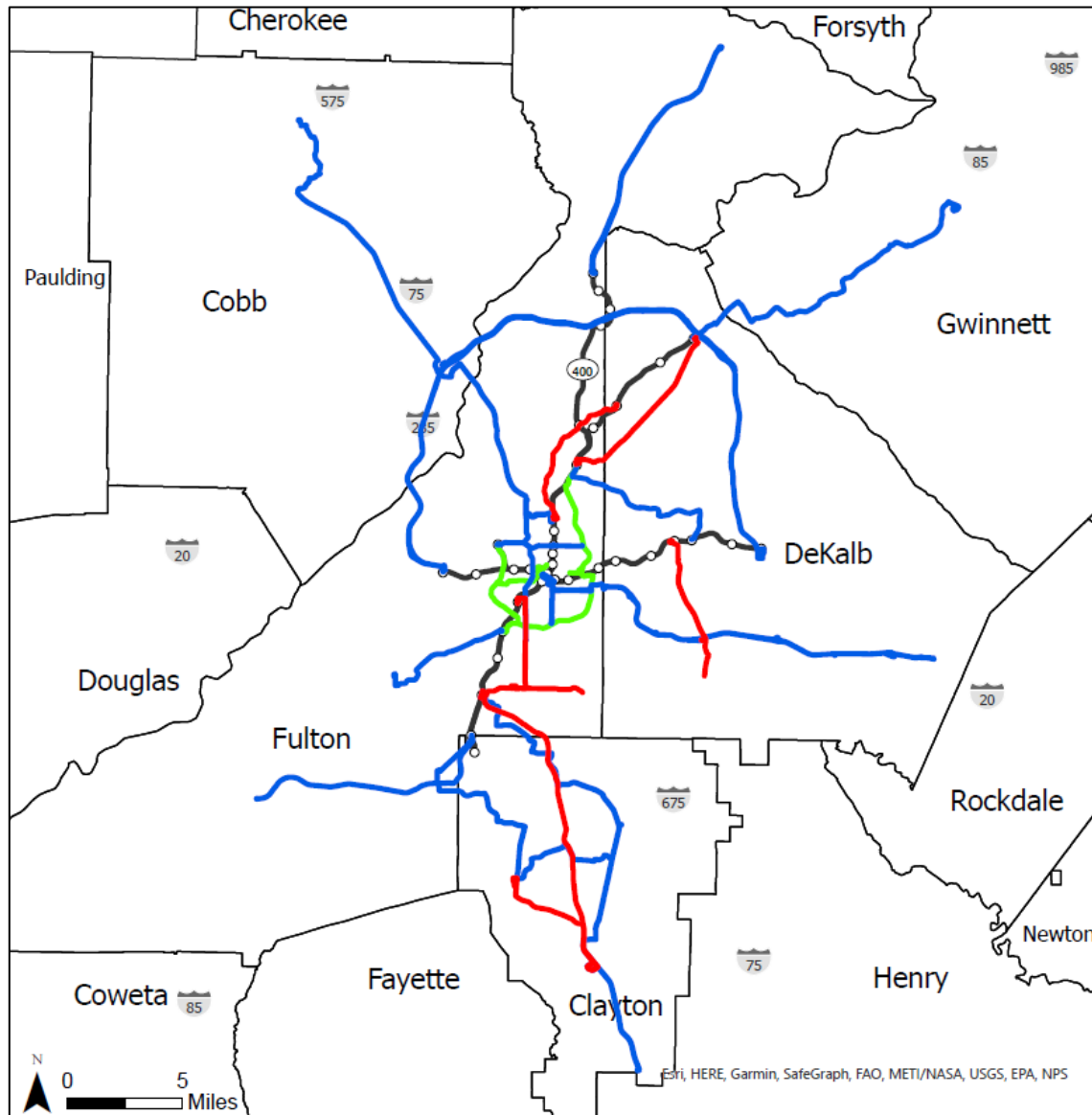


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Population and Employment Forecasts

Continuing declines in fertility rates and less migration produces a lower 2050 population forecast than the previous plan, but strong growth is still anticipated regardless.





Legend

- Existing Heavy Rail Stations
- Existing Heavy Rail
- Cities

2030-2050

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

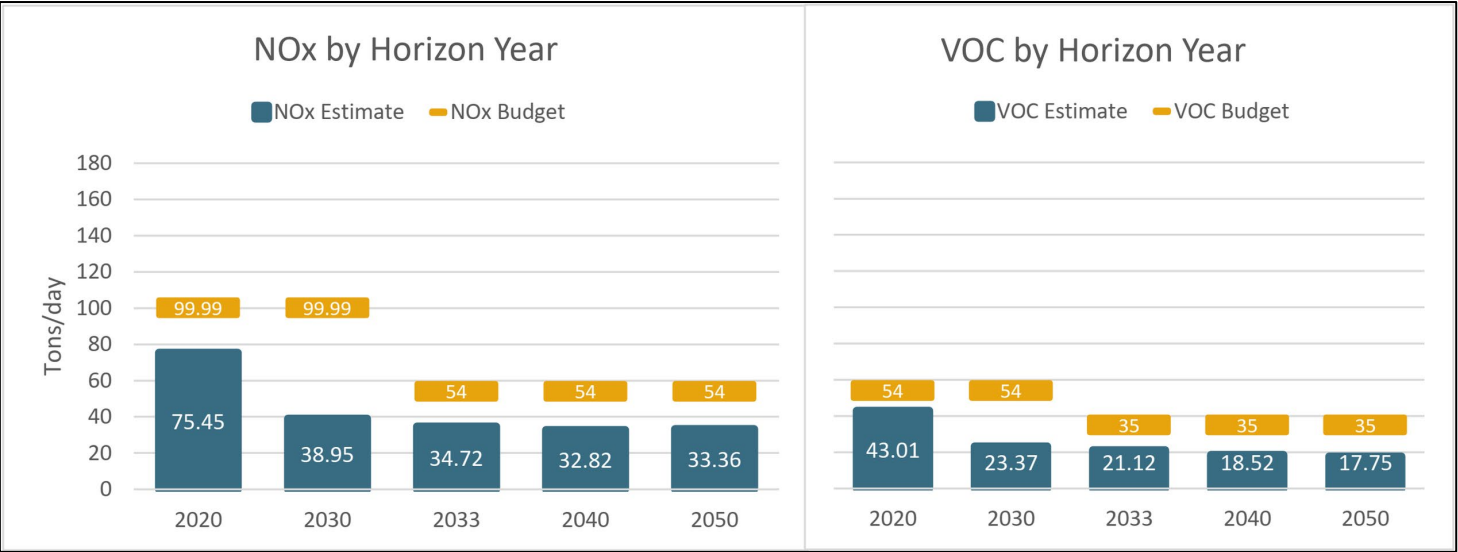
Transit Expansion Program Through 2050

Except for the Beltline corridor, transit expansion in the region will focus on high quality bus service operating in separate lanes and/or given priority in some way versus general traffic.

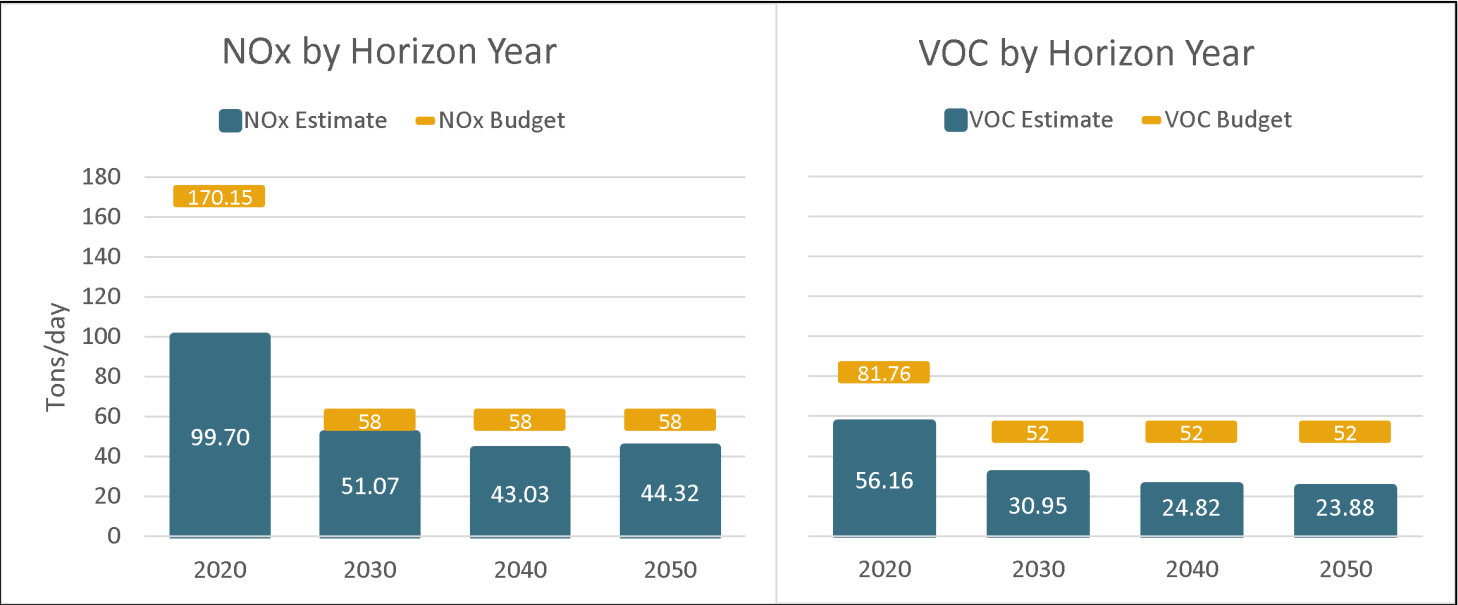
Performance Highlights

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

2015 Ozone Standard



2008 Ozone Standard



Meeting Federal Air Quality Requirements

The region continues to make progress on improving air quality, as a result of: 1) major transportation infrastructure investments, 2) cleaner burning fuels and 3) more fuel-efficient vehicles

The Next MTP Update

- Regional Freight and Goods Movement Plan
- Regional Transportation Electrification Plan
- Regional Human Services Transportation Plan
- Transportation Carbon Reduction Plan
- Climate Pollution Reduction Grant
- Transportation and Health Access Study
- Other local planning initiatives
- Emerging technologies

KEY TAKEAWAY

The upcoming year will provide additional insight into several important transportation issues, and ARC will advance another MTP update before the current 2028 deadline.



Comments?

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