



VOLUME III

**CONFORMITY
DETERMINATION REPORT**

Vision

ONE great REGION



Atlanta Regional Commission

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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.

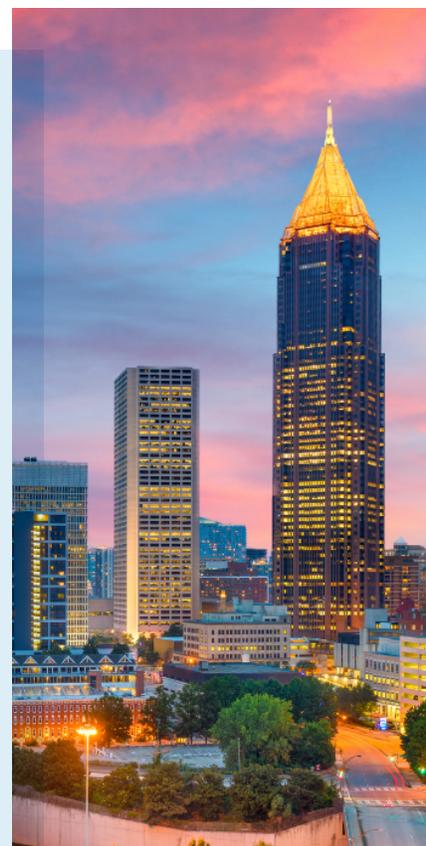
Integrity - In our conduct, communication, and collaboration with each other and the region's residents, we will act with consistency, honesty, transparency, fairness and accountability within and across each of our responsibilities and functions.

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.



AMENDMENT AND ADMINISTRATIVE MODIFICATION HISTORY

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

PARTICIPATION PLAN

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

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



ACTION

Major MTP/TIP Update



DATE

February 2024

GLOSSARY OF ACRONYMS

ARC	Atlanta Regional Commission
BIL	Bipartisan Infrastructure Law (officially known as IIJA)
CBMPO	Cartersville-Bartow County Metropolitan Planning Organization
CDR	Conformity Determination Report
CFR	Code of Federal Regulations
DCA	Department of Community Affairs
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
GA EPD	Georgia Environmental Protection Division
GDOT	Georgia Department of Transportation
GHMPO	Gainesville-Hall County Metropolitan Planning Organization
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection and Maintenance Program
IIJA Act	Infrastructure Investment and Jobs Act (also referred to as BIL)
MARTA	Metropolitan Atlanta Rapid Transit Authority
MTP	Metropolitan Transportation Plan
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emission Budget
NAAQS	National Ambient Air Quality Standard
NOX	Nitrogen Oxide
O3	Ozone
SIP	State Implementation Plan
SOV	Single-Occupancy Vehicle
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
USDOT	United States Department of Transportation
US EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

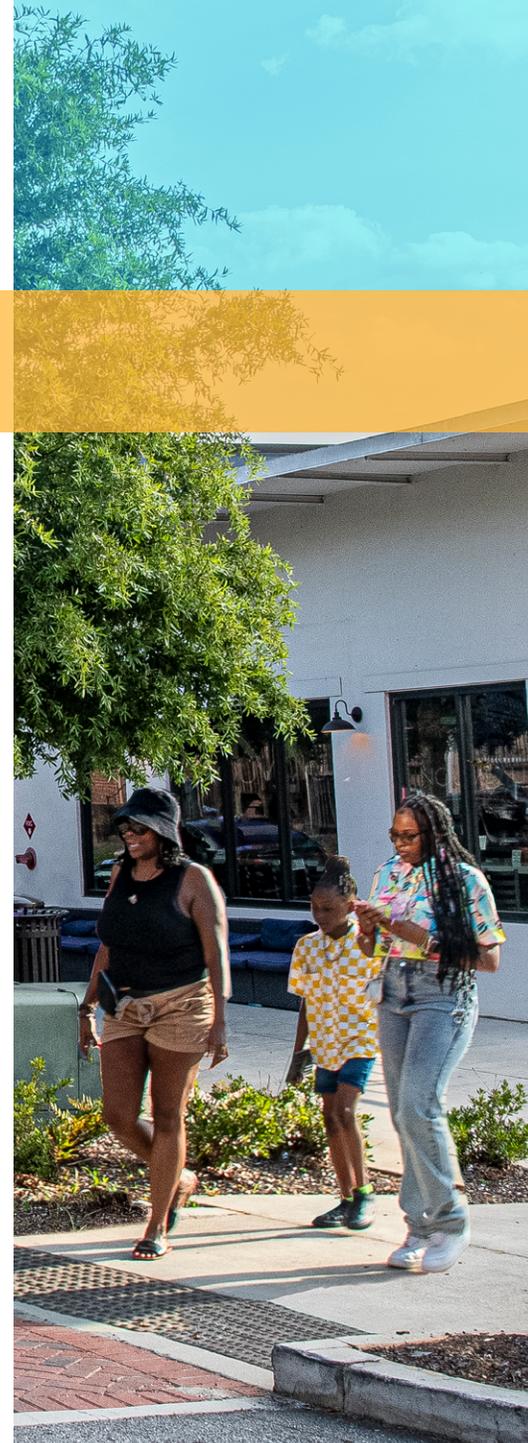




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INTRODUCTION

This report documents the transportation conformity requirements for the Atlanta air quality maintenance area. This area is comprised of three Metropolitan Planning Organizations (MPOs) with three distinct plans and policy committees.

The three plans covered by this report are listed below and comprise the latest updates to the horizon year of the Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) within the maintenance area:

1. Atlanta Regional Commission (ARC): 2050 MTP (2024) and FY 2024-2027 TIP
2. Gainesville-Hall County MPO (GHMPO): 2050 MTP and FY 2024-2027 TIP
3. Cartersville-Bartow County MPO (CBMPO): 2050 MTP and FY 2024-2027 TIP

Together, these three plans demonstrate conformity to the 1997, 2008, and 2015 8-hr. ozone standards. The conformity analysis for the 8-hr. ozone standards is documented in full in this Conformity Determination Report (CDR).

THE CLEAN AIR ACT & TRANSPORTATION CONFORMITY

The Clean Air Act requires the United States Environmental Protection Agency (US EPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the US EPA; they define the allowable concentration of six different pollutants: carbon monoxide, lead, nitrogen dioxide, fine and coarse particulate matter, ozone, and sulfur dioxide.

The Clean Air Act specifies how areas within the country are designated as either in attainment or nonattainment of an air quality standard and provides US EPA the authority to define the boundaries of nonattainment areas. For areas designated as nonattainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that nonattainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it fails to meet the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In Georgia, the agency responsible for SIP development is the Georgia Environmental Protection Division (GA EPD).

The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, thereby creating a direct link between transportation and air quality planning activities within nonattainment areas. The process of ensuring that a region's transportation planning activities contribute to attainment of the NAAQS, or conform to the purposes of the SIP, is referred to as transportation conformity. To receive federal transportation funds within a nonattainment or maintenance area, the area must demonstrate through a federally mandated transportation conformity process that the transportation investments, strategies, and programs, taken as a whole, contribute to the air quality goals defined in all applicable SIPs.



To ensure that transportation conformity requirements are met, Section 176(c) of the Clean Air Act authorizes the US EPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule¹, developed by the US EPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule, in conjunction with the Metropolitan Planning Regulations², direct transportation plan and program development as well as the transportation conformity process. The final Conformity Rule incorporates revisions resulting from the passage of the FAST Act, the current federal transportation funding legislation which specifies the process for the development of metropolitan transportation plans and programs for urbanized areas.

ARC is the federally designated MPO for all or portions of 20 counties in northern Georgia. ARC is directly responsible for developing a long-range MTP outlined in the Metropolitan Planning Regulations and Transportation Conformity Rule.

Portions of the Atlanta urbanized area extend into Bartow, Hall, and Jackson counties. Via interagency agreement, CBMPO and GHMPO plan for those portions of the Atlanta urbanized area within their boundary. ARC performs the planning and technical work required by the Transportation Conformity Rule, including, by agreement with CBMPO and GHMPO, the emissions modeling for Bartow and Hall counties. ARC documents the analysis in a combined CDR for all three MPOs. The USDOT approves or disapproves the conformity analysis in consultation with the US EPA. A positive conformity determination is required for the MTPs and TIPs to advance in all three MPOs.

If transportation plans and programs do not conform to the air quality goals established in the SIP, the transportation planning process will be delayed. Project implementation may be jeopardized through the imposition of transportation funding restrictions that direct how federal transportation funds can be applied. This situation is referred to as a conformity lapse, during which all federal transportation funds and approvals are restricted to projects that meet certain very specific criteria.

¹ 40 CFR 93: *Determining Conformity of Federal Actions to State or Federal Implementation Plans (EPA)*

² 23 CFR 450: *Planning Assistance and Standards (FHWA)*

CURRENT ATTAINMENT STATUS

8-HOUR OZONE STANDARD

The Atlanta region is currently subject to three NAAQS for 8-hr. ozone pollution: (1) the 1997 standard of 0.08 ppm, (2) the 2008 standard of 0.075 ppm, and (3) the 2015 standard of 0.070 ppm.

1997 Standard

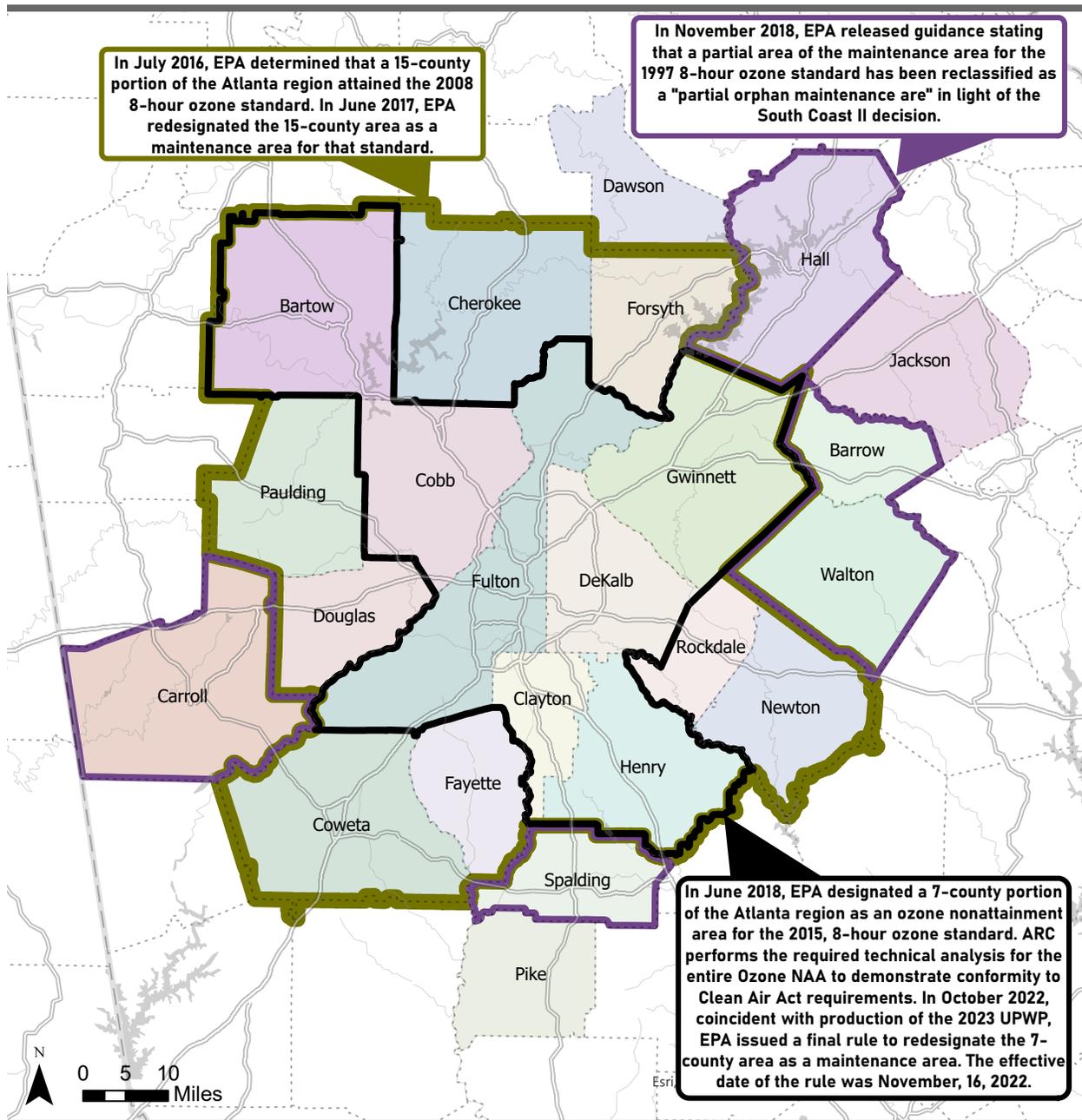
The 1997 standard was set to 0.08 ppm and 20 counties in the Atlanta region were designated as marginal nonattainment in 2004 (69 FR 23857): Barrow, Bartow, Carroll, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Hall, Henry, Newton, Paulding, Rockdale, Spalding, and Walton. In 2008, the Atlanta area was redesignated as moderate nonattainment.

On December 2, 2013, EPA redesignated the Atlanta area as a maintenance area, effective January 2, 2014 (78 FR 72040). When the 2008 8-hr. ozone standard was finalized and designations made, EPA then pursued the revocation of the 1997 8-hr. standard along with conformity requirements pertaining to this standard, through its “2008 Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan (SIP) Requirements”, which was finalized and effective April 6, 2015 (80 FR 12263). Transportation conformity for the 1997 8-hr. ozone standard was no longer applied. On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v. EPA* (“South Coast II,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked on April 6, 2015. These conformity determinations are required in these areas after February 16, 2019. A portion of the Atlanta Area was designated attainment for the 2008 ozone NAAQS on July 20, 2012 (77 FR 30087) with a maintenance plan for the 1997 8-hour ozone NAAQS later on January 2, 2014 with the 1997 ozone NAAQS revoked on April 6, 2015. Therefore, per the South Coast II decision, this conformity determination is being made for that partial portion of the 1997 8-hour ozone NAAQS.

“...transportation conformity determinations must be made in areas that were either non-attainment or maintenance...”



CURRENT AIR QUALITY MAINTENANCE AREA BOUNDARIES



Legend

-  2015 Ozone Standard Maintenance Area (7 counties)
-  2008 Ozone Standard Maintenance Area (15 counties)
-  1977 Ozone Standard Partial Orphan Maintenance Area (5 counties)



For the 1997 ozone NAAQS areas, transportation conformity for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c).

This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model for budget or interim emissions tests for the 1997 8-hour ozone NAAQS. Therefore, transportation conformity for the 1997 ozone NAAQS for ARC's and GHMPO's 2050 MTP and FY 2024–2027 TIP can be demonstrated by showing the remaining requirements in Table 1 of 40 CFR 93.109 have been met.

These requirements, which are laid out in Section 2.4 of EPA's (November 2018) Guidance and are addressed in the remainder of the document, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- TCMs (Transportation Control Measures) (93.113)
- Fiscal constraint (93.108)

2008 Standard

Effective July 20, 2012 (77 FR 30087), 15 counties in the Atlanta region were designated and classified as a marginal nonattainment area under the 2008 8-hr. ozone standard of 0.075 ppm: Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, and Rockdale counties (see figure opposite page). Initially, an attainment date of December 31, 2015, was set. This date was later changed through litigation to July 20, 2015, for marginal nonattainment areas like Atlanta.



WHAT IS TRANSPORTATION CONFORMITY?

Transportation conformity is the process of ensuring a region's transportation planning activities contribute to attainment of pollutant limits set by the U.S. EPA. These national standards define the allowable concentration of six different pollutants: carbon monoxide, lead, nitrogen dioxide, fine and coarse particulate matter, ozone, and sulfur dioxide.

On May 4, 2016, it was published in the Federal Register that the region was reclassified from a marginal to a moderate nonattainment area (effective June 3, 2016, 81 FR 26697) for failure to meet the ozone standard before July 20, 2015. On July 14, 2016, EPA finalized a clean data determination for the 2008 ozone standard effective August 15, 2016 (81 FR 45419). This determination indicated that the Atlanta region met the 2008 ozone standard for the three summers from 2013 to 2015.

On July 14, 2016, GA EPD submitted a Maintenance Plan to US EPA. This document shows the state's implementation plan for continuing to attain the 2008 ozone standard into the future. Effective June 2, 2017 (82 FR 25523), EPA approved the state's implementation plan and the associated Motor Vehicle Emissions Budgets (MVEBs). This action redesignated the Atlanta region as a maintenance area.

2015 Standard

Effective December 28, 2015 (80 FR 65291), the 2015 8-hr. ozone standard was set at 0.070 ppm. Effective August 3, 2018 (83 FR 25776), seven counties in the Atlanta region were designated and classified as a marginal nonattainment area under the standard: Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry counties. Effective November 16, 2022, this seven-county area was redesignated as a maintenance area (87 FR 62733).

RECENT CONFORMITY DETERMINATIONS

Since the adoption of the ARC's last MTP in 2020 there have been several positive conformity determinations by USDOT and US EPA. Amendments were the result of project funding changes, programming of new projects with air quality implications, and/or rebalancing of funds. A schedule of the conformity determinations associated with the previous MTP is provided below.

DATE	MTP/TIP ACTION	NAAQS
February 18, 2020	2050 MTP (2020) / FY 2020-2025 TIP	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
September 14, 2020	2050 MTP (2020) / FY 2020-2025 TIP Amendment #1	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
March 17, 2021	2050 MTP (2020) / FY 2020-2025 TIP Amendment #2	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
November 16, 2021	2050 MTP (2020) / FY 2020-2025 TIP Amendment #3	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
March 16, 2022	2050 MTP (2020) / FY 2020-2025 TIP Amendment #4	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
June 14, 2022	2050 MTP (2020) / FY 2020-2025 TIP Amendment #5	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
January 4, 2023	2050 MTP (2020) / FY 2020-2025 TIP Amendment #6	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
May 5, 2023	2050 MTP (2020) / FY 2020-2025 TIP Amendment #7	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone
August 5, 2023	2050 MTP (2020) / FY 2020-2025 TIP Amendment #8	1997 8-hour ozone 2008 8-hour ozone 2015 8-hour ozone

STATEMENT OF CONFORMITY

The purpose of this CDR is to document compliance with the relevant elements of the Clean Air Act (Subsections 176(c) (1) (2) and (3)), the Transportation Conformity Rule (40 CFR Parts 51 and 93) and Metropolitan Planning Regulations (23 CFR Part 450) by demonstrating that the ARC 2050 MTP (2024) and FY 2024-2027 TIP, the CBMPO 2050 MTP, and the GHMPO 2050 MTP conform to the purpose of the SIP for the 8-hr. ozone standards.



REDUCING OZONE LEVELS

Ozone is not emitted directly by any source but rather is formed when nitrogen oxides (NO_x) and volatile organic compounds (VOCs) combine in the air with sunlight. That's why air pollution control strategies are aimed at controlling NO_x and VOCs, rather than ozone directly.



ARC has conducted the conformity determination for the ozone maintenance areas, encompassing all three MPOs and parts of the state outside the boundary of the MPOs.

An updated transportation conformity analysis is required under the 8-hr. ozone standards for the three MTPs and TIPs due to numerous changes to regionally significant projects. ARC is updating its MTP/TIP and there are numerous changes to non-exempt projects. CBMPO and GHMPO are also updating their long-range plans which contain numerous changes to non-exempt projects.

The conclusion of the conformity analyses, documented below, indicates that the ARC, CBMPO, and GHMPO MTPs and TIPs support the broad intentions of the Clean Air Act for achieving and maintaining the NAAQS for ozone as outlined in the Atlanta area SIPs.

8-HOUR OZONE STANDARD

For the 8-hr. ozone conformity analysis the MVEB Test is required to demonstrate conformity. The latest approved MVEBs applicable to conformity under the 8-hr. ozone standard were established by GA EPD as part of Georgia's 2008 Ozone Maintenance SIP for the 15-county area and as part of Georgia's 2015 Ozone Maintenance SIP for the 7-county area.

Ozone is not emitted directly by any source; it is formed when Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOCs) combine in the atmosphere in the presence of sunlight. Therefore, air pollution control strategies are aimed at controlling NO_x and VOC. Budgets are established for these two pollutants instead of ozone directly. The transportation conformity analysis for the 15-county 8-hr. ozone maintenance area and 7-county 8-hr. ozone maintenance area was performed with the MVEB Test using the set of approved budgets outlined in the following table.

APPROVED MOTOR VEHICLE EMISSION BUDGETS

ESTABLISHING SIP	EFFECTIVE DATE	YEARS APPLIED TO	MVEBS
Georgia's 2008 Ozone Maintenance SIP	June 2, 2017	All conformity years prior to 2030	NOx: 170.15 tons/day VOC: 81.76 tons/day
Georgia's 2008 Ozone Maintenance SIP	June 2, 2017	All conformity years 2030 and later	NOx: 58 tons/day VOC: 52 tons/day
Georgia's 2015 Ozone Maintenance SIP	November 16, 2022	All conformity years prior to 2033	NOx: 99.99 tons/day VOC: 54 tons/day
Georgia's 2015 Ozone Maintenance SIP	November 16, 2022	All conformity years 2033 and later	NOx: 54 tons/day VOC: 35 tons/day

The results of the emissions analysis for 2050 MTP (2024) demonstrate adherence to the established MVEBs. The conformity analysis was performed for the years 2020, 2030, 2033, 2040, and 2050. The analysis years meet the requirements for specific horizon years that the transportation plan must reflect as specified in 93.106(a)(1) of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.118(b) and 93.118(d)(2).

The TIP/MTP remains financially constrained consistent per 23 CFR Part 450 Subpart C (i.e., cost feasible). The funding source for construction and operation, if applicable, of all projects is identified and presented in [Appendix 1 of Volume I: 2050 Metropolitan Transportation Plan](#).

Upon completion of the technical conformity analysis, ARC staff have determined that the 2050 MTP (2024) demonstrates compliance with the Clean Air Act as amended in 1990 in accordance with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in IIJA).

INTERAGENCY CONSULTATION

Section 93.105 of the Transportation Conformity Rule requires procedures be established for interagency consultation related to the development of the transportation plan and program and associated conformity determination. The interagency group meets on a routine basis to address transportation and air quality issues. See [Appendix 1](#) for the approved meeting minutes of the Interagency Consultation Group (IAC). The IAC is comprised of the following groups:

- The MPOs: ARC, CBMPO, and GHMPO
- Georgia Department of Transportation (GDOT)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- GA EPD
- Federal Highway Administration (FHWA)
- Federal Transit Authority (FTA)
- US EPA
- Local transit providers: Atlanta-Region Transit Link Authority (ATL), Cherokee, Cobb, Douglas, Gwinnett, and Henry Counties
- Georgia Regional Transportation Agency (GRTA)

INTRODUCTION

ARC, CBMPO, and GHMPO coordinated activities for this conformity analysis with the IAC, and provided regular briefings to each agency's transportation technical and policy committees. ARC staff requested any potential changes with CBMPO and GHMPO projects for travel demand model network coding in May 2023. Draft 2050 MTP (2024) and FY 2024-2027 TIP documents were provided to CBMPO and GHMPO planning partners through the IAC in October 2023 to allow for time to comment prior to the scheduled January 2024 final adoption of the plan.

The draft MTP and TIP documents were made available to other ARC planning partners through the TCC and the Transportation and Air Quality Committee (TAQC) in October 2023, to allow for time to comment prior to formal adoption, in accordance with 93.105(b)(2)(iii) of the Transportation Conformity Rule. Final MTP and TIP documents were provided after January 2024, upon approval of the update, fulfilling the requirement of 40 CFR 93.105(c)(7).

Comments received and responses prepared by ARC are documented in [Volume IV: Public Engagement](#).

³ While MOVES4 is the most up-to-date version of the MOVES model, there is a two-grace period ending on September 12, 2025 using that version. As there isn't enough time to adjust the input files for MOVES4 for this series, the technical analysis for this conformity determination can be completed using the version 3.1.





TRANSPORTATION CONFORMITY RULE REQUIREMENTS

The following sections summarize the applicable requirements of Section 93.105 of the Transportation Conformity Rule and how the requirements have been met.

Emissions Analysis - Model and Assumptions

Section 93.105(c)(1)(i) of the Transportation Conformity Rule requires that the IAC be provided the opportunity for evaluating and choosing a model and associated methods and assumptions to be used in the regional emissions analysis needed to demonstrate conformity.

A detailed listing of the procedures and planning assumptions used for the conformity analysis is outlined in [Appendix 2](#). This document was submitted to the IAC in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule. The document includes assumptions for the 8-hr. ozone emissions analyses. The IAC's approval of these assumptions was granted on September 26, 2023.

ARC has consulted with the IAC as to the required version of US EPA's mobile source emission model for the conformity analysis, MOVES3.1³. ARC worked in consultation with the GA EPD to develop necessary MOVES3.1 input files that specify all federally mandated and regional motor vehicle emission control programs.

Regionally Significant Projects

A regionally significant project is a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs. Regionally significant projects include those that provide access to and from the area outside the region, provide connections to key places inside the

region (such as major activity centers, major planned developments, sports complexes, etc.), and transportation terminals. Modifications to roadways or transit projects that would normally be included in the modeling of a metropolitan area's transportation network are also considered regionally significant, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Projects that are regionally significant, regardless of funding source, must be included in the regional emissions analysis in accordance with Section 93.122(a)(1) of the Transportation Conformity Rule.

Section 93.105(c)(1)(ii) of the Transportation Conformity Rule requires an interagency consultation process for determining which minor arterials and other transportation projects (i.e., those projects that are not classified as principal arterials or above) should be considered regionally significant for the purposes of regional emissions analysis. As agreed by the IAC, ARC's policy is that all regional facilities that are functionally classified as minor arterial or above must be included in the travel demand model and regional emissions analysis. The project listing located in Appendix 1 of [Volume I: 2050 Metropolitan Transportation Plan](#) contains descriptions of any proposed regionally significant additions or modifications to the transportation system that are expected to be operational in each horizon year within the 8-hr. ozone maintenance areas.



WHAT PROJECTS ARE ANALYZED?

Any transportation project that is deemed ‘regionally significant,’ regardless of funding source, must be included in the regional emissions analysis. Regionally significant projects include those that provide connections to key regional destinations, such as major activity centers, sports facilities, and large planned developments.

For those regionally significant additions or modifications that fall within ARC’s 21-county travel modeling domain, projects are identified and described in the following level of detail:

- ARC’s highway network identifies intersections with existing regionally significant facilities.
- The effect of such additions or modifications on route options between transportation analysis zones is defined.
- Highway segments identify the design concept and scope sufficiently to model travel time under various traffic volumes, consistent with ARC’s modeling method.
- Transit facilities, equipment, and services proposed for the future are defined in terms of design concept, scope, and operating policies sufficient to model transit ridership.
- Sufficient description of the transportation network shows a reasonable relationship between forecasted land use and the future transportation system.

Identification of Exempt Projects

Section 93.105(c)(1)(iii) of the Transportation Conformity Rule provides for an evaluation of whether or not projects otherwise exempt per Sections 93.126 and 93.127, should be treated as non-exempt in cases where projects may have adverse impact on emissions. Exempt projects are those considered to be neutral with respect to their impact on air quality or are air-quality beneficial.

A draft listing of the proposed projects in the MTPs and TIPs, including their exempt status, was provided to interagency members on October 17, 2023 in advance of the October 24, 2023 meeting, allowing time for the interagency consultation group to review and provide comment as needed prior to Board adoption and USDOT approval of the final MTPs and TIPs. All procedures used in the analysis and identification of these projects were done in accordance with Section 93.105 and provided for evaluation of any nonexempt project which may have been perceived to have an adverse impact on mobile source emissions.



Transportation Control Measures

Transportation Control Measures (TCM) are physical improvements and travel demand management strategies that reduce vehicle-related emissions. A SIP TCM is any TCM that is specifically identified and committed to in an approved SIP for the purpose of reducing emissions of air pollutants from transportation sources by improving traffic flow, reducing congestion, or reducing vehicle use. Section 93.105(c)(1)(iv) of the Transportation Conformity Rule provides for interagency consultation regarding timely implementation of TCMs included in the SIP. The Transportation Conformity Rule specifically requires the following:

- Assurance that the transportation program does not contradict any TCM commitment in the SIP,
- Assurance that the transportation program provides for the expeditious implementation of TCMs, and
- Assurance that the status of each TCM is included with each TIP submission until TCMs are fully implemented.

TCM strategies reflected in any of the 8-hr maintenance ozone SIPs currently are under of the category of Traffic Flow Improvements. This TCM comprises improved signalization.

Per the Final Rule published by the EPA in the Federal Register on March 8, 2021, and effective April 7, 2021, titled “Air Plan Approval; GA: Non-Interference Demonstration and Maintenance Plan Revision for the Removal of Transportation Control Measures in the Atlanta Area” (86 FR 13191), ARC is only required to report the status of a single TCM in the CDR and its amendments. The remainder of the TCMs have been removed from the SIP. Refer to Exhibit F of [Appendix 2](#) for a full listing of TCMs for the Atlanta region that are included in any of the ozone SIPs for Georgia. Currently, all TCMs have been implemented in the region.

Evaluation of Conformity Triggers

Triggers for MTP and TIP conformity determination are established in Section 93.104(e) of the Transportation Conformity Rule. Triggers can include actions that establish new MVEBs for conformity, or that add, delete, or change TCMs, leading to the development of a new transportation plan and TIP conformity determination.

The IAC discusses conformity triggers on an as-needed basis. A conformity determination is required within two years of the effective date of the following triggers:

- US EPA’s finding that the MVEBs in a submitted SIP are adequate,
- US EPA’s approval of a SIP, if the budget(s) from that SIP have not yet been used in a CDR,
- US EPA’s promulgation of an implementation plan which establishes or revises a budget, and/or
- US EPA’s approval of a SIP, or promulgation of a Federal Implementation Plan, that adds, deletes, or changes a TCM.

MPO Notification of Non-Federal Regionally Significant Projects

Per Section 93.105(c)(4) of the Transportation Conformity Rule, the interagency consultation process must establish a mechanism to ensure that recipients of USDOT funds notify the MPO of any plans for construction of regionally significant non-federal projects. Regionally significant non-federal projects are those regionally significant projects that do not require federal funding or approval. In addition, the following requirements must be met:

- Notification of a planned project to the MPO is required even if the project sponsor has not made a final decision on project construction.
- Inclusion in the MPO transportation model and the regional emissions analysis is required of all known regionally significant non-federal projects.
- MPOs must respond in writing to any comments regarding regionally significant non-federal projects not adequately being accounted for in the regional emissions analysis.

All the requirements for interagency consultation during the conformity process have been met.



PUBLIC INVOLVEMENT

The 2050 MTP (2024) and FY 2024-2027 TIP reflect input and feedback gained from policy makers, regional leaders, stakeholders and the general public. Outreach efforts, by necessity, were innovative because of the COVID-19 pandemic. ARC was resourceful and steadfast in working to ensure that participation in the MTP development process occurred. As a result, the MTP and TIP reflect a diverse spectrum of opinion and discussions as well as the regional values and priorities of the MPO.

OVERVIEW OF PARTICIPATION ACTIVITIES

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

MTP-specific outreach activities, outlined below and described in detail in [Volume IV: Public Engagement](#), are supplemented by the existing ARC committee and task force structure, including ARC transportation advisory groups, such as those formed as part of ARC's specialized plan/study development process. The 2050 MTP (2024) and FY 2024-2027 TIP participation process involved any

person or group expressing interest in its activities and outcomes as well as targeted participants for plan development.

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

2020 – 2021

- Webinar Series
- Proactive media (Blog posts, press releases, legal ads, social media campaign)
- Earned media

2022 – 2023

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



ACCOUNTING FOR INFLATION

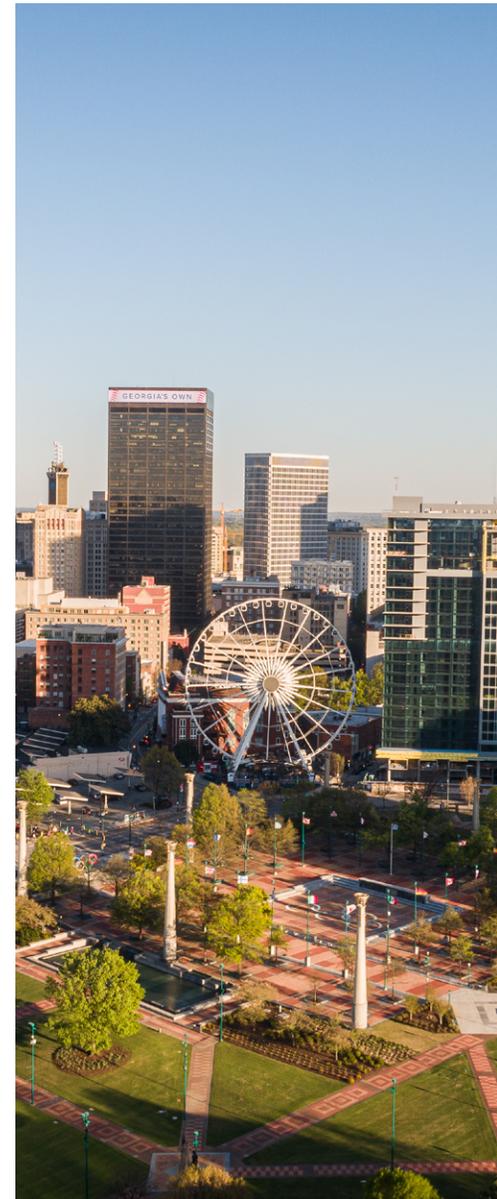
The projected expense of future projects are expressed in terms of “year of expenditure” to factor in rising costs over time due to inflation. This MTP assumes an annual inflation rate of 2.5%, higher than the 2.2% used in the previous MTP.

PUBLIC REVIEW AND COMMENT PERIOD

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

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

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



“The projected expense of future projects are expressed in terms of year of expenditure”

FISCAL CONSTRAINT

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

PROJECT COSTS

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

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

Costs presented in the project listings in Appendix 1 of **Volume I: 2050 Metropolitan Transportation Plan** which are within the TIP period are already inflated. But long-range phases are presented in current year dollars since a precise schedule for implementation has not yet been defined. A phase advanced in the 2031-2040 timeframe, for example, could occur anywhere within that period, resulting in a different cost based on whether the project is undertaken earlier or later in the decade. For this reason, all long range costs are aggregated and inflated to a mid-year point of the timeframe. For the 2031-2040 period, for example, an average YOE assumed is 2035.

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

Appendix 3 of this document provides the results of the YOE adjustments made to each project for the purposes of fiscally constraining the plan.



REVENUE ASSUMPTIONS

Major revenue assumptions and forecasts are developed in consultation with ARC's Financial Planning Team. The composition and purpose of this group is described in the Consultation and Coordination chapter of **Volume I: 2050 Metropolitan Transportation Plan**. To improve efficiency during this particular planning cycle, the role of the Financial Planning Team was conducted by the broader Interagency Consultation Group due to the significant overlap in membership.

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

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

OVERALL CONSTRAINT

Specific investments totaling \$67.7 billion have been identified and reflected in the MTP project list in **Appendix 1 of Volume I: 2050 Metropolitan Transportation Plan**. These are projects which use federal funds and/or must be incorporated into the regional travel demand and air quality conformity analysis. These are referred to as "on-database project investments" on the following table.

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

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

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

FHWA FORMULA FUNDS

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

FTA FORMULA AND CAPITAL INVESTMENT GRANT (CIG) FUNDS

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

DEMONSTRATION OF OVERALL MTP FISCAL CONSTRAINT - FEBRUARY 2024

	FEDERAL INVESTMENTS					NON-FEDERAL INVESTMENTS				
	FHWA FORMULA	FHWA DISCRETIONARY	FTA FORMULA	FTA DISCRETIONARY	TOTAL	STATE	BONDS (SEE NOTE 4)	LOCAL GOVT / CID	TRANSIT OPERATORS	TOTAL INVESTMENT
ON DATABASE PROJECT INVESTMENTS										
Managed Lanes	\$9,345,703,265	\$136,124,447	\$0	\$0	\$9,481,827,712	\$4,341,902,867	\$13,271,487,514	\$15,971,428	\$0	\$13,839,702,007
Highway Expansion	\$3,131,696,449	\$130,657,282	\$0	\$0	\$3,262,353,731	\$5,060,244,177	\$23,600,000	\$3,226,068,903	\$0	\$11,548,666,812
Transit Expansion	\$11,671,343	\$150,000	\$0	\$4,026,021,803	\$4,037,843,146	\$930,150	\$0	\$0	\$5,691,848,006	\$9,730,621,303
Bike/Ped Expansion	\$692,662,810	\$56,564,500	\$0	\$3,000,000	\$752,227,310	\$1,063,534	\$0	\$615,180,811	\$0	\$1,368,471,655
Other Programs/Initiatives	\$4,653,227,645	\$9,382,460	\$0	\$0	\$4,662,610,105	\$14,674,613	\$0	\$1,147,563,167	\$0	\$5,824,847,884
Road/Bridge Preservation		\$0	\$0	\$0	\$10,237,395,658	\$2,444,016,104	\$0	\$566,621,631	\$0	\$13,248,033,394
Road System Optimization and Safety	\$2,115,243,205	\$15,493,240	\$0	\$0	\$2,130,736,445	\$1,078,699,518	\$0	\$92,085,258	\$0	\$3,301,521,220
Transit Operations and Capital Replacement (All Systems)	\$21,141,666	\$45,000,000	\$6,105,286,468	\$3,600,000	\$6,175,028,134	\$436,088,888	\$0	\$0	\$1,881,220,669	\$8,492,337,690
	\$19,971,346,383	\$393,371,929	\$6,105,286,468	\$4,032,621,803	\$40,740,022,241	\$13,377,619,851	\$13,295,087,514	\$5,663,491,198	\$7,573,068,675	\$67,354,201,965
OFF DATABASE PROJECT INVESTMENTS (SEE NOTES 1, 2 AND 3)										
Bike/Ped Expansion						\$0	\$0	\$2,525,476,320	\$0	\$2,525,476,320
Road/Bridge Preservation						\$28,977,904,119	\$0	\$6,734,603,521	\$0	\$35,712,507,640
Road System Optimization and Safety						\$7,244,476,030	\$0	\$7,576,428,961	\$0	\$14,820,904,991
Transit Operations and Capital Replacement (MARTA)			N/A			\$0	\$0	\$0	\$28,430,584,759	\$28,430,584,759
Transit Operations and Capital Replacement (Non-MARTA)						\$0	\$0	\$0	\$1,496,346,566	\$1,496,346,566
						\$36,222,380,149	\$0	\$16,836,508,802	\$29,926,931,325	\$82,985,820,276
OFF DATABASE PROJECT INVESTMENTS (SEE NOTES 1, 2 AND 3)										
City, County & State Agency Operations & Administration			N/A			\$3,000,000,000	\$0	\$14,000,000,000	\$1,000,000,000	\$18,000,000,000
						\$3,000,000,000	\$0	\$14,000,000,000	\$1,000,000,000	\$18,000,000,000
TOTAL INVESTMENTS	\$19,971,346,383	\$393,371,929	\$6,105,286,468	\$4,032,621,803	\$40,740,022,241	\$52,600,000,000	\$13,295,087,514	\$36,500,000,000	\$38,500,000,000	\$168,340,022,241
AVAILABLE FUNDS (See Note 4)	\$33,000,000,000	\$393,371,929	\$6,200,000,000	\$4,100,000,000	\$43,693,371,929	\$52,600,000,000	\$13,295,087,514	\$36,500,000,000	\$38,500,000,000	\$171,293,371,929
UNCOMMITTED FUNDS	\$13,028,653,617	\$0	\$94,713,532	\$67,378,197	\$2,953,349,688	\$0	\$0	\$0	\$0	\$2,953,349,688

NOTES:

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

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

AGGREGATE COST OF PROGRAMMED PROJECTS

FHWA PROGRAM (SEE NOTE 5)	2024	2025	2026 <small>(SEE NOTE 4)</small>	2027	2028 <small>NOTE 2)</small> <small>(SEE</small>	LR 2029-2030	LR 2031-2033	LR 2034-2040	LR 2041-2050	TOTAL
Bridge Formula Program	\$3,716,590	\$4,635,881	\$4,215,452	\$7,161,600	\$0	\$0	\$0	\$0	\$0	\$19,729,523
Carbon Reduction Program (>200K) (ARC)	\$17,875,928	\$13,031,446	\$13,292,075	\$13,557,917	\$13,829,075	\$0	\$0	\$0	\$0	\$71,586,441
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$32,900,000	\$29,000,000	\$47,000,000	\$29,000,000	\$29,000,000	\$0	\$0	\$0	\$0	\$166,900,000
Highway Infrastructure	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
National Highway Freight Program (NHFP)	\$42,296,782	\$41,800,000	\$21,881,316	\$7,676,263	\$0	\$0	\$0	\$0	\$0	\$113,654,361
Highway Safety Improvement Program (HSIP)	\$37,288,000	\$37,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$74,576,000
Railway Highway Hazard Elimination Setaside (See Note 3)	\$1,864,800	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,729,600
Railway Highway Protective Devices Setaside (See Note 3)	\$1,491,200	\$1,491,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,982,400
National Highway Performance Program (NHPP)	\$440,594,525	\$613,696,555	\$518,994,257	\$581,652,875	\$745,542,794	\$0	\$0	\$0	\$0	\$2,900,481,006
PROTECT (Y800)	\$5,560,785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,560,785
STBG - Statewide Flexible (GDOT)	\$156,250,827	\$160,095,089	\$32,344,447	\$12,747,818	\$110,168,368	\$0	\$0	\$0	\$0	\$471,606,549
Off-System Bridge Setaside (See Note 3)	\$5,040,195	\$5,192,997	\$1,104,000	\$2,256,000	\$0	\$0	\$0	\$0	\$0	\$13,593,192
STBG - Urban (>200K) (ARC)	\$169,813,657	\$106,528,346	\$100,307,708	\$107,061,043	\$106,515,188	\$0	\$0	\$0	\$0	\$590,225,942
TAP - Urban (>200K) (ARC)	\$15,768,334	\$16,083,701	\$16,405,375	\$16,733,482	\$17,068,152	\$0	\$0	\$0	\$0	\$82,059,044
TAP - Statewide (Recreational Trails Program)	\$466,400	\$466,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$932,800
General Federal Aid 2026-2050	\$0	\$0	\$0	\$0	\$0	\$2,052,557,390	\$3,210,234,014	\$8,739,921,097	\$11,688,351,897	\$25,691,064,398
Total of Project Costs	\$930,988,023	\$1,031,174,415	\$755,544,630	\$777,846,998	\$1,022,123,577	\$2,052,557,390	\$3,210,234,014	\$8,739,921,097	\$11,688,351,897	\$30,208,742,041
Running Total Cost	\$930,988,023	\$1,962,162,438	\$2,717,707,068	\$3,495,554,066	\$4,517,677,643	\$6,570,235,033	\$9,780,469,047	\$18,520,390,144	\$30,208,742,041	
ESTIMATED AGGREGATE REVENUE										
FHWA Formula Funding Revenue (See Note 1)	\$978,276,280	\$1,000,189,702	\$1,022,555,400	\$1,045,385,113	\$1,068,683,989	\$2,181,348,207	\$3,411,011,568	\$8,617,636,215	\$13,651,394,952	\$32,976,481,426
Running Total Revenue	\$978,276,280	\$1,978,465,982	\$3,001,021,382	\$4,046,406,495	\$5,1105,090,484	\$7,296,438,691	\$10,707,450,259	\$19,325,086,474	\$32,976,481,426	
NET REVENUES MINUS COSTS										UNCOMMITTED BALANCE
Running Total Balance (YOE)	\$47,288,257	\$16,303,544	\$283,314,314	\$550,852,429	\$597,412,841	\$726,203,658	\$926,981,212	\$804,696,330	\$2,767,739,385	\$2,767,739,385
FEDERALLY RECOGNIZED FOUR-YEAR REGIONAL TIP COINCIDING WITH CURRENT STATE-WIDE TIP TIMEFRAME										

NOTES:

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

DEMONSTRATION OF FISCAL CONSTRAINT (FTA FORMULA AND CIG FUNDS) - FEBRUARY 2024

AGGREGATE COST OF PROGRAMMED PROJECTS

FTA PROGRAM	2024 (SEE NOTE 1)	2025 (SEE NOTE 1)	2026 (SEE NOTE 1)	2027 (SEE NOTE 1)	2028 (SEE NOTE 2)	LR 2029-2030	LR 2031-2033	LR 2034-2040	LR 2041-2050	TOTAL
Bus and Bus Facilities Program	\$6,503,172	\$6,503,172	\$6,503,172	\$6,503,172	\$6,503,172	\$13,669,798	\$21,126,010	\$50,787,682	\$80,144,568	\$198,243,918
Enhanced Mobility of Seniors and Individuals with Disabilities	\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000	\$10,510,101	\$16,242,851	\$22,313,367	\$61,619,597	\$137,185,915
State of Good Repair Grants	\$85,425,445	\$85,425,445	\$85,425,445	\$85,425,445	\$85,425,445	\$179,565,981	\$277,510,515	\$667,145,177	\$1,052,776,176	\$2,604,125,075
Transit Urbanized Area Formula Program	\$97,978,363	\$97,978,363	\$97,978,363	\$97,978,363	\$97,978,363	\$220,712,111	\$341,099,862	\$820,016,235	\$1,294,011,537	\$3,165,731,560
Total of Project Costs	\$195,206,980	\$195,206,980	\$195,206,980	\$195,206,980	\$195,206,980	\$424,457,991	\$655,979,238	\$1,560,262,461	\$2,488,551,878	\$6,105,286,468
Running Total Cost	\$195,206,980	\$390,413,960	\$585,620,940	\$780,827,920	\$976,034,900	\$1,400,492,891	\$2,056,472,129	\$3,616,734,590	\$6,105,286,468	

ESTIMATED AGGREGATE FORMULA FUNDING REVENUE

Estimated FTA Formula Funds Revenue (See Note 1)	\$195,206,980	\$195,206,980	\$195,206,980	\$195,206,980	\$195,206,980	\$424,457,991	\$655,979,238	\$1,560,262,461	\$2,488,551,878	\$6,105,286,468
Running Total Revenue	\$195,206,980	\$390,413,960	\$585,620,940	\$780,827,920	\$976,034,900	\$1,400,492,891	\$2,056,472,129	\$3,616,734,590	\$6,105,286,468	

NET REVENUES MINUS COSTS

Running Total Balance (YOE)	\$0	\$0	\$0	\$0	\$-	\$0	\$0	\$0	\$0	\$0
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UNCOMMITTED FUNDS

UNCOMMITTED FUNDS

AGGREGATE COST OF PROGRAMMED PROJECTS USING CAPITAL INVESTMENT GRANT (CIG) DISCRETIONARY AWARDS

CIG Program	\$0	\$0	\$0	\$150,000,000	\$150,000,000	\$0	\$657,937,565	\$177,131,699	\$2,866,665,795	\$4,001,735,058
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ESTIMATED AGGREGATE CIG PROGRAM REVENUE

FTA CIG Program Revenue (See Note 4)	\$0	\$0	\$0	\$150,000,000	\$150,000,000	\$0	\$657,937,565	\$177,131,699	\$2,866,665,795	\$4,001,735,058
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NET REVENUES MINUS COSTS

Running Total Balance (YOE)	\$0									
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UNCOMMITTED FUNDS

UNCOMMITTED FUNDS

FEDERALLY RECOGNIZED FOUR-YEAR REGIONAL TIP COINCIDING WITH CURRENT STATEWIDE TIP TIMEFRAME

NOTES:

- ARC forecasts that up to \$6.2 billion of FTA formula funds will be available to the region over the timeframe of the plan. Regional funds for each core program are subdivided among eligible recipient agencies each fiscal year. FY 2024 appropriations and suballocated data for each agency was not available at the time of this document being prepared, so amounts shown are estimates which will be updated once appropriations amounts are available.
- FY 2028 is not considered to be part of the federally required four year TIP. Project costs and revenue estimates for this additional year are presented for information purposes only.
- Initial years of the TIP period may reflect carryover balances from previous years which were not obligated in grants during the year of apportionment. Refer to the Transit Program of Projects contained in "Volume II: FY 2024-2027 Transportation Improvement Program" for more information on how carryover balances are managed.
- An ATL Authority analysis forecasts up to \$4.1 billion of CIG revenue could be available to the region over the timeframe of the plan. Revenue amounts by time period reflect current programming assumptions associated with individual projects expected to use those funds, but the actual timing and amount of funds may vary significantly. For more information on CIG revenue assumptions, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.



LATEST PLANNING ASSUMPTIONS

OVERVIEW

Section 93.110 of the Transportation Conformity Rule (Criteria and Procedures: Latest Planning Assumptions), defines the requirements for the most recent planning assumptions that must be in place at the initiation of the conformity determination process.

The planning assumptions relate to the socioeconomic forecasts, transit operating policies, and the transit and toll fare policies that impact the travel demand modeling process. A January 18, 2001 (revised in December 2008), memorandum from US EPA entitled “Use of Latest Planning Assumptions in Conformity Determinations,” states that “areas are strongly encouraged to review and strive towards regular 5-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions.” ARC completes frequent, recurrent updates of planning assumptions used in the travel demand and emissions modeling process. ARC continuously reviews the travel demand model and regional emissions model as well as all assumptions and data used in model validation through the interagency consultation process. Newer assumptions and data are incorporated as appropriate.

ARC updates planning assumptions including (but not limited to) population, employment, socioeconomic variables, and vehicle miles traveled (VMT) on a recurring basis. A detailed listing of the planning assumptions for this conformity analysis is outlined in [Appendix 2](#). This document was submitted to the interagency consultation group in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule which requires interagency review of the model(s) and associated methods and assumptions used in the regional emissions analysis. Final interagency approval was granted on September 26, 2023.

Since the adoption of the last regional plan, ARC has updated its activity-based model. The 2019 Transit On-Board Survey was used to validate and update the transit element in the mode choice portion of the model. A new mode, Transportation Network Companies (TNCs), was incorporated as well. [Appendix 2](#) includes data on model calibration and validation. The current activity-based model is calibrated to the year 2015 and is validated to 2019/2020 pre-pandemic conditions and traffic volumes.

SOCIOECONOMIC FORECASTS

Per Section 93.110(b) of the Transportation Conformity Rule, the MTP must quantify and document the demographic and employment factors which influence the expected travel demand, including land use forecasts.

In addition to the structural changes listed above, travel demand model enhancements include updated population and employment estimates. For the 2050 MTP (2024) and the FY 2024-2027 TIP, ARC produced forecasts of population, households by income, auto ownership and number of workers and employment by industry and land use type for the entire 21-county region (which includes the maintenance portions of GHMPO and CBMPO). ARC produces forecasts through a process briefly outlined below, and in more detail in [Appendix 2](#).

ARC staff was assisted in the development of these regional forecasts by a Technical Advisory Committee (TAC) of nationally known, local experts on the Atlanta regional economy. The committee met three times in the winter and spring of 2022. TAC members advised staff on land use model calibration, policy variable development, and related iterative revisions to model runs. The TAC then recommended the final regional control total forecasts for use in the ARC's plans, including Hall and Bartow counties. Interagency consultation partners agreed on these population forecasts on September 26, 2023.

The PECAS (Production Exchange Consumption Allocation System) model was used in modeling to disaggregate the regional controls to small areas. This model runs annually and iteratively. The process is integrated with the ARC travel demand model, as impedances (travel costs) from the travel demand model are a significant influence layer for spatial allocation of population and job growth. A more detailed explanation of the techniques used to draft population and employment estimates is outlined in [Appendix 2](#).

TOLLS AND MANAGED LANES

The first optional toll facility in the region, the I-85 Express Lanes, opened in 2011. The I-75 South Metro Express Lanes, the Northwest Corridor Express Lanes, and the I-85 Express Lanes Extension opened throughout 2017 and 2018. Additional future managed lane facilities as part of GDOT's Major Mobility Investment Program (MMIP) include I-285 Eastside, I-285 Top End, I-285 Westside, SR 400 as well as the I-75 South Commercial Vehicle Lanes. Additional long-range managed lanes projects include additional lanes on I-85 North, I-20 East, I-20 West, and the I-75 Gap between the HOV system and the I-75 South Metro Express Lanes. These projects are all planned to be open by 2050.



One advantage of the activity-based model over the trip-based model is its significantly improved sensitivity to highway pricing. Joint travel was specifically introduced to enhance modeling of HOV/HOT facilities. There are 15 trip modes for assignment in the activity-based model, including auto by occupancy and toll/non-toll choice, walk and bike modes as well as walk and drive to transit modes. Assignments are multi-class and include the following classes:

- SOV (non-toll)
- HOV 2 (non-toll)
- HOV 3+ (non-toll)
- SOV (toll eligible)
- HOV 2 (toll eligible)
- HOV 3+ (toll eligible)
- Commercial vehicle
- Medium duty truck
- Heavy duty truck: I-285 by-pass
- Heavy duty truck: remaining

TRANSIT OPERATING PROCEDURES

The conformity determination for each transportation plan and program must discuss how transit operating policies (including fares and service levels) and assumed transit ridership has changed since the previous conformity determination per Section 93.110(c). A detailed listing of the procedures and planning assumptions, including transit modeling assumptions, for the conformity analysis of the 2050 MTP (2024) and FY 2024-2027 TIP, GHMPO 2050 MTP, and CBMPO 2050 MTP is outlined in [Appendix 2](#).

Provided below is a summary of the major transit modeling components.

On-Board Transit Survey Expansion

ARC conducted a regional transit on-board survey in 2019 to get a better understanding of transit rider travel behavior. The survey was used to make important updates to the mode choice model for the model used with this MTP update.

Zero-Car Household Distribution

Given that the 2019 regional transit on-board survey indicated that approximately 36% of transit ridership in the Atlanta region originates in households with no automobiles, the location of those households is extremely important when estimating transit ridership. The ARC activity-based model auto ownership model is estimated with both the travel survey results and American Community Survey data. These data allow staff to develop distributions of households by number of workers and vehicles owned. The resulting output is calibrated to ensure that the right number of zero-car households by number of workers is generated and distributed correctly in the region. The generation and placement of zero-car households impacts the total transit tours being generated by the model.



Fare Changes

Assumptions about transit fares for the existing and planned regional transit system were made and coded in the regional travel demand model. Transit fares are used as supplied by the regional transit operators and remain constant over time, throughout the life of the plan, across all network years. The fares reflect current operating plans, as provided to ARC by the various transit operators throughout the region. The transit fare structure involves different fares by transit systems coded as distinct operators along with each mode. Transfer amounts are also factored in when transferring between operators. Base one-way fares amongst the transit operators for fixed route service have not changed in the region since the prior MTP in 2020. Fares are in 2010 dollars CPI adjusted from what they were in 2015, except for the Atlanta Streetcar which began charging a fare in 2016.

Service Level Changes

At the time of the model development for the 2050 MTP (2024), eight transit agencies provided fixed route service in the Atlanta maintenance areas: Cherokee Area Transportation System (CATS), CobbLinc, Connect Douglas, Hall County Transit (HAT), Henry County Transit (HCT), Metropolitan Atlanta Rapid Transit Authority (MARTA), Ride Gwinnett, and XPRESS bus service through the Atlanta-Region Transit Link Authority (ATL). MARTA is the sole provider of heavy rail service as well as the ownership of the Atlanta Streetcar as of June 2018. Express bus service was provided by CobbLinc, Ride Gwinnett, MARTA, and the ATL. Local bus service was provided by all regional transit providers except the ATL. Hall County Transit discontinued their fixed route service effective July 1st 2021 in favor of a vanpool service.

Since adoption of the previous MTP, transit service in the region has seen major change. The regional transit agencies cut back service in spring 2020 due to the COVID-19 pandemic and has been steadily adding service back in the years since. However, the regional transit agency ridership remains significantly lower than it was pre-pandemic due to certain factors such as increased teleworking in the region. The ATL XPRESS system has been impacted the most of all the transit providers in the region as many office workers that commuted into Atlanta pre-pandemic now work from home during some or most of the work week post-pandemic.

The ARC travel demand model includes all Transportation Management Associations (TMA) and university shuttle operators in the Atlanta maintenance areas. Public shuttle services connecting specific major activity centers in the region include Atlantic Station provided through the Atlantic Station Access + mobility Program (ASAP+), the Buckhead Uptown Connection (BUC) provided through Livable Buckhead, and the Clifton Corridor provided through the Clifton Corridor TMA (CCTMA). Regional universities with shuttle service include: Atlanta University Center (AUC), Emory University, Georgia Institute of Technology, Georgia State University (GSU), Kennesaw State University (KSU), Life University, Savannah College of Art & Design (SCAD) Atlanta, University of North Georgia (UNG) Gainesville, and the University of West Georgia (UWG). On April 19, 2022, the BUC switched from fixed route shuttle operations to on-demand service.

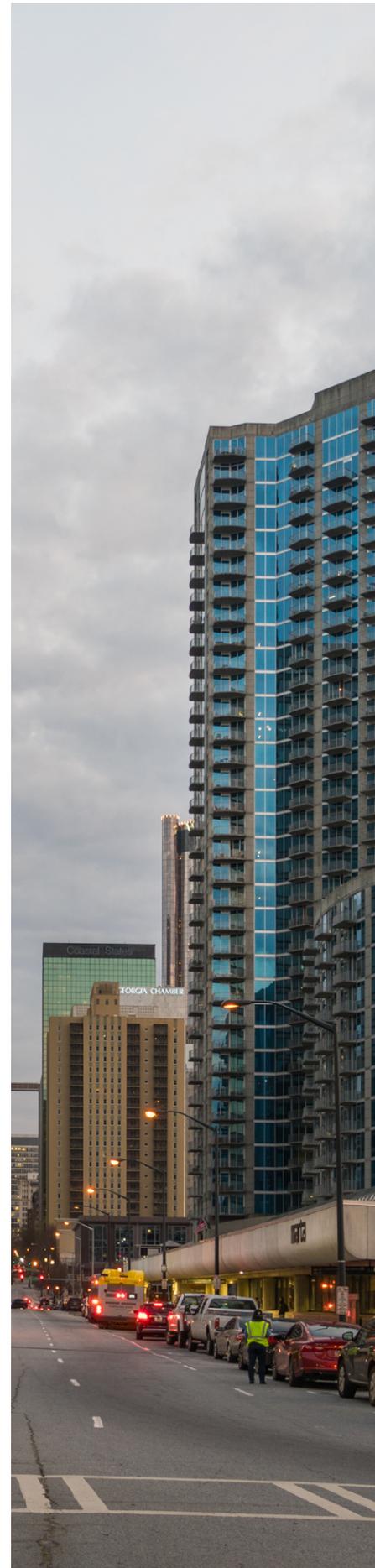


Future Regional Transit Service

The CDR must include reasonable assumptions about transit service as well as increases in transit fares, road, and bridge tolls over time per Section 93.110(d). ARC has included several major expansions to the regional transit system over the life of this plan. Specific details about the expansions can be found in [Volume 1: 2050 Metropolitan Transportation Plan](#). All projects meet the requirements of fiscal constraint and are appropriately accounted for in the federally required travel demand and mobile source emission modeling processes.

Major transit expansion projects included in the 2050 MTP (2024) include:

- I-285 North Corridor Bus Rapid Transit from Hamilton E Holmes MARTA Station to Indian Creek MARTA Station (AR-409A)
- Clifton Corridor Bus Rapid Transit - Phase 1 from Lindbergh Center MARTA Station to Emory University (AR-411)
- Clifton Corridor Bus Rapid Transit - Phase 2 from Emory University to Avondale MARTA Station (AR-412)
- I-20 East High-Capacity Premium Transit Service from Downtown Atlanta to Stonecrest Mall Area (AR-420)
- Summerhill Bus Rapid Transit from Downtown Atlanta to Southeast Atlanta Beltline (AR-454)
- Clayton Southlake Bus Rapid Transit Service from College Park MARTA Station to Southlake Mall (AR-455)
- North Avenue Corridor Bus Rapid Transit Service from North Avenue MARTA Station to Atlanta Beltline East / Ponce City Market (AR-457)
- Campbellton Road Bus Rapid Transit Service from Oakland City MARTA Station to Barge Road (AR-459)
- GA 400 Corridor Bus Rapid Transit Service from North Springs MARTA Station to Windward Parkway (AR-470)
- Connect Cobb / Northwest Atlanta High-Capacity Premium Transit Service from Kennesaw State University to Midtown Atlanta (AR-475)
- SR 54 Bus Rapid Transit - Phase 1 from East Point MARTA Station to Clayton Justice Center (AR-485A)
- SR 54 Bus Rapid Transit - Phase 2 from Clayton Justice Center to Lovejoy (AR-485B)
- Atlanta Streetcar East Extension from Jackson Street to Ponce City Market (AR-490A1)





- Atlanta Streetcar - Atlanta Beltline East Corridor from Ponce City Market to Lindbergh Center MARTA Station (AR-490B)
- Atlanta Streetcar - West Extension from Centennial Olympic Park to Westview Drive at Langhorn Street (AR-490C)
- Atlanta Streetcar - Atlanta Beltline Southwest Corridor from Westview Drive at Langhorn Street to MARTA South Rail Line between West End and Oakland City Rail Stations (AR-490D)
- Atlanta Streetcar - Northwest Beltline Corridor from Westview Drive at Langhorn Street to Bankhead MARTA Station (AR-490F)
- Atlanta Streetcar - Southeast Beltline Corridor from Irwin Street to University Avenue (AR-490G)
- South Fulton Parkway Corridor Bus Rapid Transit Service from College Park MARTA Station to SR 92 (AR-491A)
- North Avenue Corridor Bus Rapid Transit from North Avenue MARTA Station to Bankhead MARTA Rail Station (AR-491B)
- Northside Drive Corridor Bus Rapid Transit from Atlanta Metropolitan State College to I-75 North (AR-491C)
- I-85 North / Satellite Boulevard Corridor Bus Rapid Transit from Doraville MARTA Rail Station to Sugarloaf Mills (AR-491D)
- Buford Highway Arterial Rapid Transit from Lindbergh Center MARTA Station to Doraville MARTA Rail Station (AR-491E)
- Candler Road Arterial Rapid Transit from Avondale MARTA Station to GSU Panthersville Campus (AR-491F)
- Peachtree Road Arterial Rapid Transit from Arts Center MARTA Station to Brookhaven/Oglethorpe University MARTA Station (AR-491G)
- Metropolitan Parkway / Cleveland Avenue Arterial Rapid Transit (M-AR-451)

QUANTITATIVE ANALYSIS

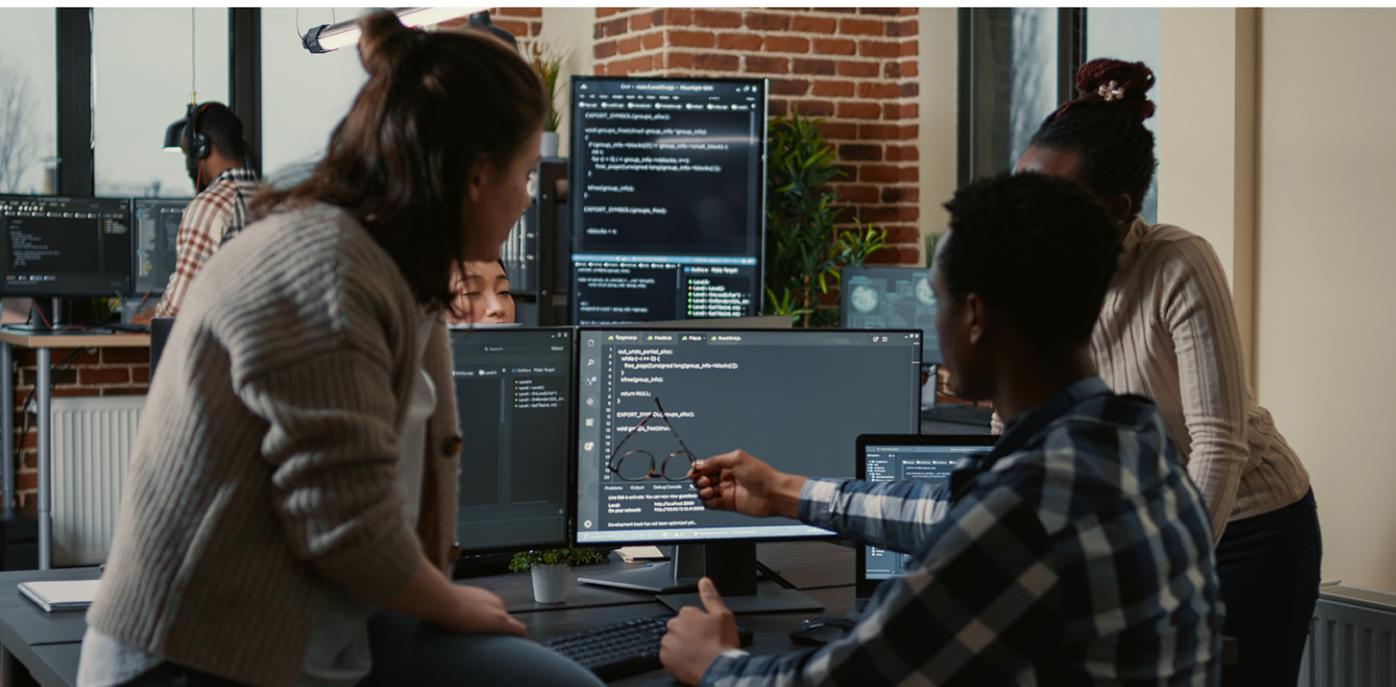
The regional emissions analysis used to demonstrate conformity to the 8-hr. ozone standard relies on ARC's 21-county regional activity-based travel demand model. Updated travel model networks were created for each analysis year (2020, 2030, 2033, 2040, and 2050) to reflect projects as listed in the 2050 MTP (2024), and in collaboration with changes to both the GHMPO and CBMPO MTPs/TIPs.

Analysis was performed using US EPA's MOVES emissions model, version MOVES3.1. This is the third MTP update that has used both ARC's activity-based model and US EPA's MOVES model. Direct comparisons between these results and results documented in previous CDRs (relying on either ARC's trip-based model or older versions of US EPA's emissions model) are inadvisable.

8-HOUR OZONE STANDARD

The 2008 maintenance area is broken into a 13-county and 2-county geography and the 2015 maintenance area into a 6-county and 1-county geography. The MOVES model is run separately for each geography. For a full explanation of how MOVES is run and how inputs are developed reference the MOVES3 User Guide. In addition, the MOVES county data manager input files used for this conformity analysis are available upon request.

Highway Performance Monitoring System (HPMS) adjustment factors were calculated in accordance with § 93.122(b)(3) of the Transportation Conformity Rule. These factors reconcile travel model estimates of VMT in the base year of validation to HPMS estimates for the same period. These factors include summer (seasonal) adjustments to convert from average annual VMT to summer-season VMT. Factors are calculated separately for the 13-county and 2-county geographies, as well as the 6-county and 1-county geographies, of the maintenance area. See [Appendix 2](#) for more details on planning assumptions used in this CDR.



RESULTS OF ANALYSIS (8-HOUR OZONE STANDARD)

The results of the emissions analysis for 2050 MTP (2024) and CBMPO MTP for all analysis years for the 8-hr. ozone maintenance area demonstrate adherence to conformity requirements with levels of emissions below the MVEBs contained in the Ozone Maintenance Plan SIP (emissions analysis with modeling does not apply to the GHMPO MTP). The tables and figures which follow document the VOC and NO_x emissions for each analysis year, as compared to the applicable MVEBs for the 2008 maintenance area and the 2015 maintenance area.

To maintain consistency between procedures used to estimate the MVEBs included in the ozone SIPs and the conformity analysis, ARC (in consultation with GA EPD) applies an off-model adjustment to emission results for the 13-county area to reflect an emissions debit resulting from a program to exempt senior citizens from the Inspection and Maintenance (I/M) program. This program was initiated by the Georgia General Assembly in 1996 (O.C.G.A § 12-9). It exempts from emission testing vehicles ten years old or older that are driven fewer than 5,000 miles per year and are owned by persons 65 years of age or older.

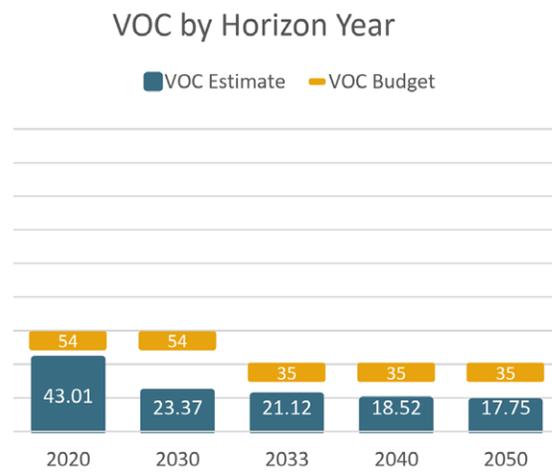
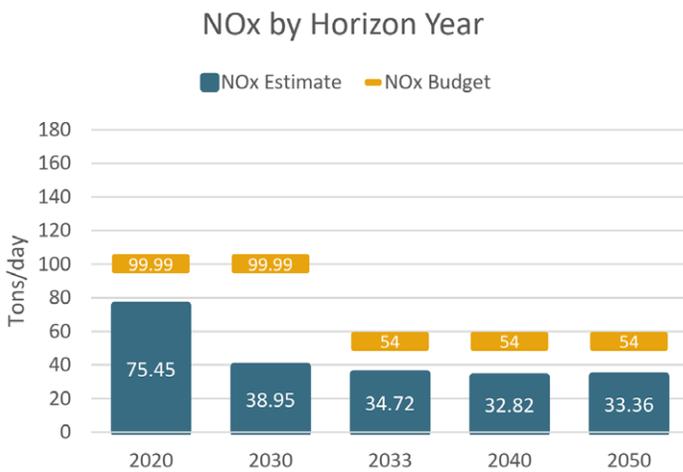
It was estimated that this senior I/M exemption increased VOC and NO_x emissions by 0.05 and 0.03 tons per day respectively. These amounts are reflected in the following tables. This off-model adjustment is conservatively high and was applied to the emission results for VOC and NO_x to produce final emission results for each analysis year in the 13-county area where the I/M program is in place. The same credit loss is assumed for each analysis year.

“This is the third MTP update that has used both ARC’s activity-based model and US EPA’s MOVES model...”



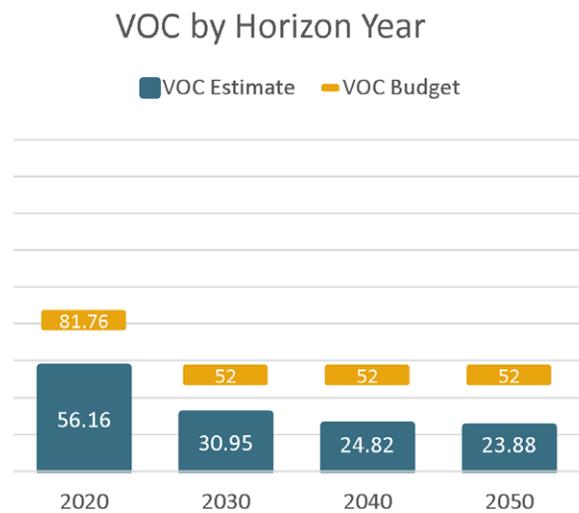
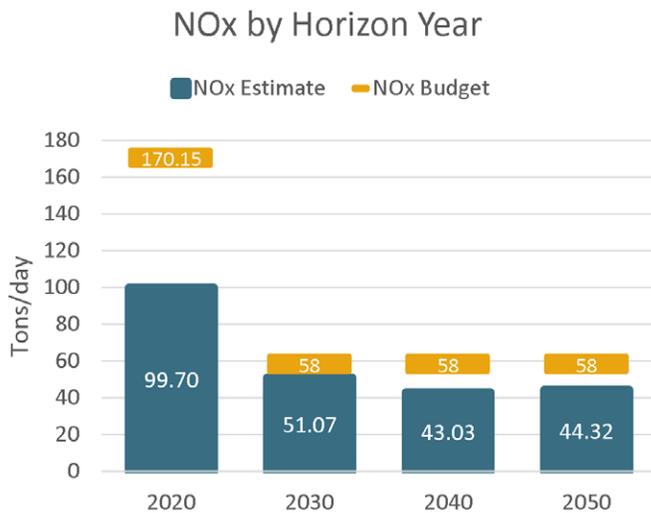
RESULTS OF THE 7-COUNTY MVEB TEST FOR THE 2015 8-HOUR OZONE STANDARD

MVEB PLAN	CONFORMITY YEAR	NOX (TONS/DAY)	VOC (TONS/DAY)
Georgia's 2015 Ozone Maintenance SIP for Years Before 2033	2020	75.45	43.01
		(99.99 budgeted)	(54 budgeted)
	2030	38.95	23.37
		(99.99 budgeted)	(54 budgeted)
Georgia's 2015 Ozone Maintenance SIP for Years 2033 and After	2033	34.72	21.12
		(54 budgeted)	(35 budgeted)
	2040	32.82	18.52
		(54 budgeted)	(35 budgeted)
	2050	33.36	17.75
		(54 budgeted)	(35 budgeted)



RESULTS OF THE 15-COUNTY MVEB TEST FOR THE 2008 8-HOUR OZONE STANDARD

MVEB PLAN	CONFORMITY YEAR	NOX (TONS/DAY)	VOC (TONS/DAY)
Georgia's 2008 Ozone Maintenance SIP for Years Before 2030	2020	99.70	56.16
		(170.15 budgeted)	(170.15 budgeted)
Georgia's 2008 Ozone Maintenance SIP for Years 2030 and After	2030	51.07	30.95
		(58 budgeted)	(58 budgeted)
	2040	43.03	24.82
		(58 budgeted)	(52 budgeted)
2050	44.32	23.88	
	(58 budgeted)	(52 budgeted)	





Appendix 1

Interagency Consultation Group Meeting Notes



**Interagency Consultation Group
January 28, 2020**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Kyung-Hwa Kim, Aileen Daney, Steve Lewandowski, Guy Rousseau, Patrick Bradshaw, Tejas Kotak, Lizzy Sandlin
CBMPO	Tom Sills (by phone)
Cobb	
Douglas	
EPA	Dianna Myers, Sarah LaRocca
EPD	Gil Grodzinsky
FHWA	
FTA	
GDOT	Daniel Dolder, Megan Weiss, Habte Kassa (by phone)
GHMPO	Joseph Boyd
GRTA/SRTA	
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft November 19th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business/Tracking

EPA is still reviewing the TCM removal SIP prepared by Ga EPD.

3. Transportation Planning Updates

a. ARC

ARC expects that the RTP will be approved in February 2020. Interagency has received the final version of the RTP, CDR, and the RTP Appendices that include the comments from the Public Comment period. These final documents include the public engagement report, the clean-up runs for MOVES (includes all the of the projects from GHMPO and CBMPO), and updates to the fiscal constraint information. David showed the final version of the RTP and reviewed the updated sections. David also reviewed the public comments ARC received on the RTP in depth. Abby Marinelli gave a brief update on the changes to the emissions analysis; there were extremely minimal changes between the results presented in November and those in the final CDR. David noted that the changes to the fiscal constraints were minimal. David requested that GDOT review the responses to public comments about the managed lanes. David noted that ARC would like all last-minute changes need to be submitted by Wednesday afternoon in preparation for a submission to TCC and TAQC members by Friday.

b. CBMPO

Tom Sills noted that CBMPO has engaged a consulting firm to help update the RTP and TIP. The agency held two public open houses (August and December) and a public comment period that ended December 23, 2019. TCC met January 15, 2020 and recommended that the plan be adopted alongside the CDR. The policy committee meets February 5, 2020 and expects to adopt then.

c. GHMPO

Joseph Boyd noted that there are no changes to the project list which was adopted in September. The GHMPO draft RTP was presented to the GHMPO staff last week and will be brought for committee review in February and March. Joseph expects to be formally adopted on May 12, 2020.

4. Air Quality Updates

No updates from Ga EPD or EPA. The design value for 2019 Ozone was 0.73 ppm, above the acceptable level. If the 2020 design value is again too high, the region will be reclassified by moderate nonattainment.

5. Potential 2020 Meeting Topics

a. TIP/RTP Amendment 1

Patrick Bradshaw previewed the TIP1 schedule for 2020. Approvals for the RTP amendment is expected in August. This amendment will involve GDOT MMIP and GDOT "Advanced Improvement Projects" that need to be brought into the plan. Funding, modeling, and emissions estimates will be impacted. A public comment period is also necessary. The deadline for CBMPO and GHMPO to submit project updates is late March.

b. IAC Agreement

The current IAC Memorandum of Agreement was adopted in February 1999. David would like to see that Agreement updated this year. David proposed that IAC adopt the rules put forth in the Ga DNR's 2010 manual (Conformity SIP). Gil noted that everything needs to meet the standards in the Conformity SIP, especially related to the role of The ATL. Any major changes would need a new Conformity SIP prepared by EPD and approved by EPA.

6. New Business/Announcements

Gil noted that a new MOVES model is on the horizon, perhaps later this year. Dianna Myers introduced Sarah LaRocca as a new member of the EPA Region 4 team.

The meeting was subsequently adjourned.

**Interagency Consultation Group
April 28, 2020**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, John Orr, Guy Rousseau, Jean Hee Barrett, Kofi Wakhisi, Kyung-Hwa Kim, Patrick Bradshaw,
CBMPO	Artagus Newell, Kayla Schaaf
Cobb	
Douglas	
EPA	Dianna Myers, Sarah Larocca
EPD	Gil Grodzinsky
FHWA	Tamara Christion, David D’Onofrio
FTA	John Crocker
GDOT	Charles Robinson, Daniel Dolder, Habte Kassa, Matthew Fowler, Megan Weiss
GHMPO	Joseph Boyd
GRTA/SRTA	Parker Martin,
Gwinnett	
MARTA	
Other	Cheikh Seck

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft January 28, 2020 meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business

There were no updates from Dianna Myers on the submitted SIP.

3. Transportation Planning Updates

a. ARC

ARC has completed the major RTP update and is in the process of creating Amendment #1. The biggest changes are from the MMIP projects and funding changes over the last few months to take COVID-19 lockdowns and stimulus money into consideration. Because we don’t know what the economic fallout will be because of COVID-19, ARC is not sure how federal, state, and local dollars will be impacted. For example, right now the motor fuel tax is not being collected at the rate it previously was, so state funding is in question. David expects a lag in reporting of government revenue collections and therefore a lag in what the true impact will be. John noted that it seems like VMT has dropped by up to 60%. Gil Grodzinsky noted that the requirement for a positive conformity determination is that everyone in Interagency agree on the fiscal situation, so it should not be a problem.

Patrick updated the group on the TIP amendment #1 status. Previously, ARC assumed that they would be able to take all the current applications and program out several years of projects. However, the economic impacts of the COVID-19 situation aren’t yet known, so ARC is focusing on projects for 2021 since those projects tend to have existing funding sources aren’t beholden to

funds that are currently being impacted. MMIP projects are experiencing significant changes to extents and phasing. The top end express lanes project is currently in the TIP with PE, ROW, and Construction. That is changing to remove the construction activities from the existing ARC-ID. That construction will be broken into two construction phases with new ARC-IDs. The open years will remain the same.

Patrick updated the group on the TIP Amendment #1 schedule. IAC should expect a project list by the end of May. Public comment is currently scheduled for late July. Committee and board actions are expected in September. Documentation submittal is scheduled for September and ARC expects a positive conformity determination in October.

David noted that ARC is planning on creating a “right-sizing” amendment in 2021 to review the fiscal constraint based on the outcomes of the COVID-19 situation. Therefore, Amendment #1 will not contain those adjustments. There were no objections to this procedure during the meeting. Tamara Christion (FHWA) and John Crocker (FTA) noted that they would work with their leadership to confirm this procedure is acceptable.

b. CBMPO

No updates.

c. GHMPO

Joseph Boyd noted that the GHMPO RTP is scheduled to be adopted on May 12th.

4. Air Quality Updates

Dianna Myers noted that a proposal for PM2.5 changes (to keep the 2012 12-hr. standard, 24-hr. standard, and secondary standards) are currently available and it will be published in the federal register soon. She also noted that the TCM removal SIP revision was still being reviewed internally at EPA and there was nothing new to report on its status.

Gil Grodzinsky noted that Air Quality Awareness Week is coming up via webinar.

Abby Marinelli noted that ozone numbers since March have looked better than expected due probably to lack of commute trips being made during the week.

5. Other Business

None.

6. New Business/Announcements

David Haynes proposed moving the scheduled May meeting away from Memorial Day weekend and into the first week of June. The meeting was subsequently adjourned.

Interagency Consultation Group
June 2, 2020

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Kyung-Hwa Kim, Guy Rousseau, Steve Lewandowski, Patrick Bradshaw, Kofi Wakhisi, Mike Alexander
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Sarah Larocca, Charles Robinson, Megan Weiss
GHMPO	
GRTA/SRTA	
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft April 28th meeting summary was distributed for review. There were no additional modifications and the summary was accepted as final.

2. Old Business

The SIP approval has progressed to the Regional Administrator. She is expected to sign and pass it along for publication in the Federal Register to undergo a 30-day public comment period.

3. Transportation Planning Updates

a. ARC

Amendment 1 to the RTP is underway. Patrick Bradshaw presented the amended project list. Amendment 1 includes exempt and non-exempt project changes. Non-exempt projects require travel demand modeling and air quality modeling to provide a conformity analysis.

Patrick detailed changes to individual projects in the first sublist and noted that many projects are only undergoing network year changes. The MMIP projects are being broken into several smaller projects, but the overall extent is not changing. Some of the MMIP network years are also changing. There are several other projects that are changing extents or are new to the plan and need to be modeled. There are a few projects that are being removed from the RTP because of a lack of federal funding. Patrick detailed changes to

projects in the next sublist that contained only scheduling or fiscal changes and that do not require modeling changes. The next sublist contained projects that are seeking federal funding during the TIP solicitation process, but are not changing otherwise. There are a few projects outside of the MPO area that affect the travel demand model that are being amended as well.

The Amendment is on schedule to be adopted in October. Jamie Fischer at SRTA noted that the SRTA board is moving to a quarterly board schedule that might impact adoption dates. More information to follow at future meetings

b. CBMPO

No updates.

c. GHMPO

No updates.

4. Air Quality Updates

No updates from EPA or Ga EPD.

5. New Business/Announcements

The next meeting is currently scheduled for June 23rd. David proposed to cancel the June meeting and move the July meeting from the 28th to the 21st. The next meeting is now scheduled for July 21, 2020 at 2:00 pm.

The meeting was subsequently adjourned.

**Interagency Consultation Group
July 28, 2020**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Jean Hee Barrett, John Orr, Kyeil Kim, Kyung-Hwa Kim, Melissa Roberts, Patrick Bradshaw, Steve Lewandowski,
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion, David D'Onofrio
FTA	John Crocker
GDOT	Daniel Dolder, Matthew Fowler, Habte Kassa, Sarah Larocca, Megan Weiss, Charles Robinson
GHMPO	Joseph Boyd
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	Laura Beall

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft June 2nd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TCM Removal SIP Status

Dianna Myers noted that EPA had received one comment on the proposed rule in the Federal Register. The comment period will close soon and then the removal is expected to be finalized.

3. Transportation Planning Updates

a. ARC's Amendment #1

Patrick Bradshaw recapped the proposed changes to the project list. He noted that there are updates to the MMIP projects and that there are a few new projects for FY 2021 in the latest TIP solicitation. There are a couple of clean-up items such as minor changes to projects extents or to funding sources.

Melissa Roberts and Tamara Christion clarified that CBMPO and GHMPO can use the ARC public comment period to cover their areas' projects as long as they notify the public that they are doing so.

Guy Rousseau noted that all travel demand modeling was complete for all network years pursuant to the project changes Patrick noted earlier.

Abby Marinelli presented the final MOVES outputs and emissions analysis that will be used for the conformity determination for Amendment #1. Gil Grodzinsky noted that the entire Atlanta area is now subject to the more related RVP fuel standards.

David reviewed the fiscal constraint tables for FHWA and FTA and noted that there are a few updates to be made to capture the last-minute changes noted by Patrick earlier.

Melissa Roberts confirmed that public comment is going to run from July 31 – August 19. She noted that ARC is having a virtual public meeting in addition to traditional public comment techniques.

David noted that there will be changes to the RTP documentation that will align with the amendment. ARC expects final documentation and approvals to be granted in September.

b. CBMPO

Tom Sills noted that CBMPO is having policy meetings in August and November to address an amendment to their RTP.

c. GHMPO

There are no updates from GHMPO.

4. Air Quality Updates

Dianna Myers noted that EPA has proposed to keep the ozone standard at 0.070 ppm for the next NAAQS. EPA is also beta testing the next version of the MOVES model.

5. New Business/Announcements

David noted that the next IAC meeting is set for August 25. There were no objections to keeping that scheduled time. It may be possible to share the final documentation by email and avoid having a meeting, but that will be decided in the future.

The meeting was subsequently adjourned.

**Interagency Consultation Group
September 22, 2020**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Jean Hee Barrett, Kyung-Hwa Kim, Patrick Bradshaw
CBMPO	Tom Sills
Cobb	Laura Beall
Douglas	
EPA	Dianna Myers, Richard Wong, Kelly Sheckler
EPD	Gil Grodzinsky, Richard McDonald
FHWA	Tamara Christion, David D'Onofrio
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Sarah Larocca
GHMPO	Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft July 28th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TCM Removal SIP Status

Dianna Myers reported that the comment period was closed and the document was moving through the signature chain.

Gil Grodzinsky reviewed the changes to the conformity modeling process after the SIP changes are made. He noted that soon we will only have a single TCM in the SIP and will need to review the modeling process at that time. Currently, we don't really take credit for the TCMs at the regional level other than performing a small off-model calculation to add some amount to the emissions numbers. In the future, we will have to note in the CDR that the TCMs are no longer part of the modeling process but we are running the conformity models the same way as we did previously because the TCMs didn't really affect the outcome of the conformity models. Ms. Myers noted that it will include minor changes to the ABM and a note in the CDR.

Mr. Grodzinsky also noted that a new MOVES model will be available soon. It will need to be used for the next available conformity determination. Richard Wong noted that the model should be released by the end of 2020 and will be called MOVES 3. He noted that there will be a phase-in period before it is required. Ms. Myers noted that there is anywhere from 3 months to 24 months grace period to use the new model, with the exception of new SIPs. With new SIPs (and depending on the timing of the SIP and the model release), agencies generally need to use the most recent model available.

Mr. Grodzinsky also noted that the region is on track to attain the 2015 ozone standard and will need to prepare for a new maintenance plan. ARC and Ga EPD will work together to prepare the plan.

3. Transportation Planning Updates

a. ARC

Mr. Haynes reviewed the current status of the RTP Amendment #1. The public comment is now closed and TCC and TAQC have both approved the documentation. We received the conformity determination on September 14th. There was a small change requested by GDOT that changes some of the fiscal constraint information.

Patrick Bradshaw previewed Amendment #2. Amd2 will contain all of the 2019 TIP Solicitation projects scheduled for 2022-2025. (Amendment #1 addressed only those projects through 2021 due to the uncertainty around the pandemic-related shutdowns and revenue projections.) Amd2 is not a conformity amendment and will not run the travel demand model or MOVES. Mr. Bradshaw expects the final project list to be available in mid-October and the review period to last until about Thanksgiving. ARC has a planned slow-down to accommodate the holidays and will conduct a public comment period in January. The approval period is currently scheduled for March 2021. Jamie Fischer asked for Mr. Bradshaw to send a summary of key dates for Amd2.

b. CBMPO

Tom Sills noted that CBMPO is on track for their upcoming TIP and UPWP to be approved during their November policy meeting.

c. GHMPO

There were no updates from GHMPO.

4. CMAQ Mid-Performance Period Reports

Habte Kassa reviewed the performance measures set by the GDOT Office of Planning in 2018. Mr. Kassa reported that we are currently meeting the set targets. The GDOT executive board can decide to adopt a stricter set of targets, but it is not being recommended by the Office of Planning at this time. Mr. Haynes noted that these measures will be included in the updated RTP documentation available in October.

5. Other Business

There was no other business to discuss.

6. New Business/Announcements

The next meeting is current set for October 27th. The meeting was subsequently adjourned.

**Interagency Consultation Group
October 27, 2020**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Kyung-Hwa Kim, Mike Carnathan, Steve Lewandowski, Wei Wang, Kyeil Kim
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Sarah Larocca,
GHMPO	
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	Miles Kemp, Megan Weiss, Richard Wong

1. Welcome & Review of Previous Meeting Summary

Abby Marinelli called the meeting to order. She noted that the draft September 22nd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TCM Removal SIP Status

Dianna Myers noted that the removal update is working through the signature chain.

3. Ozone Maintenance Plan Development Process

Gil Grodzinsky gave an overview of the maintenance plan development process. The region expects to attain the 2015 ozone standard after the close of the current ozone monitoring season (ends October 31st). EPD will prepare a maintenance SIP. Currently, we would like to submit a pre-draft to EPA by approximately April 1, 2021 and a final draft to EPA in July 2021. Based on this schedule, and assuming EPA takes the maximum allowable time to review the SIP (18 months), we expect an approved plan to go into effect in early 2023. Additionally, a clean data determination is usually available in the May following the close of an ozone monitoring season, but EPD is accelerating the process this year in hopes of having a clean data determination by the end of 2020.

The new maintenance SIP will cover only the 7-county area designated as nonattainment for the 2015 8-hr. ozone standard. ARC will have to run conformity analyses for both the 2008 and 2015 standard SIPs, once the 2015 SIP is effective. Until the 2015 standard SIP is effective, conformity analysis will only be performed for the existing 2008 standard SIP. The 7-county area will be split into a 6-county and a 1-county (Bartow) area to accommodate modeling assumption differences in those geographies, similar to the 13/2 split in the 2008 SIP modeling assumptions.

For the new maintenance SIP, two modeling years will need to be run: 2018 as the base year and 2033 for the horizon year. It might be possible to use 2040 as the horizon year, but this needs to be addressed by the EPA home office; until that is confirmed, we will assume we need to model 2033. The base year needs to be a year in the conforming design value calculation (2018, 2019, and 2020). 2018 is the best choice given the ready availability of data. 2033 was chosen for the horizon year since it needs to be at least 10 years after the effective date of the maintenance SIP and we expect a 2023 effective date.

ARC needs to prepare ABM runs for 2018 and 2033 in order to generate some inputs for the MOVES run. Other MOVES inputs will be produced by EPD. The 2015 SIP will use the forthcoming MOVES3 model (expected by the end of the year) for the creation of MVEBs and for the conformity analyses in the future. [Conformity for the 2008 SIP will continue to use MOVES2014b until the grace period ends for MOVES3 to maintain consistency with previous conformity runs.] ARC anticipates the following time requirements: (1) production of the SE data will take 1 week in total; (2) production of the networks will take 1 week per modeling year and can be done concurrently with the production of SE data; (3) Popsyn and ABM runs will take 2-3 weeks per modeling year and must be done subsequent to the SE data and network production for each modeling year; (4) MOVES modeling will take 1 week in total and must be done subsequent to the completed ABM run for each modeling year. Overall, it will likely take 8 weeks for both network years to be completed.

4. Transportation Planning Updates

a. ARC

No updates.

b. CBMPO

Tom Sills noted that Bartow has opened the realigned portion of Cass-White Road and will be celebrating with a dedication ceremony in the first week of November. There is a pre-construction meeting scheduled for November 4th for the Old Alabama Road project. Megan Weiss noted that the CBMPO TCC recommended their new plan for adoption and that it is scheduled to be adopted on November 4th.

c. GHMPO

No updates.

5. Air Quality Update

Richard Wong reported that MOVES3 is going to be released by the end of the year and that training will be held virtually.

6. New Business/Announcements

There was no new business to add to the agenda. The next meeting is currently scheduled for November 14th at 1pm and the main agenda item is the 2015 ozone standard maintenance plan development process. The meeting was subsequently adjourned.

**Interagency Consultation Group
November 17, 2020**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, John Orr, Kyeil Kim, Steve Lewandowski, Patrick Bradshaw, Kyung-Hwa Kim, Kofi Wahkisi
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers, Richard Wong
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Megan Weiss
GHMPO	Michael Haire, Joseph Boyd
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft October 27, 2020 meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / TCM Removal from SIP

Dianna Myers reported that the TCM removal is still working through the signature chain at EPA.

3. Ozone Maintenance SIP Development

Abby Marinelli reviewed ARC's current schedule for modeling related to the SIP development. The committee agreed that we will use 2033 as the horizon year for the new SIP and forego the use of the existing 2040 network. Dianna Myers will pass along any information from EPA about the use of 2040, just for informational purposes.

ARC's schedule will allow enough time to perform 2018 and 2033 model runs and air quality analyses by early February 2021. Adding a buffer, ARC proposes a delivery date of March 1, 2021 to EPD. Gil Grodzinsky will confirm the 3/1/21 date with EPD and provide the answer back to IAC as soon as possible.

4. Transportation Planning Updates

a. ARC

John Orr provided an update about ARC's RTP update plan. The next major update is due in February 2024. ARC is actively reviewing current trends (Covid, etc.) and how they may impact future transportation plans. In 2021, ARC will undertake a series of plans and studies to lay the groundwork for the 2024 plan update.

b. CBMPO

No updates.

c. GHMPO

No updates.

5. Air Quality Updates

No additional updates from EPA or EPD.

6. Other Business

No other business.

7. New Business/Announcements

IAC agreed to tentatively cancel the December 2020 meeting. This will be reviewed one week in advance of the meeting. The schedule for the 2021 meetings will continue to be the fourth Tuesday at 1:00pm.

John Crocker announced that planning certification reviews are delayed for one year; therefore the next review will be 2024 instead of 2023. Tamara Christion could not confirm this update. IAC decided to maintain assuming a 2023 schedule unless we hear otherwise.

The meeting was subsequently adjourned.

**Interagency Consultation Group
December 15, 2020**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Patrick Bradshaw, Jean Hee Barrett, Guy Rousseau, John Orr, Kyung-Hwa Kim, Steve Lewandowski
CBMPO	
Cobb	Laura Beall
Douglas	
EPA	Richard Wong, Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	
GDOT	Daniel Dolder, Matthew Fowler, Habte Kassa, Megan Weiss
GHMPO	Joseph Boyd
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft November 17th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / Tracking

Dianna Myers reported there were no changes to the status of the TCM removal.

3. TIP/RTP Amd #2 Concurrence on Modeling Assumptions

Jean Hee Barrett reviewed the project list for Amendment #2. The changes in Amendment #2 do not require modeling and are exempt from air quality analysis. These changes include some minor changes to project phases in 2021 in 2022 and also includes the TIP solicitation projects for 2023 and beyond that were not included in Amendment #1. There are a few financial-only changes to projects. Ms. Barrett clarified that project GW-424 is titled "... Expansion" but only includes operating-assistance funding and is therefore exempt. Ms. Barrett noted that public comment will open in January 2021 and a public hearing will occur at the February 10th TAQC meeting.

The Interagency Consultation Group concurred with the exempt nature of all of the projects listed.

4. Ozone Maintenance Plan Modeling Status Update

Abby Marinelli provided an update of ARC's ongoing activities. ARC is on-schedule with the modeling required for the new SIP and expects to be done with the 2018 run by the end of the month. The 2033 run will begin in January 2021.

Patrick Bradshaw described the process for building the 2033 network. He started with the existing 2030 network and researched the projects that have a GDOT project identifier number and are scheduled to be completed by 2033 and added them to the existing 2030 network to create a new network for the upcoming run. For projects that do not have a GDOT project identifier number, further research into county comprehensive plans to determine the open date. Matthew Fowler asked about the origin of the 2033 network; Mr. Haynes clarified that the 2033 network will not be reflected in the RTP, and was only built for the production of the new SIP.

Gil Grodzinsky asked if there will be a 2020 dataset that includes observed results that include pandemic-related travel changes. Guy Rousseau responded that ARC is not currently planning that kind of research effort. Mr. Grodzinsky also noted that the long-haul truck numbers for 2018 need to be adjusted for the upcoming MOVES3 modeling effort. He will work with Ms. Marinelli to accomplish this.

5. Transportation Planning Updates

a. ARC

No updates.

b. CBMPO

No updates.

c. GHMPO

No updates.

6. Air Quality Updates

No updates.

7. New Business/Announcements

The next meeting is scheduled for January 26th. ARC will provide another update to Amendment 2 and the new SIP modeling effort.

The meeting was subsequently adjourned.

**Interagency Consultation Group
February 23, 2021**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Kyung-Hwa Kim, Jean Hee Barrett, Steve Lewandowski, Patrick Bradshaw
CBMPO	
Cobb	Laura Beall
Douglas	
EPA	Dianna Meyers
EPD	Gil Grodzinsky
FHWA	David D’Onofrio, Tamara Christion
FTA	John Crocker
GDOT	Megan Weiss, Sarah Larocca, Habte Kassa, Daniel Dolder, Miles Kemp, Matthew Fowler
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Bruce Hart
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft December 15th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / Tracking

Dianna Myers noted that the TCM removal SIP update is still in the EPA signature chain. Business in the pipeline has slowed a bit due to the change in administration.

Abby Marinelli gave an update on the maintenance plan modeling status. She noted that she and Gil Grodzinsky were on schedule for the MOVES modeling and testing. They plan on presenting two topics to IAC in March: first, the maintenance plan details including the proposed MVEBs; and second, the differences between MOVES2014b and MOVES3. Mr. Grodzinsky noted that Ga EPD expects to meet its March deadline to submit their pre-draft to the EPA.

Mr. Grodzinsky noted that he will be presenting this information at the MARAMA Mobile Sources training workshop on March 18th.

3. Transportation Planning Updates

a. ARC

Jean Hee Barrett provided an update on the ongoing RTP Amendment 2. She noted that the public comment period is now closed. The public hearing was held at the TAQC meeting on February 10th. ARC received public comments at the TAQC meeting and via email, which Ms. Barrett reviewed for IAC. The public comment report will be available on the ARC website soon. TCC is expected to take

action to approve on Friday, March 5th. TAQC, the ARC Board, and GRTA are expected to take action to approve at their March 10th meetings. Habte Kassa asked how the public comment response to this amendment differed from previous amendments. Ms. Barrett noted that this public comment period was a typical example for ARC.

Mr. Haynes noted that the RTP Amendment 2 documentation will be available online after the EPA and USDOT issue their conformity determination.

Patrick Bradshaw provided an overview of the upcoming RTP Amendment 3. Amd 3 is expected to begin in March 2021, with final actions taken by committees in October 2021. This amendment will be a modeling amendment that will require new ABM model runs, in addition to financial and schedule changes. Guy Rousseau asked about anticipated changes to the coding network that were already known. Mr. Bradshaw reviewed a few known changes, including an MMIP update. Matthew Fowler noted that GDOT is reviewing the MMIP projects currently to make a list of changes. That list should be finalized in March. Joseph Boyd noted that GHMPO doesn't currently have any changes that will be reflected in the Amendment 3 update.

b. CBMPO

No updates.

c. GHMPO

Mr. Boyd noted that GHMPO recently finalized a corridor study that will be adopted soon and will be formulating projects based on that study soon. They are also working with ARC's Byron Rushing to develop a trails update.

4. Air Quality Updates

No updates from EPA. Mr. Grodzinsky noted that EPD has gotten the clean data from 2020 certified, indicating that the Atlanta region has attained the 2015 ozone standard.

5. Other Business

No other business.

6. New Business/Announcements

The next IAC meeting is set for March 23rd.

The meeting was subsequently adjourned.

**Interagency Consultation Group
March 23, 2021**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Kyung-Hwa Kim, Patrick Bradshaw, Kofi Wakhisi
CBMPO	Tom Sills
Cobb	Laura Beall
Douglas	
EPA	Dianna Meyers
EPD	Gil Grodzinsky
FHWA	David D’Onofrio, Tamara Christion
FTA	John Crocker
GDOT	Megan Weiss, Charles Robinson, Phil Peevy, Dan Dolder, Randy Hooker
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Bruce Hart
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

Abby Marinelli called the meeting to order. She noted that the draft December 15th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / Tracking

- a. TCM Removal SIP Status – Dianna Myers confirmed that the TCM removal SIP has been approved. The Federal Register notice was previously forwarded to IAC members.
- b. Ozone Maintenance Plan Development - Mr. Grodzinsky confirmed that Ga EPD expects to meet its April 1 deadline to submit their pre-draft to the EPA.

3. MOVES3 Modeling Implications of Planning Process and Air Quality Budgets

Abby Marinelli provided background information on the region’s air quality conformity status and amendment schedule to set the stage for reviewing the impacts of converting from MOVES2014b to MOVES3. The analysis was based on the network from the RTP Amendment #1 (April 2021).

The analysis showed that NOx values have increased 22% to 88% depending on the horizon year. VOC values did not change dramatically. We are still under our budgets, but the NOx margins are a little tight. As a result, ARC will be requesting an increased safety margin for the 2008 SIP to ensure there are no issues with future conformity determinations. The

official shift to MOVES3 will not be required until 2023, so there is ample time to make the request and have that addressed.

Gil Grodzinsky, EPD, noted that we will be required to use MOVES3 regardless of the ozone maintenance plan approval timeline.

Dianna Myers, EPA, noted that the approval will need to be processed as a SIP revision. She recommended that the request be submitted as soon as possible since the typical schedule for a revision is about 18 months. Grodzinsky inquired why the adequacy process cannot be used. Since a budget has already been approved for the 2008 SIP, you cannot go through the adequacy process, which is more streamlined. Additional follow up and discussion at future IAC meetings will be necessary to ensure all agencies are following the appropriate process.

4. ARC Updates

- a. TIP/RTP Amendment #2 – Patrick Bradshaw, ARC, reported that all approvals have been received. New project lists are available on the ARC website.
- b. TIP/RTP Amendment #3 – Bradshaw reported that work is continuing to compile change requests for the next conformity amendment. This includes changes received from GHMPO and CBMPO. Draft list should be available in April.
- c. FAST Act Reauthorization – David Haynes, ARC, provided an update on ARC's understanding of the reauthorization process and schedule, focusing on the potential requirement that projects receiving earmark funds be in the TIP/STIP. ARC will continue to monitor and advise IAC of any issues of relevance as more information and guidance becomes available.

5. Other MPO Updates

- a. GHMPO – Joseph Boyd stated there is nothing to report, other than waiting to review the Amendment #3 list.
- b. CBMPO – Tom Sills reported that they are working with GDOT on STIP changes and conducting a data survey.

6. General Air Quality Updates

Marinelli reported that ozone monitoring season started March 1, but there is nothing of concern to share with the group. Grodzinsky noted that there may be some reports about increased levels of particulate matter due to prescribed burns in rural parts of the state.

7. New Business/Announcements

The next IAC meeting is set for April 27th. Potential agenda items include Amendment #3 (project list review) and FAST Act reauthorization.

The meeting was subsequently adjourned.

**Interagency Consultation Group
April 27, 2021**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Patrick Bradshaw, Steve Lewandowski, John Orr, Guy Rousseau, Jean Hee Barrett, Kyung-Hwa Kim
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Richard Wong, Dianna Myers
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Megan Weiss, Matthew Fowler, Daniel Dolder, Habte Kassa, Sarah LaRocca, Miles Kemp, Johnathan McLoyd, Charles Robinson
GHMPO	Michael Haire, Joseph Boyd
GRTA/SRTA	Bruce Hart
Gwinnett	
MARTA	
Other	Phillip Peevey

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft March 23rd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business/Tracking

a. Ozone Maintenance Plan Development

Gil Grodzinsky noted that Ga EPD submitted the pre-draft of the maintenance SIP to the EPA a couple of weeks ago. Dianna Myers noted that there are no comments yet from EPA.

b. FAST Act reauthorization

Mr. Haynes a brief review of where the reauthorization stands. He noted that there is a \$2 trillion infrastructure plan proposed by the Biden administration and various competing plans with lower budgets and more narrow definitions. Both the reauthorization and the infrastructure proposals will be impactful on the work of the agencies present here, but to date there is no clear indication what changes are on the horizon. John Orr also commented that the biggest likely change is the availability of grant programs available to our agencies.

Mr. Haynes also addressed the reappearance of earmarks in the proposed legislation. ARC has been providing earmark letters as requested when required for projects going forward. Jean Hee Barrett gave some background information on how earmarks were previously handled and how ARC is handling them now. In the past, earmarks were incorporated into the long-range plan, but not tracked well. Some lapsed or otherwise fell through the cracks. Now, ARC has developed a documentation process that will make tracking the project through its lifespan easier. Since

earmark projects have cropped up so quickly, ARC is still exploring the options related to how projects are going to be added to the long-range plan, either by admin mods or amendments or otherwise.

3. Transportation Planning Updates

a. ARC

Patrick Bradshaw reviewed the project list for the upcoming Amendment 3. This amendment will be a full conformity amendment that requires new ABM and air quality modeling work. ARC expects agency approvals to take place in September and October and for the updated TIP/RTP to be finalized between October and November. There are changes the project extents, model years, lane counts, and other aspects of the projects that require model changes and new runs. There were a couple of clarifying comments and questions from IAC members. Mr. Bradshaw will update the project list and recirculate it soon. The IAC concurred that the changes presented warranted a conformity amendment and new modeling work.

b. CBMPO

Tom Sills noted no changes.

c. GHMPO

Joseph Boyd noted that GHMPO plans to have the amendment approved by November.

4. Air Quality Updates

Mr. Grodzinsky noted that the ozone season is open and that the region has not experienced any high ozone days to date.

5. New Business/Announcements

The next IAC meeting is currently set for May 25, the week before Memorial Day. This meeting will remain on the calendar, but there is no immediate agenda item necessary for discussion that day. If there are no other agenda items, the meeting will be cancelled. The meeting was subsequently adjourned.

**Interagency Consultation Group
June 22, 2021**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, John Orr, Guy Rousseau, Jean Hee Barrett, Steve Lewandowski
CBMPO	Tom Sills
Cobb	Laura Beall
Douglas	
EPA	Dianna Myers, Richard Wong
EPD	Gil Grodzinsky
FHWA	Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Sarah LaRocca, Miles Kemp, Megan Weiss
GHMPO	Michael Haire, Joseph Boyd
GRTA/SRTA	Bruce Hart
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft April 27th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / Tracking

Gil Grodzinsky noted that EPA has reviewed and commented on the pre-draft of the maintenance plan. EPD is revising the document and is on track to formally submit the plan in July 2021.

Mr. Haynes reported that Congress is still working on the reauthorization of the FAST Act. John Orr noted that the most significant potential change is the inclusion of earmarks for funding in the future.

3. Transportation Planning Updates

a. ARC

Abby Marinelli presented ARC's rationale for including 2020 as a modeling year in the upcoming RTP and CDR amendments. According to 40 CFR 93.106(a), ARC must include 2020 as a horizon year because it is still the attainment year under the active SIP. The additional years of 2030, 2040, and 2050 must be included due to other provisions of the statute. Mr. Haynes noted that the modeling work is currently underway at ARC for the amendment. Public comment is scheduled to open soon after modeling work is complete and will run through August and into September. Agency actions are on track to take place in October 2021.

b. CBMPO

Tom Sills reports that CBMPO is actively seeking federal funding for a road widening project. At this point all funding is being reported as local but should change in the future.

c. GHMPO

No updates.

4. Air Quality Updates

No updates.

5. Other Business

None.

6. New Business/Announcements

The next meeting is scheduled for July 27th, after the modeling results are scheduled to finish. ARC will present the results of the travel demand model and the emissions analysis at that time.

The meeting was subsequently adjourned.

**Interagency Consultation Group
July 27, 2021**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Kyung-Hwa Kim, Patrick Bradshaw, Steve Lewandowski, John Orr
CBMPO	
Cobb	Laura Beall
Douglas	
EPA	Dianna Myers, Richard Wong
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day, Tamara Christion
FTA	John Crocker
GDOT	Daniel Dolder, Matthew Fowler, Habte Kassa, Phillip Peevy, Charles Robinson, Megan Weiss
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Bruce Hart, Jamie Fischer
Gwinnett	
MARTA	
Other	Kayla Schaaf

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft June 22nd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Old Business / Tracking

a. Ozone maintenance plan

Gil Grodzinsky reported on the status of the maintenance plan submittal for the 2015 ozone NAAQS. The predraft plan had been formally submitted for review to EPA and they provided comments back. Georgia EPD is addressing the comments and should formally submit to EPA the maintenance plan soon. He also noted that there is another maintenance plan being developed for the 1997 ozone standard, required in January 2022. The hope is to do a limited maintenance plan that won't involve modeling, but this is yet to be confirmed.

b. FAST Act reauthorization

Mr. Haynes gave a brief update on the status of the FAST Act reauthorization. The House has a version of the reauthorization currently on the floor. The bill has more funding than the previous FAST Act and that funding is geared towards a greater variety of programs and projects. The Senate has various committees with responsibility for drafting new bills for reauthorization, and there is no one bill that can be pushed forward. Mr. Haynes noted that the House bill increases the amount of available planning funds by about 40% to cover the increased scope of work that planning agencies would undertake. ARC, however, can't meet the 20% local match requirement without raising dues on member counties. ARC is working to lower the 20% local match requirement to 10% if possible.

Also, there is a provision in the House bill that limits the flex spending potential in the CMAQ funding.

3. Transportation Planning Updates

a. ARC

Mr. Haynes noted that the modeling and air quality work for Amendment 3 is complete and the draft project list is available for review.

Abby Marinelli reviewed the results of the emissions analysis for Amendment 3. The region passed for all pollutants and all years. She noted that the increases of 8 or 9% in emissions are probably related to the new vehicle registration data used for these runs. She also noted that this is the first amendment with the shortened TCM exhibit. Jamie Fischer asked about the remaining TCM and its scope. Mr. Orr and Dr. Grodzinsky clarified that the remaining TCM could not be removed because Georgia EPD did not include its removal in its Non-Interference Demonstration and Maintenance Plan Revision for the Removal of Transportation Control Measures in the Atlanta Area and it is still monitored for its impact. It will continue to be monitored until the area gets redesignated and another SIP revision is approved.

Patrick Bradshaw gave a review of the final steps of the Amendment 3 process. Public comment is opening soon, with a 15 day public comment period and a public meeting held during the August TAQC meeting. The public meeting will be digital only. The board and committee actions are expected in September and October 2021, and the final documentation will be submitted to EPA and FHWA in October. A positive conformity determination is expected in November. Ann-Marie Day asked about the schedule and it was decided that FHWA and EPA would coordinate offline.

b. CBMPO

No updates.

c. GHMPO

Joseph Boyd reported no updates.

4. Air Quality Updates

No updates from EPA or EPD.

5. Other Business

No other business.

6. New Business/Announcements

The next meeting is scheduled for August 24th, which is after public comment is closed but before the boards and committee meetings. Mr. Bradshaw will give an update about public comment for Amendment 3 and a preview of the schedule for Amendment 4.

The meeting was subsequently adjourned.

**Interagency Consultation Group
September 28, 2021**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Jean Hee Barrett, Kyung-Hwa Kim, Kofi Wakhisi, Amy Goodwin, Patrick Bradshaw, Steve Lewandowski, John Orr
CBMPO	Tom Sills
Cobb	Laura Beall
Douglas	
EPA	Dianna Myers, Sarah LaRocca
EPD	Tamara Smith-Hayes
FHWA	David D'Onofrio
FTA	John Crocker
GDOT	Matthew Fowler, Daniel Dolder, Miles Kemp, Megan Weiss
GHMPO	Michael Haire
GRTA/SRTA	Bruce Hart
Gwinnett	
MARTA	Richard Wallace
Other	Robert Caudill

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft July 27th meeting summary was distributed for review and comments were received from Gil Grodzinsky.

2. Old Business / Tracking

a. Ozone Maintenance Plan

Ga EPD is working on the final document for submittal to EPA. Once the final edits are completed, the document will be sent to EPA for review.

b. FAST Act reauthorization

Mr. Haynes provided a brief review of the current status of the reauthorization. There are a couple of bills working through the House and Senate, but they are under pressure because the federal government's fiscal year ends on Sept 30th and a shutdown is looming. Progress on the final reauthorization is caught in the crosshairs of the shutdown threat and the politicking that comes with it. The proposals still contain funding increases in all aspects of transportation.

3. Transportation Planning Updates

a. ARC

Patrick Bradshaw reviewed the status of Amendments 3 and 4. Amendment 3 is a conformity amendment and modeling and public comment have concluded. Conditional approvals from TCC and the ARC Board and concurrence letters from CBMPO and GHMPO have been received. TAQC is expected to issue its approval on October 13th. After all committee approvals have been received,

the Amendment will be submitted to the federal government for a final conformity determination. After that, online documentation will be updated, which is expected in early November.

Amendment 4 is a non-conformity amendment, so only financial and scheduling changes will be included. New PE phases from LCI programs are the primary motivation for this Amendment. The solicitation for these projects concluded in August and the project evaluation phase is ongoing. A conformity amendment (Amendment 5) is expected in the summer of 2022. For Amendment 4, ARC expects partner agency reviews to take place in December; a public comment period in January 2022; approvals in March 2022; and updated online documentation in April 2022.

Amy Goodwin reviewed the LCI projects being included in Amendment 4. ARC has roughly \$10 million in unobligated funds for FY 2022 and opened the recent solicitation to dedicate these funds. 21 applications from 16 jurisdictions were received and the evaluation process is ongoing. ARC expects that have a recommended funding list by the end of October. During the evaluation process, one project that requires air quality analysis has been deemed ineligible for this round of funding and has been reserved for the Amendment 5 round of funding. 19 of the remaining 20 projects are bike/ped projects. The remaining project is a TSMO that might be deemed ineligible due to the need for air quality analysis. Mr. Haynes asked IAC if ARC should share a draft list of projects in order to “pre-clear” the projects through IAC at the October meeting. IAC had no objections to this approach and ARC plans to release that list as soon as possible.

Mr. Bradshaw also reviewed the general TIP solicitation for Amendment 5. ARC will be using updated project evaluation criteria to evaluation these projects. The application window for this solicitation will open October 1st and run through December 2nd. Partner agency review of the applications received will take place in December and January 2022, and applications will be evaluated between February and May 2022. The final draft recommendations will be available in May 2022 and partner agencies will be able to review draft recommendations in June 2022. The public comment period will run in July 2022 with approvals being sought in August and September 2022. Matthew Fowler asked about the timeframe for partner agencies submitting modeling and financial updates for Amendment 5. Mr. Bradshaw clarified that non-modeling updates can be submitted via Plan-It for Amendment 4. The modeling-required changes for Amendment 5 should be finalized by May 2022, as the schedule currently stands.

b. CBMPO

Tom Sills reported that CBMPO is currently updating their TIP and will submit that for inclusion in Amendment 5.

c. GHMPO

No updates.

4. Air Quality Updates

Dianna Myers reported that EPA is currently reviewing the 2020 PM2.5 standard and will report updated information as it comes along.

5. New Business/Announcements

a. Partner Agency Announcements

No updates.

b. 2022 Meeting Schedule

Mr. Haynes confirmed that future meetings will continue to be held on the fourth Tuesday of each month at 1:00 pm, with schedule modifications for holidays as necessary.

c. Next IAC Meeting (currently set for October 26)

The October 26 meeting will remain on the calendar as scheduled. There will be an update on Amendment 4 and its projects.

The meeting was subsequently adjourned.

**Interagency Consultation Group
October 26, 2021**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, Amy Goodwin, David Haynes, Guy Rousseau, Jean Hee Barrett, Kofi Wakhisi, Patrick Bradshaw, Steve Lewandowski
CBMPO	
Cobb	
Douglas	
EPA	Sarah LaRocca, Dianna Myers
EPD	Gil Grodzinsky
FHWA	David D’Onofrio
FTA	
GDOT	Daniel Dolder, Matthew Fowler, Elizabeth Davis, Miles Kemp, Johnathan McLoyd, Phillip Peevy
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Bruce Hart
Gwinnett	
MARTA	
Other	William Carnright

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft September 28th meeting summary was distributed for review. There were some modifications received via email and the edited summary was accepted as final.

2. Old Business / Tracking

a. Ozone Maintenance Plan

Gil Grodzinsky reported that the pre-draft is working its way through the EPA’s review process. The formal submittal will take place at a future date.

b. FAST Act Reauthorization

Mr. Haynes noted that there was a one month extension to the FAST Act that was passed to move the sunset date to the end of this month. Washington is still debating the contents of the various infrastructure bills.

3. Transportation Planning Updates

a. ARC

i. TIP/RTP Amendment #3

TAQC did not have a quorum at their October meeting and therefore has not approved Amendment 3. The item is on the November TAQC calendar. If TAQC approves the amendment then, it will be submitted to USDOT for a conformity determination. It is likely that ARC will hold the documentation publication to include the fourth quarter administrative modifications that are scheduled to be completed in mid-November. The documentation will include updated

targets and performance measures that were recently adopted by the State and concurred with by ARC.

ii. TIP/RTP Amendment #4

Amendment 4 is a non-modeling amendment as it only includes exempt changes to projects. ARC recently opened an LCI funding solicitation and the received applications have been shared with IAC prior to this meeting. ARC received comments from EPA, EPD, and GRTA/SRTA/The ATL that all the applications included only would-be exempt projects. Therefore, any projects selected for LCI funding will be exempt and can be included in Amendment 4 expeditiously. Mr. Grodzinsky requested that a note be included in the project list that mentioned the requirements for a exempt change.

Amy Goodwin reviewed the LCI project review status. ARC staff review is complete and the projects have been scored. ARC leadership are now reviewing the potential project selections prior to public comment. As it stands, this solicitation will fund approximately 75% of the applications received.

Patrick Bradshaw noted the additional changes that will be included in Amendment 4 will be shared with IAC in late November. In January 2022, the public comment period will open and run through February 11, with a public hearing scheduled for TAQC on February 9th. The goal approval date is in mid-March 2022 and a goal conformity determination date in mid-April 2022.

iii. TIP Solicitation

Mr. Bradshaw also reviewed the current TIP solicitation. These projects will be included in Amendment 5, a modeling amendment. The fiscal years for these projects is 2023-2025. He expects that a review of the received applications will take place in early 2022 and ARC will present final recommendations in the summer of 2022. The amendment is expected to be approved and to receive a conformity determination in the fall of 2022. There is more information available on the ARC website.

iv. 2022 UPWP

Mr. Haynes reviewed ARC's draft 2022 UPWP. A link to the draft document was provided to IAC earlier. The UPWP is another federally required set of documentation that outlines the planning work that ARC will undertake over the next year. The document captures the organization and responsibilities of ARC and its planning partners. He noted that it is not required, but is best practice, to include as many planning activities as possible that will eventually be included in the RTP.

Mr. Haynes expects that the document will be reviewed by TCC and TAQC in November and presented to the board for approval in December. Mr. Haynes noted that members of IAC are invited to review the document and provide comment in the next week.

v. Office Reopening

ARC is currently working remotely full time. The plan is to slowly reopen the office in December. The Agency's plan is to allow in-office work at a maximum of three days per week

from Mondays through Thursdays. Since TCC is scheduled for Fridays, it is not clear whether the TCC meetings will be allowed to occur in person. Mr. Haynes asked for input on how IAC would like to meet in 2022. He proposed to keep the meetings remote for the first quarter of 2022. The item was opened for conversation from the group. Mr. Grodzinsky noted that a hybrid option was desirable now that we are more comfortable using remote technology. Mr. Haynes noted that we have had better attendance using virtual meetings and that it is probably a good idea to always have a virtual option available, even if the meeting is officially held in-person. Dianna Myers concurred with Mr. Grodzinsky that the hybrid approach was best. Joseph Boyd noted that the hybrid approach was desirable in order to have the option to attend virtually. Mr. Haynes also provided the option that each meeting's format be tailored to the agenda, where shorter meetings are held virtually and longer meetings are held using the hybrid option. This issue will be tabled until the ARC offices are open.

b. CBMPO

No updates.

c. GHMPO

Joseph Boyd reported that GHMPO has no major updates.

4. Air Quality Updates

Sarah LaRocca noted that EPA is reviewing the PM standards and added two relevant news stories regarding the PM standards and equity pushes at the agency. Gil Grodzinsky noted that the ozone season is drawing to a close and that the 2021 draft design value is currently 68. This is a continuation of the clean data that is being reviewed by EPA and he expects we will continue to attain the NAAQS in 2021. The region is still waiting on a redesignation to attainment and the approval of the maintenance plan.

5. New Business/Announcements

The calendared date of the next IAC meeting is November 23, which is the week of Thanksgiving. The December meeting is scheduled for the 28th, the week between Christmas and New Years. Mr. Haynes proposed that these meetings be consolidated into a single meeting held on December 7th. This would allow Mr. Bradshaw time to prepare a presentation regarding the projects in the TIP solicitation and amendment. There were no objections to this change. Beginning in January 2022, the meetings will resume on the fourth Tuesday of each month.

The meeting was subsequently adjourned.

Interagency Consultation Group
January 18, 2022

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, Jean Hee Barrett, John Orr, Patrick Bradshaw, Steve Lewandowski, Amy Goodwin, Kyung-Hwa Kim
CBMPO	
Cobb	Laura Beall
Douglas	
EPA	Dianna Myers, William Carnright, Sarah Larocca
EPD	Gil Grodzinsky
FHWA	David D'Onofrio, Ann-Marie Day
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Matthew Fowler, Charles Robinson, Megan Weiss, Jonathan McLoyd, Natavis Harris
GHMPO	
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft October 26th meeting summary was distributed for review. Gil Grodzinsky provided comments via email. There were no modifications presented during the meeting and the revised summary was accepted as final.

2. Transportation Planning Updates

a. ARC

Patrick Bradshaw reviewed the proposed project list for Amendment 4. A draft list was distributed on January 5, 2022 and a revised draft list was distributed on January 14, 2022 to expedite the interagency review process. All projects should be exempt and do not require new modeling or air quality analysis. The list includes the new LCI projects from the most recent solicitation that were deemed exempt, adjustments to MMIP projects, and adjustments to a few other projects. There are several projects that made major financial adjustments that are above the threshold to be amended via an administrative modification.

Project AT-244 is the only project that was not listed on either of the previously distributed lists. It is an interchange improvement project on I-285 that needs financial adjustments that were received from GDOT a few days prior to this meeting.

Ann-Marie Day clarified that project CH-020A2 is a capacity project that is only changing financials and not the length or width of the project, which would otherwise necessitate new modeling work. Mr. Bradshaw will update the project list to make this clarification.

Diana Myers questioned why project AR-ML-200 is listed as exempt. Mr. Bradshaw clarified that GDOT split the project along I-285 into smaller projects to facilitate competitive bids for the work. This project covers only the PE and ROW activities, not the actual construction work on the project, so this particular project is exempt from air quality analysis. There are two other associated projects (AR-ML-200E and AR-ML-200W) that cover the construction work and are non-exempt projects. Matthew Fowler confirmed Mr. Bradshaw's explanation of the project split methodology.

Mr. Haynes noted that a revised project list will be distributed to interagency members. There was no objection that the list as presented and revised includes only exempt projects and will therefore be used during the upcoming public comment period. The public comment period will open on January 24th. The final project list will be distributed to TCC, TAQC, CBMPO, and GHMPO in mid-February after the close of public comment. Approval actions are expected in early March and will be transmitted to USDOT and USEPA in mid-March. ARC expects to receive a positive conformity determination no later than April 19th.

b. CBMPO

No comments.

c. GHMPO

Joseph Boyd was not able to attend, but reported to David Haynes prior to the meeting that no announcements needed to be made.

3. New Business/Announcements

Mr. Haynes noted that the fiscal constraint aspects of the RTP will need to be significantly revised in light of the recently passed IIJA legislation. That conversation should be held in the next couple of months. The fiscal constraint presented in Amendment #4 is in line with the FAST Act, not the IIJA. John Orr noted that current federal funding is only available through February 18th which could pose short-term challenges.

Ms. Day announced that Tamara Christion accepted a new position and that Ms. Day is the temporary point-of-contact for conformity determinations. The position is open and accepting applications.

The regularly scheduled January meeting is set for January 25th. Mr. Haynes proposed that the January 25th meeting be cancelled and interagency be convened again as scheduled in February. There were no objections.

The meeting was subsequently adjourned.

**Interagency Consultation Group
February 22, 2022**

MEETING SUMMARY

Attendees	
ARC	Abby Marinelli, David Haynes, Guy Rousseau, John Orr, Kofi Wakhisi, Steve Lewandowski
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers, William Carnright, Sarah Larocca
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day
FTA	
GDOT	Daniel Dolder, Habte Kassa, Benjamin Kane, Miles Kemp, Charles Robinson
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	Natavis Harris
Other	Kayla Schaaf, Josue Ortiz Borrero

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft January 18th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. Transportation Planning Updates

a. ARC

Mr. Haynes reviewed the current status of Amendment #4. The public comment period opened January 24th, with a public hearing held at the February 9th TAQC meeting. Eight verbal and written comments were submitted during the comment period. The public comment period ended February 11th. Five of the eight comments were related to a road diet project on Peachtree Street downtown. One comment referenced a GDOT project on Northside Drive that is already in the TIP, but the comment itself applies to a Northside Drive project that is in the amendment list. One comment referenced an East Point PATH project. One comment was not project-specific, but the commenter wants an ecology report produced before construction begins. The comments and agency responses are published as an exhibit to the RTP amendment, per the ARC public engagement policy.

TCC meets March 4th and is expected to approve Amendment #4. The ARC Board, GRTA, and TAQC are expected to approve on March 9th. The documentation will then be submitted to USDOT and USEPA.

b. CBMPO

No updates.

c. GHMPO

Joseph Boyd mentioned that several planning initiatives, including a bike/ped plan, are being held until the 2020 Census urbanized area results are published. John Orr mentioned that he has not heard an official date for publication, but perhaps this summer. Ann-Marie Day and Habte Kassa confirmed that they have heard a similar date.

3. Air Quality Updates

Mr. Haynes noted that the ARC offices are reopening Monday, February 28th. There are various schedules for each group at ARC with most groups coming into the office one or two days per week. Visitors are going to be limited. ARC committee meetings will be held in person with a virtual option, but the recommendation for other committees like IAC is to remain entirely virtual for now. If there is a clear need to meet in person IAC can do so, but it is unlikely given the success of virtual meetings for this group.

Sarah Larocca noted that there have been recent reconsiderations related to ozone and PM standards. EPA is taking comments and holding meetings on both standards that will continue through at least 2023. Ms. Larocca will send the relevant information to Mr. Haynes and he will distribute that information to the group.

Gil Grodzinsky noted that the 2015 ozone NAAQS maintenance plan is very close to a formal submission to the EPA, perhaps by the end of the week.

4. New Business/Announcements

The next meeting is scheduled for March 22nd. Mr. Haynes proposed discussing the schedule for Amendment #5 and the fiscal constraint requirements for the upcoming 2024 RTP in light of the IJA legislation.

The meeting was subsequently adjourned.

**Interagency Consultation Group
March 22, 2022**

MEETING SUMMARY

Attendees	
ARC	David Haynes, Guy Rousseau, John Orr, Sidney Douse, Patrick Bradshaw, Jean Hee Barrett, Kyung-Hwa Kim, Steve Lewandowski
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers, William Carnright, Josue Ortiz Borrero
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day
FTA	John Crocker
GDOT	Daniel Dolder, Habte Kassa, Charles Robinson, Matthew Fowler, Megan Weiss
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	Natavis Harris
Other	Jonathan Ravenelle (ATL); Aileen Daney (ATL); Amanda Vandegrift (Infrastrategies); Regan Hammond (VHB); Laura Beall (Cobb Co.)

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft February 22nd meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. TIP/RTP Amendments

Mr. Haynes reviewed the current status of Amendment #4. TCC met on March 4th and approved the amendment. The TAQC, the ARC Board and GRTA all met on March 9th and approved the amendment. Relevant information was submitted to USDOT and USEPA and a conformity determination letter was received March 16th. ARC is now finalizing the documentation and this should be available on the website by March 25th.

Mr. Haynes then indicated that work was beginning on an amendment which will require modeling and a new air quality analysis. That amendment is expected to be completed and approved by January 2023. Patrick Bradshaw then clarified that a special purpose non-modeling amendment will occur on a faster schedule this spring, which means two amendment processes will be proceeding concurrently. Amendment #5 will be the non-modeling one, while Amendment #6 will include modeling. Mr. Bradshaw indicated that a special called IAC meeting in mid April may be needed to meet the overall schedule requirements for Amendment #5.

Gil Grodzinsky raised the issue of which air quality model would need to be used for Amendment #6. After some discussion, Dianna Myers clarified that as long as modeling work was already underway prior to the 2-year implementation grace period expiring on January 9, 2023, we can continue to use the current MOVES 2014b model rather than the new MOVES3 model for the current budgets.

3. RTP Update Schedule Overview

Mr. Haynes reminded attendees that the role of Interagency is to proactively reach consensus on major assumptions on data and modeling practices in the RTP process so there are no issues with receiving conformity determinations. In every four-year RTP update, we also need to review financial assumptions, including both costs and revenues, in order to ensure the plan is fiscally constrained. That discussion began today with transit cost information presented by ATL Authority staff. Mr. Haynes then provided a short overview of how that effort integrates into the overall RTP update schedule, which must be completed by February 2024. He reinforced the importance of ensuring that assumptions used by ATL should be consistent with those used by ARC in the RTP update.

4. Transit Financial Assumptions

Aileen Daney provided some general context regarding the role of the ATL Authority in development of the Atlanta Region's Transit Plan and the current status of updating that plan. A new ARTP is scheduled for approval in October 2023. Jon Ravenelle then led a discussion on seven key cost and implementation assumptions: 1) minimum capital cost escalation; 2) minimum operations and maintenance cost escalation; 3) minimum cost per mile estimates; 4) early planning project timelines; 5) early planning capital cost curves; 6) maximum capital investment cost shares; and 7) maximum annual capital investment grant allocations. Amanda Vandegrift provided additional background for many of these topics to help explain the assumptions being proposed by ATL. There were a few clarification questions raised by various meeting participants, but no concerns were raised about the rationality of any of the assumptions. Unless there is subsequent feedback, ATL and ARC will continue to use the transit cost assumptions presented today in their planning activities.

5. Other MPO Updates

- a. GHMPO - Tom Sills indicated that they will be doing an RTP update which is due in early 2024, concurrent with ARC's schedule. He will coordinate with GDOT on that schedule and then follow up with ARC on modeling needs.
- b. CBMPO - Joseph Boyd indicated that their RTP update will not be due until May 2025, so there are no immediate modeling needs.

6. New Business / Announcements

The next meeting is scheduled for April 26th. Mr. Haynes indicated that we may need to advance the date of that meeting due to Amendment #5 and that additional information would be forthcoming in early April. He also indicated that a continuation of the discussion related to the financial constraint aspects of the plan development process would likely be on the next Interagency meeting.

Ms. Myers noted that we need to monitor the approval of the 2015 ozone maintenance plan and associated new budgets to determine potential impacts to modeling processes and deadlines for amendments this year.

Mr. Grodzinsky requested to follow up separately with Mr. Haynes immediately following the conclusion of the meeting to define an approach which will ensure that all deadlines and procedures are met. This involved scenarios that took into account the possibility of running MOVES3 for transportation conformity with Amendment #6 for new budgets from the 2015 ozone maintenance plan if approved and effective before completion of the transportation conformity process.

The meeting was subsequently adjourned.

**Interagency Consultation Group
April 19, 2022**

MEETING SUMMARY

Attendees	
ARC	David Haynes, Guy Rousseau, John Orr, Patrick Bradshaw, Jean Hee Barrett, Steve Lewandowski
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Sarah LaRocca
EPD	Gil Grodzinsky
FHWA	
FTA	John Crocker
GDOT	Habte Kassa, Charles Robinson, Megan Weiss
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	
Other	Kayla Schaaf (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft March 22nd meeting summary was distributed for review. Two clarifications regarding which version of the MOVES air quality model and budgets would be used for future amendments were suggested and accepted by Gil Grodzinsky. The revised summary was accepted as final.

2. ARC TIP/RTP Amendment #5

Mr. Haynes provided brief commentary on how new IJIA programs and subsequent delays in FY 2022 appropriations necessitated the need for an accelerated amendment schedule and this special called Interagency meeting. Patrick Bradshaw then provided a detailed explanation of the 14 changes which are being proposed, all of which ARC believed to be exempt in nature. Interagency members concurred, meaning the amendment can proceed without the need for travel demand modeling and air quality modeling. Mr. Bradshaw concluded the discussion by reminding members of the approval milestones, which will include actions by ARC, GRTA and USDOT in June.

3. Other MPO Updates

Tom Sills reported that CBMPO had nothing to report at this time. Joseph Boyd reported the same for GHMPO.

4. New Business / Announcements

The next meeting is scheduled for April 26th. Mr. Haynes indicated that need to continue the discussion begun in March related to fiscal constraint assumptions for the RTP update, but that ARC will not be prepared to present anything by April 26th. No urgent agenda items were identified, so Interagency members agreed to cancel the April meeting. The next regular monthly meeting will be May 24th and will include an update on the Amendment #6 scope and schedule.

The meeting was subsequently adjourned.

**Interagency Consultation Group
May 24, 2022**

MEETING SUMMARY

Attendees	
ARC	David Haynes, Guy Rousseau, John Orr, Patrick Bradshaw, Steve Lewandowski, Kyung-Hwa Kim, Sidney Douse
CBMPO	Tom Sills
Cobb	Laura Beall
Douglas	
EPA	Sarah LaRocca; Josue Ortiz Borrero
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day
FTA	John Crocker
GDOT	Habte Kassa, Charles Robinson, Megan Weiss, Dan Dolder, Johnathan McLoyd
GHMPO	Joseph Boyd, Michael Haire
GRTA/SRTA	Jamie Fischer
Gwinnett	
MARTA	Natavis Harris
Other	Artagus Newell (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft April 19th meeting summary was distributed for review the week prior to this meeting. No changes were suggested and the summary was accepted as final.

2. ARC TIP/RTP Amendment #5

Patrick Bradshaw provided a summary of the public comment process, which was open from May 5-18 and included a public hearing in conjunction with the TAQC meeting on May 11. One verbal comment was received at the public hearing and 10 written comments were received before the comment period closed. Most comments were not germane to the project changes being considered as part of the amendment. Responses to the comments are being prepared and a report will be available for review in late May. Mr. Bradshaw concluded the discussion by reminding members of the approval milestones, which will include actions by ARC, GRTA and USDOT in June.

3. ARC TIP/RTP Amendment #6

Mr. Bradshaw explained that ARC is compiling information for inclusion in the next amendment, which will involve travel demand modeling and an air quality analysis. Recommendations from the current TIP solicitation process will be included, as well as modifications to the managed lanes program and other issues impacting conformity. The TIP

horizon will also be extended from FY 2025 out to FY 2028. Mr. Bradshaw highlighted key review milestones and identified the proposed approval dates by various agencies which will occur in December 2022 and January 2023.

Tom Sills reported that CBMPO will be completing an RTP in early 2023 and asked if there would be a conformity analysis following Amendment #6. Mr. Haynes responded that ARC's RTP update is on the same schedule and that there will be another conformity analysis in the summer of 2023.

4. Other MPO Updates

Mr. Sills reported that there may be a couple of changes to projects in Bartow County which may need to be included in the amendment and that he would coordinate as necessary.

Joseph Boyd confirmed that GHMPO would provide a concurrence letter related to ARC's TIP Amendment #3 by the end of the week, but had nothing additional to share with the committee today.

5. New Business / Announcements

The next meeting is scheduled for June 28th. Mr. Haynes indicated that ARC will need to provide updates on the two TIP amendments. The committee should also continue the discussion begun in March related to fiscal constraint assumptions for the RTP update. No additional agenda items were proposed by other committee members today.

The meeting was subsequently adjourned.

**Interagency Consultation Group
September 13, 2022**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Guy Rousseau; John Orr; Patrick Bradshaw; Steve Lewandowski; Kyung-Hwa Kim; Jean Hee Barrett; Kofi Wakhisi
CBMPO	Tom Sills
Cobb	Juliane Dixon-Crump
Douglas	
EPA	Dianna Myers; Sarah LaRocca; Josue Ortiz Borrero; Richard Wong; William Carnwright
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day; Jared Lombard
FTA	John Crocker
GDOT	Charles Robinson; Dan Dolder; Matthew Fowler
GHMPO	
GRTA / SRTA / ATL	Jamie Fischer; Abby Marinelli
Gwinnett	
MARTA	
Other	Artagus Newell (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes called the meeting to order. He noted that the draft May 24th meeting summary was distributed for review prior to this meeting. No changes were suggested and the summary was accepted as final.

2. Ozone Redesignation and Maintenance Plan

Gil Grodzinsky reported that EPA has published a proposed rule in the Federal Register which would redesignate seven counties in the Atlanta region as being in attainment for the federal 2015 ozone standard and finalize a maintenance plan. Comments are being accepted through September 26. Publication of the final rule and effective date of the maintenance plan will depend on the nature of any comments received and the level of effort/time required to respond to them.

The immediate impact is that the rule may be finalized prior to completion of the TIP/RTP Amendment #6 process and issuance of a conformity determination by FHWA. If so, additional emissions budgets and geography specific for the 2015 ozone NAAQS would be in place under the new 2015 ozone NAAQS maintenance plan and would require conformity modeling using the new MOVES3 model. If not, only the currently existing budgets and geography would remain in place and ARC can continue to just use the MOVES2014 model. Because of this uncertainty, ARC was advised to model both scenarios and document them accordingly in the

Conformity Determination Report (CDR). The two scenarios should be presented during the public comment period. The precise nature of how the two processes are documented can be at the discretion of ARC.

All conformity modeling after Amendment #6 (e.g., for the RTP update due in early 2024) must use the MOVES3 model and follow the requirements of the maintenance plan.

3. ARC TIP/RTP Amendment #6

Patrick Bradshaw explained that ARC has compiled information for inclusion in the next amendment, which will involve travel demand modeling and an air quality analysis. Recommendations from the current TIP solicitation process will be included, as well as modifications to the managed lanes program and other issues impacting conformity modeling. A number of other changes which don't have modeling implications are also included. Mr. Bradshaw reviewed each proposed change to ensure proper assumptions on modeling requirements were being made. The group had no comments which would alter ARC's initial assumptions.

Ann-Marie Day suggested a couple of formatting modifications to the template of the document used to review modeling assumptions with IAC. Mr. Bradshaw committed to making those adjustments and will provide an updated version for the group's files prior to the initiation of the public comment period.

Mr. Haynes closed the discussion by reiterating the key milestones in the amendment process, including the public comment period in early November, ARC approvals in December, and a conformity determination sometime in late December or early January.

4. Other MPO Updates

Tom Sills reported that CBMPO is currently coordinating with ARC in developing 2050 forecasts for its planning area as part of its RTP update process. The proposed sale of 19,000 acres of land announced this week could complicate these efforts.

There was no attendee representing GHMPO, but Joseph Boyd had coordinated with Mr. Haynes prior to meeting and indicated he had nothing to report to the group.

5. New Business / Announcements

The next meeting is scheduled for September 27th. One potential agenda item was suggested, which would be an update from EPA on the status of comments received from the ozone redesignation comment period. No additional agenda items were proposed by other committee members today.

The meeting was subsequently adjourned.

**Interagency Consultation Group
September 27, 2022**

MEETING SUMMARY

Attendees	
ARC	David Haynes; John Orr; Steve Lewandowski; Kyung-Hwa Kim; Jean Hee Barrett; Kofi Wakhisi; Guy Rousseau; Sidney Douse
CBMPO	
Cobb	Juliane Dixon-Crump
Douglas	
EPA	Dianna Myers; William Carnwright
EPD	Kim Yunhee
FHWA	Ann-Marie Day
FTA	
GDOT	Charles Robinson; Dan Dolder; Matthew Fowler; Habte Kassa; Kimberly Grayson
GHMPO	Michael Haire
GRTA / SRTA / ATL	Jamie Fischer; Abby Marinelli
Gwinnett	
MARTA	
Other	Artagus Newell (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft September 13, 2022 meeting summary was distributed for review prior to this meeting. Gil Grodzinsky (EPD) provided a few clarification edits, which were incorporated. A revised version of the notes was subsequently distributed prior to the meeting. No additional changes were suggested and the summary was accepted as final.

2. Status of EPA Action on Ozone Redesignation and Maintenance Plan

Mr. Haynes summarized the discussion from the previous meeting on the status of a 7-county area with respect to the 2015 ozone standard. EPA submitted a draft rule to the Federal Register on August 26, 2022 which proposed to redesignate this area from marginal nonattainment to attainment status. The comment period on the draft rule closed on September 26, 2022. The number and significance of any comments received would impact the timing of the rule being finalized and a maintenance plan being implemented. This would determine which set of budgets and model version must be used during the air quality conformity analysis for TIP/RTP Amendment #6 (currently underway). At the previous Interagency meeting, it was agreed that due to this uncertainty, ARC should run both scenarios and present the results in the Conformity Determination Report.

Mr. Haynes then asked Dianna Myers (EPA) to share any initial information about what was received during the comment period and how this might impact the amendment process and schedule. Ms. Myers reported that no comments were received and that EPA was confident that the final rule would be promulgated swiftly and in advance of the completion of the TIP/RTP amendment. For this reason, she recommended that ARC conduct only the analysis that is based on the maintenance plan budget and utilizes the new MOVES3 model. After brief discussion, it was agreed by consensus that the scenario in which the redesignation was not finalized prior to the amendment's completion would not be analyzed.

Additional conversation occurred related to any practical effects of the redesignation which might be noticeable by the general population. There was also a discussion on how many other regions achieved attainment status and how many did not. Both conversations were for informational purposes only and no actions by Interagency were necessary.

3. ARC TIP/RTP Amendment #6 Modeling Assumptions

Steve Lewandowski (ARC) had prepared a document summarizing the technical modeling assumptions which would be utilized for TIP/RTP Amendment #6. This document was distributed to Interagency prior to the meeting. The document was organized around the prior determination that ARC should analyze two scenarios related to the timing of the ozone redesignation. Based on the previous agenda item's outcome, it was agreed that the scenario under which the final rule was not promulgated prior to adoption of the amendment was no longer necessary and could be removed from the document.

Mr. Lewandowski then proceeded to review the key assumptions of the single scenario which will be utilized. Ms. Myers suggested a couple of technical corrections and these will be incorporated into the final document. The revised modeling assumptions documentation will then be included within the Conformity Determination Report when it is developed.

Although not present at the meeting, Mr. Grodzinsky was subsequently advised of the decision on modeling scenarios. He followed up with Mr. Haynes and Mr. Lewandowski to provide additional detailed technical guidance on the modeling process. This guidance will be followed and documented accordingly.

4. Other MPO Updates

Michael Haire indicated that CBMPO had no updates to share with the group at this time.

There was no attendee representing CBMPO.

5. New Business / Announcements

There were no additional announcements from any federal, state, regional or local partner agencies.

The next meeting is scheduled for October 25, 2022. The agenda will include an update on TIP/RTP Amendment #6, including any technical analysis results which may be available by then. Ann-Marie Day (FHWA) asked when the draft CDR would be available for review. Mr. Haynes responded that it would be provided approximately one to two weeks before the public comment period opens. He did not recall the precise date at the time, but subsequently reviewed the schedule and notified the group that the period opens on Friday, November 4 (meaning the draft CDR should be available no later than Friday, October 27).

No additional agenda items were proposed for the October 25, 2022 meeting by other committee members today.

The meeting was subsequently adjourned.

**Interagency Consultation Group
October 25, 2022**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Steve Lewandowski; Kyung-Hwa Kim; Jean Hee Barrett; Guy Rousseau; Patrick Bradshaw; Sidney Douse
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers; William Carnright; Sarah LaRocca; Josue Ortiz Borrero
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day
FTA	John Crocker
GDOT	Dan Dolder; Matthew Fowler; Habte Kassa; Megan Weiss; Miles Kemp
GHMPO	Michael Haire
GRTA / SRTA / ATL	Jamie Fischer
Gwinnett	
MARTA	Natavis Harris
Other	Artagus Newell (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft September 27, 2022 meeting summary was distributed for review prior to this meeting. No changes were suggested and the summary was accepted as final.

2. Status of EPA Action on Ozone Redesignation and Maintenance Plan

Dianna Myers (EPA) reported that a final rule redesignating the seven-county 8-hour ozone area as being in attainment and approving a SIP revision containing a maintenance plan for the area was published in the Federal Register on October 17, 2022. The effective date of the rule will be November 16, 2022. Mr. Haynes provided remarks on the importance of this good news for the region and the amount of work and coordination required to get to this point over the past couple of decades.

3. ARC RTP Amendment #6 / TIP Update CDR Addendum Review

Mr. Haynes prefaced the discussion by acknowledging that documentation to this point inaccurately referred to the action being taken as an amendment to the RTP and TIP. While it is an amendment to the RTP, by virtue of additional years being added to the timeframe covered by the TIP, that constitutes a TIP update. From this point forward, all documentation will refer to the process being undertaken as RTP Amendment #6 / TIP Update.

A preliminary draft of the CDR Addendum for RTP Amendment #6 / TIP Update was forwarded to Interagency members for advance review on October 21, 2022. Three comments of a clarification/structural nature were received from Gil Grodzinsky (EPD). Mr. Haynes reviewed proposed edits to respond to those comments and Mr. Grodzinsky provided additional context on the reason he suggested them. There was concurrence that the edits were appropriate. No additional edits were proposed during the meeting.

Mr. Haynes reminded the group that the public comment period will open on November 4, 2022 and will close on November 18, 2022. This 15-day comment period is consistent with ARC's Community Engagement Strategy where TIP/RTP amendments and updates can have a period varying from 10 days to 30 days depending on complexity. A final version of the CDR addendum, reflecting EPD's suggested edits, will be posted prior to the opening of the comment period. The document will include official results of the air quality conformity analysis, which will be conducted this week based on Interagency's final concurrence on all modeling assumptions. The document will also be revised as necessary to ensure consistent and accurate language related to the nature of the process being undertaking (i.e., the RTP Amendment #6 / TIP Update nomenclature described earlier). A detailed list of programming changes (costs, funding sources, years, etc.) will also be posted on the website.

Note that a decision was subsequently made during the public comment period for this process to NOT involve an update to the TIP, as explained in the introduction of this CDR Amendment documentation. As a result, the action taken by ARC committees will be for "TIP/RTP Amendment #6".

4. Other MPO Updates

Michael Haire indicated that CBMPO had no updates to share with the group at this time.

There was no attendee representing CBMPO.

5. New Business / Announcements

There were no additional announcements from any federal, state, regional or local partner agencies.

The next meeting is scheduled for November 15, 2022. The agenda will include an update on any comments received during the comment period for RTP Amendment #6 / TIP Update. If no comments are received by that time, ARC will likely recommend canceling the meeting and providing any necessary updates on the process by email instead.

No additional agenda items were proposed for the November 15, 2022 meeting by other committee members today.

The meeting was subsequently adjourned.

Interagency Consultation Group
January 24, 2023

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; James Granade; Kofi Wakhisi; John Orr; Byron Rushing; Kyung-Hwa Kim; Jean Hee Barrett; Soheil Sameti
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers; William Carnright; Sarah LaRocca; Josue Ortiz Borrero; Jane Spann; Richard Wong
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day; Jared Lombard
FTA	John Crocker
GDOT	Dan Dolder; Matthew Fowler; Habte Kassa
GHMPO	Michael Haire; Joseph Boyd
GRTA / SRTA / ATL	Jamie Fischer; Abby Marinelli; Aileen Daney
Gwinnett	
MARTA	
Other	Artagus Newell (Rome MPO)

1. Welcome & Review of Previous Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft October 25, 2022 meeting summary was distributed for review prior to this meeting. No changes were suggested and the summary was accepted as final.

2. ARC TIP/MTP Amendment #6

Mr. Haynes notified the group that a conformity determination letter was received from USDOT/FHWA on January 4, 2023 and that all revised TIP/MTP documentation has been uploaded to the ARC website. Ann-Marie Day (FHWA) acknowledged that some key Interagency partners had been inadvertently omitted from the conformity determination notification email and requested that Mr. Haynes advise her of any people to add to the distribution list for future similar notices. Mr. Haynes followed up on this request after the meeting ended.

3. ARC TIP/MTP Amendment #7

Patrick Bradshaw (ARC) advised the group that ARC is beginning TIP/MTP Amendment #7 process. This amendment will not involve any changes which will impact either the travel demand or air quality models. The emphasis will be on making financial and scheduling changes to close out FY 2023 before the end of the state fiscal year.

Draft changes should be compiled for review in February and a final set of changes will be made available for public comment beginning in mid-March and running through mid-April. There will be a 30-day comment period with a public hearing held in conjunction with the regularly scheduled TCC meeting on March 17. ARC approvals are expected in May, with a conformity determination from USDOT/FHWA hopefully no later than June 9.

Discussion ensued regarding making sure that IAC has the opportunity to review all materials to be made available to the public prior to the opening of the comment period. This should include the detailed list of programming changes and the entire CDR documentation. ARC committed to making these materials available as early as possible. FHWA indicated that if they are available 15 days in advance, the final review timeframe following the comment period could be reduced to 15 days (rather than the regular 30 days).

Jamie Fischer (GRTA/SRTA/ATL) noted that GRTA will need to call a special meeting of the Board in May following ARC action on the amendment. She noted that the agency in the past had been able to provide its approval in advance of the ARC votes, contingent on affirmative votes from ARC. That flexibility was no longer being allowed by FHWA, so to avoid delays in beginning the USDOT/FHWA review, a special meeting is required. Ann-Marie Day (FHWA) confirmed that the "clock" on the review period officially begins with the GRTA vote since that constitutes final approval of any changes to the TIP on behalf of the Governor.

4. 2024 MTP/TIP Update

David Haynes (ARC) reminded the group that a major MTP/TIP update is currently underway and due in January 2024, with much of the technical work to be completed over the next 6-8 months. Because ARC has conducted a number of substantive amendments since the last update in 2020, much of the project list review has already been conducted. A major engagement process will begin this spring related to vision, drivers of change and alternate futures, with much of that work informing a secondary update anticipated in 2026 (rather than waiting until the next required update in 2028). The 2024 update will meet all federal requirements constituting an update, but will be more technically oriented (updating forecasts, project costs & schedules, updating fiscal constraint assumptions, etc.). John Orr (ARC) noted that as part of the 2024 update, ARC will also be responding to the new directives and emphasis areas under IJJA/BIL.

The conversation then transitioned to a review of data used to make certain key fiscal constraint assumptions. Mr. Haynes showed the group recent and historic data related to inflation rates, noting that the current MTP assumed a 2.2% annual rate. Economists are now predicting an annual rate somewhere between 2.5% and 3.0% over the next ten years. Since project costs from GDOT for the STIP are assumed to already be inflated, consistency with GDOT in the near-term years is essential. Habte Kassa (GDOT) said he would look into what assumptions his agency is using and report back. Ann-Marie Day (FHWA) reported that she was not aware of a specific number being used by other MPOs or recommended by her agency, but would investigate and provide some feedback (but something around 2.5% is probably reasonable). John Crocker (FTA) said he could support something in the 2.2% or 2.5% range based on the data presented. There was some general discussion and consensus around the idea that it is better to assume a higher inflation rate to provide a financial cushion, rather than underestimating inflation and then having to raise costs and/or delay projects in future amendments/updates.

The next assumption reviewed by the group related to the growth rate of the FHWA federal formula funding programs. The current plan assumes a 1.4% annual increase using the FAST Act as the foundation. IIJA resulted in an increase of 21% between 2021 and 2022, with an additional 2% increase from 2022 to 2023. IIJA will expire in 2026, so that raised the question about what baseline of funding should be used for the rest of the planning horizon (IIJA, FAST, or something else). Mr. Haynes showed calculations that based on which foundation and annual rate are used, the difference in FHWA funding could be as much as \$14.4 billion (statewide). There was minimal discussion at the meeting, but Ann-Marie Day (FHWA) followed up after the meeting to report that it is acceptable to use IIJA as the baseline and increase that amount by 1% annually.

Mr. Haynes then asked for guidance on what assumption to use regarding the percent of those statewide formula funds which would be used within the Atlanta region. He presented data which showed the region's share of the overall state's population growing from about 56.9% currently to about 59.9% in 2050. The share of employment will increase from 62.6% to about 64.4%. The current plan uses employment as the metric for determining the region's share of funding since an argument can be made that it is a better indicator of the volume of travel than population is. Jamie Fischer (GRTA/SRTA/ATL) pointed out that changes in commute patterns post-pandemic may not support that assumption as strongly now. Mr. Haynes said that ARC would give this some additional thought and discussion would continue at a future IAC meeting.

Finally, Mr. Haynes asked the group about whether ARC should make any assumptions about the availability of federal discretionary programs. The current plan does not base its fiscal constraint on the receipt of any of those funds (with the exception of CIG for transit expansion projects). IIJA significantly expanded the number of programs and the amount of funding and a "fair share" calculation could mean as much as \$2.7 billion for the region over the next few years. Ann-Marie Day (FHWA) recommended that we

continue to not assume any funds from these programs as part of the fiscal constraint process and that we amend the plan accordingly when, and if, awards are made. The group concurred with that recommendation. There was some discussion that a follow-up meeting with FTA and ATL should be held to revisit CIG funding availability. John Crocker (FTA) also indicated that his agency could be open to including some discretionary funding assumptions related to bus and bus facility grants which the region has a successful track record in securing.

Mr. Haynes closed out the discussion by acknowledging this was a lot of information to absorb and members may want to think a bit more about the assumptions. ARC will request follow-up meetings with various agencies as appropriate and will also include time for additional conversation at future IAC meetings.

5. Proposed New Particulate Matter Air Quality Standards

Dianna Myers (EPA) notified the group that EPA released information on January 5 related to a proposal to strengthen the PM2.5 standard. The proposal will be announced in the Federal Register for comment and there will also be a public hearing, but no dates have been set yet. Ms. Myers followed up after the meeting by sending David Haynes (ARC) a presentation with additional information on the proposal. Mr. Haynes then distributed the file to the IAC distribution list.

6. Other MPO Updates

Tom Sill (CBMPO) said that they will have a consultant under contract within a month to conduct their plan update. The schedule will align with ARC's schedule.

Joseph Boyd (GHMPO) reported that their plan update will begin in the spring or summer of this year and their process will extend through May 2025.

7. New Business / Announcements

Ann-Marie Day (FHWA) announced that USDOT will be conducting a quadrennial certification of the ARC's MPO planning process this year, with a site visit scheduled from May 23-25. She invited anybody from IAC who wants to participate in the site visit to advise her and she will add them to the invite list.

The next meeting is scheduled for February 28, 2023. The agenda will include an update on TIP/MTP Amendment #7 and continued discussion on fiscal constraint assumptions. No additional agenda items were proposed for the next meeting by other committee members today.

Following a round robin call for any final announcements, the meeting was subsequently adjourned.

**Interagency Consultation Group
February 28, 2023**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Byron Rushing; Steve Lewandowski, Guy Rousseau
CBMPO	
Cobb	
Douglas	
EPA	Dianna Myers; William Carnright; Sarah LaRocca; Josue Ortiz Borrero; Richard Wong
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day; Jared Lombard
FTA	John Crocker
GDOT	Dan Dolder; Matthew Fowler; Habte Kassa; Megan Weiss
GHMPO	Michael Haire; Joseph Boyd
GRTA / SRTA / ATL	Jamie Fischer; Jon Ravenelle
Gwinnett	
MARTA	
Other	Artagus Newell (Rome MPO)

1. Welcome & Approval of January 24, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft January 24, 2023 meeting summary was distributed for review prior to this meeting. One typographical error was corrected in advance of the meeting. No additional changes were suggested in the meeting and the summary was accepted as final.

2. ARC TIP/MTP Amendment #7

Patrick Bradshaw (ARC) reminded the group that this amendment only involves financial and minor schedule changes and will not impact any travel demand or air quality modeling. He explained that the public comment period will open on March 16 and close on April 14, with a public hearing scheduled in conjunction with the regular Transportation Coordinating Committee (TCC) meeting on April 7. TCC will vote on May 5, TAQC/ARC Board on May 10 and GRTA on May 16.

Mr. Bradshaw then reviewed the detailed list of programming changes with the group. Ann-Marie Day (FHWA) made an observation that some of the cost increases were significant and a question about how fiscal constraint is being maintained. Mr. Haynes reminded the group that the CDR for every amendment includes a redemonstration of fiscal constraint and those tables were in the file distributed prior to the meeting. In the follow-up conversation, this led to some

questions about inflation assumptions. Mr. Haynes deferred that discussion to the following agenda item.

Mr. Bradshaw noted that for projects where the local cost share is currently greater than 20%, the amendment will increase federal funding to the maximum allowable 80%, thus freeing up local funds for other projects. Jamie Fischer (GRTA/SRTA/ATL) asked if those local funds were reflected in the amendment. Mr. Bradshaw explained that those other projects would likely be 100% locally funded and not regionally significant, so they would not appear in the TIP/MTP. If a decision is made to add local funds to a project which is in the TIP/MTP project list, those changes would need to be reflected in a future amendment or update.

Mr. Haynes then asked Gil Grodzinsky (EPD) to explain some edits that he suggested to the draft CDR Addendum. Mr. Grodzinsky explained that most of his edits related to the region's air quality history and the status of the second limited maintenance plan for the 1997 ozone NAAQS, which has been approved and will have an effective date of March 9, 2023. These edits keep the language accurate and can be the foundation for future air quality documentation in the MTP update. Mr. Haynes indicated that a revised version of the CDR Addendum incorporating those changes would be forwarded to the group before the end of the week. Dianna Myers (EPA) requested that the original file with the marked-up edits also be provided and Mr. Haynes committed to doing that.

3. 2024 MTP/TIP Update

Mr. Haynes reminded the group that there was a discussion on fiscal constraint assumptions at the January 24 meeting and this agenda item would be a continuation of that topic. Before doing a short review of the previous conversation, he asked Jon Ravenelle (ATL) to provide information on transit cost and revenue assumptions used in that agency's planning work. That work will be the foundation for the transit component of the new MTP/TIP.

Mr. Ravenelle provided a presentation which outlined their research and methodology on developing cost estimates. This included per mile costs at the planning level for various technologies, as well as likely federal funding contributions for each type of service based on historical allocations under the Capital Investment Grants (CIG) program. He noted that these initial cost estimates will continue to be refined as projects go through planning, engineering, and construction.

Mr. Ravenelle then explained that annual appropriations for the CIG program under current federal law (IIJA) could range from \$1.6 billion to \$4.6 billion annually and that for the first two years the amounts were about \$3.8 billion. ATL is still working on developing estimates of what a reasonable share of funding for the region might be and will provide an update at the next meeting on March 28. John Crocker (FTA) indicated that the approach employed thus far seemed reasonable and defensible. Mr. Crocker also noted that it would be reasonable to assume that some funding would be available under other smaller discretionary program, such as Bus and Bus Facilities, based on the region's historical success rate.

Mr. Haynes then provided a brief recap of the January 24 conversation on fiscal constrain assumptions. Points of consensus were documented in the meeting notes for that meeting and are not repeated here. Regarding the share of statewide FHWA formula fund apportionment which the Atlanta region can assume, ARC proposes to base calculations on a formula which equally weights population and employment, based on the previous discussion. No objections were raised to that approach. Jared Lombard (FHWA) notes that since Winder will be its own urbanized area, that will need to be reflected in our revenue estimates. Mr. Haynes proposed that the annual cost inflation rate beyond the TIP/STIP period be increased from 2.2% annually to 2.5% to reflect recent experience. Ms. Day indicated that she requested guidance from FHWA Headquarters and they were not able to suggest a rate, but she was personally concerned that 2.5% might be too low. Habte Kassa (GDOT) stated that he was comfortable with 2.5% in light of recent Federal Reserve actions and inflation trends over the latter half of 2022. No consensus was reached, but Mr. Haynes committed to doing some additional analysis to determine the potential impacts of 2.5% versus 3.0% and present that information in March in order to make a final decision.

Guy Rousseau (ARC) gave a presentation on the travel demand modeling process. He noted a variety of data inputs used to ensure the model is state-of-the-practice and using the most current information available. The pandemic has caused some disruptions in that regard, but recent peer reviews have been very complimentary on the model's quality and the process used in developing/maintaining/enhancing it. He noted that the primary outstanding data input which won't be incorporated in time for this MTP/TIP update will be an updated household travel survey. That survey will be completed in 2024 and used in future modeling efforts. There were no questions for Mr. Rousseau.

4. Other MPO Updates

Joseph Boyd (GHMPO) noted that GHMPO is working with GDOT and FHWA to understand what is involved in becoming a Transportation Management Area (TMA) due to the 2020 Census showing that its urbanized area has exceeded 200,000 people. He stated that they will be applying for PL funds next month to support their long-range plan update process.

No update was available from CBMPO.

5. New Business / Announcements

Mr. Grodzinsky informed the group that EPD intends to modify its vehicle inspection program so that the waiver for new vehicles extended from three years to five years and the gas cap pressure check was no longer required for all vehicles. This will require a revision to the State Implementation Plan (SIP). He noted that he had already been working with ARC modeling staff related to this effort and that he can provide more information on the process and a status update at the March meeting.

Mr. Fischer asked for confirmation that Mr. Bradshaw or Jean Hee Barrett (ARC) would be available for a pre-read for Amendment #7 at the GRTA Board meeting next week. Mr. Bradshaw confirmed that is correct.

Artagus Newell (Rome MPO) noted that his agency has hired a new trails and transportation planner named Julie Smith and that they will be initiating a freight planning process in the coming weeks.

Mr. Haynes noted that the next meeting is scheduled for March 28, 2023. The agenda will include an update on TIP/MTP Amendment #7, continued discussion on inflation assumptions and CIG discretionary program funding levels, and a status update of EPD's SIP revision. No additional agenda items were proposed for the next meeting by other committee members today.

The meeting was subsequently adjourned.

**Interagency Consultation Group
March 28, 2023**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Byron Rushing; Steve Lewandowski, Guy Rousseau; Jean Hee Barrett; John Orr; Liz Sanford; Kofi Wakhisi; Soheil Sameti; James Granade
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	William Carnright; Richard Wong
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day; Jared Lombard
FTA	John Crocker
GDOT	Megan Weiss; Kathy Zahul; Oluchukwu Anyaebosi; Dan Dolder; Merishia Robinson
GHMPO	Michael Haire; Joseph Boyd
GRTA / SRTA / ATL	Jamie Fischer; Jon Ravenelle; Abby Marinelli
Gwinnett	
MARTA	
Other	Artagus Newell (Rome MPO)

1. Welcome & Approval of February 28, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft February 28, 2023 meeting summary was distributed for review prior to this meeting. Gil Grodzinsky (EPD) suggested two edits to better reflect comments he had made during the meeting. These revised notes were also distributed in a follow-up reminder email in advance of the meeting. No additional changes were suggested in the meeting and the summary was accepted as final.

2. ARC TIP/MTP Amendment #7

Patrick Bradshaw (ARC) reminded the group that this amendment only involves financial and minor schedule changes and will not impact any travel demand or air quality modeling. He explained that the public comment period will open on March 16 and close on April 14, with a public hearing scheduled in conjunction with the regular Transportation Coordinating Committee (TCC) meeting on April 7.

Mr. Bradshaw then introduced a proposed change to the amendment list which was submitted by GDOT on March 15. That request was received too late to include in materials published online for the comment period since it could not be vetted through the IAC process. So the request was held for discussion at this meeting. The change involves an additional increase to the cost of GW-389A / 0013104 above and beyond what had been previously submitted for the amendment.

Kathy Zahul (GDOT) explained that the cost submitted for the amendment was consistent with the final field plan review estimate, but final plans were not submitted to engineering services until March 22. Planning staff became aware of this pending change on March 15, precipitating the request to ARC. She suggested that an email be sent to TCC and TAQC, pending IAC approval, of the proposed change to the amendment list. That email would be received prior to the public hearing and would still provide ample time for the public to comment. Concurrently, appropriate changes would be made to the list of changes published on the website, with this change highlighted prominently in some manner.

Mr. Haynes requested that the group consider this a work-around approach for this particular amendment process. He noted that similar situations could occur again in the future and that IAC should develop formal protocols for how to handle them. He noted that the agenda for this meeting included an initial discussion on this topic, but it would need to be deferred due to a lack of time today. All parties subsequently agreed to move forward with accepting this additional change and addressing it in the manner described above.

3. Procedures for Future Amendment List Changes Occurring After IAC Review of Public Comment Period Materials

Mr. Haynes noted that there will be additional instances when the need for a modification to the amendment list will arise in the period following the IAC review and the initiation of the public comment period. The group will need to establish protocols for how these situations are handled. Since time at this meeting was limited, this topic will be deferred for discussion at a later date.

4. 2024 MTP/TIP Fiscal Constraint Assumptions

Mr. Haynes reminded the group that fiscal constraint assumptions have been on previous agendas and several initial decisions have been reached. But there are some outstanding questions which need to be resolved in order to keep on schedule and produce a fiscally constrained project list for modeling this summer. He then shared slides which summarized previous conversations, including data used in making decisions and where consensus had been reached.

Consensus had previously been reached on the baseline federal formula funding level, average annual rate of growth of federal formula funding, the share of federal formula funds apportioned to Georgia which will be available within the region, and what is

reasonable to assume with respect to federal discretionary funding. He shared preliminary calculations of how those decisions would impact the amount of available federal funding in the plan. Early indications are that, in aggregate, the modifications in assumptions largely offset each other and revenue projections are similar (approximately \$1 billion higher).

The presentation also included information on state and local funding assumptions. The state information focused on the motor fuels tax, the potential impact that conversion of the fleet to electricity might have, the hotel/motel lodging fee, and vehicle impact fees. The local information centered on SPLOSTs and TSPLOSTs. He noted that additional analysis is ongoing related to non-federal revenues for transit operations, CID funds and local government general funds. Most of these revenue streams are likely to be similar to current planning assumptions, with the possible exception of transit fares due to reduced ridership.

John Ravenelle (ATL) presented information on three FTA discretionary programs and how much funding might be available to the region. He noted that the CIG program in particular is difficult to forecast because only \$1.6 billion is advance appropriated annually under IJA, but another \$3.0 billion is authorized each year (although actual appropriations for the last two years have been lower than the potential maximum). Shifts in Congressional power this year could have significant implications. The other programs are smaller and have a more stable history. John Crocker (FTA) indicated that he felt the analysis was reasonable and defensible for purposes of MTP planning.

Mr. Haynes then initiated a discussion on what projected inflation rate should be assumed. During the overview presentation, he summarized previous conversations where concerns had been raised that the current 2.2% rate may be low. He noted that the past year or two may be anomalous and that rates have consistently hovered in the 2.0% to 2.5% range for nearly 25 years. So he cautioned that assuming a rate of greater than 2.5% may be overreacting to a short-term issue. Mr. Haynes also noted that our assumption needs to be consistent with what GDOT uses, so going with a higher rate would entail a much larger discussion with GDOT and that the schedule for this update would not permit that.

Mr. Haynes suggested that we use a 2.5% rate for planning horizon and asked if that was acceptable to the group. All parties indicated that such an assumption would be acceptable for this update, but we need to continue to monitor actual inflation and be prepared to react accordingly in future updates if the rate ends up being higher. Tom Sills (CBMPO) also noted that actual inflation may, in fact, be less and that we could be adding more projects in future updates.

Mr. Haynes committed to sharing the presentation with the group following the meeting. This was done on Wednesday, March 29.

5. Vehicle Inspection Program SIP Revision

Gil Grodzinsky (EPD) shared a presentation in which the state's vehicle inspection and maintenance program would be relaxed, in light of the region no longer being in nonattainment to any of the national ambient air quality standards (ozone most recently). These changes were modeled to determine potential impacts on emissions and found to be negligible. Both ARC and EPD analyses were consistent in affirming that the changes could be made without jeopardizing the region's air quality.

In response to an inquiry from Mr. Haynes, Mr. Grodzinsky noted that the timeline was fairly swift on this process and could be completed before the end of 2023. There are additional milestones over the next several months at which IAC will be briefed and he will advise Mr. Haynes on when it would be appropriate to be included on future agendas.

Due to a shortage of time, Mr. Grodzinsky covered the material in his slides quickly and committed to making the presentation available to the group afterwards. He forwarded the presentation to Mr. Haynes on Wednesday, March 29 and it was subsequently shared with the group.

6. Other MPO Updates

Joseph Boyd (GHMPO) announced that his organization received PL funds to begin their MTP update as well as bicycle and pedestrian plan update. Both of those efforts will begin in late spring or early summer. GHMPO is also beginning to work on creating a new FY 2024-2027 TIP.

Mr. Sills announced that CBMPO has hired VHB to assist with their MTP update, which is due for completion in February 2024.

7. New Business / Announcements

Federal Partners

Richard Wong (EPA) announced that today is the last day to submit comments for the proposed rulemaking which is reconsidering the PM standard.

No announcements from FHWA, FTA.

State Partners

Mr. Grodzinsky announced that Georgia EPA has been chosen as the lead agency for a \$3 million Climate Pollution Reduction grant under the Inflation Reduction Act. The Atlanta region is eligible to receive \$1 million of that funding. John Orr (ARC) stated that ARC had discussed this opportunity internally and has agreed to participate.

No announcements from GDOT, GRTA, SRTA or ATL.

Other Partners

No announcements.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for April 25, 2023. The agenda will include an update on TIP/MTP Amendment #7. No additional agenda items were proposed for the next meeting by other committee members today.

The meeting was subsequently adjourned.

**Interagency Consultation Group
April 25, 2023**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Steve Lewandowski, Guy Rousseau; John Orr; Liz Sanford; Kyung-Hwa Kim; Soheil Sameti; James Granade; Sidney Douse
CBMPO	Tom Sills; Jacob Robinson
Cobb	
Douglas	
EPA	William Carnright; Richard Wong; Dianna Myers; Sarah LaRocca
EPD	Gil Grodzinsky
FHWA	Ann-Marie Day; Jared Lombard
FTA	John Crocker
GDOT	Dan Dolder
GHMPO	Michael Haire; Joseph Boyd
GRTA / SRTA / ATL	Jamie Fischer; Aileen Daney; Abby Marinelli; Elizabeth Davis
Gwinnett	
MARTA	Natavis Harris
Other	Artagus Newell (Rome MPO)

1. Welcome & Approval of March 28, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft March 28, 2023 meeting summary was distributed for review prior to this meeting. Gil Grodzinsky (EPD) suggested a few edits to better reflect comments he had made during the meeting. These proposed revisions were not distributed in advance of the meeting, so Mr. Haynes highlighted them for the group. No comments were received on the proposed changes. No additional changes were suggested and the summary was accepted as final.

2. ARC TIP/MTP Amendment #7

Patrick Bradshaw (ARC) reminded the group that the amendment comment period closes today (April 25). He reported that we have received two comments on the amendment, one supporting a project and another in opposition to the same project. Once the comment period closes, ARC will prepare responses and document them in a memo with all other documentation that will be forwarded to various agencies/committees responsible for approving the amendment.

3. 2024 MTP/TIP Update

Mr. Haynes provided a brief overview of the two-track MTP update process currently underway. The first is to meet the four-year update deadline required under federal law. That update is due in January 2024. ARC staff are currently working on a number of different fronts and has requested a lot of input from Interagency. Much of the work over the summer will be technical in nature and internally focused, so there may not be much for Interagency to review/comment on. Mr. Haynes said that draft materials would become available beginning in late summer or early fall and that Interagency would have a role in reviewing those items before they are released for public comment or advanced for approval.

Mr. Haynes then summarized the scope and schedule of the second track of the MTP update, which will incorporate a wide range of planning initiatives which are expected to begin later in 2023 or in 2024. The magnitude and importance of that work means another update will be warranted in advance of the minimum four-year cycle. ARC's tentative schedule shows completion in late 2025, but that will be tightened up over time and could move forward or back. John Orr (ARC) then highlighted a couple of specific initiatives and emphasized that a lot of our future work will involve the intersection of transportation and energy. Mr. Bradshaw also reminded the group that there will be opportunities to conduct TIP amendments between the two plan updates.

Mr. Haynes then transitioned to a discussion where consensus of the group was requested. The issue is that MARTA is currently moving forward with a capital expansion program that envisions several projects completed within the next five years. Some of them may be dependent on federal discretionary funds from the Capital Investment Grants (CIG) program to meet their implementation target. This would require that ARC program CIG funds within the TIP period, even though no projects have yet received funding from FTA. ARC has historically shown CIG funds in the long-range component of the plan, but not within the TIP period since they were considered not "available and committed" or "reasonably available". A slide with draft data was shared to provide additional context to the issue.

Natavis Harris (MARTA) confirmed that his agency had been working with ARC to finalize the project list, including scopes, costs and funding sources. He indicated that additional information should be available by the next week.

John Crocker (FTA) responded that he believes it would be reasonable to assume CIG funding within the TIP period for projects which have been officially accepted by FTA into the CIG Project Development phase (i.e., the "pipeline"). At the moment, this would include only the Southlake/Clayton BRT and Campbellton Road BRT projects. Mr. Haynes indicated that for projects which MARTA hopes to open within the next few years, but aren't yet in the pipeline, ARC would work with MARTA to document them appropriately in the plan to explain why they are remaining in long-range. This was determined to be acceptable to FTA and MARTA.

Mr. Haynes then asked if FHWA had any concerns with this approach. Ann-Marie Day (FHWA) asked Mr. Haynes to restate the issue and exactly what was being proposed. He did so, and further clarified that it would be ARC's intention to only show CIG funding in Years 3-6 of the TIP, not in the first two years since funds would not yet be "available and committed". Following the explanation, Ms. Day indicated that with appropriate documentation, FHWA does not foresee any challenges with that approach in terms of providing a positive conformity determination at the end of the plan update process.

Mr. Haynes asked for clarification on the format of acceptable documentation and which agency (or agencies) it should come from. Mr. Crocker said that it should come from ARC since it is that agency's TIP/MTP and Ms. Day concurred. Mr. Haynes suggested that the approach be documented first and foremost in these meeting notes and that this may be sufficient for their purposes. However, if USDOT subsequently determines that additional documentation is determined necessary, Mr. Haynes committed ARC to providing that.

Mr. Haynes concluded the discussion by confirming that everything agreed upon was acceptable. Mr. Harris agreed that it was.

4. Vehicle Inspection Program SIP Revision

Gil Grodzinsky (EPD) provided an update on the process to relax some of the state's vehicle inspection and maintenance program. The SIP revision is under development and an information session will be held on May 17 to solicit input on the proposal. He shared a flyer and described the virtual format of the meeting and invited everybody to participate. The flyer had also been previously shared with the group via email by Mr. Haynes.

5. ARC Quadrennial Certification

Mr. Haynes briefed the group on the quadrennial MPO certification process which is currently underway. He described the key milestones, with emphasis on the fact that the site visit will occur on May 23-25. A public meeting will be held on the evening of May 23 at ARC offices and he encouraged members to attend and provide feedback on the transportation planning process. He noted that while the meeting is open to the general public, its subject matter is geared more towards planning partners and practitioners with more direct knowledge of the process leading to investment decisions. Information on the process and the meeting is available on ARC's website. For those who cannot attend the meeting, they can provide comments via an online form which goes directly to FHWA. The comment period is already open and will run through June 9. Ms. Day then offered her thoughts on the purpose of the certification exercise and how it was progressing.

6. Other MPO Updates

GHMPO had nothing to report to the group.

Tom Sills (CBMPO) introduced a new staff member – Jacob Robinson. During the conversation immediately prior to adjournment, Mr. Sills asked for clarification on when ARC needed information on projects for modeling purposes. Steve Lewandowski (ARC) and Mr. Haynes responded that information was needed as soon as possible, especially for near-term projects.

7. New Business / Announcements

Federal Partners

No announcements from FHWA, FTA or EPA.

State Partners

No announcements from GDOT, GRTA, SRTA, ATL or EPD. Abby Marinelli (ATL) requested a copy of the MARTA project information which Mr. Haynes presented during the MTP update agenda item. He committed to following up and sharing it when ARC is comfortable that the data is complete and accurate.

Other Partners

Artagus Newell (Rome MPO) announced that he is transitioning to a new job in the private sector. Julie Smith or Bryce Wood will be taking over his current responsibilities until a replacement is hired.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for May 23, 2023. He noted that this conflicts with the site visit for ARC's quadrennial certification and will need to be canceled or rescheduled. The only agenda ARC has at this time would be a brief update on the status of Amendment #7, which could be provided by email. No other pressing agenda items were identified by the group, so Mr. Haynes stated that he would cancel the meeting, but leave open the possibility for a special called meeting if a need arises.

The meeting was subsequently adjourned.

**Interagency Consultation Group
June 27, 2023**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Steve Lewandowski, Guy Rousseau; John Orr; Liz Sanford; Soheil Sameti; James Granade; Kofi Wakhisi
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	William Carnright; Dianna Myers; Weston Freund; Simone Jarvis
EPD	Gil Grodzinsky
FHWA	
FTA	John Crocker; Susan Weber
GDOT	Dan Dolder; Habte Kassa; Matthew Fowler
GHMPO	
GRTA / SRTA / ATL	Jamie Fischer; Elizabeth Davis
Gwinnett	
MARTA	Natavis Harris
Other	

1. Welcome & Approval of April 25, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft April 25, 2023 meeting summary was distributed for review prior to this meeting. No comments were received on the draft notes. No additional changes were suggested and the summary was accepted as final.

2. ARC TIP/MTP Amendment #8

Patrick Bradshaw (ARC) explained that this amendment is necessary to add new discretionary program funds into the TIP. Previously, that process was allowed to occur via an administrative modification, but recent direction from USDOT required a change in approach. He then went through the list and explained the 27 individual changes, none of which will impact conformity. Dianna Myers (EPA) did note that one project (DO-017) is non-exempt and Mr. Bradshaw explained that the only change being made is to add funds; no modification to the scope or schedule are being proposed. After some discussion, it was agreed to add some additional notes to the table to help ensure clarity with respect to which of the affected projects are classified as exempt (and why) and which ones are non-

exempt, even if the changes being made have no impact on the project's fundamental conformity status.

For the benefit of new EPA staff, Ms. Myers then asked for an explanation of what a scoping phase involved. Mr. Bradshaw and Mr. Haynes provided a response which emphasized that it helps define a project's engineering and environmental feasibility between the initial planning/concept stage and the initiation of PE. Ms. Myers also asked if ARC had information on how many rail cars would be purchased using the funds being added to GW-444. Mr. Bradshaw responded that he did not have that information readily available, but would follow up after the meeting.

Mr. Bradshaw then concluded this agenda with an overview of the amendment schedule. The public comment period will begin on June 29 and extend through July 28. A public hearing will be conducted in conjunction with the July 14 TCC meeting. All approval actions will occur in August.

3. 2020 Census Urbanized Area

John Orr (ARC) updated the group on the status of establishing the urbanized area boundary between Atlanta and Gainesville. In data released earlier this year, the US Census assigned a large portion of northern Forsyth County to the Gainesville urbanized area, a shift from how it had historically been included in the Atlanta urbanized area. Following discussions with Census staff, an error in establishing the boundary was acknowledged and a correction will be made. Habte Kassa (GDOT) indicated that this will impact various formula fund calculations and that GDOT was already coordinating with FHWA. Mr. Haynes noted that this decision is particularly significant since GHMPO would have been elevated to the status of a TMA under the original boundary.

Nobody was on the call from FHWA or GHMPO to provide their comments on this information.

4. Quadrennial TMA/MPO Certification

Mr. Haynes reminded the group that ARC is currently going through its quadrennial TMA/MPO certification process. The federal review team conducted a site visit from May 23-25, which included a public meeting and a luncheon conversation with several Board members. At the conclusion of the site visit, the review team shared some initial findings. They do not intend to issue any correction action and had several commendations. Based on the notes of Mr. Haynes, there will be approximately 15 recommendations, of which four are of particular relevant to the mission of the Interagency Consultation Group:

- Separate the TIP and MTP into two separate documents.
- Continue to explore opportunities to strengthen relationships and partner with adjacent MPOs on planning activities.

- Include detailed information in the Participation Plan and when and what information will be shared with various committees in advance of any changes to a core MPO product such as the TIP, MTP or UPWP.
- Ensure the public involvement process is consistent with how GDOT manages the STIP in terms of procedures, timeframes, etc.

Mr. Haynes concluded this agenda item by noting that we won't know the precise recommendations until the draft report is provided later this summer. He committed to keeping the group informed on the process and if there are any additional noteworthy recommendations that he did not cover today.

5. Vehicle Inspection Program SIP Revision

Gil Grodzinsky (EPD) provided an update on the process to relax some of the state's vehicle inspection and maintenance program. He reported that a predraft was sent to EPA earlier in June and their review will continue into July. Mr. Grodzinsky also announced that there will be a second opportunity for public comment on July 31 and invited anybody who is interested to contact him for details.

6. Other MPO Updates

Tom Sills (CBMPO) noted that they are working on a Safe Streets and Roads for All grant application to prepare an action plan for the county. They have also received comments from FHWA on their draft 2024 UPWP and are revising the document as necessary. Final approval is expected in August.

No representative from GHMPO was available to provide an update.

7. New Business / Announcements

Federal Partners

Ms. Myers stated that EPA is still reviewing potential changes to the PM 2.5 standard, but there is no additional information to share at this time. EPA is also working on a new MOVES4 air quality model and intends to release it prior to the end of the year. Mr. Grodzinsky noted there he was aware of a webinar scheduled for July 20 to provide a preview of the tool.

No announcements from FHWA or FTA.

State Partners

No announcements from GDOT, GRTA, SRTA, ATL or EPD.

Other Partners

No announcements from any local governments, transit operators or other agencies.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for July 25, 2023. The only agenda ARC has at this time would be an update on the status of Amendment #8, which would still be within the public comment period at that time. No other additional agenda items were identified by the group at this time.

The meeting was subsequently adjourned.

**Interagency Consultation Group
July 25, 2023**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Steve Lewandowski, Guy Rousseau; Soheil Sameti; James Granade; Kyung-Hwa Kim; Sidney Douse
CBMPO	Tom Sills
Cobb	
Douglas	
EPA	Dianna Myers; Weston Freund
EPD	Gil Grodzinsky
FHWA	Jared Lombard; Ann-Marie Day
FTA	John Crocker
GDOT	Dan Dolder; Megan Weiss; Jomar Pastorelle; Stephanie Williams
GHMPO	Joseph Boyd; Michael Haire
GRTA / SRTA / ATL	December Weir
Gwinnett	
MARTA	
Other	Sue Farmer (HNTB); Laura Beall (Cobb County)

1. Welcome & Approval of June 27, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft June 27, 2023 meeting summary was distributed for review prior to this meeting. One comment had been received from Gil Grodzinsky (EPD) related to clarifying that there was a general timeline anticipated for completion of the Vehicle Inspection Program SIP Revision, but the precise schedule would be dictated by to the review and approval process. The notes were revised accordingly and this was change was presented to the group. No additional changes were suggested and the summary was accepted as final.

2. ARC TIP/MTP Amendment #8

Patrick Bradshaw (ARC) reminded the group that this amendment is necessary to add new discretionary program funds into the TIP. He noted that the public comment period began on June 29 and will conclude on through July 28. A public hearing was conducted in conjunction with the July 14 TCC meeting. To date, no comments have been received. Mr. Haynes committed to following up with the group at the conclusion of the public comment to advise them if any comments had been received. All approval actions will occur in August.

3. ARC Amendment Procedures for Exempt Projects

Mr. Haynes provided an overview of a meeting conducted with FHWA staff on July 12 to determine if there are opportunities to streamline the process for TIP amendments if the only changes proposed are to exempt projects (and the changes don't impact that exempt status). Jared Lombard (FHWA) added that this could be beneficial for discretionary grant recipients to get funds programmed and obligated quicker.

Potential procedural changes which were discussed included:

- A minimum 15 day comment period can be conducted for all amendments, consistent with STIP procedures. ARC can extend the time period if desired, an option which is likely for amendments which will require modeling changes and undertaking a new air quality conformity analysis.
- For amendments with only financial or descriptive changes to exempt projects (applicable to either existing projects or the addition of new projects):
 - The list can be shared with IAC via email for their concurrence (do not have to wait for a meeting)
 - Do not have to prepare CDR documentation, just verify that changes are still consistent with fiscal constraint
 - Upon ARC and GRTA approval, notify IAC that the process is complete, but no letter will be issued by USDOT
 - Can post updated documentation to the website immediately upon GRTA approval
- ARC could exercise the option to divide amendments into two parts (exempt projects vs. non-exempt projects) so that the exempt component can proceed on expedited schedule

FHWA and ARC agreed that these procedures need to be reviewed with and agreed upon by Interagency members. Following discussion with the group, there was concurrence that this process can be used for future amendments meeting the eligibility requirements and that there would be no consequential impacts to the processes used by or coordination protocols with GHMPO and CBMPO. ARC will document this process in the Participation Plan and consider if supplemental documentation focused specifically on Interagency coordination/review/consensus protocols are warranted.

4. GHMPO FY 2024-2027 TIP Update

Joseph Boyd (GHMPO) provided an overview of that agency's new TIP at the request of FHWA. It is scheduled for adoption on August 8. A few minor changes have occurred since the initial review in the spring and during the public comment period. Mr. Boyd then highlighted four projects which will add roadway capacity.

Mr. Lombard added that he requested the presentation because Hall County is an “orphan” air quality area as a result of the South Coast 2 decision a few years ago. Because of that status, GHMPO MTP/TIP updates and amendments should also go through the Interagency review process in a similar manner as ARC activities. Ann-Marie Day (FHWA) noted that the procedures guidelines published by EPD in 2010 should be reviewed to determine if some language needs to be added related to how conformity issues are managed in orphan areas. This is an effort that would need to be led by EPD. Dianna Myers (EPA) noted that there is a template for a conformity determination which the Macon MPO uses and the same should be used by GHMPO.

A brief discussion occurred on protocols for how GHMPO actions will be coordinated through the Interagency review process. Mr. Haynes will review previous procedures and consult with Mr. Boyd as appropriate, with key GHMPO milestones being included on future Interagency agendas as necessary.

5. Vehicle Inspection Program SIP Revision

Gil Grodzinsky (EPD) provided an update on the process to relax some of the state’s vehicle inspection and maintenance program. He reported that EPA provided a few minor comments on the predraft which EPD submitted in June. Mr. Grodzinsky also reminded the group that there will be a second opportunity for public comment on July 31.

6. Other MPO Updates

Tom Sills (CBMPO) reported that his agency has submitted a Safe Streets and Roads for All application and that they are in the process of applying for Multimodal Project Discretionary Grant funds.

Mr. Boyd reported that GHMPO is initiating its MTP update and it is scheduled for adoption in May 2025. He also noted that GHMPO received informal notice from the US Census about a revision to the boundary between the Atlanta and Gainesville urbanized areas which will result in Gainesville not becoming a TMA. An official notification is still pending. Mr. Haynes confirmed that ARC had received the same information.

7. New Business / Announcements

Federal Partners

No additional announcements from FHWA. John Crocker (FTA) noted that his agency supports the ability to have a 15-day amendment comment period to expedite the use of discretionary funds on exempt projects. Ms. Myers reaffirmed that a MOVES update is still scheduled for release around the end of this summer and that another webinar will be held to explain implementation timeframes and how outputs compare to previous versions.

State Partners

No announcements from GDOT, GRTA, SRTA, ATL or EPD, other than a confirmation from Mr. Grodzinsky that he would inquire internally about the process to update

Other Partners

No announcements from any local governments, transit operators or other agencies.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for August 22, 2023. Potential agenda items could include a final report on the Amendment #8 process, a final report from GHMPO on the FY 2024-2027 TIP update process, a status update on modeling and documentation activities related to the ARC MTP/TIP update, and an overview of the 2024 ARC UPWP development process. No other additional agenda items were identified by the group at this time.

The meeting was subsequently adjourned.

**Interagency Consultation Group
September 26, 2023**

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Steve Lewandowski, Guy Rousseau; Soheil Sameti; Liz Sanford; Sidney Douse
CBMPO	Jacob Robinson
Cobb	
Douglas	
EPA	Dianna Myers; Jane Spann; Richard Wong
EPD	Gil Grodzinsky
FHWA	Jared Lombard
FTA	
GDOT	Dan Dolder; Jomar Pastorelle; Stephanie Williams; Habte Kassa; Brian Quinn; Stephanie Williams
GHMPO	
GRTA / SRTA / ATL	Jamie Fischer
Gwinnett	
MARTA	
Other	Sue Farmer (HNTB)

1. Welcome & Approval of July 25, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft July 25, 2023 meeting summary was distributed for review prior to this meeting. No comments were received. No additional changes were suggested during the meeting and the summary was accepted as final.

2. MTP/TIP Update

Mr. Haynes presented information on the key activities and milestones associated with the MTP/TIP update scheduled for completion in January 2024. He reminded the group that this update will meet all federal requirements, but a parallel track is underway which will result in a secondary update in approximately two years that addresses federal emphasis areas and new planning initiatives more thoroughly.

Mr. Haynes then listed recently completed activities and a timeline for the next few months. Of particular note, the document set is currently planned for release on the website for public comment beginning on October 27. Interagency will be provided an advance copy of the documentation on October 17 and asked to review it in advance of the

October 24 meeting, where consensus to open the comment period will be requested. He noted that the comment period, which extends through December 8, exceeds 30 days so there is a buffer in the event that the beginning of the comment period must be delayed a week or so to finalize the documentation. This shift is not currently anticipated, but Interagency will be advised by mid October if it is required.

Liz Sanford (ARC) then provided thoughts on ARC's approach to engagement activities, which will consist of an informal opportunity during Atlanta Streets Alive, followed by a formal public hearing on November 8 in conjunction with the TAQC/Board meeting. A virtual public meeting will be conducted on November 15 and an open conversation will occur at the TCC meeting on December 8. This will be the final day of the comment period.

Steve Lewandowski (ARC) continued the discussion with an overview presentation on modeling activities and assumptions. The topics covered included the network and calibration years, inputs from the transit on-board survey, transit modeling validation, socioeconomic data inputs, emissions assumptions, and the status of completing the model runs. He posed the question to the group about whether using MOVES3.1 for this conformity analysis would be acceptable and there was consensus that it would be. A transition to MOVES4 will be made in conjunction with an amendment cycle in 2024.

One major finding is that VMT is about 2% to 4% lower due to reduced population and employment forecasts. To understand the causes better, Habte Kassa (GDOT) requested that the group receive a briefing from somebody involved in those forecasts at the next IAC meeting. Mr. Haynes committed to including that on the October agenda if staff are available.

3. Vehicle Inspection Program SIP Revision

Gil Grodzinsky (EPD) provided an update on the process to relax some of the state's vehicle inspection and maintenance program. He indicated that the original proposal related to extending the IM waiver from three years to five years is no longer being pursued due to management direction. EPD is currently considering a revision which will only include the gas cap removal component of the original SIP revision. No decision on the process or timeline for finalizing this new direction is known at this time. In the interim, this will remain a standing agenda item.

4. Other MPO Updates

CBMPO – No staff members were on the call to provide an update.

GHMPO - Joseph Boyd reported prior to the meeting that his agency approved the FY 2024-2027 TIP on August 8, as had been anticipated during his report at the July 25 meeting. There were no additional announcements made by staff.

5. New Business / Announcements

Federal Partners

FHWA – Jared Lombard mentioned that there is currently an open NOFO which will provide funds to repair and replace broken EV charging equipment. Mr. Haynes mentioned that this is an opportunity which ARC is interested in exploring for the region, although MPOs are not eligible to apply directly. Mr. Haynes also noted that ARC anticipated receiving the TMA certification report and letter at the end of the week, which Mr. Lombard confirmed.

FTA – No staff members were on the call to provide an update.

EPA – Jane Spann reported that EPA will begin a review of the NAAQS ozone standards in the near future, but there are no details to report at this time. Dianna Myers noted that the new PM standard should be announced by the end of the year.

State Partners

GDOT – Mr. Kassa reported that coordination with other agencies is occurring right now to finalize the state’s Carbon Reduction Strategy. He has requested that GDOT be added to the next TCC agenda. Mr. Haynes committed to following up to ensure that occurs. Mr. Grodzinsky asked a couple of questions related to the nature of the recommendations and how they would be presented and Mr. Kassa responded that those questions had been reviewed by the advisory committee and are being addressed.

GRTA / SRTA / ATL – Jamie Fischer requested that GRTA and ARC coordinate off-line related to the timing and content of a first read related to the TIP. That will probably need to occur on November 8, the last meeting opportunity prior to action being taken in January.

EPD – Mr. Grodzinsky reported that EPD is working on the statewide Climate Pollution Reduction Grant plan and will be coordinating with ARC, which is developing one for the Atlanta MSA. Mr. Haynes also noted there is a related NOFO for implementation of projects developed from those plans which is currently open and that ARC is interested in pursuing those funds.

Other Partners

No announcements from any local governments, transit operators or other agencies.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for October 24, 2023. At that meeting, consensus will be requested from the group to release the draft TIP/MTP/CDR documents for public review. If available, a member of ARC’s Research and Analytics

Department will present information on the population and employment forecasts being used for this update. No other additional agenda items were identified by the group at this time.

The meeting was subsequently adjourned.

Interagency Consultation Group
October 24, 2023

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Steve Lewandowski; Liz Sanford; Mike Carnathan; John Orr; Guy Rousseau; Kyung-Hwa Kim; Kofi Wakhisi
CBMPO	Tom Sills; Jacob Robinson
Cobb	
Douglas	
EPA	Dianna Myers; Richard Wong; William Carnright; Weston Freund; Simone Jarvis
EPD	Gil Grodzinsky
FHWA	Jared Lombard
FTA	John Crocker
GDOT	Dan Dolder; Jomar Pastorelle; Stephanie Williams; Brian Quinn; Johnathan McLoyd; Megan Weiss
GHMPO	Joseph Boyd; Michael Haire
GRTA / SRTA / ATL	Jamie Fischer; Elizabeth Davis
Gwinnett	China Thomas
MARTA	Derek Hull; Natavis Harris
Other	Sue Farmer (HNTB)

1. Welcome & Approval of September 26, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft September 26, 2023 meeting summary was distributed for review prior to this meeting. Two minor corrections were received from EPD and those edits have been made. No additional changes were suggested during the meeting and the summary was accepted as final.

2. MTP/TIP Update

Mike Carnathan (ARC / Research & Analytics Department) provided an overview of the process used to establish the population and employment forecasts used for this MTP/TIP update. He described how the regional control totals from the REMI model are reviewed with a Technical Advisory Committee to arrive at a consensus forecast. The Series 17 population forecast is 7.9 million people by 2050, an increase of 1.8

million over 2020. This is lower than the previous forecast for various reasons, including declining fertility rates and decreases in migration. Mr. Carnathan then proceeded to show several slides with additional details about age cohorts and racial differences contributing to those trends. He then discussed the employment forecast, noting that the professional, technical and scientific sector is the strongest performer.

Steve Lewandowski (ARC) then provided an overview of the emissions modeling results. He began with a review of travel demand modeling results, which showed small decreases in most metrics that contribute to emissions, particularly the lower population and employment forecasts. This directly translated to the emissions calculations, which were about 1% to 7% lower for NO_x and 2% to 11% for VOC. Gil Grodzinsky (EPD) noted that one of the emissions charts was missing labels on the y-axis. ARC staff committed to correcting that before the document is released for public comment.

Mr. Haynes reviewed the status of the four volumes comprising the overall document set. Interagency was provided with copies of the MTP, TIP and CDR for advance review. The fourth and final volume related to Public Engagement won't be available until December after the conclusion of the comment period. He then discussed the structure and content of the CDR document since that summarizes all the key information necessary to issue a positive conformity determination.

Jamie Fischer (GRTA/SRTA/ATL) requested that Mr. Lewandowski's slides be shared with the group after the meeting since that historical context data is not included in the plan documentation. Mr. Haynes committed to sending the files.

Dianna Myers (EPA) raised a couple of questions related to the exempt vs. non-exempt status of certain projects. Notably, two road diet projects which are shown as non-exempt (but may not need to be) and how the PE/ROW phases for a managed lane project were broken into a separate line item and defined as exempt. On the first issue, Mr. Haynes reminded the group that all such projects had been previously reviewed through Interagency to reach consensus on modeling status when added via the amendment process. And that there is no issue with including projects in the model even if they don't technically need to be. Regarding the managed lanes project, ARC committed to discussing how such "breakout" line items are reflected in future project lists with GDOT and FHWA. Mr. Haynes noted that the end result from a travel demand and emissions modeling perspective would not change, but that changes in how the documentation is presented could be adjusted if necessary for added clarity.

Mr. Haynes concluded this agenda item by providing a brief overview of the MTP and TIP document structures and reminded the group that the public comment period will begin on Friday, October 27. Jared Lombard (FHWA) asked when comments are due. Mr. Haynes responded that any wordsmithing or clarification type changes will be addressed as part of the comment period. What ARC needs today is concurrence that the document covers all required information that needs to be released for comment in advance of the plan being adopted. Mr. Lombard indicated that it meets that threshold and FHWA will reserve detailed comments for later. No other agency expressed any concerns with releasing the documentation as it currently stands.

3. GHMPO TIP Amendment

Joseph Boyd (GHMPO) shared information related to three changes that are being made to the TIP at the request of GDOT. Two involve phases of widening projects along SR 60 which are being advanced into the TIP period. The other involves retroactively documenting some funding which had been expended on a US 129 widening project. The TIP amendment is scheduled for approval on November 14. After discussion amongst the group, it was determined that any required changes to the travel demand model would be captured in conjunction with the next amendment process in 2024 in which modeling is required. Mr. Boyd committed to forwarding relevant info to ARC staff in the near future. Mr. Haynes will share that documentation with Interagency members following receipt.

4. Vehicle Inspection Program SIP Revision

Gil Grodzinsky (EPD) indicated that there was no additional information to share on the status of this effort since last month.

5. Other MPO Updates

CBMPO – Tom Sills reported that there was no information to share.

GHMPO – Michael Haire reported that GHMPO is currently working on future year data for their MTP update, but there was nothing significant to report at this time.

6. New Business / Announcements

Federal Partners

FHWA – Jared Lombard noted that Steve Luxenberg is no longer in the Georgia office, following a promotion.

FTA – Nothing additional to report, per John Crocker.

EPA – Dianna Myers noted that EPA has a new acting Regional Administrator named Jeaneanne Gettle.

State Partners

GDOT – Nothing additional to report, per Jomar Pastorelle.

GRTA / SRTA / ATL – Nothing additional to report, per Jamie Fischer.

EPD – Nothing additional to report, per Mr. Grodzinsky.

Other Partners

No announcements from any local governments, transit operators or other agencies.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for November 21, 2023. Because it is the week of Thanksgiving, the meeting will likely be cancelled. ARC can provide an email update on the status of public comment activities for the MTP/TIP update, but it's unlikely there will be enough to justify a full meeting. Mr. Haynes did request that members keep the meeting on their calendar until further notice, however. No other additional agenda items were identified by the group at this time.

The meeting was subsequently adjourned.

Interagency Consultation Group
January 23, 2024

MEETING SUMMARY

Attendees	
ARC	David Haynes; Patrick Bradshaw; Steve Lewandowski; Liz Sanford; Will Feeney; Jean Hee Barrett; Guy Rousseau; Kyung-Hwa Kim; Sidney Douse; Mike Alexander
CBMPO	Tom Sills
Cherokee County	Michael Greg Powell
Cobb County	--
Douglas County	Ron Roberts
EPA	Dianna Myers; Richard Wong; William Carnright; Weston Freund; Simone Jarvis; Jane Spann
EPD	Gil Grodzinsky
FHWA	Jared Lombard; Ann-Marie Day
FTA	John Crocker
GDOT	Habte Kassa; Brian Quinn; Katelyn Berness
GHMPO	Joseph Boyd
GRTA / SRTA / ATL	Jamie Fischer
Gwinnett County	Misikir Mengistu
Henry County	Taleim Salters
MARTA	Derek Hull
Other	Sue Farmer (HNTB)

1. Welcome & Approval of October 24, 2023 Meeting Summary

David Haynes (ARC) called the meeting to order. He noted that the draft October 24, 2023 meeting summary was distributed for review prior to this meeting. Two minor corrections were received from EPD and those edits have been made. No additional changes were suggested during the meeting and the summary was accepted as final.

2. ARC MTP/TIP Update

Mr. Haynes reminded the group that the plan update was originally scheduled for adoption by ARC in January, but was postponed to February so that the TAQC and Board meeting in January could focus on procedural issues related to having a new Chairman. The revised schedule is for TCC to vote on February 2, followed by TAQC

and the Board at a joint meeting on February 14. Approval of the TIP by GRTA will be considered on the same day.

Mr. Haynes noted that Interagency members had reviewed three of the four main volumes comprising the overall document set in October in advance of the public comment period opening on October 27. With the conclusion of that process on December 8, ARC was able to finalize Volume IV: Public Engagement. A complete set of all four volumes was forwarded to Interagency in advance of this meeting. Gil Grodzinsky (EPD) identified a couple of minor editing issues and those changes have been incorporated. ARC is also continuing to work on revising a financial table in the TIP volume to meet FHWA requirements. *Note: Agreement was reached with FHWA following the conclusion of the meeting and the table has been revised.*

Elizabeth Sanford (ARC) provided an overview of the organization and contents of Volume IV. In particular, she noted where comments received during the comment period were included, along with ARC's responses. Key themes centered around climate change / greenhouse gas emissions, funding priorities, transit / rail expansion and emerging technologies. Mr. Haynes noted that several edits were made to the MTP volume in response to the comments. Those comments were of an explanatory/clarification nature and did not change the fundamental recommendations of the plan.

Some discussion ensued on how the comments might influence some of the priorities and recommendations during the next plan update. Mr. Haynes confirmed that they would be taken into consideration and that a lot of work is already underway through various planning studies and other initiatives. Jared Lombard (FHWA) also asked for confirmation that ARC would follow up with anybody who made a comment so they can see the response. Ms. Sanford committed ARC to doing that.

Mr. Haynes closed the discussion by asking if there were any other issues which needed to be addressed before advancing the plan through the approval process. No other issues were raised. Mr. Haynes then indicated ARC's intention to provide a complete set of final documents to TCC within the next few days in advance of their February 2 meeting. The documents will also be provided to TAQC and the Board in advance of their February 14 meeting.

Prior to moving on in the agenda, Habte Kassa (GDOT) opened a discussion about the status of the new greenhouse gas emissions targets. He reminded the group of the requirements and reporting deadlines. However, there was some conflicting information presented by Mr. Grodzinsky, based on a court document he had seen indicating a 45-day extension in the deadline. The conversation closed with a

commitment that FHWA would investigate and share relevant information when available.

This agenda item also included a brief overview of a proposed TIP Amendment #1 process which will be undertaken following adoption of the MTP/TIP Update. Patrick Bradshaw (ARC) explained that the amendment will focus on changes to close out FY 2024 phases and will not require travel demand modeling or an air quality analysis. Information will be provided to Interagency members in late February and we may request that the March meeting be advanced by one week (currently scheduled for March 26). Following that review, the comment period would be open from late March to mid April and the amendment would be adopted in May. More information will be provided at the next Interagency meeting on February 27.

3. CBMPO MTP/TIP Update

Tom Sills (CBMPO) gave an overview of his MPO's plan update process, which is on the same basic schedule as ARC's. Their public comment period ran from November 4 to December 4 and they had about 650 unique visitors to the plan update website. They are on track for final adoption on February 7. Mr. Sills highlighted some of the major projects in the plan and noted that Mr. Grodzinsky had provided some revised language related to the conformity history of the county. That modified language will be incorporated into the final documentation.

4. Vehicle Inspection Program SIP Revision

Mr. Grodzinsky indicated that there was no additional information to share on the status of this effort since last month.

5. Other MPO Updates

CBMPO – Mr. Sills reported that there was no additional information to share.

GHMPO – Michael Haire reported that GHMPO has submitted base and future year data to GDOT for their MTP update and are continuing to work with their consultants. He also noted that they plan to initiate a bike/ped plan update beginning in February.

6. New Business / Announcements

Federal Partners

FHWA – Mr. Lombard announced that FHWA has released a NOFO for states and MPOs to develop a project prioritization process. There will be a webinar and he will share additional information when it is available.

FTA – Nothing additional to report, per John Crocker.

EPA – Richard Wong reported that a patch was issued for the MOVES model and it's available for download on the EPA website. Dianna Myers noted that there is nothing to report on the new PM2.5 standard, but a decision should be announced soon.

State Partners

GDOT – Nothing additional to report, per Brian Quinn.

GRTA / SRTA / ATL – Nothing additional to report, per Jamie Fischer.

EPD – Nothing additional to report, per Mr. Grodzinsky.

Other Partners

Taleim Salters (Henry County) announced that the county will be doing a soft launch of a micro-transit service beginning January 29.

Adjournment

Mr. Haynes noted that the next meeting is scheduled for February 26, 2023 and potential agenda items include a status update on the MPT/TIP approval process, more information on TIP Amendment #1, and updates on new emissions standards and GHG targets. No other additional agenda items were identified by the group at this time.

Mr. Haynes also noted that he will follow up soon on the possibility of shifting the March meeting forward by one week, from March 26 to March 19, to accommodate the TIP Amendment #1 schedule.

The meeting was subsequently adjourned.

The Clean Air Act requires intergovernmental consultation for the development and submittal of applicable State Implementation Plan (SIP) revisions and before findings of conformity of transportation plans, programs and projects in airsheds designated as nonattainment or redesignated as attainment with a maintenance plan. To fulfill this requirement, an Interagency Consultation Group facilitated by ARC, was established and meets on a monthly basis as needed. At group meetings, agenda items focus on discussing and resolving matters related to air quality conformity analysis, as well as providing strategic guidance on the overall plan development process. These topics may include travel demand modeling methodologies, fiscal constraint assumptions, and public comment procedures. Formal membership in this group includes:

- Atlanta Regional Commission (ARC)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Environmental Protection Agency (EPA)
- Georgia Department of Transportation (GDOT)
- Georgia Regional Transportation Authority (GRTA)
- Georgia Environmental Protection Division (EPD)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- ARC member counties receiving federal transportation funding to provide transit services (Cherokee, Cobb, Douglas, Gwinnett and Henry)

Any local government or other stakeholder agency is welcome to participate in meetings, but three agencies in particular play a key advisory and coordination role:

- State Road & Tollway Authority (SRTA) / Atlanta-region Transit Link Authority (ATL)
- Gainesville-Hall MPO (GHMPO)
- Cartersville-Bartow MPO (CBMPO)

Notes for meetings held since the last major update of the MTP and TIP in early 2020 are compiled in this exhibit. As the MTP and TIP are amended over time, the CDR addenda produced in conjunction with those actions will include notes from additional meetings conducted in the intervening period since the previous conformity determination.



Appendix 2

Planning Assumptions and Modeling Inputs



2015 Eight-Hour Ozone Standard Planning Assumptions & Modeling Inputs

GENERAL METHODS AND ASSUMPTIONS

- 1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the 7-county maintenance area.
- 2) Analysis Years: 2020, 2030, 2033, 2040, 2050
- 3) Conformity Test
 - a. Motor Vehicle Emission Budget (MVEB) Test¹
 - i. For years prior to 2033, 2018 MVEBs are used:
 1. NO_x: 99.99 tpd
 2. VOC: 54.00 tpd
 - ii. For years 2033 and later, 2033 MVEBs are used:
 1. NO_x: 54.00 tpd
 2. VOC: 35.00 tpd
- 4) Modeling Start Date: September 2023. This start date is defined by the ARC as the initiation of the first model run for plan amendment.

TRAVEL DEMAND MODELING ASSUMPTIONS

- 1) Base Year: 2020
 - a. Model calibrated/validated to the year 2015/2020 using updated data and a comparison between estimated volumes and observed counts. Transit validated using 2019 Transit On-Board Survey results. See Exhibit A for validation/calibration information.
- 2) Social/Economic Data: See Exhibit B.
- 3) ARC's Activity-Based Travel Demand Model (ABM) is the basis for these runs. See Exhibit C for an overview of ABM specifications.

EMISSIONS MODELING ASSUMPTIONS

- 1) Emissions Model: MOVES3.1 – Database: movesdb20230712
 - a. Emissions Process – use MOVES in inventory mode for a July weekday
 - i. For the years 2020, 2030, 2033, 2040, and 2050, modeled travel data is used

¹ *Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

- to calculate emissions
 - b. Run separately for the 6-county and 1-county portions of the maintenance area²
 - i. 6-county area activity, vehicle population and other inputs are assigned to Fulton County while running MOVES
 - ii. 1-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES
- 2) MOVES Inputs
- a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 6 and 1 counties separately.
 - b. Source Type Population
 - i. Started with 2020 R.L. Polk & Co. registration data for the Atlanta maintenance counties
 - ii. Future analysis year data is grown from 2020 based on the ratio of MPO population estimates
 - iii. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
 - c. Vehicle Type VMT
 - i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
 - ii. Month VMT Fraction: MOVES defaults
 - iii. Day VMT Fraction: MOVES defaults
 - iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 6 and 1 county areas.
 - d. I/M Programs – Applied to the 6-county area only (See Exhibit D)
 - e. Age Distribution – Age data was derived from 2020 R.L. Polk & Co. registration data for the 6 and 1 counties separately for all vehicle types, except HDV8b (Source type 62) where MOVES defaults were used
 - f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 6 and 1 county areas.
 - g. Fuel – Local fuel use now matches between the 6- and 1-county areas due to the relaxation of the RVP summer fuel requirement in the 6-county area.

²For the 2015 eight-hour ozone NAAQS there are two sets of MOVES input files, one for the six counties that were once part of the former one-hour nonattainment area in which a specific set of emission control measures is in place, and one for the one remaining county in the 2015 8-hour ozone maintenance area.

- MOVES3 was updated to correctly characterize Atlanta area fuels, so MOVES defaults were used.
- h. Meteorology – July 2018 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2015 Eight Hour Ozone Maintenance SIP
 - i. Starts – The regional travel demand model determines the number of trip starts in each of the 6 and 1 county areas. Applies only to the trips per day input. Trips per day for MOVES3 requires the activity be split by vehicle type for each of the 6 and 1 county areas. This split is accomplished by multiplying total trips per day from the regional travel demand model times the fraction of trips by each vehicle type. This fraction is calculated from vehicle population and MOVES default starts per day per vehicle. Defaults used for the rest of the start inputs.
 - j. Idle – MOVES defaults
 - k. Hotelling – MOVES defaults
- 3) VMT HPMS Adjustment Factors
- a. Calculated for the year 2019 (See Exhibit E)
 - b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
 - c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT³
 - d. Factors applied to VMT estimates generated by ARC travel demand model for 6-county portion and 1-county portion of 21-county modeling domain, separately
 - e. Factors aggregated up to MOVES road types from base HPMS functional classifications
- 4) Off-Model Calculations
- a. Senior I/M Exemption (emissions debit)
 - i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year
- 5) TCMs
- a. No additional credit is taken in the emissions modeling process for SIP TCMs
 - b. A full list of implemented TCMs (See Exhibit F)

2008 Eight-Hour Ozone Standard Planning Assumptions &

³Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

Modeling Inputs

GENERAL METHODS AND ASSUMPTIONS

- 1) Modeling Methodology: Use the MOVES model in inventory mode to determine the total NO_x and VOC emissions in the 15-county maintenance area.
- 2) Analysis Years: 2020, 2030, 2040, 2050
- 3) Conformity Test
 - a. Motor Vehicle Emission Budget (MVEB) Test⁴
 - i. For years prior to 2030, 2014 MVEBs are used:
 1. NO_x: 170.15 tpd
 2. VOC: 81.76 tpd
 - ii. For years 2030 and later, 2030 MVEBs are used:
 1. NO_x: 58 tpd
 2. VOC: 52 tpd
- 4) Modeling Start Date: September 2023. This start date is defined by the ARC as the initiation of the first model run for plan amendment.

TRAVEL DEMAND MODELING ASSUMPTIONS

- 1) Base Year: 2020
 - a. Model calibrated/validated to the year 2015/2020 using updated data and a comparison between estimated volumes and observed counts. Transit validated using 2019 Transit On-Board Survey results. See Exhibit A for validation/calibration information.
- 2) Social/Economic Data: See Exhibit B.
- 3) ARC's Activity-Based Travel Demand Model (ABM) is the basis for these runs. See Exhibit C for an overview of ABM specifications.

EMISSIONS MODELING ASSUMPTIONS

- 1) Emissions Model: MOVES3.1 – Database: movesdb20230712
 - a. Emissions Process – use MOVES in inventory mode for a July weekday
 - i. For the years 2020, 2030, 2040 and 2050 modeled travel data is used to calculate emissions
 - b. Run separately for the 13-county and 2-county portions of the maintenance

⁴*Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources*, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

- area⁵
- i. 13-county area activity, vehicle population and other inputs are assigned to Fulton County while running MOVES
 - ii. 2-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES
- 2) MOVES Inputs
- a. Road Type Distribution – Processed from the travel demand model, GDOT HPMS counts and MOVES defaults. Summarizes VMT fraction by road type and source type for the 13 and 2 counties separately.
 - b. Source Type Population
 - i. Started with 2020 R.L. Polk & Co. registration data for the Atlanta maintenance counties for the 2008 ozone NAAQS that include the maintenance counties for the 2015 ozone NAAQS
 - ii. Future analysis year data is grown from 2020 based on the ratio of MPO population estimates
 - iii. Since the population of vehicle type 62 (combination long-haul trucks) can easily be underrepresented in areas with lots of through traffic, the vehicle population for MOVES source type 62 was revised using MOVES default VMT/VPOP ratios and VMT for HPMS type 60 data
 - c. Vehicle Type VMT
 - i. HPMS VTypeYear - Processed from the travel demand model, GDOT HPMS Counts, and an EPA daily to annual VMT converter. Assigns total annual VMT by HPMS vehicle type.
 - ii. Month VMT Fraction: MOVES defaults
 - iii. Day VMT Fraction: MOVES defaults
 - iv. Hour VMT Fraction: Derived from the travel demand model by source and road type. The fractions are determined separately for the 13 and 2 county areas.
 - d. I/M Programs – Applied to the 13-county area only (See Exhibit D)
 - e. Age Distribution – Age data was derived from 2020 R.L. Polk & Co. registration data for the 13 and 2 counties separately for all vehicle types, except HDV8b (Source type 62) where MOVES defaults were used
 - f. Average Speed Distribution – Processed from the travel demand model with HPMS VMT adjustment factors applied. Calculates VHT by hour by speed bin by source. The distribution is determined separately for the 13 and 2 county areas.
 - g. Fuel – Local fuel use now matches between the 13- and 2-county areas due

⁵For the 2008 eight-hour ozone NAAQS there are two sets of MOVES input files, one for the 13 counties that make up the former one-hour ozone nonattainment area in which a specific set of emission control measures is in place, and one for the two remaining ring counties in the 2008 8-hour ozone maintenance area.

- to the relaxation of the RVP summer fuel requirement in the 13-county area. MOVES3 was updated to correctly characterize Atlanta area fuels, so MOVES defaults were used.
- h. Meteorology – July 2014 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2008 Eight Hour Ozone Maintenance SIP
 - i. Starts – The regional travel demand model determines the number of trip starts in each of the 13 and 2 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs. Trips per day for MOVES3 requires the activity be split by vehicle type for each of the 13 and 2 county areas. This split is accomplished by multiplying total trips per day from the regional travel demand model times the fraction of trips by each vehicle type. This fraction is calculated from vehicle population and MOVES default starts per day per vehicle. Defaults used for the rest of the start inputs.
 - j. Idle – MOVES defaults
 - k. Hotelling – MOVES defaults
- 3) VMT Reconciliation with HPMS
- a. Calculated for the year 2019 (See Exhibit E)
 - b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
 - c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT⁶
 - d. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 2-county portion of 21-county modeling domain, separately
 - e. Factors aggregated up to MOVES road types from base HPMS functional classifications
- 4) Off-Model Calculations
- a. Senior I/M Exemption (emissions debit)
 - i. The Senior I/M Exemption calculated for year 2002 is conservatively high and

⁶Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources, Section 3.4.2.6, EPA420-R-92-009, USEPA Office of Air and Radiation, Office of Mobile Sources, 1992.

- will be added to the regional emission inventories for each analysis year
- 5) TCMs
 - a. No additional credit is taken in the emissions modeling process for SIP TCMs
 - b. A full list of implemented TCMs (see Exhibit F)

1997 Eight-Hour Ozone Standard Planning Assumptions & Modeling Inputs

Pursuant to EPA Guidance released on November 29, 2018 (EPA-420-B-18-050) titled “Transportation Conformity Guidance for the South Coast II Court Decision” emissions modeling (i.e., regional emissions analysis) is not required to demonstrate conformity for the 1997 eight-hour ozone standard (see 40 CFR 93.109(c)). As such, no planning assumptions are prepared to demonstrate conformity. Instead, the Conformity Determination Report will document the requirements to meet the 1997 standard for the orphan maintenance area in tandem with the 2008 and 2015 eight-hour ozone standards.

Exhibit A - Model Validation

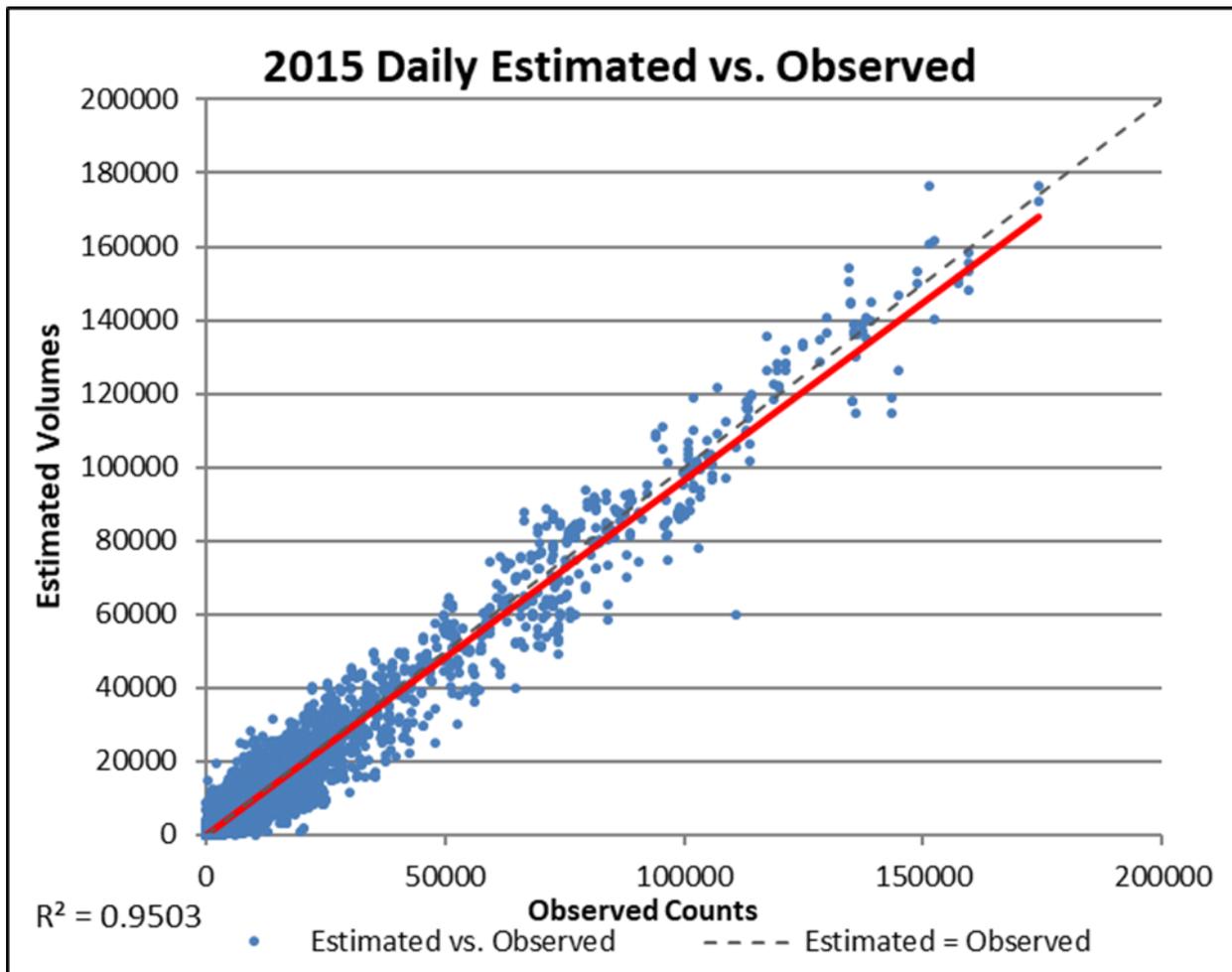
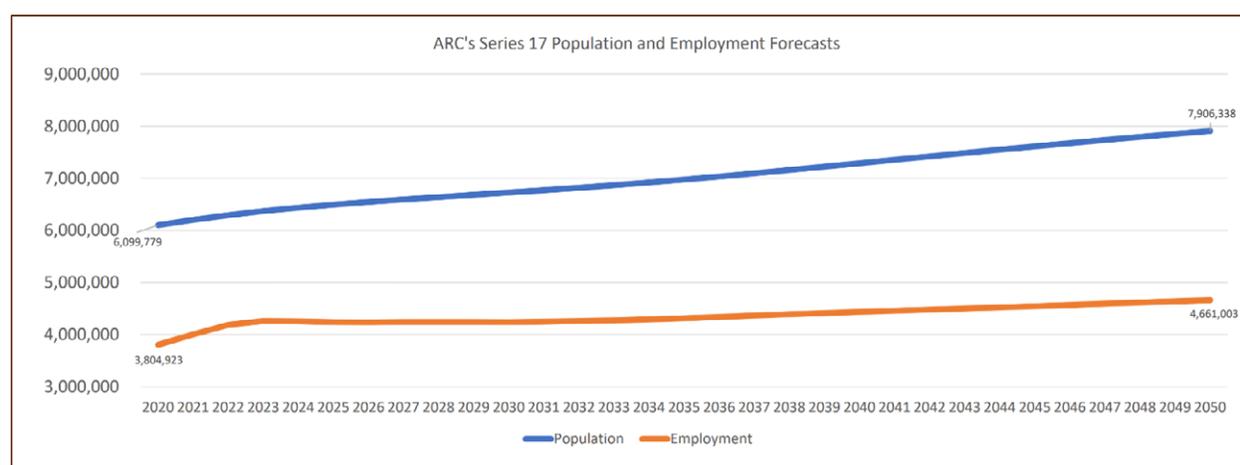


Exhibit B - Socioeconomic Data for the Travel Model

FORECASTING AND LAND USE ALLOCATION MODELING

ARC uses a two-step modeling process to develop regional control totals and small area forecasts used as inputs into our Activity-Based Travel Demand Model. These models include an econometric model (REMI) that uses a national forecast that is shared out to each county in the nation as well as a land use model (PECAS) that simulates future location of activities and the development of space by developers.

Prior to beginning the modeling work, ARC convenes a Technical Advisory Committee (TAC) that steers and reviews the assumptions, calibrations, and outcomes that are inherent in our econometric model. The TAC comprised of leading regional economists, technical experts, and policy advisors who advised us on different scenarios we could test through the REMI model that offered more realistic assumptions and reasonable outcomes of the local economy. Based on this feedback, we modified the standard REMI model output to include different projections of labor force participation rates, migration, and natural growth. We also adjusted the early years of the model to reflect ARC's population estimates rather than REMI-generated estimates based on forecasts. This resulted in several alternative scenarios that created a lower bound forecast range, mid-range and an upper bound forecast range. After three meetings and several runs of the model, the TAC endorsed the mid-range scenario as the region's control total, which is a population of 7.9 million in the 21-county area by the year 2050.



We are forecasting the region to add approximately 1.8 million new residents and close to 860,000 more jobs between 2020 and 2050.

REMI

The REMI model (Regional Economic Models, Inc.) is a very widely used regional economic policy analysis model. The model is used by government agencies on the national, state, and local level, as well as by private consulting firms, utilities, and universities. REMI is a structural economic forecasting and policy analysis model. It integrates input, output, computable general equilibrium, econometric, and economic geography methodologies. The model is dynamic, with forecasts and simulations generated on an annual basis and behavioral responses to wage, price, and other economic factors.

PECAS FOR SMALL AREA FORECASTING (LAND USE ALLOCATION)

ARC reviewed state-of-the-art land use models, to allocate the forecast population and employment totals to small areas, between 2007 and 2008 and selected PECAS (Production Exchange Consumption Allocation System). PECAS' main purpose is to simulate the future location of activities (industries, households and government), and the development of space by developers, for both forecasting and policy analysis. It has been used in the conformity process for the first time in 2015.

The ARC PECAS model includes the two standard PECAS modules: The Activity Allocation module (AA) and the Space Development module (SD). AA follows an aggregate approach and represents how and why industries, government and households choose to locate in different zones or locations in the region. SD follows a microsimulation approach and simulates development at the parcel level, considering developers' profit-motivated behavior as well as land and market characteristics. These two modules interact with each other, and both also interact with the Atlanta transport model by providing it with land use data. The travel demand model, in turn, provides an indication of travel conditions for use in AA.

Exhibit C - Model Inputs

In 2016, ARC switched from its 4-step trip-based aggregate regional travel demand model to its newly developed, and recently calibrated disaggregate activity-based model (ABM). The ABM now serves as the major travel forecasting tool in the ARC region. This model has been developed to ensure that the regional transportation planning process can rely on forecasting tools that will be adequate for new socioeconomic environments and emerging planning challenges. It is equally suitable for conventional highway projects, transit projects, and various policy studies such as highway pricing and HOV / HOT analysis. The ARC ABM is based on the CT-RAMP (Coordinated Travel Regional Activity-Based Modeling Platform) family of Activity-Based Models. This model system is an advanced, but operational, AB model that fits the needs and planning processes of ARC.

The ABM has been tailored specifically to meet ARC planning needs, considering current and future projects and policies, and considering the special market segments that exist in the Atlanta region. The model system addresses requirements of the metropolitan planning process, relevant federal requirements, and provides support to ARC member agencies and other stakeholders.

- 1) Base Year: 2020
- 2) Project Listing: Project listings will be provided in electronic format to Interagency Consultation Group for review and include:
 - a. Regionally Significant and Federally Funded
 - b. Regionally Significant and Non-Federally Funded
- 3) Demographic Data: To be provided as separate attachment

4) Speed Data: Free-flow Speed by Area Type and Facility Type⁷

Facility Type		ABM Area Type						
Number	Name	CBD	Urban Commercial	Urban Residential	Suburban Commercial	Suburban Residential	Exurban	Rural
1	Interstate / Free-way	62	63	63	63	64	65	66
2	Expressway	43	46	49	52	55	58	61
3	Parkway / Rural Expressway	43	46	49	52	55	58	61
4	Freeway HOV/HOT (concurrent)	64	65	65	65	66	67	68
5	Freeway HOV/HOT (barrier)	64	65	65	65	66	67	68
6	Freeway Truck Only	62	63	63	63	64	65	66
7	System to System Ramp	50	50	50	55	55	55	55
8	Exit Ramp	35	35	35	35	35	35	35
9	Entrance Ramp	35	35	35	35	35	35	35
10	Principal Arterial	23	26	31	35	41	48	53
11	Minor Arterial	21	26	29	33	38	43	48
12	Arterial HOV	21	26	29	33	38	43	48
13	Arterial Truck Only	21	26	29	33	38	43	48
14	Collector / Local	17	23	24	26	30	35	45

⁷Within the ARC travel demand and emission modeling process, free flow speeds are adjusted to reflect the increase in delay and travel time on a roadway segment as traffic volumes build and congestion levels increase. Link-level congested flow speeds are used to estimate NO_x and VOC emissions as required by Sections 93.122(b)(i)-(iv) and 93.122(b)(2) of the Transportation Conformity Rule.



- 5) Transit Modeling
- a. Model calibrated/validated to 2019 transit ridership empirical observations provided by transit operators
 - b. Reflects results from the 2019 Transit On-Board Survey
 - c. Routes updated to reflect current operating plans
 - d. Transit mode split is estimated using the mode choice model
 - i. Estimates individual modal trips from the person trip movements
 - ii. Composed of 16 modes, including auto by occupancy and toll/non-toll choice, walk and bike non-motorized modes, and walk and drive access to different transit line-haul modes:
 - 1. Auto SOV Drive Alone (Free)
 - 2. Auto SOV Drive Alone (Pay)
 - 3. Auto 2-Person Carpool (Free)
 - 4. Auto 2-Person Carpool (Pay)
 - 5. Auto 3+ Person Carpool (Free)
 - 6. Auto 3+ Person Carpool (Pay)
 - 7. Walk
 - 8. Bike
 - 9. Walk-All-Transit
 - 10. Walk-Premium Transit-Only
 - 11. PNR-All-Transit (PNR = Park and Ride)
 - 12. PNR-Premium Transit-Only
 - 13. KNR-All-Transit (KNR = Kiss and Ride)
 - 14. KNR-Premium Transit-Only
 - 15. School Bus
 - 16. Transportation Network Companies (TNC)
 - iii. The mode choice model is organized in terms of seven characteristics:
 - 1. Mathematical structure;
 - 2. Trip purposes and choice sets;
 - 3. Limitations on choice sets;
 - 4. Analysis of transit access;
 - 5. Treatment of HOV lanes;
 - 6. Stratification by income groups; and
 - 7. Analysis of alternative transit paths.
 - e. Transit Fare Modeling
 - i. Transit fares are based on information provided by the local transit operators throughout the Atlanta region
 - ii. Any costs of traveling incurred within the model are representative of year 2015 dollars
 - iii. A CPI adjustment was applied to all the operator fares and is carried forward for all model years from 2015 and beyond

- iv. The current ARC transit coding approach enables fares to be coded by mode and operator (cases where an operator has a different fare for different modes).
- v. The transit fare structure includes additional fares incurred from transferring from one operator to another
- vi. The fare structure results in a fare matrix which includes the total fare of the trip on a zone-to-zone level
- f. 2019 Transit On-Board Survey Data
 - i. Update of regional transit travel targets to 2019
 - 1. Modifications to travel demand model estimates of zero-car household transit work trips
 - 2. Modifications to travel demand model estimates of kiss-and-ride passenger access and use of transit system
 - 3. Overall evaluation of all modal constants
 - ii. Assessment of travel demand model understanding of market segments and travel patterns relative to the on-board survey records

Exhibit D - I/M Program

EXHAUST AND EVAPORATIVE (OBD AND GAS CAP PRESSURE TEST) FOR 1997 AND NEWER VEHICLES

- Annual inspection required
- Computerized test and repair OBD – Exhaust
- Computerized test and repair OBD & GC - Evaporative
- Applies to all LDG vehicle types
- Three-year grace period
- 3% waiver rate for all vehicles – Exhaust test
- 0% waiver rate for all vehicles – Evaporative test
- 97% compliance rate

Exhibit E - VMT Reconciliation with HPMS

OZONE VMT ADJUSTMENT FACTORS

Function Classification Name	Functional Classification	13-County Area Factor	7-County Area Factor
Rural Interstate	1	1.02	0.87
Rural Principal Arterial	2	0.94	0.93
Rural Minor Arterial	6	0.94	0.93
Rural Major Collector	7	1.14	0.8
Rural Minor Collector	8	1.14	0.8
Rural Local Collector	9	2.2	2.41
Urban Interstate	11	1.02	0.87
Urban Principal Arterial	12	1.02	0.87
Urban Minor Arterial	14	0.94	0.93
Urban Major Collector	16	0.94	0.93
Urban Minor Collector	17	1.14	0.8
Urban Local Collector	19	2.2	2.41

Exhibit F - Status of TCMs

Per the Final Rule published by the EPA in the Federal Register on March 8, 2021, and effective April 7, 2021, titled “Air Plan Approval; GA: Non-Interference Demonstration and Maintenance Plan Revision for the Removal of Transportation Control Measures in the Atlanta Area” [86 FR 13191], ARC is only required to report the status of a single TCM in the CDR and its amendments. The remainder of the TCMs have been removed from the SIP.

Description	ARC Project #	GDOT PI #	TIP	Status
Intersection Upgrade, Coordination & Computerization (Sponsor - GDOT in partnership with local jurisdictions)	AT-089	04Y108	1993-1995	Implemented
	CL-094	770600	1994-1996	Implemented
	CO-249	770601	1994-1996	Implemented
	DK-118	770603	1994-1996	Implemented
	FN-086	770605	1994-1996	Implemented
	FS-068	770605	1994-1996	Implemented
	GW-135	170950	1994-1996	Implemented
	R-098	04418	1994-1996	Implemented
	R-098	770391	1994-1996	Implemented



Appendix 3

Year of Expenditure Project Costs



Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AR-001-2024	0017695	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2024		0 Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-001-2025	0017696	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2025		0 Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-001-2026	N/A	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2026		0 Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-001-2027	N/A	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2027		0 Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-001-2028	N/A	LIVABLE CENTERS INITIATIVE (LCI) PLANNING PROGRAM - FY 2028		0 Other / LCI Program	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-002-2024	N/A	LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2024		0 Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$0	\$0	\$0	\$0	\$0
AR-002-2025	N/A	LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2025		0 Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$3,934,924	\$0	\$983,731	\$0	\$4,918,655
AR-002-2026	N/A	LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2026		0 Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$1,280,000	\$0	\$320,000	\$0	\$1,600,000
AR-002-2027	N/A	LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2027		0 Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$9,200,000	\$0	\$2,300,000	\$0	\$11,500,000
AR-002-2028	N/A	LIVABLE CENTERS INITIATIVE (LCI) IMPLEMENTATION PROGRAM - FY 2028		0 Other / LCI Program	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$12,748,000	\$0	\$3,187,000	\$0	\$15,935,000
AR-003-LR1	N/A	LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION LUMP SUM - FY 2029-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)		0 Other / LCI Program	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$62,227,452	\$0	\$15,556,863	\$0	\$77,784,315
AR-003-LR2	N/A	LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION LUMP SUM - FY 2031-2033 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)		0 Other / LCI Program	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$80,414,591	\$0	\$20,103,648	\$0	\$100,518,239
AR-003-LR3	N/A	LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION LUMP SUM - FY 2034-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)		0 Other / LCI Program	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$202,061,345	\$0	\$50,515,336	\$0	\$252,576,682
AR-003-LR4	N/A	LIVABLE CENTERS INITIATIVE (LCI) PLANNING AND IMPLEMENTATION LUMP SUM - FY 2041-2050 (LONG RANGE EXTENSION OF TIP SERIES AR-001 AND AR-002)		0 Other / Miscellaneous	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$369,508,007	\$0	\$92,377,002	\$0	\$461,885,009
AR-004-2024	0017785	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2024		0 Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-004-2025	0017786	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2025		0 Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-004-2026	0019804	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2026		0 Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-004-2027	0019805	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2027		0 Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-004-2028	0019806	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2028		0 Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
AR-004-LR1	N/A	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2029-2030		0 Other / Planning	PE	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$5,657,041	\$0	\$1,414,260	\$0	\$7,071,301
AR-004-LR2	N/A	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2031-2033		0 Other / Planning	PE	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$7,310,417	\$0	\$1,827,604	\$0	\$9,138,022
AR-004-LR3	N/A	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2034-2040		0 Other / Planning	PE	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$18,369,213	\$0	\$4,592,303	\$0	\$22,961,517
AR-004-LR4	N/A	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) ASSISTANCE PROGRAM - FY 2041-2050		0 Other / Planning	PE	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$33,591,637	\$0	\$8,397,909	\$0	\$41,989,546
AR-006-2024	TBD	FREIGHT CLUSTER PLANNING PROGRAM - FY 2024		0 Other / Planning	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$750,000	\$0	\$187,500	\$0	\$937,500
AR-010-2024	0017787	TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2024-2025		0 Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1	\$4,696,800	\$0	\$1,174,200	\$0	\$5,871,000
AR-010-2026	0019807	TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2026-2027		0 Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2026	1.0000	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000
AR-010-2028	0019808	TRANSPORTATION DEMAND MANAGEMENT (TDM) EMPLOYER SERVICES PROGRAM - FY 2028		0 Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2028	1.0000	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000
AR-011-2024	0019809	RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2024-2025		0 Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$4,959,000	\$0	\$0	\$0	\$4,959,000
AR-011-2026	N/A	RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2026-2027		0 Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2026	1	\$4,350,000	\$0	\$0	\$0	\$4,350,000
AR-011-2028	0019811	RIDESHARING AND REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2028		0 Other / TDM & Air Quality	PE	Congestion Mitigation & Air Quality Improvement (CMAQ)	2028	1.0000	\$4,350,000	\$0	\$0	\$0	\$4,350,000
AR-012-LR1	N/A	TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2029-2030 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)		0 Other / TDM & Air Quality	PE	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$10,677,665	\$0	\$2,669,416	\$0	\$13,347,081
AR-012-LR2	N/A	TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2031-2033 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)		0 Other / TDM & Air Quality	PE	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$13,798,413	\$0	\$3,449,603	\$0	\$17,248,016
AR-012-LR3	N/A	TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2034-2040 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)		0 Other / TDM & Air Quality	PE	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$34,671,890	\$0	\$8,667,972	\$0	\$43,339,862
AR-012-LR4	N/A	TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS - FY 2041-2050 (LONG RANGE EXTENSION OF TIP SERIES AR-010 AND AR-011)		0 Other / TDM & Air Quality	PE	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$63,404,215	\$0	\$15,851,054	\$0	\$79,255,269
AR-038-2425	0019812	REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM - FY 2024-2025		0 Other / Planning	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				Total
									Federal	State	Local	Bond	
AR-048-2024	0017412	ATLANTA REGIONAL CONNECTED VEHICLE PROGRAM - FY 2024		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1	\$2,785,415	\$0	\$696,354	\$0	\$3,481,769
AR-048-2024	0017412	ATLANTA REGIONAL CONNECTED VEHICLE PROGRAM - FY 2024		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1	\$1,214,585	\$0	\$303,646	\$0	\$1,518,231
AR-050-2024	N/A	REGIONAL CMAQ PROGRAM - FY 2024		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1	\$41,486	\$0	\$10,372	\$0	\$51,858
AR-050-2025	N/A	REGIONAL CMAQ PROGRAM - FY 2025		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2025	1	\$16,712,199	\$0	\$4,178,050	\$0	\$20,890,249
AR-050-2026	N/A	REGIONAL CMAQ PROGRAM - FY 2026		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2026	1	\$21,450,000	\$0	\$5,362,500	\$0	\$26,812,500
AR-050-2027	N/A	REGIONAL CMAQ PROGRAM - FY 2027		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2027	1	\$24,607,200	\$0	\$6,151,800	\$0	\$30,759,000
AR-050-2028	N/A	REGIONAL CMAQ PROGRAM - FY 2028		Other / Miscellaneous	ALL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2028	1.0000	\$21,450,000	\$0	\$5,362,500	\$0	\$26,812,500
AR-050-LR1	N/A	REGIONAL CMAQ PROGRAM - FY 2029-2030		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2029-2030	1.1314	\$80,329,983	\$0	\$20,082,496	\$0	\$100,412,479
AR-050-LR2	N/A	REGIONAL CMAQ PROGRAM - FY 2031-2033		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2031-2033	1.2184	\$129,759,909	\$0	\$32,439,977	\$0	\$162,199,886
AR-050-LR3	N/A	REGIONAL CMAQ PROGRAM - FY 2034-2040		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2034-2040	1.3121	\$326,053,534	\$0	\$81,513,384	\$0	\$407,566,918
AR-051-2024	N/A	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2024		Other / Miscellaneous	ALL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$4,340,000	\$0	\$1,085,000	\$0	\$5,425,000
AR-051-2025	N/A	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2025		Other / Miscellaneous	ALL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2025	1.0000	\$11,692,157	\$0	\$2,923,039	\$0	\$14,615,196
AR-051-2026	N/A	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2026		Other / Miscellaneous	ALL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2026	1.0000	\$6,305,375	\$0	\$1,576,344	\$0	\$7,881,719
AR-051-2027	N/A	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2027		Other / Miscellaneous	ALL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2027	1.0000	\$493,482	\$0	\$123,371	\$0	\$616,853
AR-051-2028	N/A	REGIONAL TRANSPORTATION ALTERNATIVES PROGRAM - FY 2028		Other / Miscellaneous	ALL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2028	1.0000	\$15,568,152	\$0	\$3,892,038	\$0	\$19,460,190
AR-051-LR1	N/A	ACTIVE MODES PROGRAM - FY 2029-2030		Other / Bicycle and Pedestrian	CST	General Federal Aid 2029-2030	LR 2029-2030	1.1314	\$19,799,644	\$0	\$4,949,911	\$0	\$24,749,555
AR-051-LR2	N/A	ACTIVE MODES PROGRAM - FY 2031-2033		Other / Bicycle and Pedestrian	CST	General Federal Aid 2029-2030	LR 2031-2033	1.2184	\$25,586,461	\$0	\$6,396,615	\$0	\$31,983,076
AR-051-LR3	N/A	ACTIVE MODES PROGRAM - FY 2034-2040		Other / Bicycle and Pedestrian	CST	General Federal Aid 2029-2030	LR 2034-2040	1.3121	\$64,292,246	\$0	\$16,073,062	\$0	\$80,365,308
AR-051-LR4	N/A	ACTIVE MODES PROGRAM - FY 2041-2050		Other / Miscellaneous	CST	General Federal Aid 2029-2030	LR 2041-2050	1.6796	\$117,570,730	\$0	\$29,392,682	\$0	\$146,963,412
AR-052-2024	N/A	REGIONAL STBG URBAN PROGRAM - FY 2024		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$5,026,717	\$0	\$1,256,679	\$0	\$6,283,396
AR-052-2025	N/A	REGIONAL STBG URBAN PROGRAM - FY 2025		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$4,656,879	\$0	\$1,164,220	\$0	\$5,821,099
AR-052-2026	N/A	REGIONAL STBG URBAN PROGRAM - FY 2026		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$45,907,465	\$0	\$11,476,866	\$0	\$57,384,331
AR-052-2027	N/A	REGIONAL STBG URBAN PROGRAM - FY 2027		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$68,987,520	\$0	\$17,246,880	\$0	\$86,234,400
AR-052-2028	N/A	REGIONAL STBG URBAN PROGRAM - FY 2028		Other / Miscellaneous	ALL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$54,115,188	\$0	\$13,528,797	\$0	\$67,643,985
AR-052-LR1	N/A	REGIONAL STP URBAN PROGRAM - LR 2029-2030		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2029-2030	1.1314	\$183,853,835	\$0	\$45,963,459	\$0	\$229,817,293
AR-052-LR2	N/A	REGIONAL STP URBAN PROGRAM - LR 2031-2033		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2031-2033	1.2184	\$292,416,695	\$0	\$73,104,174	\$0	\$365,520,869
AR-052-LR3	N/A	REGIONAL STP URBAN PROGRAM - LR 2034-2040		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2034-2040	1.3121	\$734,768,528	\$0	\$183,692,132	\$0	\$918,460,660
AR-052-LR4	N/A	REGIONAL STBG URBAN PROGRAM - LR 2041-2050		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2041-2050	1.6796	\$1,343,665,481	\$0	\$335,916,370	\$0	\$1,679,581,851
AR-053-2024	N/A	REGIONAL CARBON REDUCTION PROGRAM - FY 2024		Other / Miscellaneous	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2024	1.0000	\$1,213,574	\$0	\$303,394	\$0	\$1,516,968
AR-053-2025	N/A	REGIONAL CARBON REDUCTION PROGRAM - FY 2025		Other / Miscellaneous	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2025	1.0000	\$13,031,446	\$0	\$3,257,862	\$0	\$16,289,308
AR-053-2026	N/A	REGIONAL CARBON REDUCTION PROGRAM - FY 2026		Other / Miscellaneous	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2026	1.0000	\$13,292,075	\$0	\$3,323,019	\$0	\$16,615,094
AR-053-2027	N/A	REGIONAL CARBON REDUCTION PROGRAM - FY 2027		Other / Miscellaneous	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2027	1.0000	\$13,557,917	\$0	\$3,389,479	\$0	\$16,947,396
AR-053-2028	N/A	REGIONAL CARBON REDUCTION PROGRAM - FY 2028		Other / Miscellaneous	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2028	1.0000	\$7,541,305	\$0	\$1,885,326	\$0	\$9,426,631
AR-053-LR1	N/A	REGIONAL CARBON REDUCTION PROGRAM - LR 2029-2030		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2029-2030	1.131408213	\$31,292,658	\$0	\$7,823,165	\$0	\$39,115,823
AR-053-LR2	N/A	REGIONAL CARBON REDUCTION PROGRAM - LR 2031-2033		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2031-2033	1.218402898	\$50,548,155	\$0	\$12,637,038	\$0	\$63,185,194
AR-053-LR3	N/A	REGIONAL CARBON REDUCTION PROGRAM - LR 2034-2040		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2034-2040	1.312086658	\$127,014,615	\$0	\$31,753,654	\$0	\$158,768,269
AR-053-LR4	N/A	REGIONAL CARBON REDUCTION PROGRAM - LR 2041-2050		Other / Miscellaneous	ALL	General Federal Aid 2029-2030	LR 2041-2050	1.6796	\$232,270,636	\$0	\$58,067,659	\$0	\$290,338,295
AR-058	0018308	GDOT-ARC JOINT TRAFFIC DATA PURCHASING PROGRAM		Other / Planning	PE	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$3,500,000	\$875,000	\$0	\$0	\$4,375,000
AR-058	0018308	GDOT-ARC JOINT TRAFFIC DATA PURCHASING PROGRAM		Other / Planning	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$500,000	\$125,000	\$0	\$0	\$625,000
AR-061-2026	0019813	STATEWIDE CMAQ TDM EMPLOYEE SERVICES & ADVERTISING PROGRAM - FY 2026-2028		Other / TDM & Air Quality	SCP	Congestion Mitigation & Air Quality Improvement (CMAQ)	2026	1	\$18,000,000	\$4,500,000	\$0	\$0	\$22,500,000
AR-095	0014124	SR 81 WIDENING	FROM SR 142 (INDUSTRIAL PARK BOULEVARD) TO SR 138	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.312086658	\$0	\$72,378,636	\$0	\$0	\$72,378,636
AR-096	0014127	SR 81 WIDENING	FROM BOLD SPRINGS ROAD IN WALTON COUNTY TO PUNKIN JUNCTION ROAD IN BARROW COUNTY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2041-2050	1.679581851	\$0	\$80,935,690	\$0	\$0	\$80,935,690
AR-096	0014127	SR 81 WIDENING	FROM BOLD SPRINGS ROAD IN WALTON COUNTY TO PUNKIN JUNCTION ROAD IN BARROW COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$3,469,157	\$0	\$0	\$3,469,157
AR-100-2024	0007708	GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$12,800,000	\$3,200,000	\$0	\$0	\$16,000,000
AR-100-2025	0007709	GDOT ITS OPERATIONS AND SUPPORT PROGRAM - FY 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$6,000,000	\$1,500,000	\$0	\$0	\$7,500,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				Total
									Federal	State	Local	Bond	
AR-101-2024	0007726	INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$12,000,000	\$3,000,000	\$0	\$0	\$15,000,000
AR-101-2025	0007727	INCIDENT MANAGEMENT AND SUPPORT PROGRAM STATEWIDE - FY 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000
AR-102-2024	0007744	GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$7,200,000	\$1,800,000	\$0	\$0	\$9,000,000
AR-102-2025	0007745	GDOT MAINTENANCE OF ATMS EQUIPMENT PROGRAM - FY 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$7,200,000	\$1,800,000	\$0	\$0	\$9,000,000
AR-103-2024	0007762	ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$3,800,000	\$950,000	\$0	\$0	\$4,750,000
AR-103-2025	0007763	ITS: SYSTEM INTEGRATION & NAVIGATOR DEVELOPMENT - 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
AR-104-2024	0007780	GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
AR-104-2025	0007781	GDOT REPLACEMENT OF OUTDATED HARDWARE PROGRAM - FY 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
AR-105-2024	0015330	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$18,800,000	\$0	\$0	\$0	\$18,800,000
AR-105-2024	0015330	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2024		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$4,700,000	\$0	\$0	\$0	\$4,700,000
AR-105-2025	0015331	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$18,800,000	\$0	\$0	\$0	\$18,800,000
AR-105-2025	0015331	GDOT REGIONAL TRAFFIC SIGNAL OPTIMIZATION PROGRAM - FY 2025		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$4,700,000	\$0	\$0	\$0	\$4,700,000
AR-106-2024	0016728	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2024		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$4,474,400	\$1,118,600	\$0	\$0	\$5,593,000
AR-106-2025	0016729	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2025		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$4,474,400	\$1,118,600	\$0	\$0	\$5,593,000
AR-110-2024	0013506	GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$11,186,400	\$2,796,600	\$0	\$0	\$13,983,000
AR-110-2025	0013507	GDOT CONSTRUCTION MANAGEMENT PROGRAM - FY 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$11,186,400	\$2,796,600	\$0	\$0	\$13,983,000
AR-113-2024	0016686	GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2024		Roadway / Maintenance	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$5,593,600	\$1,398,400	\$0	\$0	\$6,992,000
AR-113-2025	0016687	GDOT SURFACE TRANSPORTATION PROGRAM (STP) BRIDGE REPAINTING PROGRAM - FY 2025		Roadway / Maintenance	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$5,593,600	\$1,398,400	\$0	\$0	\$6,992,000
AR-114-2024	0016692	GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2024		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$11,186,400	\$2,796,600	\$0	\$0	\$13,983,000
AR-114-2025	0016484	GDOT INTERSTATE BRIDGE REPAINTING PROGRAM - FY 2025		Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$11,186,400	\$2,796,600	\$0	\$0	\$13,983,000
AR-117-2024	0016704	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2024		Roadway / Operations & Safety	CST	Railway-Highway - Hazard Elimination	2024	1.0000	\$1,864,800	\$466,200	\$0	\$0	\$2,331,000
AR-117-2025	0016705	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RAILROAD/HIGHWAY HAZARD ELIMINATION PROGRAM - FY 2025		Roadway / Operations & Safety	CST	Railway-Highway - Hazard Elimination	2025	1.0000	\$1,864,800	\$466,200	\$0	\$0	\$2,331,000
AR-118-2024	0016722	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2024		Roadway / Operations & Safety	CST	Highway Safety Improvement Program (HSIP)	2024	1.0000	\$37,288,000	\$9,322,000	\$0	\$0	\$46,610,000
AR-118-2025	0016723	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SAFETY PROGRAM - FY 2025		Roadway / Operations & Safety	CST	Highway Safety Improvement Program (HSIP)	2025	1.0000	\$37,288,000	\$9,322,000	\$0	\$0	\$46,610,000
AR-119-2024	0016716	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2024		Other / Miscellaneous	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
AR-119-2025	0016717	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RIGHT OF WAY PROTECTIVE BUYING PROGRAM - FY 2025		Other / Miscellaneous	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$1,200,000	\$300,000	\$0	\$0	\$1,500,000
AR-121-2024	0016698	GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2024		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$800,000	\$200,000	\$0	\$0	\$1,000,000
AR-121-2025	0016699	GDOT NATIONAL HIGHWAY SYSTEM (NHS) INTERCHANGE AND ROADWAY LIGHTING PROGRAM - FY 2025		Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$800,000	\$200,000	\$0	\$0	\$1,000,000
AR-122-2024	0016710	STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2024		Roadway / Operations & Safety	CST	Railway-Highway - Protective Devices	2024	1.0000	\$1,491,200	\$372,800	\$0	\$0	\$1,864,000
AR-122-2025	0016711	STP RAILROAD/HIGHWAY PROTECTION DEVICE LUMP SUM - FY 2025		Roadway / Operations & Safety	CST	Railway-Highway - Protective Devices	2025	1.0000	\$1,491,200	\$372,800	\$0	\$0	\$1,864,000
AR-123-2024	0016734	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2024		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$24,000,000	\$6,000,000	\$0	\$0	\$30,000,000
AR-123-2025	0016735	GDOT SURFACE TRANSPORTATION PROGRAM (STP) SIGNAL INSTALLATION AND UPGRADE PROGRAM - FY 2025		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$24,000,000	\$6,000,000	\$0	\$0	\$30,000,000
AR-125-2024	0016668	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2024		Roadway / Maintenance	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$50,339,200	\$12,584,800	\$0	\$0	\$62,924,000
AR-125-2025	0016669	GDOT SURFACE TRANSPORTATION PROGRAM (STP) RESURFACING AND MAINTENANCE PROGRAM - FY 2025		Roadway / Maintenance	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$50,339,200	\$12,584,800	\$0	\$0	\$62,924,000
AR-128-2024	0016728	GDOT LUMP SUM OPERATIONS FOR ANY AREA - 2024		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$9,600,000	\$2,400,000	\$0	\$0	\$12,000,000
AR-128-2025	0016729	GDOT LUMP SUM OPERATIONS FOR ANY AREA - 2025		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$9,600,000	\$2,400,000	\$0	\$0	\$12,000,000
AR-129-2024	0016740	GDOT LOW IMPACT BRIDGE PROGRAM - FY 2024		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$16,800,000	\$4,200,000	\$0	\$0	\$21,000,000
AR-129-2025	0016741	GDOT LOW IMPACT BRIDGE PROGRAM - FY 2025		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$16,800,000	\$4,200,000	\$0	\$0	\$21,000,000
AR-136-2024	0016746	RECREATIONAL TRAILS PROGRAM - FY 2024		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2024	1.0000	\$466,400	\$116,600	\$0	\$0	\$583,000
AR-136-2025	0016747	RECREATIONAL TRAILS PROGRAM - FY 2025		Last Mile Connectivity / Sidepaths and Trails	CST	Recreational Trails Program	2025	1.0000	\$466,400	\$116,600	\$0	\$0	\$583,000
AR-137-2024	0017476	TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2024		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$1,400,000	\$350,000	\$0	\$0	\$1,750,000
AR-137-2025	0017477	TOWING AND RECOVERY INCENTIVE PROGRAM - FY 2025		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2025	1.0000	\$400,000	\$100,000	\$0	\$0	\$500,000
AR-138-2024	0017471	OVERSIGHT SERVICES FOR ATL TMA Z30; Z301; CMAQ & HIP - FY 2024		Other / Miscellaneous	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
AR-138-2025	0017472	OVERSIGHT SERVICES FOR ATL TMA Z30; Z301; CMAQ & HIP - FY 2025		Other / Miscellaneous	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,000,000	\$250,000	\$0	\$0	\$1,250,000
AR-138-LR1	N/A	OVERSIGHT SERVICES FOR STBG-URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2029-2030		Other / Miscellaneous	PE	General Federal Aid 2029-2030	LR 2029-2030	1.1314	\$2,262,816	\$565,704	\$0	\$0	\$2,828,521
AR-138-LR2	N/A	OVERSIGHT SERVICES FOR STBG-URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2031-2040		Other / Miscellaneous	PE	General Federal Aid 2029-2030	LR 2031-2033	1.2184	\$3,655,209	\$913,802	\$0	\$0	\$4,569,011
AR-138-LR3	N/A	OVERSIGHT SERVICES FOR STBG-URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2034-2040		Other / Miscellaneous	PE	General Federal Aid 2029-2030	LR 2034-2040	1.3121	\$9,184,607	\$2,296,152	\$0	\$0	\$11,480,759

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AR-138-LR4	N/A	OVERSIGHT SERVICES FOR STBG-URBAN, CMAQ AND TAP FUNDED PROJECTS - FY 2041-2050		Other / Miscellaneous	PE	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$16,795,819	\$4,198,955	\$0	\$0	\$20,994,773
AR-140	0013890	SR 140 WIDENING	FROM RUCKER ROAD IN ROSWELL TO ARNOLD MILL ROAD IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$125,830,423	\$0	\$0	\$125,830,423
AR-140	0013890	SR 140 WIDENING	FROM RUCKER ROAD IN ROSWELL TO ARNOLD MILL ROAD IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$144,605,206	\$0	\$0	\$144,605,206
AR-176	0007864	SR 61 (VILLA RICA PARKWAY) WIDENING	FROM PUNKINTOWN ROAD IN CARROLL COUNTY TO DALLAS-NEBO ROAD IN PAULDING COUNTY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$155,723,991	\$0	\$0	\$155,723,991
AR-190-2024	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2024		Transit / Operations & Maintenance	CST	State of Georgia	2024	1.0000	\$0	\$12,000,000	\$0	\$0	\$12,000,000
AR-190-2025	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2025		Transit / Operations & Maintenance	CST	State of Georgia	2025	1.0000	\$0	\$12,000,000	\$0	\$0	\$12,000,000
AR-190-LR1	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2029-2038		Transit / Operations & Maintenance	CST	State of Georgia	LR 2029-2030	1.1314	\$0	\$27,153,797	\$0	\$0	\$27,153,797
AR-190-LR2	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2031-2033		Transit / Operations & Maintenance	CST	State of Georgia	LR 2031-2033	1.2184	\$0	\$43,862,504	\$0	\$0	\$43,862,504
AR-190-LR3	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2034-2040		Transit / Operations & Maintenance	CST	State of Georgia	LR 2034-2040	1.3121	\$0	\$110,215,279	\$0	\$0	\$110,215,279
AR-190-LR4	N/A	GRTA XPRESS BUS SYSTEM OPERATING ASSISTANCE - FY 2041-2050		Transit / Operations & Maintenance	CST	State of Georgia	LR 2041-2050	1.6796	\$0	\$201,549,822	\$0	\$0	\$201,549,822
AR-200-LR1	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2029-2030		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$144,820,251	\$36,205,063	\$0	\$0	\$181,025,314
AR-200-LR2	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2031-2033		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$365,520,869	\$91,380,217	\$0	\$0	\$456,901,087
AR-200-LR3	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2034-2040		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$918,460,660	\$229,615,165	\$0	\$0	\$1,148,075,826
AR-200-LR4	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (INTERSTATES) - FY 2041-2050		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$1,679,581,851	\$419,895,463	\$0	\$0	\$2,099,477,314
AR-210-LR1	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2029-2030		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$56,570,411	\$56,570,411	\$0	\$0	\$113,140,822
AR-210-LR2	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2033		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$116,966,678	\$29,241,670	\$0	\$0	\$146,208,348
AR-210-LR3	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2033-2040		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$293,907,411	\$73,476,853	\$0	\$0	\$367,384,264
AR-210-LR4	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (STATE SYSTEM) - FY 2041-2050		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$537,466,192	\$134,366,548	\$0	\$0	\$671,832,741
AR-220-LR1	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2029-2030		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$22,628,164	\$0	\$22,628,164	\$0	\$45,256,329
AR-220-LR2	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2033		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$87,725,009	\$0	\$21,931,252	\$0	\$109,656,261
AR-220-LR3	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2034-2040		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$220,430,559	\$0	\$55,107,640	\$0	\$275,538,199
AR-220-LR4	N/A	ROADWAY PAVEMENT PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2041-2050		Roadway / Maintenance	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$403,099,644	\$0	\$100,774,911	\$0	\$503,874,555
AR-230-LR1	N/A	BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2029-2030		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$144,820,251	\$36,205,063	\$0	\$0	\$181,025,314
AR-230-LR2	N/A	BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2031-2033		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$292,416,695	\$73,104,174	\$0	\$0	\$365,520,869
AR-230-LR3	N/A	BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2034-2040		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$734,768,528	\$183,692,132	\$0	\$0	\$918,460,660
AR-230-LR4	N/A	BRIDGE PRESERVATION PROGRAM (INTERSTATE) - FY 2041-2050		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$1,343,665,481	\$335,916,370	\$0	\$0	\$1,679,581,851
AR-240-LR1	N/A	BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2029-2030		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$113,140,821	\$113,140,821	\$0	\$0	\$226,281,643
AR-240-LR2	N/A	BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2031-2033		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$233,933,356	\$58,483,339	\$0	\$0	\$292,416,695
AR-240-LR3	N/A	BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2034-2040		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$587,814,823	\$146,953,706	\$0	\$0	\$734,768,528
AR-240-LR4	N/A	BRIDGE PRESERVATION PROGRAM (STATE SYSTEM) - FY 2041-2050		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$1,074,932,385	\$268,733,096	\$0	\$0	\$1,343,665,481
AR-250-LR1	N/A	BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2029-2030		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$11,314,082	\$0	\$11,314,082	\$0	\$22,628,164
AR-250-LR2	N/A	BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2031-2033		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$29,241,670	\$0	\$7,310,417	\$0	\$36,552,087
AR-250-LR3	N/A	BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2034-2040		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$73,476,853	\$0	\$18,369,213	\$0	\$91,846,066
AR-250-LR4	N/A	BRIDGE PRESERVATION PROGRAM (LOCAL RSTS FACILITIES) - FY 2041-2050		Roadway / Bridge Upgrade	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$83,979,093	\$0	\$83,979,093	\$0	\$167,958,185
AR-285M-2022A	0018193	I-285 WEST WALL MAINTENANCE & RECONSTRUCTION	FROM COLLIER DRIVE TO PACES FERRY ROAD	Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$118,209,682	\$29,552,420	\$0	\$0	\$147,762,102
AR-285M-2022B	0018192	I-285 WEST WALL MAINTENANCE & RECONSTRUCTION	FROM MOUNT GILEAD ROAD TO COLLIER DRIVE	Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$82,418,417	\$20,604,604	\$0	\$0	\$103,023,021
AR-285M-2022C	0018191	I-285 WEST WALL MAINTENANCE & RECONSTRUCTION	FROM SR 14 TO MOUNT GILEAD ROAD	Roadway / Maintenance	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$82,090,057	\$20,522,514	\$0	\$0	\$102,612,571
AR-295-LR1	N/A	OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2029-2030		Safety	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$144,820,251	\$36,205,063	\$0	\$0	\$181,025,314
AR-295-LR2	N/A	OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2031-2033		Safety	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$292,416,695	\$73,104,174	\$0	\$0	\$365,520,869
AR-295-LR3	N/A	OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2034-2040		Safety	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$734,768,528	\$183,692,132	\$0	\$0	\$918,460,660
AR-295-LR4	N/A	OTHER GDOT MAINTENANCE AND OPERATIONS PROGRAMS - FY 2041-2050		Safety	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$335,916,370	\$335,916,370	\$0	\$0	\$671,832,741
AR-300	N/A	SR 140 OPERATIONAL AND SAFETY IMPROVEMENTS IN CHEROKEE COUNTY AND NORTHERN FULTON COUNTY	FROM I-575 TO SR 9 (ALPHARETTA HIGHWAY)	Roadway / Operations & Safety	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$18,102,531	\$4,525,633	\$0	\$0	\$22,628,164
AR-301	N/A	US 78 OPERATIONAL AND SAFETY IMPROVEMENTS IN DOUGLAS COUNTY	FROM SR 6 (THORNTON ROAD) TO MIDWAY ROAD	Roadway / Operations & Safety	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$20,993,387	\$5,248,347	\$0	\$0	\$26,241,733
AR-302	N/A	SR 85 OPERATIONAL AND SAFETY IMPROVEMENTS	FROM SR 92 IN FAYETTE COUNTY TO SR 16 IN COWETA COUNTY	Roadway / Operations & Safety	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$13,576,899	\$3,394,225	\$0	\$0	\$16,971,123
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$6,832,735	\$1,708,184	\$0	\$0	\$8,540,919
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$10,134,000	\$12,386,000	\$0	\$0	\$22,520,000
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	GRB BONDS (Guaranteed Revenue)	LR 2031-2033	1.0000	\$0	\$0	\$0	\$34,372,400	\$34,372,400
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	General Federal Aid 2029-2050	LR 2029-2030	1.0000	\$17,208,000	\$21,032,000	\$0	\$0	\$38,240,000
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	General Federal Aid 2029-2050	LR 2031-2033	1.0000	\$22,582,736	\$27,601,121	\$0	\$0	\$50,183,857
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	General Federal Aid 2029-2050	LR 2034-2040	1.0000	\$174,678,522	\$213,495,972	\$0	\$0	\$388,174,494
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.0000	\$251,730,329	\$307,670,402	\$0	\$0	\$559,400,731
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	CST	National Highway Freight Program (NHFP)	2027	1.0000	\$7,676,263	\$1,919,066	\$0	\$0	\$9,595,329
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2025	1.0000	\$800,000	\$200,000	\$0	\$0	\$1,000,000
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2026	1.0000	\$800,000	\$200,000	\$0	\$0	\$1,000,000
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	PE	National Highway Performance Program (NHPP)	2027	1.0000	\$3,680,000	\$920,000	\$0	\$0	\$4,600,000
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	ROW	National Highway Performance Program (NHPP)	2024	1.0000	\$8,640,000	\$2,160,000	\$0	\$0	\$10,800,000
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	ROW	National Highway Performance Program (NHPP)	2025	1.0000	\$3,840,000	\$960,000	\$0	\$0	\$4,800,000
AR-318	0014203	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY)	FROM I-475 TO SR 20	Roadway / Managed Lanes	ROW	National Highway Performance Program (NHPP)	2026	1.0000	\$3,200,000	\$800,000	\$0	\$0	\$4,000,000
AR-348A	0016579	SR 920 BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$1,840,000	\$460,000	\$0	\$0	\$2,300,000
AR-348A	0016579	SR 920 BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$50,000	\$0	\$50,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AR-348A	0016579	SR 920 BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$80,000	\$20,000	\$0	\$0	\$100,000
AR-348A	0016579	SR 920 BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$64,000	\$16,000	\$0	\$0	\$80,000
AR-348B	331900-	COUNTY LINE ROAD BRIDGE UPGRADE	AT POTATO CREEK (SOUTHEAST OF GRIFFIN)	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$1,946,054	\$486,513	\$0	\$0	\$2,432,567
AR-348B	331900-	COUNTY LINE ROAD BRIDGE UPGRADE	AT POTATO CREEK (SOUTHEAST OF GRIFFIN)	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
AR-348B	331900-	COUNTY LINE ROAD BRIDGE UPGRADE	AT POTATO CREEK (SOUTHEAST OF GRIFFIN)	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$92,387	\$23,097	\$0	\$0	\$115,484
AR-348B	331900-	COUNTY LINE ROAD BRIDGE UPGRADE	AT POTATO CREEK (SOUTHEAST OF GRIFFIN)	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$916,884	\$229,221	\$0	\$0	\$1,146,105
AR-348C	0018238	CLARITY ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER (8 MILES NORTHWEST OF ALPHARETTA)	Roadway / Bridge Upgrade	CST	Bridge Formula Program	2027	1.0000	\$560,000	\$140,000	\$0	\$0	\$700,000
AR-348C	0018238	CLARITY ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER (8 MILES NORTHWEST OF ALPHARETTA)	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
AR-348C	0018238	CLARITY ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER (8 MILES NORTHWEST OF ALPHARETTA)	Roadway / Bridge Upgrade	ROW	Bridge Formula Program	2025	1.0000	\$220,000	\$55,000	\$0	\$0	\$275,000
AR-348C	0018238	CLARITY ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER (8 MILES NORTHWEST OF ALPHARETTA)	Roadway / Bridge Upgrade	UTL	Bridge Formula Program	2027	1.0000	\$48,000	\$12,000	\$0	\$0	\$60,000
AR-348D	0018239	ATLANTA-NEWMAN ROAD BRIDGE REPLACEMENT	AT AT CEDAR CREEK (3 MILES WEST OF PALMETTO)	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Program Off-System Bridge	2027	1.0000	\$1,680,000	\$420,000	\$0	\$0	\$2,100,000
AR-348D	0018239	ATLANTA-NEWMAN ROAD BRIDGE REPLACEMENT	AT AT CEDAR CREEK (3 MILES WEST OF PALMETTO)	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
AR-348D	0018239	ATLANTA-NEWMAN ROAD BRIDGE REPLACEMENT	AT AT CEDAR CREEK (3 MILES WEST OF PALMETTO)	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Program Off-System Bridge	2025	1.0000	\$220,000	\$55,000	\$0	\$0	\$275,000
AR-348D	0018239	ATLANTA-NEWMAN ROAD BRIDGE REPLACEMENT	AT AT CEDAR CREEK (3 MILES WEST OF PALMETTO)	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Program Off-System Bridge	2027	1.0000	\$48,000	\$12,000	\$0	\$0	\$60,000
AR-348E	0018240	HICKORY FLAT ROAD/LOWER BIRMINGHAM ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER	Roadway / Bridge Upgrade	CST	Bridge Formula Program	2027	1.0000	\$1,680,000	\$420,000	\$0	\$0	\$2,100,000
AR-348E	0018240	HICKORY FLAT ROAD/LOWER BIRMINGHAM ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
AR-348E	0018240	HICKORY FLAT ROAD/LOWER BIRMINGHAM ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER	Roadway / Bridge Upgrade	ROW	Bridge Formula Program	2025	1.0000	\$220,000	\$55,000	\$0	\$0	\$275,000
AR-348E	0018240	HICKORY FLAT ROAD/LOWER BIRMINGHAM ROAD BRIDGE REPLACEMENT	AT AT LITTLE RIVER	Roadway / Bridge Upgrade	UTL	Bridge Formula Program	2027	1.0000	\$48,000	\$12,000	\$0	\$0	\$60,000
AR-409A	N/A	I-285 NORTH CORRIDOR BUS RAPID TRANSIT - CLIFTON CORRIDOR BUS RAPID TRANSIT - PHASE 1	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Transit / BRT Capital	ALL	New Starts	LR 2041-2050	1.6796	\$438,370,863	\$0	\$535,786,611	\$0	\$974,157,474
AR-411	N/A	I-285 NORTH CORRIDOR BUS RAPID TRANSIT - PHASE 1	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Transit / BRT Capital	ALL	New Starts	LR 2031-2033	1.2184	\$328,968,782	\$0	\$402,072,956	\$0	\$731,041,739
AR-412	N/A	I-285 NORTH CORRIDOR BUS RAPID TRANSIT - PHASE 2	FROM EMORY UNIVERSITY TO AVONDALE MARTA STATION	Transit / BRT Capital	ALL	New Starts	LR 2041-2050	1.6796	\$529,068,283	\$0	\$646,639,013	\$0	\$1,175,707,296
AR-420	0015525	I-20 EAST HIGH CAPACITY PREMIUM TRANSIT SERVICE	FROM DOWNTOWN ATLANTA TO STONECREST MALL AREA	Transit / BRT Capital	ALL	New Starts	LR 2041-2050	1.6796	\$218,724,386	\$0	\$267,329,806	\$0	\$486,054,192
AR-450A	0009395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$12,511,174	\$0	\$12,511,174
AR-450A	0009395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	RAISE Discretionary Grants	2025	1.0000	\$25,000,000	\$0	\$6,250,000	\$0	\$31,250,000
AR-450A	0009395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$12,970,000	\$0	\$3,242,500	\$0	\$16,212,500
AR-450A	0009395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$46,000,000	\$0	\$46,000,000
AR-450A	0009395	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,557,570	\$0	\$1,557,570
AR-450C	0009397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM APPROXIMATELY 400 FEET WEST OF I-75/I-85 TO BOULEVARD	Last Mile Connectivity / Sidepaths and Trails	CST	RAISE Discretionary Grants	2024	1.0000	\$16,460,000	\$0	\$4,115,000	\$0	\$20,575,000
AR-450C	0009397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM APPROXIMATELY 400 FEET WEST OF I-75/I-85 TO BOULEVARD	Last Mile Connectivity / Sidepaths and Trails	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2024	1.0000	\$10,000,000	\$0	\$2,500,000	\$0	\$12,500,000
AR-450C	0009397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM APPROXIMATELY 400 FEET WEST OF I-75/I-85 TO BOULEVARD	Last Mile Connectivity / Sidepaths and Trails	CST	Congressionally Directed Spending - FY 2022	2024	1.0000	\$5,000,000	\$0	\$1,250,000	\$0	\$6,250,000
AR-450C	0009397	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM APPROXIMATELY 400 FEET WEST OF I-75/I-85 TO BOULEVARD	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,225,500	\$0	\$1,225,500
AR-450D	0009398	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	FROM DELLWOOD DRIVE TO GARSON DRIVE	Last Mile Connectivity / Sidepaths and Trails	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$56,294,650	\$0	\$56,294,650
AR-455	N/A	CLAYTON SOUTHLAKE BUS RAPID TRANSIT	FROM COLLEGE PARK MARTA STATION TO SOUTHLAKE MALL	Transit / BRT Capital	ALL	FTA SMALL STARTS	2027	1.0000	\$150,000,000	\$0	\$225,000,000	\$0	\$375,000,000
AR-457	N/A	NORTH AVENUE CORRIDOR BUS RAPID TRANSIT	FROM MARTA NORTH AVENUE RAIL STATION TO ATLANTA BELTLINE EAST / PONCE CITY MARKET	Transit / BRT Capital	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$61,136,779	\$0	\$61,136,779
AR-459	N/A	CAMPBELLTON ROAD BUS RAPID TRANSIT	FROM MARTA OAKLAND CITY STATION TO GREENBRIAR MALL AREA	Transit / BRT Capital	CST	FTA SMALL STARTS	2028	1.0000	\$150,000,000	\$0	\$158,000,000	\$0	\$308,000,000
AR-470	N/A	GA 400 CORRIDOR BUS RAPID TRANSIT	FROM NORTH SPRINGS MARTA STATION TO WINDWARD PARKWAY	Transit / Bus Capital	ALL	New Starts	LR 2041-2050	1.6796	\$270,580,636	\$0	\$330,709,667	\$0	\$601,290,303
AR-475	N/A	CONNECT COBB / NORTHWEST ATLANTA HIGH CAPACITY PREMIUM TRANSIT SERVICE	FROM KENNESAW STATE UNIVERSITY TO MIDTOWN ATLANTA	Transit / BRT Capital	ALL	New Starts	LR 2041-2050	1.6796	\$371,103,610	\$0	\$453,571,079	\$0	\$824,674,689
AR-485A	N/A	SR 54 BUS RAPID TRANSIT - PHASE I	FROM EAST POINT MARTA RAIL STATION TO CLAYTON JUSTICE CENTER	Transit / BRT Capital	ALL	New Starts	LR 2031-2033	1.2184	\$328,968,782	\$0	\$402,072,956	\$0	\$731,041,739
AR-485B	N/A	SR 54 BUS RAPID TRANSIT - PHASE II	FROM CLAYTON JUSTICE CENTER TO LOVEJOY	Transit / BRT Capital	ALL	New Starts	LR 2034-2040	1.3121	\$177,131,699	\$0	\$216,494,299	\$0	\$393,625,997
AR-490A1	N/A	ATLANTA STREETCAR EAST EXTENSION	FROM JACKSON STREET TO PONCE CITY MARKET	Transit / Rail Capital	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$149,000,000	\$0	\$149,000,000
AR-490B	N/A	ATLANTA STREETCAR - ATLANTA BELTLINE EAST CORRIDOR	FROM PONCE CITY MARKET TO LINDBERGH CENTER MARTA STATION	Transit / Rail Capital	ALL	New Starts	LR 2041-2050	1.6796	\$131,511,259	\$0	\$160,735,983	\$0	\$292,247,242
AR-490C	N/A	ATLANTA STREETCAR WEST EXTENSION	FROM CENTENNIAL OLYMPIC PARK TO NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET	Transit / Rail Capital	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$367,828,425	\$0	\$367,828,425
AR-490D	N/A	ATLANTA STREETCAR - ATLANTA BELTLINE SOUTHWEST CORRIDOR	FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA SOUTH RAIL LINE BETWEEN WEST END AND OAKLAND CITY RAIL STATIONS	Transit / Rail Capital	ALL	New Starts	LR 2041-2050	1.6796	\$136,046,130	\$0	\$166,278,603	\$0	\$302,324,733
AR-490F	N/A	ATLANTA STREETCAR - NORTHWEST BELTLINE CORRIDOR	FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA BANKHEAD RAIL STATION	Transit / Rail Capital	ALL	New Starts	LR 2041-2050	1.6796	\$73,238,167	\$0	\$89,513,315	\$0	\$162,751,481
AR-490G	N/A	ATLANTA STREETCAR - SOUTHEAST BELTLINE CORRIDOR	FROM IRWIN STREET TO UNIVERSITY AVENUE	Transit / Rail Capital	ALL	New Starts	LR 2041-2050	1.6796	\$213,547,075	\$0	\$261,001,981	\$0	\$474,549,056
AR-491A	N/A	SOUTH FULTON PARKWAY CORRIDOR BUS RAPID TRANSIT	FROM MARTA COLLEGE PARK RAIL STATION TO SR 92	Transit / BRT Capital	ALL	New Starts	LR 2041-2050	1.6796	\$124,708,952	\$0	\$152,422,053	\$0	\$277,131,005
AR-491B	N/A	NORTH AVENUE CORRIDOR BUS RAPID TRANSIT	FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION	Transit / BRT Capital	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$105,645,698	\$0	\$105,645,698
AR-491C	N/A	NORTHSIDE DRIVE CORRIDOR BUS RAPID TRANSIT	FROM ATLANTA METROPOLITAN STATE COLLEGE TO I-75 NORTH	Transit / BRT Capital	ALL	New Starts	LR 2041-2050	1.6796	\$126,220,576	\$0	\$154,269,593	\$0	\$280,490,169
AR-491D	N/A	I-85 NORTH / SATELLITE BOULEVARD CORRIDOR BUS RAPID TRANSIT SERVICE	FROM MARTA DORAVILLE RAIL STATION TO SUGARLOAF MILLS	Transit / BRT Capital	ALL	New Starts	LR 2041-2050	1.6796	\$233,545,856	\$0	\$285,444,936	\$0	\$518,990,792
AR-491E	N/A	BUFORD HIGHWAY ARTERIAL RAPID TRANSIT	FROM MARTA LINDBERGH RAIL STATION TO MARTA DORAVILLE RAIL STATION	Transit / Bus Capital	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$40,000,000	\$0	\$40,000,000
AR-491F	N/A	CANDLER ROAD ARTERIAL RAPID TRANSIT	FROM AVONDALE MARTA STATION TO GSU PANTHERSVILLE CAMPUS	Transit / Bus Capital	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$41,000,000	\$0	\$41,000,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AR-491G	N/A	PEACHTREE ROAD ARTERIAL RAPID TRANSIT	FROM ARTS CENTER MARTA STATION TO BROOKHAVEN MARTA STATION	Transit / BRT Capital	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$11,797,383	\$0	\$11,797,383
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$230,352	\$0	\$57,588	\$0	\$287,940
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$230,352	\$0	\$57,588	\$0	\$287,940
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$230,352	\$0	\$57,588	\$0	\$287,940
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$230,352	\$0	\$57,588	\$0	\$287,940
AR-5307-ARC	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ARC		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$230,352	\$0	\$57,588	\$0	\$287,940
AR-5307-ATL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ATL AUTHORITY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$691,056	\$0	\$172,764	\$0	\$863,820
AR-5307-ATL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ATL AUTHORITY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$691,056	\$0	\$172,764	\$0	\$863,820
AR-5307-ATL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ATL AUTHORITY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$691,056	\$0	\$172,764	\$0	\$863,820
AR-5307-ATL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ATL AUTHORITY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$691,056	\$0	\$172,764	\$0	\$863,820
AR-5307-ATL	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ATL AUTHORITY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$691,056	\$0	\$172,764	\$0	\$863,820
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$61,592	\$0	\$15,398	\$0	\$76,990
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$61,592	\$0	\$15,398	\$0	\$76,990
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$61,592	\$0	\$15,398	\$0	\$76,990
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$61,592	\$0	\$15,398	\$0	\$76,990
AR-5307-BA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR BARROW COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$61,592	\$0	\$15,398	\$0	\$76,990
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$117,897	\$0	\$29,474	\$0	\$147,371
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$117,897	\$0	\$29,474	\$0	\$147,371
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$117,897	\$0	\$29,474	\$0	\$147,371
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$117,897	\$0	\$29,474	\$0	\$147,371
AR-5307-CA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CARROLL COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$117,897	\$0	\$29,474	\$0	\$147,371
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$1,263,065	\$0	\$315,766	\$0	\$1,578,831
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$1,263,065	\$0	\$315,766	\$0	\$1,578,831
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$1,263,065	\$0	\$315,766	\$0	\$1,578,831
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$1,263,065	\$0	\$315,766	\$0	\$1,578,831
AR-5307-CH	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$1,263,065	\$0	\$315,766	\$0	\$1,578,831
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$7,493,670	\$0	\$1,873,418	\$0	\$9,367,088
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$7,493,670	\$0	\$1,873,418	\$0	\$9,367,088
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$7,493,670	\$0	\$1,873,418	\$0	\$9,367,088
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$7,493,670	\$0	\$1,873,418	\$0	\$9,367,088
AR-5307-CO	T000583	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$7,493,670	\$0	\$1,873,418	\$0	\$9,367,088
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$466,129	\$0	\$116,532	\$0	\$582,661
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$466,129	\$0	\$116,532	\$0	\$582,661
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$466,129	\$0	\$116,532	\$0	\$582,661
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$466,129	\$0	\$116,532	\$0	\$582,661
AR-5307-CW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR COWETA COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$466,129	\$0	\$116,532	\$0	\$582,661
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$21,499	\$0	\$5,375	\$0	\$26,874
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$21,499	\$0	\$5,375	\$0	\$26,874
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$21,499	\$0	\$5,375	\$0	\$26,874
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$21,499	\$0	\$5,375	\$0	\$26,874
AR-5307-DA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DAWSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$21,499	\$0	\$5,375	\$0	\$26,874
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$1,212,411	\$0	\$303,103	\$0	\$1,515,514
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$1,212,411	\$0	\$303,103	\$0	\$1,515,514
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$1,212,411	\$0	\$303,103	\$0	\$1,515,514
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$1,212,411	\$0	\$303,103	\$0	\$1,515,514
AR-5307-DO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$1,212,411	\$0	\$303,103	\$0	\$1,515,514
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$496,746	\$0	\$124,187	\$0	\$620,933
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$496,746	\$0	\$124,187	\$0	\$620,933
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$496,746	\$0	\$124,187	\$0	\$620,933
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$496,746	\$0	\$124,187	\$0	\$620,933
AR-5307-FA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FAYETTE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$496,746	\$0	\$124,187	\$0	\$620,933
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$992,641	\$0	\$248,160	\$0	\$1,240,801
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$992,641	\$0	\$248,160	\$0	\$1,240,801
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$992,641	\$0	\$248,160	\$0	\$1,240,801
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$992,641	\$0	\$248,160	\$0	\$1,240,801
AR-5307-FT	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$992,641	\$0	\$248,160	\$0	\$1,240,801
AR-5307-GRTA	0015973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$6,562,586	\$1,640,647	\$0	\$0	\$8,203,233
AR-5307-GRTA	0015973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$6,562,586	\$1,640,647	\$0	\$0	\$8,203,233
AR-5307-GRTA	0015973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$6,562,586	\$1,640,647	\$0	\$0	\$8,203,233
AR-5307-GRTA	0015973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$6,562,586	\$1,640,647	\$0	\$0	\$8,203,233
AR-5307-GRTA	0015973	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GRTA		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$6,562,586	\$1,640,647	\$0	\$0	\$8,203,233
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$7,664,647	\$0	\$1,916,162	\$0	\$9,580,809
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$7,664,647	\$0	\$1,916,162	\$0	\$9,580,809
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$7,664,647	\$0	\$1,916,162	\$0	\$9,580,809
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$7,664,647	\$0	\$1,916,162	\$0	\$9,580,809
AR-5307-GW	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$7,664,647	\$0	\$1,916,162	\$0	\$9,580,809
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$1,248,250	\$0	\$312,063	\$0	\$1,560,313
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$1,248,250	\$0	\$312,063	\$0	\$1,560,313
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$1,248,250	\$0	\$312,063	\$0	\$1,560,313

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				Total
									Federal	State	Local	Bond	
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$1,248,250	\$0	\$312,063	\$0	\$1,560,313
AR-5307-HE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$1,248,250	\$0	\$312,063	\$0	\$1,560,313
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$33,247	\$0	\$8,312	\$0	\$41,559
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$33,247	\$0	\$8,312	\$0	\$41,559
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$33,247	\$0	\$8,312	\$0	\$41,559
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$33,247	\$0	\$8,312	\$0	\$41,559
AR-5307-JA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR JACKSON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$33,247	\$0	\$8,312	\$0	\$41,559
AR-5307-LR1	N/A	FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2029-2030		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	LR 2029-2030	1.0510	\$220,712,111	\$0	\$55,178,028	\$0	\$275,890,138
AR-5307-LR2	N/A	FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2033		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	LR 2031-2033	1.082856706	\$341,099,862	\$0	\$85,274,966	\$0	\$426,374,828
AR-5307-LR3	N/A	FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2034-2040		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	LR 2034-2040	1.1157	\$820,016,235	\$0	\$205,004,059	\$0	\$1,025,020,293
AR-5307-LR4	N/A	FTA SECTION 5307 FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2041-2050		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	LR 2041-2050	1.2324	\$1,294,011,537	\$0	\$323,502,884	\$0	\$1,617,514,422
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$67,571,765	\$0	\$16,892,941	\$0	\$84,464,706
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$67,571,765	\$0	\$16,892,941	\$0	\$84,464,706
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$67,571,765	\$0	\$16,892,941	\$0	\$84,464,706
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$67,571,765	\$0	\$16,892,941	\$0	\$84,464,706
AR-5307-M	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR MARTA AND FLEXED FHWA FUNDS PURPOSED FOR SECTION 5307/5340 ELIGIBLE PROJECTS		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$67,571,765	\$0	\$16,892,941	\$0	\$84,464,706
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$394,409	\$0	\$98,602	\$0	\$493,011
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$394,409	\$0	\$98,602	\$0	\$493,011
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$394,409	\$0	\$98,602	\$0	\$493,011
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$394,409	\$0	\$98,602	\$0	\$493,011
AR-5307-NE	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR NEWTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$394,409	\$0	\$98,602	\$0	\$493,011
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1	\$628,632	\$0	\$157,158	\$0	\$785,790
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1	\$628,632	\$0	\$157,158	\$0	\$785,790
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1	\$628,632	\$0	\$157,158	\$0	\$785,790
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$628,632	\$0	\$157,158	\$0	\$785,790
AR-5307-PA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PAULDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$628,632	\$0	\$157,158	\$0	\$785,790
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$903	\$0	\$226	\$0	\$1,129
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$903	\$0	\$226	\$0	\$1,129
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$903	\$0	\$226	\$0	\$1,129
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$903	\$0	\$226	\$0	\$1,129
AR-5307-PI	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR PIKE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1	\$903	\$0	\$226	\$0	\$1,129
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$442,542	\$0	\$110,636	\$0	\$553,178
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$442,542	\$0	\$110,636	\$0	\$553,178
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$442,542	\$0	\$110,636	\$0	\$553,178
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$442,542	\$0	\$110,636	\$0	\$553,178
AR-5307-RO	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR ROCKDALE COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$442,542	\$0	\$110,636	\$0	\$553,178
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$236,370	\$0	\$59,093	\$0	\$295,463
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$236,370	\$0	\$59,093	\$0	\$295,463
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$236,370	\$0	\$59,093	\$0	\$295,463
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$236,370	\$0	\$59,093	\$0	\$295,463
AR-5307-SP	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR SPALDING COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$236,370	\$0	\$59,093	\$0	\$295,463
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2024	1.0000	\$147,954	\$0	\$36,989	\$0	\$184,943
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2025	1.0000	\$147,954	\$0	\$36,989	\$0	\$184,943
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2026	1.0000	\$147,954	\$0	\$36,989	\$0	\$184,943
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2027	1.0000	\$147,954	\$0	\$36,989	\$0	\$184,943
AR-5307-WA	N/A	FTA SECTION 5307/5340 FORMULA FUNDS ALLOCATION FOR WALTON COUNTY		Transit / Formula Lump Sum	CST	Transit Urbanized Area Formula Program	2028	1.0000	\$147,954	\$0	\$36,989	\$0	\$184,943
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2024	1.0000	\$5,300,000	\$0	\$1,325,000	\$0	\$6,625,000
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2025	1.0000	\$5,300,000	\$0	\$1,325,000	\$0	\$6,625,000
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2026	1.0000	\$5,300,000	\$0	\$1,325,000	\$0	\$6,625,000
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2027	1.0000	\$5,300,000	\$0	\$1,325,000	\$0	\$6,625,000
AR-5310	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	2028	1.0000	\$5,300,000	\$0	\$1,325,000	\$0	\$6,625,000
AR-5310-LR1	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2029-2030		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	LR 2029-2030	1.0510	\$10,510,101	\$0	\$2,627,525	\$0	\$13,137,626
AR-5310-LR2	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2031-2033		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	LR 2031-2033	1.0829	\$16,242,851	\$0	\$4,060,713	\$0	\$20,303,563
AR-5310-LR3	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2034-2040		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	LR 2034-2040	1.1157	\$22,313,367	\$0	\$5,578,342	\$0	\$27,891,709
AR-5310-LR4	N/A	FTA SECTION 5310 TRANSIT FOR ELDERLY AND PERSONS WITH DISABILITIES FUNDS - REGIONAL LUMP SUM FOR FY 2041-2050		Transit / Formula Lump Sum	CST	Enhanced Mobility of Seniors and Individuals with Disabilities	LR 2041-2050	1.2324	\$61,619,597	\$0	\$15,404,899	\$0	\$77,024,496
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2024	1.0000	\$80,396,648	\$0	\$20,099,162	\$0	\$100,495,810
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2025	1.0000	\$80,396,648	\$0	\$20,099,162	\$0	\$100,495,810

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				Total
									Federal	State	Local	Bond	
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2026	1.0000	\$80,396,648	\$0	\$20,099,162	\$0	\$100,495,810
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2027	1.0000	\$80,396,648	\$0	\$20,099,162	\$0	\$100,495,810
AR-5337A	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2028	1.0000	\$80,396,648	\$0	\$20,099,162	\$0	\$100,495,810
AR-5337A-LR1	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2029-2030		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2029-2030	1.0510	\$168,995,370	\$0	\$42,248,843	\$0	\$211,244,213
AR-5337A-LR2	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2031-2033		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2031-2033	1.0829	\$261,174,148	\$0	\$65,293,537	\$0	\$326,467,685
AR-5337A-LR3	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2034-2040		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2034-2040	1.1157	\$627,871,967	\$0	\$156,967,992	\$0	\$784,839,959
AR-5337A-LR4	N/A	FTA SECTION 5337 HIGH INTENSITY FIXED GUIDEWAY STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR MARTA FOR FY 2041-2050		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2041-2050	1.2324	\$990,801,810	\$0	\$247,700,453	\$0	\$1,238,502,263
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2024	1.0000	\$582,208	\$0	\$145,552	\$0	\$727,760
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2025	1.0000	\$582,208	\$0	\$145,552	\$0	\$727,760
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2026	1.0000	\$582,208	\$0	\$145,552	\$0	\$727,760
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2027	1.0000	\$582,208	\$0	\$145,552	\$0	\$727,760
AR-5337B-CO	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2028	1.0000	\$582,208	\$0	\$145,552	\$0	\$727,760
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2024	1.0000	\$2,067,084	\$516,771	\$0	\$0	\$2,583,855
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2025	1.0000	\$2,067,084	\$516,771	\$0	\$0	\$2,583,855
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2026	1.0000	\$2,067,084	\$516,771	\$0	\$0	\$2,583,855
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2027	1.0000	\$2,067,084	\$516,771	\$0	\$0	\$2,583,855
AR-5337B-GRTA	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2028	1.0000	\$2,067,084	\$516,771	\$0	\$0	\$2,583,855
AR-5337B-GW	0015526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2024	1.0000	\$1,447,070	\$0	\$361,768	\$0	\$1,808,838
AR-5337B-GW	0015526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2025	1.0000	\$1,447,070	\$0	\$361,768	\$0	\$1,808,838
AR-5337B-GW	0015526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2026	1.0000	\$1,447,070	\$0	\$361,768	\$0	\$1,808,838
AR-5337B-GW	0015526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2027	1.0000	\$1,447,070	\$0	\$361,768	\$0	\$1,808,838
AR-5337B-GW	0015526	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2028	1.0000	\$1,447,070	\$0	\$361,768	\$0	\$1,808,838
AR-5337B-LR1	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2029-2030		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2029-2030	1.0510	\$10,570,611	\$0	\$2,642,653	\$0	\$13,213,265
AR-5337B-LR2	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2031-2033		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2031-2033	1.0829	\$16,336,367	\$0	\$4,084,092	\$0	\$20,420,459
AR-5337B-LR3	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2034-2040		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2034-2040	1.1157	\$39,273,209	\$0	\$9,818,302	\$0	\$49,091,511
AR-5337B-LR4	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS - REGIONAL LUMP SUM FOR FY 2041-2050		Transit / Formula Lump Sum	CST	State of Good Repair Grants	LR 2041-2050	1.2324	\$61,974,366	\$0	\$15,493,592	\$0	\$77,467,958
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2024	1.0000	\$932,435	\$0	\$233,109	\$0	\$1,165,544
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2025	1.0000	\$932,435	\$0	\$233,109	\$0	\$1,165,544
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2026	1.0000	\$932,435	\$0	\$233,109	\$0	\$1,165,544
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2027	1.0000	\$932,435	\$0	\$233,109	\$0	\$1,165,544
AR-5337B-M	N/A	HIGH INTENSITY MOTORBUS STATE OF GOOD REPAIR FORMULA FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	State of Good Repair Grants	2028	1.0000	\$932,435	\$0	\$233,109	\$0	\$1,165,544
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$117,330	\$0	\$29,333	\$0	\$146,663
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$117,330	\$0	\$29,333	\$0	\$146,663
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$117,330	\$0	\$29,333	\$0	\$146,663
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$117,330	\$0	\$29,333	\$0	\$146,663
AR-5339-CH	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR CHEROKEE COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$117,330	\$0	\$29,333	\$0	\$146,663
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$681,567	\$0	\$170,392	\$0	\$851,959
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$681,567	\$0	\$170,392	\$0	\$851,959
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$681,567	\$0	\$170,392	\$0	\$851,959
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$681,567	\$0	\$170,392	\$0	\$851,959
AR-5339-CO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR COBB COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$681,567	\$0	\$170,392	\$0	\$851,959
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$118,962	\$0	\$29,741	\$0	\$148,703
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$118,962	\$0	\$29,741	\$0	\$148,703
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$118,962	\$0	\$29,741	\$0	\$148,703
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$118,962	\$0	\$29,741	\$0	\$148,703
AR-5339-DO	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR DOUGLAS COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$118,962	\$0	\$29,741	\$0	\$148,703
AR-5339-FT	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$94,540	\$0	\$23,635	\$0	\$118,175
AR-5339-FT	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$94,540	\$0	\$23,635	\$0	\$118,175
AR-5339-FT	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$94,540	\$0	\$23,635	\$0	\$118,175
AR-5339-FT	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$94,540	\$0	\$23,635	\$0	\$118,175
AR-5339-FT	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR FORSYTH COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$94,540	\$0	\$23,635	\$0	\$118,175
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$976,315	\$244,079	\$0	\$0	\$1,220,394
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$976,315	\$244,079	\$0	\$0	\$1,220,394

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$976,315	\$244,079	\$0	\$0	\$1,220,394
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$976,315	\$244,079	\$0	\$0	\$1,220,394
AR-5339-GRTA	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GRTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$976,315	\$244,079	\$0	\$0	\$1,220,394
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$692,605	\$0	\$173,151	\$0	\$865,756
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$692,605	\$0	\$173,151	\$0	\$865,756
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$692,605	\$0	\$173,151	\$0	\$865,756
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$692,605	\$0	\$173,151	\$0	\$865,756
AR-5339-GW	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR GWINNETT COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$692,605	\$0	\$173,151	\$0	\$865,756
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$120,621	\$0	\$30,155	\$0	\$150,776
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$120,621	\$0	\$30,155	\$0	\$150,776
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$120,621	\$0	\$30,155	\$0	\$150,776
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$120,621	\$0	\$30,155	\$0	\$150,776
AR-5339-HE	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR HENRY COUNTY		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$120,621	\$0	\$30,155	\$0	\$150,776
AR-5339-LR1	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2029-2030		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	LR 2029-2030	1.0510	\$13,669,798	\$0	\$3,417,450	\$0	\$17,087,248
AR-5339-LR2	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2031-2033		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	LR 2031-2033	1.0829	\$21,126,010	\$0	\$5,281,503	\$0	\$26,407,513
AR-5339-LR3	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2034-2040		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	LR 2034-2040	1.1157	\$50,787,682	\$0	\$12,696,921	\$0	\$63,484,603
AR-5339-LR4	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS - REGIONAL LUMP SUM FOR 2041-2050		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	LR 2041-2050	1.2324	\$80,144,568	\$0	\$20,036,142	\$0	\$100,180,709
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2024	1.0000	\$3,701,232	\$0	\$925,308	\$0	\$4,626,540
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2025	1.0000	\$3,701,232	\$0	\$925,308	\$0	\$4,626,540
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2026	1.0000	\$3,701,232	\$0	\$925,308	\$0	\$4,626,540
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2027	1.0000	\$3,701,232	\$0	\$925,308	\$0	\$4,626,540
AR-5339-M	N/A	FTA SECTION 5339 BUS AND BUS FACILITIES PROGRAM FUNDS FOR MARTA		Transit / Formula Lump Sum	CST	Bus and Bus Facilities Program	2028	1.0000	\$3,701,232	\$0	\$925,308	\$0	\$4,626,540
AR-550	0015135	XPRESS BUS MAINTENANCE AND REHABILITATION		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$7,000,000	\$1,750,000	\$0	\$0	\$8,750,000
AR-550	0015135	XPRESS BUS MAINTENANCE AND REHABILITATION		Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2025	1.0000	\$7,000,000	\$1,750,000	\$0	\$0	\$8,750,000
AR-955	0017182	I-75 SOUTH - NEW INTERCHANGE (INCLUDES ROADWAY WIDENING AND RELOCATION)	AT BETHLEHEM ROAD FROM US 23/SR 42 TO GREENWOOD ROAD	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$5,000,000	\$0	\$5,000,000
AR-955	0017182	I-75 SOUTH - NEW INTERCHANGE (INCLUDES ROADWAY WIDENING AND RELOCATION)	AT BETHLEHEM ROAD FROM US 23/SR 42 TO GREENWOOD ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$63,512,000	\$15,878,000	\$0	\$0	\$79,390,000
AR-955	0017182	I-75 SOUTH - NEW INTERCHANGE (INCLUDES ROADWAY WIDENING AND RELOCATION)	AT BETHLEHEM ROAD FROM US 23/SR 42 TO GREENWOOD ROAD	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2025	1.0000	\$13,400,000	\$3,350,000	\$0	\$0	\$16,750,000
AR-955	0017182	I-75 SOUTH - NEW INTERCHANGE (INCLUDES ROADWAY WIDENING AND RELOCATION)	AT BETHLEHEM ROAD FROM US 23/SR 42 TO GREENWOOD ROAD	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2024	1.0000	\$7,344,000	\$1,836,000	\$0	\$0	\$9,180,000
AR-962	0010814	I-85 NORTH	AT I-985 - NEW FLYOVER RAMP	Roadway / Interchange Capacity	ALL	General Federal Aid	LR 2034-2040	1.3121	\$117,713,138	\$29,428,284	\$0	\$0	\$147,141,422
AR-ATL-002	0019815	XPRESS FLEET REINVESTMENT - TECHNOLOGY UPGRADES	AT 12-COUNTY XPRESS SERVICE AREA	Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,834,180	\$458,545	\$0	\$0	\$2,292,725
AR-ATL-002	0019815	XPRESS FLEET REINVESTMENT - TECHNOLOGY UPGRADES	AT 12-COUNTY XPRESS SERVICE AREA	Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,190,989	\$297,747	\$0	\$0	\$1,488,736
AR-ATL-002	0019815	XPRESS FLEET REINVESTMENT - TECHNOLOGY UPGRADES	AT 12-COUNTY XPRESS SERVICE AREA	Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$695,433	\$173,858	\$0	\$0	\$869,291
AR-ATL-004	N/A	GEORGIA STATE UNIVERSITY BUS FLEET ELECTRIFICATION		Transit / Bus Capital	CST	Low or No Emission Vehicle Program	2024	1.0000	\$22,286,745	\$0	\$5,571,686	\$0	\$27,858,431
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2025	1.0000	\$9,841,600	\$2,460,400	\$0	\$0	\$12,302,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2026	1.0000	\$17,409,600	\$4,352,400	\$0	\$0	\$21,762,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2027	1.0000	\$2,000,000	\$500,000	\$0	\$0	\$2,500,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2025	1.0000	\$36,800,000	\$9,200,000	\$0	\$0	\$46,000,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2026	1.0000	\$80,000,000	\$20,000,000	\$0	\$0	\$100,000,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2027	1.0000	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	ROW	GARVEE Bonds (GRV-2)	2024	1.0000	\$0	\$0	\$0	\$100,000,000	\$100,000,000
AR-ML-200	0001758	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS ALONG I-285	AT ATLANTA ROAD TO HENDERSON ROAD AND ALONG SR 400 FROM NORTH SPRINGS MARTA STATION TO SOUTH OF THE I-285 / SR 400 INTERCHANGE	Roadway / Express Lanes	ROW	GARVEE Bonds (GRV-2)	2025	1.0000	\$0	\$0	\$0	\$54,000,000	\$54,000,000
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$36,488,409	\$9,122,102	\$0	\$0	\$45,610,511
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$62,244,204	\$0	\$0	\$62,244,204
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$60,000,000	\$0	\$0	\$60,000,000
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	2027	1.0000	\$0	\$129,872,240	\$0	\$0	\$129,872,240
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	2028	1.0000	\$0	\$155,118,330	\$0	\$0	\$155,118,330
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2029-2030	1.0000	\$0	\$169,515,139	\$0	\$0	\$169,515,139
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2031-2033	1.0000	\$0	\$240,588,582	\$0	\$0	\$240,588,582
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	General Federal Aid	LR 2031-2033	1.0000	\$56,658,824	\$14,164,706	\$0	\$0	\$70,823,530
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	General Federal Aid	LR 2034-2040	1.0000	\$169,976,471	\$42,494,118	\$0	\$0	\$212,470,589
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	General Federal Aid	LR 2041-2050	1.0000	\$41,159,088	\$10,289,772	\$0	\$0	\$51,448,860
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Private Financing	2026	1.0000	\$0	\$0	\$0	\$58,438,247	\$58,438,247
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Private Financing	2027	1.0000	\$0	\$0	\$0	\$313,062,040	\$313,062,040

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Private Financing	2028	1.0000	\$0	\$0	\$0	\$398,666,053	\$398,666,053
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2029-2030	1.0000	\$0	\$0	\$0	\$816,082,106	\$816,082,106
AR-ML-200E1	0017135	I-285 EAST EXPRESS LANES - PHASE 1	FROM NORTHSIDE DRIVE TO NORTH SHALLOWFORD ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2031-2033	1.0000	\$0	\$0	\$0	\$463,331,819	\$463,331,819
AR-ML-200E2	0019965	I-285 EAST EXPRESS LANES - PHASE 2	FROM SHALLOWFORD ROAD TO HENDERSON ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2031-2033	1.0000	\$0	\$209,698,037	\$0	\$0	\$209,698,037
AR-ML-200E2	0019965	I-285 EAST EXPRESS LANES - PHASE 2	FROM SHALLOWFORD ROAD TO HENDERSON ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2031-2033	1.0000	\$94,266,235	\$23,566,559	\$0	\$0	\$117,832,794
AR-ML-200E2	0019965	I-285 EAST EXPRESS LANES - PHASE 2	FROM SHALLOWFORD ROAD TO HENDERSON ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2034-2040	1.0000	\$586,145,179	\$146,536,295	\$0	\$0	\$732,681,474
AR-ML-200E2	0019965	I-285 EAST EXPRESS LANES - PHASE 2	FROM SHALLOWFORD ROAD TO HENDERSON ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.0000	\$41,159,088	\$10,289,772	\$0	\$0	\$51,448,860
AR-ML-200E2	0019965	I-285 EAST EXPRESS LANES - PHASE 2	FROM SHALLOWFORD ROAD TO HENDERSON ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2031-2033	1.0000	\$0	\$0	\$0	\$548,478,438	\$548,478,438
AR-ML-200E2	0019965	I-285 EAST EXPRESS LANES - PHASE 2	FROM SHALLOWFORD ROAD TO HENDERSON ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2034-2040	1.0000	\$0	\$0	\$0	\$1,420,132,857	\$1,420,132,857
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$42,907,523	\$10,726,881	\$0	\$0	\$53,634,404
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2029-2030	1.0000	\$0	\$131,103,663	\$0	\$0	\$131,103,663
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2029-2030	1.0000	\$71,093,441	\$17,773,360	\$0	\$0	\$88,866,801
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2031-2033	1.0000	\$277,678,732	\$69,419,683	\$0	\$0	\$347,098,415
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2034-2040	1.0000	\$185,198,386	\$46,299,597	\$0	\$0	\$231,497,983
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2029-2030	1.0000	\$0	\$0	\$0	\$279,231,515	\$279,231,515
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2031-2033	1.0000	\$0	\$0	\$0	\$864,434,725	\$864,434,725
AR-ML-200W	0017124	I-285 TOP END WEST EXPRESS LANES	FROM NORTHSIDE DRIVE TO ATLANTA ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2034-2040	1.0000	\$0	\$0	\$0	\$346,985,175	\$346,985,175
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2031-2033	1.0000	\$231,649,128	\$57,912,282	\$0	\$0	\$289,561,410
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2034-2040	1.0000	\$473,549,863	\$118,387,466	\$0	\$0	\$591,937,329
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.0000	\$28,371,959	\$7,092,990	\$0	\$0	\$35,464,949
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2031-2033	1.0000	\$0	\$0	\$0	\$302,998,084	\$302,998,084
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2034-2040	1.0000	\$0	\$0	\$0	\$1,316,305,734	\$1,316,305,734
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2025	1.0000	\$6,800,000	\$1,700,000	\$0	\$0	\$8,500,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2026	1.0000	\$13,200,000	\$3,300,000	\$0	\$0	\$16,500,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2027	1.0000	\$8,800,000	\$2,200,000	\$0	\$0	\$11,000,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2028	1.0000	\$2,000,000	\$500,000	\$0	\$0	\$2,500,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	PE	General Federal Aid 2029-2050	LR 2029-2030	1.0000	\$1,600,000	\$400,000	\$0	\$0	\$2,000,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2024	1.0000	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2026	1.0000	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2027	1.0000	\$32,000,000	\$8,000,000	\$0	\$0	\$40,000,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	ROW	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$20,000,000	\$0	\$0	\$20,000,000
AR-ML-210	0013917	I-285 WESTSIDE EXPRESS LANES	FROM I-20 TO ATLANTA ROAD	Roadway / Express Lanes	UTL	National Highway Performance Program (NHPP)	2025	1.0000	\$2,400,000	\$600,000	\$0	\$0	\$3,000,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2025	1.0000	\$16,680,000	\$4,170,000	\$0	\$0	\$20,850,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2026	1.0000	\$5,600,000	\$1,400,000	\$0	\$0	\$7,000,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2027	1.0000	\$9,600,000	\$2,400,000	\$0	\$0	\$12,000,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2028	1.0000	\$2,000,000	\$500,000	\$0	\$0	\$2,500,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	PE	General Federal Aid 2029-2050	LR 2029-2030	1.0000	\$4,800,000	\$1,200,000	\$0	\$0	\$6,000,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	PE	General Federal Aid 2029-2050	LR 2031-2033	1.0000	\$3,200,000	\$800,000	\$0	\$0	\$4,000,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2024	1.0000	\$23,800,000	\$5,950,000	\$0	\$0	\$29,750,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2025	1.0000	\$15,800,000	\$3,950,000	\$0	\$0	\$19,750,000
AR-ML-240	0013914	I-285 EAST EXPRESS LANES	FROM I-20 EAST TO HENDERSON ROAD	Roadway / Express Lanes	ROW	National Highway Performance Program (NHPP)	2026	1.0000	\$31,800,000	\$7,950,000	\$0	\$0	\$39,750,000
AR-ML-240A	0019966	I-285 EAST EXPRESS LANES - PHASE 3	FROM HENDERSON ROAD TO US 78	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2034-2040	1.0000	\$0	\$90,380,412	\$0	\$0	\$90,380,412
AR-ML-240A	0019966	I-285 EAST EXPRESS LANES - PHASE 3	FROM HENDERSON ROAD TO US 78	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2031-2033	1.0000	\$46,621,746	\$11,655,437	\$0	\$0	\$58,277,183
AR-ML-240A	0019966	I-285 EAST EXPRESS LANES - PHASE 3	FROM HENDERSON ROAD TO US 78	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2034-2040	1.0000	\$603,819,924	\$221,335,393	\$0	\$0	\$825,155,317
AR-ML-240A	0019966	I-285 EAST EXPRESS LANES - PHASE 3	FROM HENDERSON ROAD TO US 78	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.0000	\$168,912,989	\$42,228,247	\$0	\$0	\$211,141,236
AR-ML-240A	0019966	I-285 EAST EXPRESS LANES - PHASE 3	FROM HENDERSON ROAD TO US 78	Roadway / Express Lanes	CST	Private Financing	LR 2034-2040	1.0000	\$0	\$0	\$0	\$1,975,305,093	\$1,975,305,093
AR-ML-240B	0019967	I-285 EAST EXPRESS LANES - PHASE 4	FROM US 78 TO I-20 EAST	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2034-2040	1.0000	\$0	\$133,473,930	\$0	\$0	\$133,473,930
AR-ML-240B	0019967	I-285 EAST EXPRESS LANES - PHASE 4	FROM US 78 TO I-20 EAST	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2034-2040	1.0000	\$503,261,125	\$125,815,281	\$0	\$0	\$629,076,406
AR-ML-240B	0019967	I-285 EAST EXPRESS LANES - PHASE 4	FROM US 78 TO I-20 EAST	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.0000	\$465,293,863	\$116,323,466	\$0	\$0	\$581,617,329
AR-ML-240B	0019967	I-285 EAST EXPRESS LANES - PHASE 4	FROM US 78 TO I-20 EAST	Roadway / Express Lanes	CST	Private Financing	LR 2034-2040	1.0000	\$0	\$0	\$0	\$1,591,115,960	\$1,591,115,960
AR-ML-240B	0019967	I-285 EAST EXPRESS LANES - PHASE 4	FROM US 78 TO I-20 EAST	Roadway / Express Lanes	CST	Private Financing	LR 2041-2050	1.0000	\$0	\$0	\$0	\$812,703,605	\$812,703,605
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Bus Rapid Transit	2026	1.0000	\$0	\$0	\$0	\$12,700,000	\$12,700,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Bus Rapid Transit	2027	1.0000	\$0	\$0	\$0	\$27,050,000	\$27,050,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Bus Rapid Transit	2028	1.0000	\$0	\$0	\$0	\$26,240,000	\$26,240,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Bus Rapid Transit	LR 2029-2030	1.0000	\$0	\$0	\$0	\$12,750,000	\$12,750,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	INFRA Discretionary Grants	2024	1.0000	\$40,000,000	\$10,000,000	\$0	\$0	\$50,000,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	INFRA Discretionary Grants	2025	1.0000	\$32,000,000	\$0	\$0	\$0	\$32,000,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	INFRA Discretionary Grants	2026	1.0000	\$56,000,000	\$0	\$0	\$0	\$56,000,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	INFRA Discretionary Grants	2027	1.0000	\$8,124,447	\$0	\$0	\$0	\$8,124,447
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$15,971,428	\$0	\$15,971,428

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$12,240,000	\$3,060,000	\$0	\$0	\$15,300,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$82,000,000	\$20,500,000	\$0	\$0	\$102,500,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$75,520,765	\$18,880,191	\$0	\$0	\$94,400,956
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$179,190,789	\$44,797,697	\$0	\$0	\$223,988,486
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$270,760,936	\$67,690,234	\$0	\$0	\$338,451,170
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Transportation Funding Act (HB 170)	LR 2029-2030	1.0000	\$0	\$60,000,000	\$0	\$0	\$60,000,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	GRB BONDS (Guaranteed Revenue)	2025	1.0000	\$0	\$0	\$0	\$33,000,000	\$33,000,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	GRB BONDS (Guaranteed Revenue)	2026	1.0000	\$0	\$0	\$0	\$14,000,000	\$14,000,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	GRB BONDS (Guaranteed Revenue)	2027	1.0000	\$0	\$0	\$0	\$13,000,000	\$13,000,000
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2029-2030	1.0000	\$276,941,404	\$69,235,351	\$0	\$0	\$346,176,755
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Private Financing	2025	1.0000	\$0	\$0	\$0	\$37,828,590	\$37,828,590
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Private Financing	2026	1.0000	\$0	\$0	\$0	\$228,359,440	\$228,359,440
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Private Financing	2027	1.0000	\$0	\$0	\$0	\$393,280,769	\$393,280,769
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Private Financing	2028	1.0000	\$0	\$0	\$0	\$251,353,473	\$251,353,473
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	CST	Private Financing	LR 2029-2030	1.0000	\$0	\$0	\$0	\$132,157,331	\$132,157,331
AR-ML-300	0001757	SR 400 EXPRESS LANES	FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Roadway / Express Lanes	ROW	GARVEE BONDS (GRV-2)	2024	1.0000	\$0	\$0	\$0	\$22,981,110	\$22,981,110
AR-ML-420	0013920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	CST	Public Private Partnership	LR 2041-2050	1.6796	\$0	\$0	\$0	\$209,268,040	\$209,268,040
AR-ML-420	0013920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$204,617,639	\$51,154,410	\$0	\$0	\$255,772,049
AR-ML-420	0013920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	PE	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$11,184,137	\$2,796,034	\$0	\$0	\$13,980,171
AR-ML-420	0013920	I-85 NORTH EXPRESS LANES	FROM I-285 TO OLD PEACHTREE ROAD	Roadway / Express Lanes	ROW	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$46,219,803	\$11,554,952	\$0	\$0	\$57,774,755
AR-ML-510	0013913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$1,461,822,496	\$365,455,625	\$0	\$0	\$1,827,278,120
AR-ML-510	0013913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	PE	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$94,902,653	\$23,725,663	\$0	\$0	\$118,628,316
AR-ML-510	0013913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	ROW	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$132,964,120	\$33,241,029	\$0	\$0	\$166,205,149
AR-ML-510	0013913	I-20 EAST EXPRESS LANES	FROM I-285 EAST TO SR 124 (TURNER HILL ROAD)	Roadway / Express Lanes	UTL	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$63,088,988	\$15,772,248	\$0	\$0	\$78,861,235
AR-ML-610	0013919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	CST	Public Private Partnership	LR 2034-2040	1.3121	\$0	\$0	\$0	\$161,874,910	\$161,874,910
AR-ML-610	0013919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$158,277,691	\$39,569,423	\$0	\$0	\$197,847,113
AR-ML-610	0013919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	PE	National Highway Performance Program (NHPP)	2026	1.0000	\$10,035,970	\$2,508,993	\$0	\$0	\$12,544,963
AR-ML-610	0013919	I-75 SOUTH EXPRESS LANES	FROM C.W. GRANT PARKWAY TO SR 138	Roadway / Express Lanes	ROW	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$23,650,067	\$5,912,516	\$0	\$0	\$29,562,583
AR-ML-800	0013916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	CST	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$1,068,232,711	\$267,058,177	\$0	\$0	\$1,335,290,888
AR-ML-800	0013916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	PE	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$55,624,555	\$13,906,139	\$0	\$0	\$69,530,694
AR-ML-800	0013916	I-20 WEST EXPRESS LANES	FROM I-285 WEST TO SR 92 (FAIRBURN ROAD)	Roadway / Express Lanes	ROW	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$60,282,785	\$15,070,697	\$0	\$0	\$75,353,482
AT-003A	0018303	SR 3 / US 19 (NORTHSIDE DRIVE)	FROM WHITEHALL STREET TO GREENFERRY AVENUE	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$595,200	\$148,800	\$0	\$0	\$744,000
AT-003A	0018303	SR 3 / US 19 (NORTHSIDE DRIVE)	FROM WHITEHALL STREET TO GREENFERRY AVENUE	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$1,112,000	\$278,000	\$0	\$0	\$1,390,000
AT-003B	0018343	SR 3 (NORTHSIDE DRIVE)	AT SPELMAN LANE	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$1,174,390	\$293,597	\$0	\$0	\$1,467,987
AT-003B	0018343	SR 3 (NORTHSIDE DRIVE)	AT SPELMAN LANE	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$959,200	\$239,800	\$0	\$0	\$1,199,000
AT-003B	0018343	SR 3 (NORTHSIDE DRIVE)	AT SPELMAN LANE	Roadway / Operations & Safety	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$128,000	\$32,000	\$0	\$0	\$160,000
AT-003C	0018304	SR 3/US 19 (NORTHSIDE DRIVE)	AT GREENSFERRY AVENUE AND MCDANIEL STREET	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$904,000	\$226,000	\$0	\$0	\$1,130,000
AT-003C	0018304	SR 3/US 19 (NORTHSIDE DRIVE)	AT GREENSFERRY AVENUE AND MCDANIEL STREET	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$1,496,000	\$374,000	\$0	\$0	\$1,870,000
AT-003D	0018301	SR 3/US 19 (NORTHSIDE DRIVE)	FROM MARIETTA STREET TO 8TH STREET	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$8,018,231	\$2,004,558	\$0	\$0	\$10,022,789
AT-003D	0018301	SR 3/US 19 (NORTHSIDE DRIVE)	FROM MARIETTA STREET TO 8TH STREET	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$14,400,000	\$3,600,000	\$0	\$0	\$18,000,000
AT-003D	0018301	SR 3/US 19 (NORTHSIDE DRIVE)	FROM MARIETTA STREET TO 8TH STREET	Roadway / Operations & Safety	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$224,000	\$56,000	\$0	\$0	\$280,000
AT-003E	0018302	SR 3/US 19 (NORTHSIDE DRIVE)	FROM GREENSFERRY AVENUE TO JOSEPH E BOONE BOULEVARD	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$5,096,000	\$1,274,000	\$0	\$0	\$6,370,000
AT-003E	0018302	SR 3/US 19 (NORTHSIDE DRIVE)	FROM GREENSFERRY AVENUE TO JOSEPH E BOONE BOULEVARD	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$20,168,000	\$5,042,000	\$0	\$0	\$25,210,000
AT-003F	0018305	SR 3/US 19 (NORTHSIDE DRIVE)	FROM I-75 SOUTHBOUND RAMP TO SOUTH OF HOLMES STREET	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$3,415,339	\$853,835	\$0	\$0	\$4,269,174
AT-003F	0018305	SR 3/US 19 (NORTHSIDE DRIVE)	FROM I-75 SOUTHBOUND RAMP TO SOUTH OF HOLMES STREET	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$9,175,200	\$2,293,800	\$0	\$0	\$11,469,000
AT-003F	0018305	SR 3/US 19 (NORTHSIDE DRIVE)	FROM I-75 SOUTHBOUND RAMP TO SOUTH OF HOLMES STREET	Roadway / Operations & Safety	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$408,000	\$102,000	\$0	\$0	\$510,000
AT-003G	0018298	SR 3/US 41 (NORTHSIDE DRIVE)	AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	Roadway / Operations & Safety	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$3,154,475	\$788,619	\$0	\$0	\$3,943,093
AT-003G	0018298	SR 3/US 41 (NORTHSIDE DRIVE)	AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$3,568,000	\$892,000	\$0	\$0	\$4,460,000
AT-243	0007952	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS	FROM CONNALLY STREET TO GRANT STREET	Roadway / Operations & Safety	CST	Federal Earmark Funding	2025	1.0000	\$950,000	\$0	\$237,500	\$0	\$1,187,500
AT-243	0007952	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS	FROM CONNALLY STREET TO GRANT STREET	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$121,719	\$0	\$121,719
AT-243	0007952	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS	FROM CONNALLY STREET TO GRANT STREET	Roadway / Operations & Safety	ROW	Federal Earmark Funding	2024	1.0000	\$139,840	\$0	\$34,960	\$0	\$174,800
AT-243	0007952	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS	FROM CONNALLY STREET TO GRANT STREET	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$995,200	\$0	\$995,200
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$94,027,209	\$23,506,802	\$0	\$0	\$117,534,011
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$33,380,324	\$8,345,081	\$0	\$0	\$41,725,405
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$175,276,640	\$43,819,160	\$0	\$0	\$219,095,800
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2028	1.0000	\$0	\$243,595,801	\$0	\$0	\$243,595,801

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	LR 2029-2030	1.0000	\$0	\$453,509,341	\$0	\$0	\$453,509,341
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	GARVEE Bonds (GRV-2)	2025	1.0000	\$0	\$0	\$0	\$10,000,000	\$10,000,000
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	GARVEE Bonds (GRV-2)	2026	1.0000	\$0	\$0	\$0	\$10,000,000	\$10,000,000
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	CST	General Federal Aid 2029-2050	LR 2031-2033	1.0000	\$381,963,394	\$95,490,849	\$0	\$0	\$477,454,243
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	National Highway Performance Program (NHPP)	2024	1.0000	\$2,800,000	\$700,000	\$0	\$0	\$3,500,000
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	PE	National Highway Performance Program (NHPP)	2025	1.0000	\$12,000,000	\$3,000,000	\$0	\$0	\$15,000,000
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	ROW	GARVEE Bonds (GRVA2)	2024	1.0000	\$0	\$0	\$0	\$2,000,000	\$2,000,000
AT-244	0013918	I-285 INTERCHANGE IMPROVEMENTS	AT I-20 WEST	Roadway / Interchange Capacity	UTL	National Highway Performance Program (NHPP)	2024	1.0000	\$1,262,620	\$315,655	\$0	\$0	\$1,578,275
AT-277A	0014993	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION	AT VARIOUS LOCATIONS	Last Mile Connectivity / Pedestrian Facility	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$2,950,000	\$0	\$2,950,000
AT-280	0012596	US 23/SR 42 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS	AT ARKWRIGHT PLACE	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2025	1.0000	\$913,293	\$228,323	\$0	\$0	\$1,141,616
AT-280	0012596	US 23/SR 42 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS	AT ARKWRIGHT PLACE	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2025	1.0000	\$403,675	\$100,919	\$0	\$0	\$504,594
AT-281	0012597	SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS	FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$1,132,216	\$283,054	\$0	\$0	\$1,415,270
AT-281	0012597	SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS	FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)	Last Mile Connectivity / Joint Bike-Ped Facilities	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$269,600	\$67,400	\$0	\$0	\$337,000
AT-282	0019639	ATLANTA INTERSECTION UPGRADES	AT NORTH HIGHLAND RD AT EAST ROCK SPRINGS RD, JE LOWERY BLVD AT BEECHER ST, JE LOWERY BLVD AT CUNNINGHAM PL, WEST PACES FERRY RD AT EAST ANDREWS DR AND MCLENDON AVE AT CLIFTON RD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$453,980	\$0	\$113,495	\$0	\$567,475
AT-282	0019639	ATLANTA INTERSECTION UPGRADES	AT NORTH HIGHLAND RD AT EAST ROCK SPRINGS RD, JE LOWERY BLVD AT BEECHER ST, JE LOWERY BLVD AT CUNNINGHAM PL, WEST PACES FERRY RD AT EAST ANDREWS DR AND MCLENDON AVE AT CLIFTON RD	Roadway / Operations & Safety	PE	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$113,495	\$0	\$113,495
AT-295	0013810	US 29/SR 14 (LEE STREET) BRIDGE UPGRADE	AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE	Roadway / Bridge Upgrade	CST	Bridge Formula Program	2025	1.0000	\$3,415,085	\$853,771	\$0	\$0	\$4,268,856
AT-295	0013810	US 29/SR 14 (LEE STREET) BRIDGE UPGRADE	AT ABANDONED CSX RAIL LINE BETWEEN WHITE STREET AND DONNELLY AVENUE	Roadway / Bridge Upgrade	UTL	Bridge Formula Program	2025	1.0000	\$280,796	\$70,199	\$0	\$0	\$350,995
AT-303	0015000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO SR 141 (PEACHTREE ROAD)	Roadway / General Purpose Capacity	CST	Georgia Transportation Infrastructure Bank	2024	1.0000	\$0	\$0	\$0	\$1,600,000	\$1,600,000
AT-303	0015000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO SR 141 (PEACHTREE ROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$3,000,000	\$0	\$3,000,000
AT-303	0015000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO SR 141 (PEACHTREE ROAD)	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$1,938,978	\$484,745	\$0	\$0	\$2,423,723
AT-303	0015000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO SR 141 (PEACHTREE ROAD)	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2024	1	\$0	\$0	\$2,112,258	\$0	\$2,112,258
AT-303	0015000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO SR 141 (PEACHTREE ROAD)	Roadway / General Purpose Capacity	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2024	1	\$1,461,022	\$365,255	\$0	\$0	\$1,826,277
AT-303	0015000	SR 237 (PIEDMONT ROAD) WIDENING - PHASE 1	FROM LENOX ROAD TO SR 141 (PEACHTREE ROAD)	Roadway / General Purpose Capacity	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1	\$2,650,000	\$0	\$662,500	\$0	\$3,312,500
AT-310	0015295	CENTRAL AVENUE BRIDGE REPLACEMENT	FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE	Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2025	1	\$0	\$0	\$465,097	\$0	\$465,097
AT-310	0015295	CENTRAL AVENUE BRIDGE REPLACEMENT	FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1	\$16,981,163	\$3,620,770	\$624,521	\$0	\$21,226,454
AT-310	0015295	CENTRAL AVENUE BRIDGE REPLACEMENT	FROM DECATUR STREET TO MARTIN LUTHER KING JR DRIVE	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2025	1	\$586,786	\$146,696	\$0	\$0	\$733,482
AT-312	0015298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2028	1	\$0	\$0	\$1,658,496	\$0	\$1,658,496
AT-312	0015298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2028	1	\$5,468,849	\$1,367,212	\$0	\$0	\$6,836,061
AT-312	0015298	WEST LAKE AVENUE BRIDGE REPLACEMENT	AT CSX RAILROAD	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2028	1	\$1,700,000	\$425,000	\$0	\$0	\$2,125,000
AT-313	0015546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2027	1	\$6,400,000	\$1,600,000	\$0	\$0	\$8,000,000
AT-313	0015546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2025	1	\$5,370,961	\$1,342,740	\$0	\$0	\$6,713,701
AT-313	0015546	SR 14 (PETERS STREET) BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN RAIL LINE	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2027	1	\$40,000	\$10,000	\$0	\$0	\$50,000
AT-315	0015998	SR 3 (NORTHSIDE DRIVE) PEDESTRIAN SAFETY IMPROVEMENTS	FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1	\$1,919,520	\$479,880	\$0	\$0	\$2,399,400
AT-315	0015998	SR 3 (NORTHSIDE DRIVE) PEDESTRIAN SAFETY IMPROVEMENTS	FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE	Last Mile Connectivity / Pedestrian Facility	UTL	Local Jurisdiction/Municipality Funds	2024	1	\$0	\$0	\$225,000	\$0	\$225,000
AT-315	0015998	SR 3 (NORTHSIDE DRIVE) PEDESTRIAN SAFETY IMPROVEMENTS	FROM RHODES STREET TO MARTIN LUTHER KING JR. DRIVE	Last Mile Connectivity / Pedestrian Facility	UTL	Highway Infrastructure - 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z919)	2024	1	\$60,000	\$0	\$15,000	\$0	\$75,000
AT-316	0015999	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1	\$8,594,878	\$0	\$2,148,720	\$0	\$10,743,598
AT-316	0015999	LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS	FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)	Last Mile Connectivity / Pedestrian Facility	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$87,345	\$0	\$87,345
AT-320	0017802	ATLANTA TRAFFIC SIGNAL ENHANCEMENT PROGRAM - PHASE 1	AT VARIOUS INTERSECTIONS ON GREENBRIAR PARKWAY, SYLVAN ROAD, 10TH STREET, STATE STREET AND NORTH AVENUE	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$2,626,125	\$0	\$656,531	\$0	\$3,282,656
AT-320	0017802	ATLANTA TRAFFIC SIGNAL ENHANCEMENT PROGRAM - PHASE 1	AT VARIOUS INTERSECTIONS ON GREENBRIAR PARKWAY, SYLVAN ROAD, 10TH STREET, STATE STREET AND NORTH AVENUE	Roadway / Operations & Safety	UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$149,600	\$0	\$37,400	\$0	\$187,000
AT-322	0019774	PEACHTREE CREEK GREENWAY TRAIL PHASE II EXTENSION	FROM CITY OF BROOKHAVEN CITY LIMIT TO CHERSHIRE FARMS TRAIL ALONG THE NORTH FORK PEACHTREE CREEK	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$3,210,000	\$0	\$3,210,000
AT-322	0019774	PEACHTREE CREEK GREENWAY TRAIL PHASE II EXTENSION	FROM CITY OF BROOKHAVEN CITY LIMIT TO CHERSHIRE FARMS TRAIL ALONG THE NORTH FORK PEACHTREE CREEK	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$400,000	\$0	\$100,000	\$0	\$500,000
AT-322	0019774	PEACHTREE CREEK GREENWAY TRAIL PHASE II EXTENSION	FROM CITY OF BROOKHAVEN CITY LIMIT TO CHERSHIRE FARMS TRAIL ALONG THE NORTH FORK PEACHTREE CREEK	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
AT-322	0019774	PEACHTREE CREEK GREENWAY TRAIL PHASE II EXTENSION	FROM CITY OF BROOKHAVEN CITY LIMIT TO CHERSHIRE FARMS TRAIL ALONG THE NORTH FORK PEACHTREE CREEK	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
AT-323	0019775	OPERATIONAL IMPROVEMENTS DONALD LEE HOLLOWELL PKWY/FULTON INDUSTRIAL BLVD INTERSECTION BIKE/PED IMPROVEMENTS	FROM SANDY CREEK TO SR 8/US 78/DONALD LEE HOLLOWELL PARKWAY	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$2,520,000	\$0	\$630,000	\$0	\$3,150,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
AT-323	0019775	OPERATIONAL IMPROVEMENTS DONALD LEE HOLLOWELL PKWY/FULTON INDUSTRIAL BLVD INTERSECTION BIKE/PEDESTRIAN IMPROVEMENTS	FROM SANDY CREEK TO SR 8/US 78/DONALD LEE HOLLOWELL PARKWAY	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$200,000	\$0	\$50,000	\$0	\$250,000
AT-323	0019775	OPERATIONAL IMPROVEMENTS DONALD LEE HOLLOWELL PKWY/FULTON INDUSTRIAL BLVD INTERSECTION BIKE/PEDESTRIAN IMPROVEMENTS	FROM SANDY CREEK TO SR 8/US 78/DONALD LEE HOLLOWELL PARKWAY	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1	\$40,000	\$0	\$10,000	\$0	\$50,000
AT-348A	0016476	SR 9/US 19 BRIDGE REPLACEMENT	AT CSX RR	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2028	1	\$1,600,000	\$400,000	\$0	\$0	\$2,000,000
AT-348A	0016476	SR 9/US 19 BRIDGE REPLACEMENT	AT CSX RR	Roadway / Bridge Upgrade	ROW	National Highway Performance Program (NHPP)	2025	1.0000	\$400,000	\$100,000	\$0	\$0	\$500,000
AT-348A	0016476	SR 9/US 19 BRIDGE REPLACEMENT	AT CSX RR	Roadway / Bridge Upgrade	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$80,000	\$20,000	\$0	\$0	\$100,000
AT-348C	0018237	HOWELL MILL ROAD BRIDGE REPLACEMENT	AT AT PEACHTREE CREEK IN ATLANTA	Roadway / Bridge Upgrade	CST	Bridge Formula Program	2027	1.0000	\$4,640,000	\$1,160,000	\$0	\$0	\$5,800,000
AT-348C	0018237	HOWELL MILL ROAD BRIDGE REPLACEMENT	AT AT PEACHTREE CREEK IN ATLANTA	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
AT-348C	0018237	HOWELL MILL ROAD BRIDGE REPLACEMENT	AT AT PEACHTREE CREEK IN ATLANTA	Roadway / Bridge Upgrade	ROW	Bridge Formula Program	2025	1.0000	\$500,000	\$125,000	\$0	\$0	\$625,000
AT-348C	0018237	HOWELL MILL ROAD BRIDGE REPLACEMENT	AT AT PEACHTREE CREEK IN ATLANTA	Roadway / Bridge Upgrade	UTL	Bridge Formula Program	2027	1.0000	\$185,600	\$46,400	\$0	\$0	\$232,000
AT-372	0015890	10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT	FROM TECHWOOD DRIVE TO WILLIAMS STREET	Last Mile Connectivity / Bicycle Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2024	1.0000	\$4,640,600	\$0	\$1,195,000	\$0	\$5,835,600
AT-372	0015890	10TH STREET BRIDGE MULTI-MODAL CONNECTION PROJECT	FROM TECHWOOD DRIVE TO WILLIAMS STREET	Last Mile Connectivity / Bicycle Facility	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$300,000	\$0	\$300,000
AT-375	0017118	MIDTOWN CONNECTOR IMPROVEMENTS SCOPING STUDY		Other / Scoping	PE	Congressionally Directed Spending - FY 2023	2024	1.0000	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000
AT-376	0017994	SOUTH DOWNTOWN PEDESTRIAN SAFETY ENHANCEMENTS - PEACHTREE STREET	FROM ALABAMA STREET TO TRINITY AVENUE	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2025	1.0000	\$2,800,000	\$0	\$700,000	\$0	\$3,500,000
AT-376	0017994	SOUTH DOWNTOWN PEDESTRIAN SAFETY ENHANCEMENTS - PEACHTREE STREET	FROM ALABAMA STREET TO TRINITY AVENUE	Last Mile Connectivity / Pedestrian Facility	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$88,000	\$0	\$88,000
AT-377	0018033	SIGNAL ENHANCEMENT PROJECTS - PHASE II		Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2027	1.0000	\$4,392,800	\$0	\$1,098,200	\$0	\$5,491,000
AT-377	0018033	SIGNAL ENHANCEMENT PROJECTS - PHASE II		Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$57,800	\$0	\$57,800
AT-377	0018033	SIGNAL ENHANCEMENT PROJECTS - PHASE II		Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$231,200	\$0	\$231,200
AT-378	0017981	LENOX ROAD MULTIUSE PATH - PHASE III	FROM PHIPPS BOULEVARD TO PIEDMONT ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1	\$4,000,000	\$0	\$1,075,000	\$0	\$5,075,000
AT-378	0017981	LENOX ROAD MULTIUSE PATH - PHASE III	FROM PHIPPS BOULEVARD TO PIEDMONT ROAD	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,050,000	\$0	\$1,050,000
AT-378	0017981	LENOX ROAD MULTIUSE PATH - PHASE III	FROM PHIPPS BOULEVARD TO PIEDMONT ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
AT-379	0019202	PEACHTREE STREET COMPLETE STREET AND PEDESTRIAN SAFETY IMPROVEMENTS	FROM MARIETTA STREET TO BAKER STREET	Last Mile Connectivity / Complete Street Retrofit	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$11,250,000	\$0	\$11,250,000
AT-379	0019202	PEACHTREE STREET COMPLETE STREET AND PEDESTRIAN SAFETY IMPROVEMENTS	FROM MARIETTA STREET TO BAKER STREET	Last Mile Connectivity / Complete Street Retrofit	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$2,000,000	\$0	\$2,000,000
AT-379	0019202	PEACHTREE STREET COMPLETE STREET AND PEDESTRIAN SAFETY IMPROVEMENTS	FROM MARIETTA STREET TO BAKER STREET	Last Mile Connectivity / Complete Street Retrofit	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$2,000,000	\$0	\$2,000,000
AT-381	0019180	I-75/I-85 CAPPING STUDY - THE STITCH		Other / Scoping	SCP	Reconnecting Communities Pilot (RCP) Grant - FY 2022	2024	1.0000	\$1,100,000	\$0	\$275,000	\$0	\$1,375,000
AT-382	0019776	MARIETTA ROAD BRIDGE REPLACEMENT ON MARIETTA ROAD	FROM THOMAS STREET TO PERRY BOULEVARD/WEST MARIETTA STREET	Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$8,800,000	\$0	\$2,200,000	\$0	\$11,000,000
AT-382	0019776	MARIETTA ROAD BRIDGE REPLACEMENT ON MARIETTA ROAD	FROM THOMAS STREET TO PERRY BOULEVARD/WEST MARIETTA STREET	Roadway / Maintenance	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
AT-382	0019776	MARIETTA ROAD BRIDGE REPLACEMENT ON MARIETTA ROAD	FROM THOMAS STREET TO PERRY BOULEVARD/WEST MARIETTA STREET	Roadway / Maintenance	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
AT-382	0019776	MARIETTA ROAD BRIDGE REPLACEMENT ON MARIETTA ROAD	FROM THOMAS STREET TO PERRY BOULEVARD/WEST MARIETTA STREET	Roadway / Maintenance	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
AT-384	N/A	I-75/I-85 CAP - THE STITCH		Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$228,133,680	\$0	\$228,133,680
BA-005C	0010555	WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE	AT SR 316	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$38,314,422	\$0	\$0	\$38,314,422
BA-005C	0010555	WINDER WEST BYPASS: PHASE 3 - NEW INTERCHANGE	AT SR 316	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$5,064,667	\$0	\$0	\$5,064,667
BA-005D	N/A	WINDER WEST BYPASS: PHASE 4 - NEW ALIGNMENT	FROM SR 211 NEAR CEDAR CREEK TO SR 53 NEAR ROCKWELL CHURCH ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$22,628,164	\$5,657,041	\$0	\$0	\$28,285,205
BA-010	0010352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$4,862,887	\$1,215,722	\$0	\$0	\$6,078,609
BA-010	0010352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$13,076,672	\$3,269,168	\$0	\$0	\$16,345,840
BA-010	0010352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$11,442,088	\$2,860,522	\$0	\$0	\$14,302,610
BA-010	0010352	SR 316 - NEW INTERCHANGE	AT SR 211 (BETHLEHEM ROAD)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$4,086,460	\$1,021,615	\$0	\$0	\$5,108,075
BA-013	N/A	SR 211 WIDENING	FROM FROM SR 124 IN GWINNETT COUNTY TO INTERSECTION WITH PROPOSED WINDER WEST BYPASS	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$83,979,093	\$0	\$83,979,093
BA-016	N/A	SR 11 WIDENING	FROM SR 316 / US 29 TO WALTON COUNTY LINE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$33,591,637	\$0	\$33,591,637
BA-021	N/A	MOUNT MORIAH WIDENING	FROM GWINNETT COUNTY LINE TO US 29	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$83,384,218	\$0	\$83,384,218
BA-022	N/A	BRASELTON PARKWAY EXTENSION	FROM SR 211 AT TOUR DE FRANCE TO JESSE CRONIC ROAD IN JACKSON COUNTY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$56,169,688	\$0	\$56,169,688
BA-033B	0016089	SR 211 (OLD WINDER HIGHWAY) WIDENING PHASE 2	FROM PINOT NOIR DRIVE TO SR 347	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$25,618,351	\$0	\$0	\$25,618,351
BA-033B	0016089	SR 211 (OLD WINDER HIGHWAY) WIDENING PHASE 2	FROM PINOT NOIR DRIVE TO SR 347	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$19,190,000	\$0	\$0	\$19,190,000
BA-033B	0016089	SR 211 (OLD WINDER HIGHWAY) WIDENING PHASE 2	FROM PINOT NOIR DRIVE TO SR 347	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$420,524	\$0	\$0	\$420,524
BA-040	0015323	EXCHANGE BOULEVARD EXTENSION	FROM HARRY MCCARTY ROAD TO SR 11	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2027	1.0000	\$0	\$17,829,388	\$0	\$0	\$17,829,388
BA-040	0015323	EXCHANGE BOULEVARD EXTENSION	FROM HARRY MCCARTY ROAD TO SR 11	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$7,779,000	\$0	\$0	\$7,779,000
BA-040	0015323	EXCHANGE BOULEVARD EXTENSION	FROM HARRY MCCARTY ROAD TO SR 11	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2027	1.0000	\$0	\$282,811	\$0	\$0	\$282,811

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs					
									Federal	State	Local	Bond	Total	
BA-041	0007833	SR 124 WIDENING	FROM GWINNETT COUNTY LINE TO JACKSON COUNTY LINE	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2041-2050	1.6796	\$0	\$129,421,859	\$0	\$0	\$0	\$129,421,859
BA-184E	0013902	SR 316 - NEW INTERCHANGE	AT KILCREASE ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$5,978,818	\$1,494,705	\$0	\$0	\$0	\$7,473,523
BA-184E	0013902	SR 316 - NEW INTERCHANGE	AT KILCREASE ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$18,206,467	\$4,551,617	\$0	\$0	\$0	\$22,758,084
BA-184E	0013902	SR 316 - NEW INTERCHANGE	AT KILCREASE ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$16,123,524	\$4,030,881	\$0	\$0	\$0	\$20,154,405
BA-184E	0013902	SR 316 - NEW INTERCHANGE	AT KILCREASE ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$5,978,818	\$1,494,705	\$0	\$0	\$0	\$7,473,523
BA-184E	0013902	SR 316 - NEW INTERCHANGE	AT KILCREASE ROAD	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2024	1.0000	\$11,449,161	\$2,862,290	\$0	\$0	\$0	\$14,311,451
BA-184F	0013903	SR 316 GRADE SEPARATION	AT CARL-BETHLEHEM ROAD	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$4,877,074	\$1,219,268	\$0	\$0	\$0	\$6,096,342
BA-184F	0013903	SR 316 GRADE SEPARATION	AT CARL-BETHLEHEM ROAD	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$14,851,476	\$3,712,869	\$0	\$0	\$0	\$18,564,345
BA-184F	0013903	SR 316 GRADE SEPARATION	AT CARL-BETHLEHEM ROAD	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$13,152,366	\$3,288,092	\$0	\$0	\$0	\$16,440,458
BA-184F	0013903	SR 316 GRADE SEPARATION	AT CARL-BETHLEHEM ROAD	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$4,877,074	\$1,219,268	\$0	\$0	\$0	\$6,096,342
BA-184F	0013903	SR 316 GRADE SEPARATION	AT CARL-BETHLEHEM ROAD	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2024	1.0000	\$5,165,112	\$1,291,278	\$0	\$0	\$0	\$6,456,390
BA-184G	0013904	SR 316 GRADE SEPARATION	AT HARRY MCCARTY ROAD	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2028	1.0000	\$0	\$16,021,050	\$0	\$0	\$0	\$16,021,050
BA-184G	0013904	SR 316 GRADE SEPARATION	AT HARRY MCCARTY ROAD	Roadway / Operations & Safety	PE	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$1,480,171	\$0	\$0	\$0	\$1,480,171
BA-184G	0013904	SR 316 GRADE SEPARATION	AT HARRY MCCARTY ROAD	Roadway / Operations & Safety	ROW	Transportation Funding Act (HB 170)	2027	1.0000	\$0	\$5,841,000	\$0	\$0	\$0	\$5,841,000
BA-184H	0013905	SR 316 GRADE SEPARATION	AT HARRISON MILL ROAD	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$22,053,748	\$0	\$0	\$0	\$22,053,748
BA-184H	0013905	SR 316 GRADE SEPARATION	AT HARRISON MILL ROAD	Roadway / Operations & Safety	PE	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$1,800,846	\$0	\$0	\$0	\$1,800,846
BA-184H	0013905	SR 316 GRADE SEPARATION	AT HARRISON MILL ROAD	Roadway / Operations & Safety	ROW	Transportation Funding Act (HB 170)	2028	1.0000	\$0	\$1,856,000	\$0	\$0	\$0	\$1,856,000
BA-184I	0013908	SR 316 GRADE SEPARATION	AT WALL ROAD	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$42,970,838	\$0	\$0	\$0	\$42,970,838
BA-184I	0013908	SR 316 GRADE SEPARATION	AT WALL ROAD	Roadway / Operations & Safety	PE	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$19,729,666	\$0	\$0	\$0	\$19,729,666
BA-184J	0013909	SR 316 GRADE SEPARATION	AT MCCARTY ROAD (INCLUDES EXTENSION OF SAM SIMS ROAD WEST TO MCCARTY ROAD SOUTH OF SR 316)	Roadway / Operations & Safety	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$17,165,745	\$0	\$0	\$0	\$17,165,745
BA-184K	0013910	SR 316 - NEW INTERCHANGE	AT BARBER CREEK ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$9,873,636	\$2,468,409	\$0	\$0	\$0	\$12,342,045
BA-184K	0013910	SR 316 - NEW INTERCHANGE	AT BARBER CREEK ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$24,633,488	\$6,158,372	\$0	\$0	\$0	\$30,791,860
BA-184K	0013910	SR 316 - NEW INTERCHANGE	AT BARBER CREEK ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$19,538,859	\$4,884,715	\$0	\$0	\$0	\$24,423,574
BA-184K	0013910	SR 316 - NEW INTERCHANGE	AT BARBER CREEK ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$7,384,484	\$1,846,121	\$0	\$0	\$0	\$9,230,605
BA-184M	N/A	SR 316 GRADE SEPARATION	AT JACKSON TRAIL ROAD	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$18,338,548	\$0	\$0	\$0	\$18,338,548
BA-184M	N/A	SR 316 GRADE SEPARATION	AT JACKSON TRAIL ROAD	Roadway / Operations & Safety	PE	Transportation Funding Act (HB 170)	2028	1.0000	\$0	\$1,234,800	\$0	\$0	\$0	\$1,234,800
BA-185	0019204	WINDER BICYCLE AND PEDESTRIAN IMPROVEMENTS	AT LILY DR FROM HORTON ST TO SOUTH CENTER ST; LEE ST FROM SOUTH JACKSON ST TO MAYNARD ST; MAYNARD ST FROM LEE ST TO 2ND ST; 2ND ST FROM MAYNARD ST TO SAVANNAH ST AND SOUTH JACKSON ST FROM LEE ST MAY ST (SR 53)	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000
BA-185	0019204	WINDER BICYCLE AND PEDESTRIAN IMPROVEMENTS	AT LILY DR FROM HORTON ST TO SOUTH CENTER ST; LEE ST FROM SOUTH JACKSON ST TO MAYNARD ST; MAYNARD ST FROM LEE ST TO 2ND ST; 2ND ST FROM MAYNARD ST TO SAVANNAH ST AND SOUTH JACKSON ST FROM LEE ST MAY ST (SR 53)	Last Mile Connectivity / Joint Bike-Ped Facilities	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$160,000	\$0	\$0	\$160,000
BA-186	0017927	SR 324 (HILLS SHOP ROAD) BRIDGE REPLACEMENT	AT AT CSX RAILROAD	Roadway / Bridge Upgrade	ALL	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$6,335,695	\$1,583,924	\$0	\$0	\$0	\$7,919,619
BA-186	0017927	SR 324 (HILLS SHOP ROAD) BRIDGE REPLACEMENT	AT AT CSX RAILROAD	Roadway / Bridge Upgrade	ROW	Bridge Formula Program	2026	1.0000	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
BA-SAP-A	N/A	BARROW COUNTY SAFE STREETS AND ROADS FOR ALL (S54A) SAFETY ACTION PLAN		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$300,000	\$0	\$75,000	\$0	\$0	\$375,000
CA-007	662540	SR 61 CONNECTOR - NEW ALIGNMENT	FROM SR 61 TO SOUTH OF SHORELINE PARKWAY	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$17,579,697	\$4,394,925	\$0	\$0	\$0	\$21,974,621
CA-014	0019777	VILLA RICA NORTHSIDE DOWNTOWN BICYCLE AND PEDESTRIAN IMPROVEMENTS	AT MAIN STREET FROM CHEVES STREET EAST TO N. CARROLL ROAD, NORTH TO TEMPLE STREET, WEST TO N. CANDLER STREET TO MAIN STREET	Last Mile Connectivity / Bicycle Facility	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$11,500,000	\$0	\$0	\$11,500,000
CA-014	0019777	VILLA RICA NORTHSIDE DOWNTOWN BICYCLE AND PEDESTRIAN IMPROVEMENTS	AT MAIN STREET FROM CHEVES STREET EAST TO N. CARROLL ROAD, NORTH TO TEMPLE STREET, WEST TO N. CANDLER STREET TO MAIN STREET	Last Mile Connectivity / Bicycle Facility	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$2,750,000	\$0	\$0	\$2,750,000
CA-014	0019777	VILLA RICA NORTHSIDE DOWNTOWN BICYCLE AND PEDESTRIAN IMPROVEMENTS	AT MAIN STREET FROM CHEVES STREET EAST TO N. CARROLL ROAD, NORTH TO TEMPLE STREET, WEST TO N. CANDLER STREET TO MAIN STREET	Last Mile Connectivity / Bicycle Facility	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$500,000	\$0	\$0	\$500,000
CA-020	0014888	I-20 WIDENING	FROM SR 61 TO SR 113	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$72,209,179	\$18,052,295	\$0	\$0	\$0	\$90,261,474
CH-010A2	0013526	BELLS FERRY ROAD WIDENING	FROM NORTH OF VICTORY DRIVE TO PORT VICTORIA WAY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2027	1.0000	\$0	\$31,581,224	\$0	\$0	\$0	\$31,581,224
CH-010A2	0013526	BELLS FERRY ROAD WIDENING	FROM NORTH OF VICTORY DRIVE TO PORT VICTORIA WAY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2027	1.0000	\$0	\$8,077,033	\$0	\$0	\$0	\$8,077,033
CH-010B	0013525	BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$16,367,504	\$4,091,876	\$0	\$0	\$0	\$20,459,380
CH-010B	0013525	BELLS FERRY ROAD BRIDGE REPLACEMENT AND APPROACH IMPROVEMENTS	FROM NORTH VICTORIA ROAD TO NORTH OF LITTLE RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$716,375	\$179,094	\$0	\$0	\$0	\$895,469
CH-020A2	0007836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	CST	Appalachian Development Program	2028	1.0000	\$70,537,282	\$0	\$0	\$0	\$0	\$70,537,282
CH-020A2	0007836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$92,215,690	\$23,053,923	\$0	\$0	\$0	\$115,269,613
CH-020A2	0007836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	ROW	Appalachian Development Program	2024	1.0000	\$55,120,000	\$0	\$0	\$0	\$0	\$55,120,000
CH-020A2	0007836	SR 20 (CUMMING HIGHWAY / KNOX BRIDGE HIGHWAY) WIDENING	FROM I-75 NORTH IN BARTOW COUNTY TO I-575 IN CHEROKEE COUNTY	Roadway / General Purpose Capacity	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$7,329,065	\$1,832,266	\$0	\$0	\$0	\$9,161,331
CH-030	0016365	SR 92 (ALABAMA ROAD) INTERSECTION IMPROVEMENTS (INCLUDES WIDENING OF TRICKUM ROAD)	AT TRICKUM ROAD	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$2,245,734	\$0	\$561,434	\$0	\$0	\$2,807,168
CH-140A	0017789	SR 140 OPERATIONAL IMPROVEMENTS	FROM SR 5 BUSINESS TO MARY LANE	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$2,742,480	\$0	\$685,620	\$0	\$0	\$3,428,100
CH-140A	0017789	SR 140 OPERATIONAL IMPROVEMENTS	FROM SR 5 BUSINESS TO MARY LANE	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$460,000	\$0	\$115,000	\$0	\$0	\$575,000
CH-140A	0017789	SR 140 OPERATIONAL IMPROVEMENTS	FROM SR 5 BUSINESS TO MARY LANE	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$138,000	\$0	\$34,500	\$0	\$0	\$172,500
CH-140B	0017804	SR 140 OPERATIONAL IMPROVEMENTS	AT UNIVETER ROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$3,449,000	\$0	\$0	\$3,449,000
CH-140B	0017804	SR 140 OPERATIONAL IMPROVEMENTS	AT UNIVETER ROAD	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$712,000	\$0	\$0	\$712,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
CH-140B	0017804	SR 140 OPERATIONAL IMPROVEMENTS	AT UNIVETER ROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$250,000	\$0	\$250,000
CH-140D2	0013892	SR 140 (HICKORY FLAT ROAD) WIDENING	FROM I-575 TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.13121	\$0	\$83,970,922	\$0	\$0	\$83,970,922
CH-140D2	0013892	SR 140 (HICKORY FLAT ROAD) WIDENING	FROM I-575 TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$3,920,329	\$0	\$0	\$3,920,329
CH-140D2	0013892	SR 140 (HICKORY FLAT ROAD) WIDENING	FROM I-575 TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$71,488,572	\$0	\$0	\$71,488,572
CH-140E3	0013891	SR 140 (HICKORY FLAT ROAD) WIDENING	FROM EAST CHEROKEE DRIVE TO ARNOLD MILL ROAD	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$62,590,470	\$0	\$0	\$62,590,470
CH-140E3	0013891	SR 140 (HICKORY FLAT ROAD) WIDENING	FROM EAST CHEROKEE DRIVE TO ARNOLD MILL ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$4,104,799	\$0	\$0	\$4,104,799
CH-140E3	0013891	SR 140 (HICKORY FLAT ROAD) WIDENING	FROM EAST CHEROKEE DRIVE TO ARNOLD MILL ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$23,819,537	\$0	\$0	\$23,819,537
CH-167	N/A	ARNOLD MILL ROAD EXTENSION/CONNECTOR - NEW ALIGNMENT	FROM MAIN STREET SOUTH OF RIDGEWALK PARKWAY TO ARNOLD MILL ROAD AT NEESE ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$22,628,164	\$0	\$22,628,164
CH-180	0002525	SR 372 SPUR (BALL GROUND BYPASS) - NEW ALIGNMENT	FROM SR 5 BUSINESS (INTERSECTION OF CANTON HIGHWAY AND HOWELL BRIDGE ROAD) TO SR 372 (BALL GROUND ROAD) SOUTH OF BALL GROUND	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$14,236,140	\$0	\$14,236,140
CH-215	N/A	HICKORY SPRINGS PARKWAY - NEW ALIGNMENT	FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$11,327,500	\$0	\$11,327,500
CH-215	N/A	HICKORY SPRINGS PARKWAY - NEW ALIGNMENT	FROM HOLLY SPRINGS PARKWAY TO HICKORY ROAD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$673,000	\$0	\$673,000
CH-232	0014132	SR 20 (CUMMING HIGHWAY) WIDENING	FROM UNION HILL ROAD TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2026	1	\$0	\$47,310,802	\$0	\$0	\$47,310,802
CH-232	0014132	SR 20 (CUMMING HIGHWAY) WIDENING	FROM UNION HILL ROAD TO EAST CHEROKEE DRIVE	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2026	1	\$0	\$5,312,885	\$0	\$0	\$5,312,885
CH-233	0014133	SR 20 (CUMMING HIGHWAY) WIDENING	FROM EAST CHEROKEE DRIVE TO SR 369 (HIGHTOWER ROAD)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$35,290,417	\$0	\$0	\$35,290,417
CH-233	0014133	SR 20 (CUMMING HIGHWAY) WIDENING	FROM EAST CHEROKEE DRIVE TO SR 369 (HIGHTOWER ROAD)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$2,090,693	\$0	\$0	\$2,090,693
CH-260	0019631	I-575 AT TOWNE LAKE PARKWAY INTERCHANGE IMPROVEMENTS	AT STONE BRIDGE PARKWAY AND MILL STREET ALONG TOWNE LAKE PARKWAY	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$6,863,694	\$0	\$6,863,694
CH-260	0019631	I-575 AT TOWNE LAKE PARKWAY INTERCHANGE IMPROVEMENTS	AT STONE BRIDGE PARKWAY AND MILL STREET ALONG TOWNE LAKE PARKWAY	Roadway / Interchange Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,563,200	\$0	\$390,800	\$0	\$1,954,000
CH-260	0019631	I-575 AT TOWNE LAKE PARKWAY INTERCHANGE IMPROVEMENTS	AT STONE BRIDGE PARKWAY AND MILL STREET ALONG TOWNE LAKE PARKWAY	Roadway / Interchange Capacity	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$497,000	\$0	\$497,000
CH-261	0019632	I-575 INTERCHANGE IMPROVEMENTS	AT RIDGEWALK PARKWAY	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$8,502,004	\$0	\$8,502,004
CH-261	0019632	I-575 INTERCHANGE IMPROVEMENTS	AT RIDGEWALK PARKWAY	Roadway / Interchange Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,629,600	\$0	\$407,400	\$0	\$2,037,000
CH-261	0019632	I-575 INTERCHANGE IMPROVEMENTS	AT RIDGEWALK PARKWAY	Roadway / Interchange Capacity	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$600,000	\$0	\$600,000
CH-348A	0016509	SR 108 BRIDGE REPLACEMENT	AT SHOAL CREEK	Roadway / Bridge Upgrade	CST	Bridge Formula Program	2026	1.0000	\$3,735,452	\$933,863	\$0	\$0	\$4,669,315
CH-348A	0016509	SR 108 BRIDGE REPLACEMENT	AT SHOAL CREEK	Roadway / Bridge Upgrade	ROW	Bridge Formula Program (Y113)	2024	1.0000	\$310,896	\$77,724	\$0	\$0	\$388,620
CH-348A	0016509	SR 108 BRIDGE REPLACEMENT	AT SHOAL CREEK	Roadway / Bridge Upgrade	UTL	Bridge Formula Program	2026	1.0000	\$80,000	\$20,000	\$0	\$0	\$100,000
CH-348B	0016597	WATERS ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2025	1.0000	\$1,599,866	\$399,966	\$0	\$0	\$1,999,832
CH-348B	0016597	WATERS ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$52,000	\$0	\$52,000
CH-348B	0016597	WATERS ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2024	1.0000	\$249,696	\$62,424	\$0	\$0	\$312,120
CH-348B	0016597	WATERS ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2025	1.0000	\$80,652	\$20,163	\$0	\$0	\$100,815
CH-348C	0016598	VAUGHN ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2025	1.0000	\$1,327,827	\$331,957	\$0	\$0	\$1,659,784
CH-348C	0016598	VAUGHN ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
CH-348C	0016598	VAUGHN ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2024	1.0000	\$417,824	\$104,456	\$0	\$0	\$522,280
CH-348C	0016598	VAUGHN ROAD BRIDGE REPLACEMENT	AT MILL CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2025	1.0000	\$80,652	\$20,163	\$0	\$0	\$100,815
CH-349	0017982	SR 140 INTERSECTION IMPROVEMENTS	AT REINHARDT COLLEGE PARKWAY	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$1,402,575	\$0	\$350,644	\$0	\$1,753,219
CH-349	0017982	SR 140 INTERSECTION IMPROVEMENTS	AT REINHARDT COLLEGE PARKWAY	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$750,000	\$0	\$750,000
CH-349	0017982	SR 140 INTERSECTION IMPROVEMENTS	AT REINHARDT COLLEGE PARKWAY	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$169,132	\$0	\$42,283	\$0	\$211,415
CH-350	0019205	BELLS FERRY ROAD MULTIUSE TRAIL	FROM VICTORY DRIVE TO SUMMER DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$3,500,000	\$0	\$3,500,000
CH-350	0019205	BELLS FERRY ROAD MULTIUSE TRAIL	FROM VICTORY DRIVE TO SUMMER DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,000,000	\$0	\$1,000,000
CH-350	0019205	BELLS FERRY ROAD MULTIUSE TRAIL	FROM VICTORY DRIVE TO SUMMER DRIVE	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
CH-351	0019206	HOLLY STREET PEDESTRIAN IMPROVEMENTS	FROM OLD HOLLY SPRINGS ROAD TO HOLLY SPRINGS PARKWAY/MAIN STREET	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$7,094,516	\$0	\$7,094,516
CH-351	0019206	HOLLY STREET PEDESTRIAN IMPROVEMENTS	FROM OLD HOLLY SPRINGS ROAD TO HOLLY SPRINGS PARKWAY/MAIN STREET	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,328,590	\$0	\$1,328,590
CH-351	0019206	HOLLY STREET PEDESTRIAN IMPROVEMENTS	FROM OLD HOLLY SPRINGS ROAD TO HOLLY SPRINGS PARKWAY/MAIN STREET	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$371,634	\$0	\$371,634
CH-SAP-A	N/A	CHEROKEE COUNTY AND MUNICIPALITIES COMPREHENSIVE SAFETY ACTION PLAN		Other / Scoping	SCP	Safe Streets and Roads for All	2024	1	\$450,000	\$0	\$112,500	\$0	\$562,500
CL-063	N/A	MOUNT ZION ROAD WIDENING	FROM RICHARDSON PARKWAY TO SR 138	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.679581851	\$0	\$0	\$23,682,104	\$0	\$23,682,104
CL-064	322050-	US 23 WIDENING	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2024	1	\$0	\$28,216,502	\$0	\$0	\$28,216,502
CL-064	322050-	US 23 WIDENING	FROM SR 138 (NORTH HENRY BOULEVARD) TO I-675 IN CLAYTON COUNTY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2024	1	\$0	\$7,018,094	\$0	\$0	\$7,018,094
CL-101	742870-	SR 920 (MCDONOUGH ROAD) WIDENING	FROM SR 54 (JONESBORO ROAD) IN FAYETTE COUNTY TO US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.312086658	\$0	\$141,147,271	\$0	\$0	\$141,147,271
CL-263	0014080	SR 314 (WEST FAYETTEVILLE ROAD) WIDENING	FROM FLAT SHOALS ROAD / CREEL ROAD TO SR 139 (RIVERDALE ROAD)	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.312086658	\$0	\$28,790,527	\$0	\$0	\$28,790,527
CL-263	0014080	SR 314 (WEST FAYETTEVILLE ROAD) WIDENING	FROM FLAT SHOALS ROAD / CREEL ROAD TO SR 139 (RIVERDALE ROAD)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2029-2030	1.131408213	\$0	\$0	\$1,906,423	\$0	\$1,906,423
CL-263	0014080	SR 314 (WEST FAYETTEVILLE ROAD) WIDENING	FROM FLAT SHOALS ROAD / CREEL ROAD TO SR 139 (RIVERDALE ROAD)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$10,434,402	\$0	\$0	\$10,434,402

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
CL-348	0016606	UPPER RIVERDALE ROAD BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$3,200,000	\$800,000	\$0	\$0	\$4,000,000
CL-348	0016606	UPPER RIVERDALE ROAD BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
CL-348	0016606	UPPER RIVERDALE ROAD BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$800,000	\$200,000	\$0	\$0	\$1,000,000
CL-348	0016606	UPPER RIVERDALE ROAD BRIDGE UPGRADE	AT FLINT RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$96,000	\$24,000	\$0	\$0	\$120,000
CL-349	0019778	TARA BOULEVARD PEDESTRIAN SAFETY IMPROVEMENTS	FROM HENRY COUNTY LINE TO UPPER RIVERDALE ROAD	Last Mile Connectivity / Bicycle Facility	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2027	1.0000	\$6,500,000	\$0	\$8,842,515	\$0	\$15,342,515
CL-349	0019778	TARA BOULEVARD PEDESTRIAN SAFETY IMPROVEMENTS	FROM HENRY COUNTY LINE TO UPPER RIVERDALE ROAD	Last Mile Connectivity / Bicycle Facility	PE	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$1,147,104	\$0	\$286,776	\$0	\$1,433,880
CL-349	0019778	TARA BOULEVARD PEDESTRIAN SAFETY IMPROVEMENTS	FROM HENRY COUNTY LINE TO UPPER RIVERDALE ROAD	Last Mile Connectivity / Bicycle Facility	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$716,940	\$0	\$716,940
CL-350	0019779	CLAYTON COUNTY ROADWAY RESURFACING PROGRAM	AT BOULDCREST ROAD FROM PANOLA ROAD TO ANVIL BLOCK ROAD; NOAHS ARK ROAD FROM HENRY COUNTY LINE TO SOUTH MAIN STREET; POINTE SOUTH PARKWAY FROM SR 85 TO FLINT RIVER ROAD; WALT STEPHENS ROAD FROM LAKE SPIVEY ROAD (SR 138) TO HENRY COUNTY LINE	Roadway / Maintenance	CST	Surface Transportation Block Grant Program (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$2,240,000	\$0	\$616,000	\$0	\$2,856,000
CL-AR-180	0012759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$36,205,063	\$9,051,266	\$0	\$0	\$45,256,329
CL-AR-180	0012759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$2,400,000	\$0	\$600,000	\$0	\$3,000,000
CL-AR-180	0012759	I-75 SOUTHBOUND COLLECTOR/DISTRIBUTOR LANES	FROM I-285 TO SR 331 (FOREST PARKWAY)	Roadway / Interchange Capacity	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2028	1	\$4,000,000	\$1,000,000	\$0	\$0	\$5,000,000
CO-206D	N/A	STILESBORO ROAD WIDENING	FROM ROSEHEDGE WAY TO KENNESAW DUE WEST ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.131408213	\$0	\$0	\$124,454,903	\$0	\$124,454,903
CO-297B	0019616	BIG SHANTY ROAD WIDENING - PHASE IV	FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$11,550,000	\$0	\$11,550,000
CO-297B	0019616	BIG SHANTY ROAD WIDENING - PHASE IV	FROM CHASTAIN MEADOWS PARKWAY TO BELLS FERRY ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$2,350,000	\$0	\$2,350,000
CO-341	N/A	DUE WEST ROAD WIDENING	FROM KENNESAW DUE WEST ROAD TO SR 120 (DALLAS HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$11,415,154	\$0	\$11,415,154
CO-430	N/A	EAST-WEST CONNECTOR WIDENING	FROM FONTAINE ROAD TO GAYLOR STREET	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$15,956,028	\$0	\$15,956,028
CO-431	0006047	US 41 (COBB PARKWAY) GRADE SEPARATION	AT WINDY HILL ROAD	Roadway / Interchange Capacity	ALL	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$82,440,686	\$0	\$20,610,171	\$0	\$103,050,857
CO-432	N/A	SR 280 (SOUTH COBB DRIVE) GRADE SEPARATION	AT EAST-WEST CONNECTOR	Roadway / Interchange Capacity	ALL	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$18,273,851	\$0	\$4,568,463	\$0	\$22,842,313
CO-433	N/A	US 41 (COBB PARKWAY) GRADE SEPARATION	AT MCCOLLUM PARKWAY	Roadway / Interchange Capacity	ALL	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$18,273,851	\$0	\$4,568,463	\$0	\$22,842,313
CO-462	0015042	ROTTENWOOD CREEK TRAIL - PHASE 1	FROM ALUMNI DRIVE (KSU-MARIETTA CAMPUS/EAST OF SOUTH COBB DRIVE) TO FRANKLIN ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2024	1.0000	\$8,800,000	\$0	\$2,200,000	\$0	\$11,000,000
CO-462	0015042	ROTTENWOOD CREEK TRAIL - PHASE 1	FROM ALUMNI DRIVE (KSU-MARIETTA CAMPUS/EAST OF SOUTH COBB DRIVE) TO FRANKLIN ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$184,125	\$0	\$184,125
CO-465	0018265	SR 280 (SOUTH COBB DRIVE) WIDENING	FROM WINDY HILL ROAD TO CONCORD ROAD	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$8,000,000	\$0	\$17,500,000	\$0	\$25,500,000
CO-465	0018265	SR 280 (SOUTH COBB DRIVE) WIDENING	FROM WINDY HILL ROAD TO CONCORD ROAD	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$760,000	\$0	\$190,000	\$0	\$950,000
CO-465	0018265	SR 280 (SOUTH COBB DRIVE) WIDENING	FROM WINDY HILL ROAD TO CONCORD ROAD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
CO-473	0016410	OLD HIGHWAY 41 ROUNDABOUTS	FROM STILESBORO ROAD TO KENNESAW AVENUE	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$4,489,841	\$0	\$4,489,841
CO-473	0016410	OLD HIGHWAY 41 ROUNDABOUTS	FROM STILESBORO ROAD TO KENNESAW AVENUE	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$3,048,000	\$0	\$762,000	\$0	\$3,810,000
CO-473	0016410	OLD HIGHWAY 41 ROUNDABOUTS	FROM STILESBORO ROAD TO KENNESAW AVENUE	Roadway / Operations & Safety	CST	Federal Lands Access Program (Z210)	2026	1.0000	\$2,500,000	\$0	\$625,000	\$0	\$3,125,000
CO-473	0016410	OLD HIGHWAY 41 ROUNDABOUTS	FROM STILESBORO ROAD TO KENNESAW AVENUE	Roadway / Operations & Safety	ROW	Georgia Transportation Infrastructure Bank	2024	1.0000	\$0	\$750,000	\$0	\$0	\$750,000
CO-473	0016410	OLD HIGHWAY 41 ROUNDABOUTS	FROM STILESBORO ROAD TO KENNESAW AVENUE	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,440,000	\$0	\$360,000	\$0	\$1,800,000
CO-473	0016410	OLD HIGHWAY 41 ROUNDABOUTS	FROM STILESBORO ROAD TO KENNESAW AVENUE	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$1,112,000	\$0	\$278,000	\$0	\$1,390,000
CO-474	0017806	CUMBERLAND SWEEP - SEGMENT C	FROM INTERSECTION OF GALLERIA DRIVE AND AKERS MILL ROAD TO INTERSECTION OF GALLERIA DRIVE AND I-285 PEDESTRIAN BRIDGE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$1,829,000	\$0	\$1,829,000
CO-474	0017806	CUMBERLAND SWEEP - SEGMENT C	FROM INTERSECTION OF GALLERIA DRIVE AND AKERS MILL ROAD TO INTERSECTION OF GALLERIA DRIVE AND I-285 PEDESTRIAN BRIDGE	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2027	1.0000	\$5,600,000	\$0	\$1,400,000	\$0	\$7,000,000
CO-474	0017806	CUMBERLAND SWEEP - SEGMENT C	FROM INTERSECTION OF GALLERIA DRIVE AND AKERS MILL ROAD TO INTERSECTION OF GALLERIA DRIVE AND I-285 PEDESTRIAN BRIDGE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$5,829,000	\$0	\$5,829,000
CO-474D	0019780	CUMBERLAND SWEEP - SEGMENT D	FROM WINDY RIDGE PARKWAY TO CUMBERLAND SWEEP - SEGMENT C	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$3,700,000	\$0	\$3,700,000
CO-474D	0019780	CUMBERLAND SWEEP - SEGMENT D	FROM WINDY RIDGE PARKWAY TO CUMBERLAND SWEEP - SEGMENT C	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,000,000	\$0	\$1,000,000
CO-474E	0019618	CUMBERLAND SWEEP - SEGMENT E (WINDY RIDGE PARKWAY)	FROM INTERSTATE NORTH PARKWAY TO HERITAGE COURT (SEGMENT D)	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$1,650,000	\$0	\$1,650,000
CO-474E	0019618	CUMBERLAND SWEEP - SEGMENT E (WINDY RIDGE PARKWAY)	FROM INTERSTATE NORTH PARKWAY TO HERITAGE COURT (SEGMENT D)	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,000,000	\$0	\$1,000,000
CO-475	0017983	DALLAS HIGHWAY INTERSECTION IMPROVEMENTS	AT MARS HILL ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$4,400,000	\$0	\$1,100,000	\$0	\$5,500,000
CO-475	0017983	DALLAS HIGHWAY INTERSECTION IMPROVEMENTS	AT MARS HILL ROAD	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,840,000	\$0	\$460,000	\$0	\$2,300,000
CO-475	0017983	DALLAS HIGHWAY INTERSECTION IMPROVEMENTS	AT MARS HILL ROAD	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$400,000	\$0	\$100,000	\$0	\$500,000
CO-476	0017984	COBB COUNTY ADA COMPLIANT SIDEWALK IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$800,000	\$0	\$200,000	\$0	\$1,000,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
CO-477	0017985	CUMBERLAND TRANSFER CENTER		0 Transit / Facilities Capital	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$40,000,000	\$0	\$40,000,000
CO-478	0017986	MARIETTA MAINTENANCE FACILITY		0 Transit / Facilities Capital	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$15,000,000	\$0	\$15,000,000
CO-479	0017987	MARIETTA TRANSFER CENTER		0 Transit / Facilities Capital	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$45,000,000	\$0	\$45,000,000
CO-479	0017987	MARIETTA TRANSFER CENTER		0 Transit / Facilities Capital	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$15,000,000	\$0	\$15,000,000
CO-481	0017989	NOONDAY CREEK TRAIL CROSSING	AT SR 3 / US 41 (COBB PARKWAY) AND NOONDAY CREEK	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$3,936,240	\$0	\$984,060	\$0	\$4,920,300
CO-481	0017989	NOONDAY CREEK TRAIL CROSSING	AT SR 3 / US 41 (COBB PARKWAY) AND NOONDAY CREEK	Last Mile Connectivity / Joint Bike-Ped Facilities	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$905,600	\$0	\$113,200	\$0	\$1,018,800
CO-481	0017989	NOONDAY CREEK TRAIL CROSSING	AT SR 3 / US 41 (COBB PARKWAY) AND NOONDAY CREEK	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$553,500	\$0	\$553,500
CO-482	0019207	OLD LOST MOUNTAIN ROAD AND JACKSON WAY MULTIUSE PATH	FROM SILVER COMET TRAIL AND OLD LOST MOUNTAIN ROAD TO JACKSON WAY AND PINEVIEW DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,080,000	\$0	\$1,080,000
CO-482	0019207	OLD LOST MOUNTAIN ROAD AND JACKSON WAY MULTIUSE PATH	FROM SILVER COMET TRAIL AND OLD LOST MOUNTAIN ROAD TO JACKSON WAY AND PINEVIEW DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$175,000	\$0	\$175,000
CO-492	0019687	TRAFFIC MANAGEMENT CENTER (TMC) UPGRADE		Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$2,400,000	\$0	\$600,000	\$0	\$3,000,000
CO-493	0019617	CHATTAHOOCHEE RIVER TRAIL PILOT PHASE 2	FROM MABLETON PARKWAY TO NORTH BANK OF NICKAJACK CREEK	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2026	1.0000	\$4,800,000	\$0	\$1,200,000	\$0	\$6,000,000
CO-496	0019885	SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	AT NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$6,300,000	\$0	\$6,300,000
CO-496	0019885	SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	AT NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	PE	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,250,000	\$0	\$1,250,000
CO-496	0019885	SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	AT NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	PE	Congressionally Directed Spending - FY 2023	2024	1.0000	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
CO-496	0019885	SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE	AT NEAR BATTERY AVENUE	Last Mile Connectivity / Pedestrian Facility	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$525,000	\$0	\$525,000
CO-497	0019887	SR 3/US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS	AT THIRD ARMY ROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$8,025,000	\$0	\$8,025,000
CO-497	0019887	SR 3/US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS	AT THIRD ARMY ROAD	Roadway / Operations & Safety	PE	Congressionally Directed Spending - FY 2023	2024	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
CO-497	0019887	SR 3/US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS	AT THIRD ARMY ROAD	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2026	1	\$0	\$0	\$4,375,000	\$0	\$4,375,000
CO-498	0019890	SR 280 (SOUTH COBB DRIVE) TRAFFIC SAFETY IMPROVEMENTS	FROM US 41/SR 3 (COBB PARKWAY) TO ATLANTA STREET	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2028	1	\$0	\$0	\$6,250,000	\$0	\$6,250,000
CO-498	0019890	SR 280 (SOUTH COBB DRIVE) TRAFFIC SAFETY IMPROVEMENTS	FROM US 41/SR 3 (COBB PARKWAY) TO ATLANTA STREET	Roadway / Operations & Safety	PE	Congressionally Directed Spending - FY 2023	2024	1	\$3,500,000	\$0	\$875,000	\$0	\$4,375,000
CO-498	0019890	SR 280 (SOUTH COBB DRIVE) TRAFFIC SAFETY IMPROVEMENTS	FROM US 41/SR 3 (COBB PARKWAY) TO ATLANTA STREET	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2026	1	\$0	\$0	\$1,000,000	\$0	\$1,000,000
CO-499	0019891	NORTH MAIN STREET/OLD HIGHWAY 41 TRAFFIC SIGNAL	AT SWIFT CANTRELL PARK	Roadway / Operations & Safety	CST	Congressionally Directed Spending - FY 2023	2025	1.0000	\$350,000	\$0	\$87,500	\$0	\$437,500
CO-500	N/A	JOHNSON FERRY ROAD INTERSECTION IMPROVEMENTS	AT SHALLOWFORD ROAD	Roadway / Operations & Safety	CST	Congressionally Directed Spending - FY 2023	2026	1.0000	\$5,000,000	\$0	\$1,250,000	\$0	\$6,250,000
CO-500	N/A	JOHNSON FERRY ROAD INTERSECTION IMPROVEMENTS	AT SHALLOWFORD ROAD	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,000,000	\$0	\$1,000,000
CO-501	N/A	SOUTH COBB TRANSIT CENTER	AT SOUTH-CENTRAL COBB COUNTY	Transit / Facilities Capital	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$25,000,000	\$0	\$25,000,000
CO-501	N/A	SOUTH COBB TRANSIT CENTER	AT SOUTH-CENTRAL COBB COUNTY	Transit / Facilities Capital	PE	Transit Infrastructure Grants - Community Project Funding	2024	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
CO-501	N/A	SOUTH COBB TRANSIT CENTER	AT SOUTH-CENTRAL COBB COUNTY	Transit / Facilities Capital	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$8,000,000	\$0	\$8,000,000
CW-063	0008619	SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING	FROM SR 54 TO US 29	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$18,164,759	\$0	\$0	\$18,164,759
CW-063	0008619	SR 154 (SHARPSBURG MCCOLLUM ROAD) WIDENING	FROM SR 54 TO US 29	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$1,400,000	\$0	\$0	\$1,400,000
CW-076	0013195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / General Purpose Capacity	CST	Georgia Transportation Infrastructure Bank	2024	1.0000	\$0	\$0	\$1,500,000	\$0	\$1,500,000
CW-076	0013195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$5,521,516	\$0	\$5,521,516
CW-076	0013195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$3,211,911	\$802,978	\$0	\$0	\$4,014,889
CW-076	0013195	MADRAS CONNECTOR - PHASE 1	FROM US 29/SR 14 TO HERRING ROAD (INCLUDES NEW BRIDGE OVER CSX RAILROAD)	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$760,000	\$0	\$760,000
CW-078	0013717	SR 54 BRIDGE REPLACEMENT	AT BEAR CREEK	Roadway / Bridge Upgrade	CST	PROTECT Formula Program	2024	1.0000	\$5,494,199	\$1,373,550	\$0	\$0	\$6,867,749
CW-078	0013717	SR 54 BRIDGE REPLACEMENT	AT BEAR CREEK	Roadway / Bridge Upgrade	UTL	PROTECT Formula Program	2024	1.0000	\$66,586	\$16,646	\$0	\$0	\$83,232
CW-083	0019634	LOWER FAYETTEVILLE ROAD	FROM FROM GREISON TRAIL TO LORA SMITH ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$72,000,000	\$0	\$72,000,000
CW-083	0019634	LOWER FAYETTEVILLE ROAD	FROM FROM GREISON TRAIL TO LORA SMITH ROAD	Roadway / General Purpose Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$4,960,000	\$0	\$1,240,000	\$0	\$6,200,000
CW-083	0019634	LOWER FAYETTEVILLE ROAD	FROM FROM GREISON TRAIL TO LORA SMITH ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$15,000,000	\$0	\$15,000,000
CW-083	0019634	LOWER FAYETTEVILLE ROAD	FROM FROM GREISON TRAIL TO LORA SMITH ROAD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$7,200,000	\$0	\$7,200,000
CW-084	N/A	HOLLZ PARKWAY - NEW ALIGNMENT	FROM EXISTING TERMINUS OF HOLLZ PARKWAY TO NEW INTERCHANGE AT I-85 (SEE CW-AR-085)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$55,426,201	\$0	\$55,426,201
CW-086	N/A	COWETA INDUSTRIAL PARKWAY - NEW ALIGNMENT	FROM COWETA INDUSTRIAL PARKWAY SOUTHERN TERMINUS TO MADRAS CONNECTOR PHASE 3 (SEE CW-AR-085)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$20,784,825	\$0	\$20,784,825
CW-087	N/A	AMLAJACK BOULEVARD - NEW ALIGNMENT	FROM CURRENT TERMINUS IN SHENANDOAH INDUSTRIAL PARK TO COWETA INDUSTRIAL PARKWAY EXTENSION	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.679581851	\$0	\$0	\$15,452,153	\$0	\$15,452,153
CW-088	N/A	MADRAS CONNECTOR - NEW ALIGNMENT	FROM NEW AMLAJACK INTERCHANGE TO MADRAS CONNECTOR PHASE 1	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.679581851	\$0	\$0	\$18,475,400	\$0	\$18,475,400
CW-089	0019635	POPLAR ROAD WIDENING, OPERATIONAL AND SAFETY IMPROVEMENT PROJECT	FROM 400 FEET WEST OF NEWMAN CROSSING BOULEVARD TO 1400 FEET EAST OF YEAGER ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.131408213	\$0	\$0	\$9,164,407	\$0	\$9,164,407
CW-089	0019635	POPLAR ROAD WIDENING, OPERATIONAL AND SAFETY IMPROVEMENT PROJECT	FROM 400 FEET WEST OF NEWMAN CROSSING BOULEVARD TO 1400 FEET EAST OF YEAGER ROAD	Roadway / General Purpose Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1	\$560,000	\$0	\$140,000	\$0	\$700,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
CW-089	0019635	POPLAR ROAD WIDENING, OPERATIONAL AND SAFETY IMPROVEMENT PROJECT	FROM 400 FEET WEST OF NEWMAN CROSSING BOULEVARD TO 1400 FEET EAST OF YEAGER ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2027	1	\$0	\$0	\$3,750,000	\$0	\$3,750,000
CW-348B	0016576	OLD CORINTH ROAD BRIDGE REPLACEMENT	AT SANDY CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2026	1	\$1,040,000	\$260,000	\$0	\$0	\$1,300,000
CW-348B	0016576	OLD CORINTH ROAD BRIDGE REPLACEMENT	AT SANDY CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1	\$0	\$0	\$50,000	\$0	\$50,000
CW-348B	0016576	OLD CORINTH ROAD BRIDGE REPLACEMENT	AT SANDY CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2024	1	\$80,000	\$20,000	\$0	\$0	\$100,000
CW-348B	0016576	OLD CORINTH ROAD BRIDGE REPLACEMENT	AT SANDY CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2026	1.0000	\$64,000	\$16,000	\$0	\$0	\$80,000
CW-350	0019783	JEFFERSON STREET INTERSECTION IMPROVEMENTS	AT SPRAYBERRY ROAD, JEFFERSON STREET, AND GREISON TRAIL	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$1,690,000	\$0	\$1,690,000
CW-350	0019783	JEFFERSON STREET INTERSECTION IMPROVEMENTS	AT SPRAYBERRY ROAD, JEFFERSON STREET, AND GREISON TRAIL	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$794,183	\$0	\$198,546	\$0	\$992,729
CW-350	0019783	JEFFERSON STREET INTERSECTION IMPROVEMENTS	AT SPRAYBERRY ROAD, JEFFERSON STREET, AND GREISON TRAIL	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$320,000	\$0	\$320,000
CW-350	0019783	JEFFERSON STREET INTERSECTION IMPROVEMENTS	AT SPRAYBERRY ROAD, JEFFERSON STREET, AND GREISON TRAIL	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$70,000	\$0	\$70,000
CW-351	0019784	SR 16 AT POPLAR ROAD - OPERATIONAL IMPROVEMENTS	AT 2000 FEET NORTH OF THE INTERSECTION OF POPLAR ROAD AND SR 16 ON POPLAR, 1000 FEET EAST OF THE INTERSECTION ON SR 16 AND 600 FEET SOUTH OF THE INTERSECTION ON ORR ROAD	Roadway / Operations & Safety	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$2,579,611	\$0	\$644,903	\$0	\$3,224,513
CW-351	0019784	SR 16 AT POPLAR ROAD - OPERATIONAL IMPROVEMENTS	AT 2000 FEET NORTH OF THE INTERSECTION OF POPLAR ROAD AND SR 16 ON POPLAR, 1000 FEET EAST OF THE INTERSECTION ON SR 16 AND 600 FEET SOUTH OF THE INTERSECTION ON ORR ROAD	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$1,600,000	\$0	\$1,600,000
CW-352	0018231	HAPPY VALLEY ROAD BRIDGE REPLACEMENT	AT BROWNS CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2027	1.0000	\$480,000	\$120,000	\$0	\$0	\$600,000
CW-352	0018231	HAPPY VALLEY ROAD BRIDGE REPLACEMENT	AT BROWNS CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
CW-352	0018231	HAPPY VALLEY ROAD BRIDGE REPLACEMENT	AT BROWNS CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2025	1.0000	\$220,000	\$55,000	\$0	\$0	\$275,000
CW-352	0018231	HAPPY VALLEY ROAD BRIDGE REPLACEMENT	AT BROWNS CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2027	1.0000	\$48,000	\$12,000	\$0	\$0	\$60,000
CW-AR-085	0006878	I-85 SOUTH - NEW INTERCHANGE AND NEW ALIGNMENT (MADRAS CONNECTOR PHASE 3)	AT I-85 MILEMARKER 49	Roadway / Interchange Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$55,860,571	\$0	\$55,860,571
DA-001	0017729	SR 53 BRIDGE REPLACEMENT	AT AT THOMPSON CREEK	Roadway / Bridge Upgrade	ALL	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$1,148,753	\$287,189	\$0	\$0	\$1,435,941
DA-001	0017729	SR 53 BRIDGE REPLACEMENT	AT AT THOMPSON CREEK	Roadway / Bridge Upgrade	ROW	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$407,307	\$101,827	\$0	\$0	\$509,134
DK-030	0013566	OLD COVINGTON HIGHWAY WIDENING	FROM SR 124 (TURNER HILL ROAD) TO LAKE CAPRI ROAD	Roadway / General Purpose Capacity	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$3,649,700	\$912,425	\$0	\$0	\$4,562,125
DK-030	0013566	OLD COVINGTON HIGHWAY WIDENING	FROM SR 124 (TURNER HILL ROAD) TO LAKE CAPRI ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (H.B. 170)	LR 2031-2033	1.2184	\$0	\$1,827,604	\$0	\$0	\$1,827,604
DK-030	0013566	OLD COVINGTON HIGHWAY WIDENING	FROM SR 124 (TURNER HILL ROAD) TO LAKE CAPRI ROAD	Roadway / General Purpose Capacity	ROW	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$2,924,167	\$731,042	\$0	\$0	\$3,655,209
DK-065E	N/A	PANOLA ROAD WIDENING	FROM FROM US 278 (COVINGTON HIGHWAY) TO SNAPFINGER WOODS DRIVE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$23,759,572	\$0	\$23,759,572
DK-100	0013951	SR 42 (BRIARCLIFF ROAD) WIDENING	FROM CLIFTON ROAD TO NORTH DRUID HILLS ROAD	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (H.B. 170)	LR 2034-2040	1.3121	\$0	\$16,023,202	\$0	\$0	\$16,023,202
DK-100	0013951	SR 42 (BRIARCLIFF ROAD) WIDENING	FROM CLIFTON ROAD TO NORTH DRUID HILLS ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (H.B. 170)	LR 2029-2030	1.1314	\$0	\$1,066,918	\$0	\$0	\$1,066,918
DK-100	0013951	SR 42 (BRIARCLIFF ROAD) WIDENING	FROM CLIFTON ROAD TO NORTH DRUID HILLS ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (H.B. 170)	LR 2031-2033	1.2184	\$0	\$49,397,709	\$0	\$0	\$49,397,709
DK-150	N/A	EVANS MILL ROAD WIDENING	FROM SR 212 (BROWNS MILL ROAD) TO WOODROW DRIVE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$72,410,126	\$0	\$72,410,126
DK-151	N/A	ROCK SPRINGS ROAD WIDENING	FROM PANOLA ROAD TO EVANS MILL ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$48,650,553	\$0	\$48,650,553
DK-152	N/A	SALEM ROAD WIDENING	FROM PANOLA ROAD TO EVANS MILL ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$31,679,430	\$0	\$31,679,430
DK-154	N/A	THOMPSON MILL ROAD WIDENING	FROM SNAPFINGER ROAD TO PANOLA ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$31,679,430	\$0	\$31,679,430
DK-161	N/A	MOUNTAIN INDUSTRIAL ROAD WIDENING	FROM US 78 (STONE MOUNTAIN FREEWAY) TO US 29 (LAWRENCEVILLE HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$52,483,466	\$0	\$52,483,466
DK-162	N/A	BOULDERCREST ROAD WIDENING	FROM LINECREST ROAD TO I-285	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$56,925,483	\$0	\$56,925,483
DK-240	N/A	CHANTILLY DRIVE NEW ALIGNMENT AND FLOYER BRIDGE	FROM SR 13 (BUFORD HIGHWAY) TO EXECUTIVE PARK SOUTH	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$13,576,899	\$0	\$13,576,899
DK-241	N/A	NORTH DRUID HILLS ROAD WIDENING	FROM FROM SR 13 (BUFORD HIGHWAY) TO LENOX PARK ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$16,971,123	\$0	\$16,971,123
DK-344A	0002669	UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY		Roadway / Maintenance	CST	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$5,388,316	\$0	\$0	\$0	\$5,388,316
DK-344A	0002669	UPGRADES TO APPROXIMATELY 40 SIGNALS IN DEKALB COUNTY		Roadway / Maintenance	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$540,093	\$0	\$0	\$0	\$540,093
DK-344C	0006999	UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$4,021,845	\$0	\$0	\$0	\$4,021,845
DK-344C	0006999	UPGRADES TO APPROXIMATELY 25 SIGNALS IN DEKALB COUNTY		Roadway / Operations & Safety	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$256,351	\$0	\$0	\$0	\$256,351
DK-348	0016475	US 29/78/278/SR 8 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT	AT LULLWATER CREEK	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$1,840,000	\$460,000	\$0	\$0	\$2,300,000
DK-348	0016475	US 29/78/278/SR 8 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT	AT LULLWATER CREEK	Roadway / Bridge Upgrade	ROW	National Highway Performance Program (NHPP)	2025	1.0000	\$400,000	\$100,000	\$0	\$0	\$500,000
DK-348	0016475	US 29/78/278/SR 8 (PONCE DE LEON AVENUE) BRIDGE REPLACEMENT	AT LULLWATER CREEK	Roadway / Bridge Upgrade	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$80,000	\$20,000	\$0	\$0	\$100,000
DK-381	0016053	PEACHTREE CREEK GREENWAY TRAIL PHASE II	FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2025	1.0000	\$2,400,000	\$0	\$16,591,353	\$0	\$18,991,353
DK-381	0016053	PEACHTREE CREEK GREENWAY TRAIL PHASE II	FROM CITY OF ATLANTA TO NORTH DRUID HILLS ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2025	1.0000	\$491,544	\$0	\$122,886	\$0	\$614,430
DK-428	N/A	BUFORD / PEACHTREE CONNECTOR - NEW ALIGNMENT	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$63,636,203	\$0	\$63,636,203
DK-429	N/A	PARK AVENUE - NEW ALIGNMENT	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$101,826,739	\$0	\$101,826,739

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				Total
									Federal	State	Local	Bond	
DK-439	0019785	CHAMBLEE DUNWOODY CORRIDOR IMPROVEMENTS	FROM WOMACK ROAD TO ROBERTS DRIVE	Last Mile Connectivity / Bicycle Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2026	1.0000	\$6,000,000	\$0	\$1,500,000	\$0	\$7,500,000
DK-439	0019785	CHAMBLEE DUNWOODY CORRIDOR IMPROVEMENTS	FROM WOMACK ROAD TO ROBERTS DRIVE	Last Mile Connectivity / Bicycle Facility	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,000,000	\$0	\$1,000,000
DK-441	0015071	US 278 IMPROVEMENTS	FROM ASHTON PLACE TO SAMS CROSSING	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$433,725	\$0	\$433,725
DK-441	0015071	US 278 IMPROVEMENTS	FROM ASHTON PLACE TO SAMS CROSSING	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2024	1.0000	\$2,400,000	\$0	\$600,000	\$0	\$3,000,000
DK-441	0015071	US 278 IMPROVEMENTS	FROM ASHTON PLACE TO SAMS CROSSING	Roadway / Operations & Safety	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
DK-452	0016056	ASHFORD DUNWOODY ROAD	AT WINDSOR PARKWAY	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$2,473,546	\$0	\$2,473,546
DK-452	0016056	ASHFORD DUNWOODY ROAD	AT WINDSOR PARKWAY	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$876,800	\$0	\$219,200	\$0	\$1,096,000
DK-453	0017807	CITY OF CHAMBLEE RAIL TRAIL EXTENSION	AT PIERCE DRIVE, CHAMBLEE/DORAVILLE BORDER ON PEACHTREE ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2028	1.0000	\$2,992,000	\$0	\$748,000	\$0	\$3,740,000
DK-453	0017807	CITY OF CHAMBLEE RAIL TRAIL EXTENSION	AT PIERCE DRIVE, CHAMBLEE/DORAVILLE BORDER ON PEACHTREE ROAD	Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2026	1.0000	\$220,000	\$0	\$55,000	\$0	\$275,000
DK-453	0017807	CITY OF CHAMBLEE RAIL TRAIL EXTENSION	AT PIERCE DRIVE, CHAMBLEE/DORAVILLE BORDER ON PEACHTREE ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2028	1.0000	\$660,000	\$0	\$165,000	\$0	\$825,000
DK-454	0017808	PEACHTREE CREEK GREENWAY PHASE III	FROM BRIARWOOD RD TO CLAIRMONT ROAD / CITY LIMIT	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$4,500,000	\$0	\$4,500,000
DK-454	0017808	PEACHTREE CREEK GREENWAY PHASE III	FROM BRIARWOOD RD TO CLAIRMONT ROAD / CITY LIMIT	Last Mile Connectivity / Sidepaths and Trails	ROW	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$2,120,000	\$0	\$530,000	\$0	\$2,650,000
DK-454	0017808	PEACHTREE CREEK GREENWAY PHASE III	FROM BRIARWOOD RD TO CLAIRMONT ROAD / CITY LIMIT	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$120,000	\$0	\$120,000
DK-455	0017809	SOUTH RIVER MULTI-USE TRAIL EXTENSION	FROM NEAR BOULDER WALK DRIVE AND INTRENCHMENT CREEK TO CRESTDALE CIRCLE	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2027	1.0000	\$4,240,000	\$0	\$1,060,000	\$0	\$5,300,000
DK-455	0017809	SOUTH RIVER MULTI-USE TRAIL EXTENSION	FROM NEAR BOULDER WALK DRIVE AND INTRENCHMENT CREEK TO CRESTDALE CIRCLE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
DK-457	0017991	NORTH DRUID HILLS BRIDGE REPLACEMENT OVER CSX RAILROAD	FROM SPRING CREEK ROAD TO WILLIVEE DRIVE	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$7,000,000	\$0	\$2,300,000	\$0	\$9,300,000
DK-457	0017991	NORTH DRUID HILLS BRIDGE REPLACEMENT OVER CSX RAILROAD	FROM SPRING CREEK ROAD TO WILLIVEE DRIVE	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
DK-457	0017991	NORTH DRUID HILLS BRIDGE REPLACEMENT OVER CSX RAILROAD	FROM SPRING CREEK ROAD TO WILLIVEE DRIVE	Roadway / Bridge Upgrade	UTL	Local Jurisdiction/Municipality Funds	2025	1	\$0	\$0	\$300,000	\$0	\$300,000
DK-458	0017992	KENSINGTON MARTA STATION SHARED USE PATH AND ROAD DIETS	FROM COVINGTON HIGHWAY TO MEMORIAL DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2028	1	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000
DK-458	0017992	KENSINGTON MARTA STATION SHARED USE PATH AND ROAD DIETS	FROM COVINGTON HIGHWAY TO MEMORIAL DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2025	1.0000	\$800,000	\$0	\$200,000	\$0	\$1,000,000
DK-458	0017992	KENSINGTON MARTA STATION SHARED USE PATH AND ROAD DIETS	FROM COVINGTON HIGHWAY TO MEMORIAL DRIVE	Last Mile Connectivity / Sidepaths and Trails	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2028	1.0000	\$400,000	\$0	\$100,000	\$0	\$500,000
DK-460	0019054	TUCKER-NORTHLAKE TRAIL	FROM DOWNTOWN TUCKER TO NORTHLAKE MALL	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$5,020,000	\$0	\$5,020,000
DK-460	0019054	TUCKER-NORTHLAKE TRAIL	FROM DOWNTOWN TUCKER TO NORTHLAKE MALL	Last Mile Connectivity / Sidepaths and Trails	ROW	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$920,910	\$0	\$230,228	\$0	\$1,151,138
DK-461	0019208	NEW PEACHTREE ROAD MULTIUSE PATH - PHASE II	FROM STEWART ROAD TO OAKCLIFF ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,184,000	\$0	\$1,184,000
DK-461	0019208	NEW PEACHTREE ROAD MULTIUSE PATH - PHASE II	FROM STEWART ROAD TO OAKCLIFF ROAD	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$220,000	\$0	\$220,000
DK-461	0019208	NEW PEACHTREE ROAD MULTIUSE PATH - PHASE II	FROM STEWART ROAD TO OAKCLIFF ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$120,000	\$0	\$120,000
DK-462	0019209	NORTH SHALLOWFORD ROAD MULTIUSE PATH	FROM CHAMBLEE-DUNWOODY ROAD TO COTILLION DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$2,800,000	\$0	\$2,800,000
DK-462	0019209	NORTH SHALLOWFORD ROAD MULTIUSE PATH	FROM CHAMBLEE-DUNWOODY ROAD TO COTILLION DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$175,000	\$0	\$175,000
DK-464	0019786	TRAFFIC SIGNAL OPERATIONS AND TECHNOLOGY IMPROVEMENTS IN DEKALB COUNTY	AT VARIOUS LOCATIONS	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
DK-464	0019786	TRAFFIC SIGNAL OPERATIONS AND TECHNOLOGY IMPROVEMENTS IN DEKALB COUNTY	AT VARIOUS LOCATIONS	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$400,000	\$0	\$100,000	\$0	\$500,000
DK-464	0019786	TRAFFIC SIGNAL OPERATIONS AND TECHNOLOGY IMPROVEMENTS IN DEKALB COUNTY	AT VARIOUS LOCATIONS	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
DK-464	0019786	TRAFFIC SIGNAL OPERATIONS AND TECHNOLOGY IMPROVEMENTS IN DEKALB COUNTY	AT VARIOUS LOCATIONS	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
DK-465	0019787	MOUNTAIN INDUSTRIAL BOULEVARD INTERSECTION AND PEDESTRIAN IMPROVEMENTS	FROM LEWIS ROAD TO NORTH ROYAL ATLANTA DRIVE	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$3,600,000	\$0	\$3,600,000
DK-465	0019787	MOUNTAIN INDUSTRIAL BOULEVARD INTERSECTION AND PEDESTRIAN IMPROVEMENTS	FROM LEWIS ROAD TO NORTH ROYAL ATLANTA DRIVE	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$100,000	\$0	\$100,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
DK-466	0019788	I-85 BROOKHAVEN VEHICULAR BRIDGE	FROM BUFORD HIGHWAY TO CHANTILLY DRIVE IN EXECUTIVE PARK	Other / Scoping	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$700,000	\$0	\$175,000	\$0	\$875,000
DK-467	0019789	PEACHTREE BOULEVARD-PEACHTREE ROAD SAFETY AND OPERATIONS INTERSECTION IMPROVEMENTS	AT SR 141 IN THE CITIES OF CHAMBLEE AND DORAVILLE, 200 FEET SOUTH AND 200 FEET NORTH OF INTERSECTION OF PEACHTREE ROAD AND NORTH SHALLOWFORD ROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$1,500,000	\$0	\$1,500,000
DK-467	0019789	PEACHTREE BOULEVARD-PEACHTREE ROAD SAFETY AND OPERATIONS INTERSECTION IMPROVEMENTS	AT SR 141 IN THE CITIES OF CHAMBLEE AND DORAVILLE, 200 FEET SOUTH AND 200 FEET NORTH OF INTERSECTION OF PEACHTREE ROAD AND NORTH SHALLOWFORD ROAD	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$1,200,000	\$0	\$396,000	\$0	\$1,596,000
DK-467	0019789	PEACHTREE BOULEVARD-PEACHTREE ROAD SAFETY AND OPERATIONS INTERSECTION IMPROVEMENTS	AT SR 141 IN THE CITIES OF CHAMBLEE AND DORAVILLE, 200 FEET SOUTH AND 200 FEET NORTH OF INTERSECTION OF PEACHTREE ROAD AND NORTH SHALLOWFORD ROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$200,000	\$0	\$200,000
DK-468	0019790	SHALLOWFORD ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM NEW PEACHTREE ROAD TO CHAMBLEE DUNWOODY ROAD	Last Mile Connectivity / Bicycle Facility	CST	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$3,412,051	\$0	\$3,412,051
DK-468	0019790	SHALLOWFORD ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM NEW PEACHTREE ROAD TO CHAMBLEE DUNWOODY ROAD	Last Mile Connectivity / Bicycle Facility	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2024	1.0000	\$482,521	\$0	\$120,630	\$0	\$603,151
DK-468	0019790	SHALLOWFORD ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM NEW PEACHTREE ROAD TO CHAMBLEE DUNWOODY ROAD	Last Mile Connectivity / Bicycle Facility	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$1,220,000	\$0	\$1,220,000
DK-468	0019790	SHALLOWFORD ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS	FROM NEW PEACHTREE ROAD TO CHAMBLEE DUNWOODY ROAD	Last Mile Connectivity / Bicycle Facility	UTL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$227,470	\$0	\$227,470
DK-469	0019791	WINTERS CHAPEL ROAD PATH PHASE II	FROM CHARMANT PLACE TO PEELER ROAD	Last Mile Connectivity / Bicycle Facility	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2025	1.0000	\$1,500,000	\$0	\$375,000	\$0	\$1,875,000
DK-469	0019791	WINTERS CHAPEL ROAD PATH PHASE II	FROM CHARMANT PLACE TO PEELER ROAD	Last Mile Connectivity / Bicycle Facility	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$300,000	\$0	\$300,000
DK-473	0019622	SR 155 SIDEWALKS	FROM COLUMBIA DRIVE TO WESLEY CHAPEL ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,000,000	\$0	\$1,000,000
DK-474	0019623	PLEASANTDALE ROAD CROSSWALKS	FROM I-85 TO TUCKER-NORCROSS ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$2,000,000	\$0	\$2,000,000
DK-474	0019623	PLEASANTDALE ROAD CROSSWALKS	FROM I-85 TO TUCKER-NORCROSS ROAD	Last Mile Connectivity / Pedestrian Facility	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$250,000	\$0	\$250,000
DK-475	0019888	MICHELLE OBAMA TRAIL	FROM EXISTING TERMINUS AT WALDROP ROAD TO MARTIN LUTHER KING JR. HIGH SCHOOL	Last Mile Connectivity / Sideways and Trails	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$3,871,857	\$0	\$3,871,857
DK-475	0019888	MICHELLE OBAMA TRAIL	FROM EXISTING TERMINUS AT WALDROP ROAD TO MARTIN LUTHER KING JR. HIGH SCHOOL	Last Mile Connectivity / Sideways and Trails	PE	Congressionally Directed Spending - FY 2023	2024	1.0000	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
DK-475	0019888	MICHELLE OBAMA TRAIL	FROM EXISTING TERMINUS AT WALDROP ROAD TO MARTIN LUTHER KING JR. HIGH SCHOOL	Last Mile Connectivity / Sideways and Trails	ROW	Congressionally Directed Spending - FY 2023	2026	1.0000	\$2,417,500	\$0	\$604,375	\$0	\$3,021,875
DK-476	0019884	SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$1,190,914	\$0	\$1,190,914
DK-476	0019884	SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	PE	Congressionally Directed Spending - FY 2023	2024	1	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
DK-476	0019884	SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	ROW	Congressionally Directed Spending - FY 2023	2026	1	\$529,000	\$0	\$132,250	\$0	\$661,250
DK-476	0019884	SR 13/US 23 (BUFORD HIGHWAY) PEDESTRIAN SAFETY IMPROVEMENTS	AT I-285; OAKCLIFF ROAD; MCELROY ROAD AND LONGMIRE WAY	Last Mile Connectivity / Pedestrian Facility	UTL	Local Jurisdiction/Municipality Funds	2028	1	\$0	\$0	\$161,695	\$0	\$161,695
DK-477	N/A	CONSTITUTION ROAD RAILROAD CROSSING GRADE SEPARATION	AT NORFOLK SOUTHERN RAILROAD	Other / Scoping	SCP	Railroad Crossing Elimination (RCE) Program	2024	1	\$460,460	\$0	\$115,115	\$0	\$575,575
DK-AR-240	N/A	I-285 INTERCHANGE IMPROVEMENTS	AT ASHFORD-DUNWOODY ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.312086658	\$0	\$0	\$65,604,333	\$0	\$65,604,333
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$26,098,843	\$6,524,711	\$0	\$0	\$32,623,554
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2025	1.0000	\$68,395,625	\$17,098,906	\$0	\$0	\$85,494,531
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$65,364,814	\$16,341,204	\$0	\$0	\$81,706,018
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$79,671,670	\$19,917,917	\$0	\$0	\$99,589,587
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$76,920,000	\$19,230,000	\$0	\$0	\$96,150,000
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	General Federal Aid 2029-2050	LR 2029-2030	1.0000	\$153,840,000	\$38,460,000	\$0	\$0	\$192,300,000
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2024	1.0000	\$42,296,782	\$10,574,196	\$0	\$0	\$52,870,978
DK-AR-241	0013915	I-285 INTERCHANGE IMPROVEMENTS	AT COLUMBIA DRIVE TO LITHONIA INDUSTRIAL BOULEVARD ALONG I-20 AND FROM COLUMBIA DRIVE TO GLENWOOD ROAD ALONG I-285	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2026	1.0000	\$21,881,316	\$5,470,329	\$0	\$0	\$27,351,645
DK-AR-242	0002868	PANOLA ROAD - SEGMENT 3 OPERATIONS IMPROVEMENTS - INCLUDES I-20 INTERCHANGE	FROM FAIRINGTON ROAD TO SNAPPINGER WOODS DRIVE	Roadway / General Purpose Capacity	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$39,206,850	\$9,801,712	\$0	\$0	\$49,008,562
DK-AR-242	0002868	PANOLA ROAD - SEGMENT 3 OPERATIONS IMPROVEMENTS - INCLUDES I-20 INTERCHANGE	FROM FAIRINGTON ROAD TO SNAPPINGER WOODS DRIVE	Roadway / General Purpose Capacity	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$1,348,241	\$337,060	\$0	\$0	\$1,685,301
DK-AR-243	0015919	I-85 NORTH INTERCHANGE IMPROVEMENTS (INCLUDES LANE REDUCTION ON I-85 AND WIDENING OF I-85 ACCESS ROAD)	FROM SR 42 (NORTH DRUID HILLS) TO SR 155 (CLAIRMONT ROAD)	Roadway / General Purpose Capacity	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$6,394,317	\$1,598,579	\$0	\$0	\$7,992,896
DK-AR-243	0015919	I-85 NORTH INTERCHANGE IMPROVEMENTS (INCLUDES LANE REDUCTION ON I-85 AND WIDENING OF I-85 ACCESS ROAD)	FROM SR 42 (NORTH DRUID HILLS) TO SR 155 (CLAIRMONT ROAD)	Roadway / General Purpose Capacity	UTL	National Highway Performance Program (NHPP)	2025	1.0000	\$196,000	\$49,000	\$0	\$0	\$245,000
DK-SAP-A	N/A	PLAN OF DECATUR LOCAL ROAD SAFETY		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$200,000	\$0	\$50,000	\$0	\$250,000
DK-SAP-B	N/A	BUFORD HIGHWAY SAFETY ACTION PLAN		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$200,000	\$0	\$50,000	\$0	\$250,000
DO-003	N/A	SOUTH DOUGLAS LOOP - PHASE 3 (WIDENING/NEW ALIGNMENT)	FROM INTERSECTION OF BRIGHT STAR ROAD AND I-20 WEST TO INTERSECTION OF CHAPEL HILL ROAD AND CENTRAL CHURCH ROAD (FOLLOWING ALIGNMENT OF BRIGHT STAR ROAD AND CENTRAL CHURCH ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$39,362,600	\$0	\$39,362,600
DO-004	N/A	SOUTH DOUGLAS LOOP - PHASE 2 (WIDENING/NEW ALIGNMENT)	FROM FROM INTERSECTION OF CHAPEL HILL ROAD AND CENTRAL CHURCH ROAD / BOMAR ROAD TO INTERSECTION OF LEE ROAD EXTENSION AND BOMAR ROAD (SEE DO-017)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$22,628,164	\$0	\$22,628,164
DO-016	N/A	US 78 (BANKHEAD HIGHWAY) WIDENING	FROM SOUTH SWEETWATER ROAD TO SR 6 (THORNTON ROAD)	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$33,658,820	\$8,414,705	\$0	\$0	\$42,073,525
DO-017	0019889	SOUTH DOUGLAS LOOP - PHASE 1 (LEE ROAD EXTENSION/NEW ALIGNMENT)	FROM SR 92 (FAIRBURN ROAD) TO BOMAR ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2041-2050	1.6796	\$33,658,820	\$8,414,705	\$0	\$0	\$42,073,525
DO-017	0019889	SOUTH DOUGLAS LOOP - PHASE 1 (LEE ROAD EXTENSION/NEW ALIGNMENT)	FROM SR 92 (FAIRBURN ROAD) TO BOMAR ROAD	Roadway / General Purpose Capacity	PE	Congressionally Directed Spending - FY 2023	2024	1.0000	\$3,000,000	\$0	\$750,000	\$0	\$3,750,000
DO-017	0019889	SOUTH DOUGLAS LOOP - PHASE 1 (LEE ROAD EXTENSION/NEW ALIGNMENT)	FROM SR 92 (FAIRBURN ROAD) TO BOMAR ROAD	Roadway / General Purpose Capacity	ROW	Congressionally Directed Spending - FY 2023	2026	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
DO-019	721770-	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (H17)	LR 2034-2040	1.3121	\$0	\$16,619,174	\$0	\$0	\$16,619,174

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs					
									Federal	State	Local	Bond	Total	
DO-019	721770	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$2,152,348	\$0	\$0	\$0	\$2,152,348
DO-019	721770	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$23,315,271	\$0	\$0	\$0	\$23,315,271
DO-019	721770	SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING	FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$1,510,430	\$0	\$0	\$0	\$1,510,430
DO-022	0013563	LEE ROAD / SOUTH SWEETWATER ROAD WIDENING	FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST	Roadway / General Purpose Capacity	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$9,295,977	\$0	\$2,323,994	\$0	\$0	\$11,619,971
DO-022	0013563	LEE ROAD / SOUTH SWEETWATER ROAD WIDENING	FROM VULCAN DRIVE TO SKYVIEW DRIVE AND OPERATIONAL IMPROVEMENTS FROM SKYVIEW DRIVE TO US 78 (BANKHEAD HIGHWAY) TO I-20 WEST	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$4,286,038	\$0	\$1,071,691	\$0	\$0	\$5,357,729
DO-252A	N/A	CHAPEL HILL ROAD WIDENING	FROM CENTRAL CHURCH ROAD TO STEWARTS MILL ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$14,301,000	\$0	\$3,575,250	\$0	\$0	\$17,876,250
DO-252B	N/A	CHAPEL HILL ROAD WIDENING	FROM DORSETT SHOALS ROAD TO SR 166	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$6,298,016	\$0	\$1,574,504	\$0	\$0	\$7,872,520
DO-298	0012877	CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION	FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2027	1.0000	\$6,009,600	\$0	\$27,708,040	\$0	\$0	\$33,717,640
DO-298	0012877	CHC REGIONAL GREENWAY TRAIL - DOUGLAS COUNTY EXTENSION	FROM BOUNDARY OF WATERS PARK TO SWEETWATER CREEK STATE PARK	Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$3,916,800	\$0	\$4,614,600	\$0	\$0	\$8,531,400
DO-302	0019636	I-20/CHAPEL HILL RD - INTERCHANGE IMPROVEMENTS / WIDENING	FROM HOSPITAL DR TO ARBOR PLACE BLVD	Roadway / Interchange Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$3,305,638	\$0	\$826,410	\$0	\$0	\$4,132,048
DO-302	0019636	I-20/CHAPEL HILL RD - INTERCHANGE IMPROVEMENTS / WIDENING	FROM HOSPITAL DR TO ARBOR PLACE BLVD	Roadway / Interchange Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,034,400	\$0	\$258,600	\$0	\$0	\$1,293,000
DO-302	0019636	I-20/CHAPEL HILL RD - INTERCHANGE IMPROVEMENTS / WIDENING	FROM HOSPITAL DR TO ARBOR PLACE BLVD	Roadway / Interchange Capacity	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$528,000	\$0	\$132,000	\$0	\$0	\$660,000
DO-303	0017811	DALLAS HIGHWAY CORRIDOR IMPROVEMENTS	FROM BROWN STREET/NEW SR 92 RELOCATION PROJECT TO MCCARLEY RAILROAD CROSSING	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2027	1.0000	\$5,000,000	\$0	\$1,250,000	\$0	\$0	\$6,250,000
DO-303	0017811	DALLAS HIGHWAY CORRIDOR IMPROVEMENTS	FROM BROWN STREET/NEW SR 92 RELOCATION PROJECT TO MCCARLEY RAILROAD CROSSING	Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2025	1.0000	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000
DO-303	0017811	DALLAS HIGHWAY CORRIDOR IMPROVEMENTS	FROM BROWN STREET/NEW SR 92 RELOCATION PROJECT TO MCCARLEY RAILROAD CROSSING	Last Mile Connectivity / Sidepaths and Trails	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2027	1.0000	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
DO-304	0019210	SR 92 (FAIRBURN ROAD) MULTIMODAL IMPROVEMENTS	FROM HOSPITAL DRIVE TO US 78 (VETERANS MEMORIAL HIGHWAY)	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2026	1.0000	\$7,500,000	\$0	\$4,800,000	\$0	\$0	\$12,300,000
DO-304	0019210	SR 92 (FAIRBURN ROAD) MULTIMODAL IMPROVEMENTS	FROM HOSPITAL DRIVE TO US 78 (VETERANS MEMORIAL HIGHWAY)	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$200,000	\$0	\$0	\$200,000
DO-304	0019210	SR 92 (FAIRBURN ROAD) MULTIMODAL IMPROVEMENTS	FROM HOSPITAL DRIVE TO US 78 (VETERANS MEMORIAL HIGHWAY)	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$200,000	\$0	\$0	\$200,000
FA-085	321960	SR 85 WIDENING	FROM SR 92 TO GRADY AVENUE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$15,244,122	\$0	\$0	\$0	\$15,244,122
FA-085	321960	SR 85 WIDENING	FROM SR 92 TO GRADY AVENUE	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2028	1.0000	\$0	\$4,686,637	\$0	\$0	\$0	\$4,686,637
FA-085	321960	SR 85 WIDENING	FROM SR 92 TO GRADY AVENUE	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$4,288,226	\$0	\$0	\$0	\$4,288,226
FA-100C	0017812	FAYETTE COUNTY RESURFACING PROGRAM - PHASE 2	AT VARIOUS SEGMENTS IN FAYETTE COUNTY	Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$5,673,430	\$0	\$1,418,357	\$0	\$0	\$7,091,787
FA-279	0017813	SR 279 REALIGNMENT	AT CORINTH ROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$2,120,230	\$0	\$0	\$2,120,230
FA-279	0017813	SR 279 REALIGNMENT	AT CORINTH ROAD	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$5,490,000	\$0	\$0	\$5,490,000
FA-279	0017813	SR 279 REALIGNMENT	AT CORINTH ROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FA-SAP-A	N/A	COMPREHENSIVE SAFETY ACTION PLAN		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$312,000	\$0	\$78,000	\$0	\$0	\$390,000
FN-140	N/A	MANSSELL ROAD EXTENSION - NEW ALIGNMENT	FROM SR 92 (CROSSVILLE ROAD) TO SR 9 (ALPHARETTA STREET)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$11,283,945	\$0	\$0	\$11,283,945
FN-145	N/A	COMMERCE PARKWAY EXTENSION - NEW ALIGNMENT	FROM OLD ROSWELL ROAD TO SR 140 (HOLCOMB BRIDGE ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$11,283,945	\$0	\$0	\$11,283,945
FN-168	N/A	HAMMOND DRIVE WIDENING	FROM ASHFORD DUNWOODY ROAD TO GLENRIDGE DRIVE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$24,890,981	\$0	\$0	\$24,890,981
FN-176	0017187	SR 120 (OLD MILTON PARKWAY) WIDENING	FROM NORTH POINT PARKWAY TO KIMBALL BRIDGE ROAD	Roadway / General Purpose Capacity	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$23,195,544	\$5,798,886	\$0	\$0	\$0	\$28,994,430
FN-176	0017187	SR 120 (OLD MILTON PARKWAY) WIDENING	FROM NORTH POINT PARKWAY TO KIMBALL BRIDGE ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,566,842	\$0	\$0	\$1,566,842
FN-178A	N/A	SR 141 (MEDLOCK BRIDGE ROAD) WIDENING (PHASE 1)	FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$2,036,535	\$0	\$0	\$2,036,535
FN-178A	N/A	SR 141 (MEDLOCK BRIDGE ROAD) WIDENING (PHASE 1)	FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$250,000	\$0	\$0	\$250,000
FN-178A	N/A	SR 141 (MEDLOCK BRIDGE ROAD) WIDENING (PHASE 1)	FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$200,000	\$0	\$0	\$200,000
FN-178C	N/A	SR 141 (MEDLOCK BRIDGE ROAD) WIDENING (PHASE 3)	FROM GROVE POINT ROAD TO MCGINNIS FERRY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$6,050,000	\$0	\$0	\$6,050,000
FN-179	0017814	NORTH POINT PARKWAY LID STREETScape ENHANCEMENTS AND COMPLETE STREETS UPGRADE	FROM MANSSELL ROAD TO HAYNES BRIDGE ROAD	Last Mile Connectivity / Complete Street Retrofit	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2026	1.0000	\$5,000,000	\$0	\$24,000,000	\$0	\$0	\$29,000,000
FN-179	0017814	NORTH POINT PARKWAY LID STREETScape ENHANCEMENTS AND COMPLETE STREETS UPGRADE	FROM MANSSELL ROAD TO HAYNES BRIDGE ROAD	Last Mile Connectivity / Complete Street Retrofit	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2025	1.0000	\$5,000,000	\$0	\$1,250,000	\$0	\$0	\$6,250,000
FN-180	0017845	SR 141 (MEDLOCK BRIDGE ROAD) INTERSECTION IMPROVEMENTS	AT STATE BRIDGE ROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
FN-180	0017845	SR 141 (MEDLOCK BRIDGE ROAD) INTERSECTION IMPROVEMENTS	AT STATE BRIDGE ROAD	Roadway / Operations & Safety	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
FN-180	0017845	SR 141 (MEDLOCK BRIDGE ROAD) INTERSECTION IMPROVEMENTS	AT STATE BRIDGE ROAD	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$700,000	\$0	\$0	\$700,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
FN-180	0017845	SR 141 (MEDLOCK BRIDGE ROAD) INTERSECTION IMPROVEMENTS	AT STATE BRIDGE ROAD	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$350,000	\$0	\$350,000
FN-220	N/A	STATE BRIDGE ROAD WIDENING	FROM KIMBALL BRIDGE ROAD TO MEDLOCK BRIDGE ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$9,051,266	\$0	\$9,051,266
FN-222	0007838	SR 9 (CUMMING HIGHWAY) WIDENING	FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$45,802,661	\$0	\$0	\$45,802,661
FN-222	0007838	SR 9 (CUMMING HIGHWAY) WIDENING	FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$2,739,419	\$0	\$0	\$2,739,419
FN-231	N/A	OLD ALABAMA ROAD WIDENING	FROM JONES BRIDGE ROAD TO BUICE ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$7,919,857	\$0	\$7,919,857
FN-253	0009640	SR 9 (ROSWELL ROAD / ATLANTA STREET) PEDESTRIAN IMPROVEMENTS	AT CHATTAHOOCHEE RIVER	Last Mile Connectivity / Pedestrian Facility	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2028	1.0000	\$6,287,770	\$0	\$1,571,943	\$0	\$7,859,713
FN-264	721000-	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING	FROM FROM SR 141 (FULTON COUNTY) TO PEACHTREE INDUSTRIAL BOULEVARD (GWINNETT COUNTY)	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$31,714,675	\$7,928,669	\$0	\$0	\$39,643,344
FN-264	721000-	SR 120 (ABBOTTS BRIDGE ROAD / DULUTH HIGHWAY) WIDENING	FROM FROM SR 141 (FULTON COUNTY) TO PEACHTREE INDUSTRIAL BOULEVARD (GWINNETT COUNTY)	Roadway / General Purpose Capacity	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$2,342,267	\$585,567	\$0	\$0	\$2,927,834
FN-265	N/A	SR 120 (ABBOTTS BRIDGE ROAD) WIDENING	FROM JONES BRIDGE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
FN-267	N/A	HAMMOND DRIVE WIDENING	FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$16,971,123	\$0	\$16,971,123
FN-269	721010-	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	FROM SR 120 TO CHATTAHOOCHEE RIVER IN ROSWELL	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$24,577,492	\$6,144,373	\$0	\$0	\$30,721,865
FN-269	721010-	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	FROM SR 120 TO CHATTAHOOCHEE RIVER IN ROSWELL	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2028	1.0000	\$10,000,000	\$0	\$2,500,000	\$0	\$12,500,000
FN-269	721010-	SR 9 (ATLANTA STREET) REVERSIBLE LANE REMOVAL AND WIDENING	FROM SR 120 TO CHATTAHOOCHEE RIVER IN ROSWELL	Roadway / General Purpose Capacity	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$3,501,240	\$875,310	\$0	\$0	\$4,376,550
FN-270	N/A	JONES BRIDGE ROAD INTERSECTION IMPROVEMENTS	FROM SARGENT ROAD TO DOUGLAS ROAD	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$6,000,000	\$0	\$6,000,000
FN-287	0012788	SR 120 (ABBOTTS BRIDGE ROAD) OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING PEDESTRIAN CONNECTIVITY	FROM PARSONS ROAD (WEST) TO PRIMROSE PARKWAY	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$19,360,808	\$0	\$4,840,202	\$0	\$24,201,010
FN-292	0010874	BIG CREEK PARKWAY - PHASE II (NEW ALIGNMENT)	FROM WARSAW ROAD TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$40,070,414	\$0	\$40,070,414
FN-292	0010874	BIG CREEK PARKWAY - PHASE II (NEW ALIGNMENT)	FROM WARSAW ROAD TO OLD ALABAMA ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$16,561,212	\$0	\$16,561,212
FN-302	0015078	BIG CREEK GREENWAY CONNECTION	FROM BETHANY BEND TO MORRIS ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2026	1.0000	\$2,400,000	\$0	\$600,000	\$0	\$3,000,000
FN-302	0015078	BIG CREEK GREENWAY CONNECTION	FROM BETHANY BEND TO MORRIS ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$180,000	\$0	\$180,000
FN-304	0015023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$13,044,351	\$0	\$13,044,351
FN-304	0015023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2024	1.0000	\$2,775,928	\$0	\$693,982	\$0	\$3,469,910
FN-304	0015023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$4,628,320	\$0	\$1,157,080	\$0	\$5,785,400
FN-304	0015023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$5,738,509	\$0	\$1,434,627	\$0	\$7,173,136
FN-304	0015023	PATH 400 TRAIL EXTENSION	FROM LORIDANS DRIVE TO JOHNSON FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	UTL	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$12,000	\$0	\$3,000	\$0	\$15,000
FN-306	N/A	BIG CREEK PARKWAY - PHASE III (NEW ALIGNMENT)	FROM BIG CREEK PARKWAY (EAST OF SR 400) TO NORTHPOINT PARKWAY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$13,748,175	\$0	\$13,748,175
FN-307	N/A	SUN VALLEY DRIVE EXTENSION - PHASE III (NEW ALIGNMENT)	FROM SR 9 (ALPHARETTA HIGHWAY) TO SR 140 (HOUEZ ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$6,222,745	\$0	\$6,222,745
FN-308	0017815	CHATTAHOOCHEE GREENWAY	FROM ABBOTTS BRIDGE ROAD TO CAULEY CREEK PARK	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2026	1.0000	\$2,800,000	\$0	\$700,000	\$0	\$3,500,000
FN-308	0017815	CHATTAHOOCHEE GREENWAY	FROM ABBOTTS BRIDGE ROAD TO CAULEY CREEK PARK	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
FN-309	0019640	CHATTAHOOCHEE GREENWAY PHASE 2	FROM ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$10,000,000	\$0	\$10,000,000
FN-309	0019640	CHATTAHOOCHEE GREENWAY PHASE 2	FROM ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
FN-309	0019640	CHATTAHOOCHEE GREENWAY PHASE 2	FROM ROGERS BRIDGE ROAD TO MCGINNIS FERRY ROAD	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
FN-348A	0016580	HOPEWELL ROAD BRIDGE UPGRADE	AT CHICKEN CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$2,560,000	\$640,000	\$0	\$0	\$3,200,000
FN-348A	0016580	HOPEWELL ROAD BRIDGE UPGRADE	AT CHICKEN CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
FN-348A	0016580	HOPEWELL ROAD BRIDGE UPGRADE	AT CHICKEN CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$160,000	\$40,000	\$0	\$0	\$200,000
FN-348A	0016580	HOPEWELL ROAD BRIDGE UPGRADE	AT CHICKEN CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$9,600	\$2,400	\$0	\$0	\$12,000
FN-348B	0016581	BIRMINGHAM ROAD BRIDGE UPGRADE	AT CHICKEN CREEK TRIBUTARY	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$2,000,000	\$500,000	\$0	\$0	\$2,500,000
FN-348B	0016581	BIRMINGHAM ROAD BRIDGE UPGRADE	AT CHICKEN CREEK TRIBUTARY	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$75,000	\$0	\$75,000
FN-348B	0016581	BIRMINGHAM ROAD BRIDGE UPGRADE	AT CHICKEN CREEK TRIBUTARY	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$120,000	\$30,000	\$0	\$0	\$150,000
FN-348B	0016581	BIRMINGHAM ROAD BRIDGE UPGRADE	AT CHICKEN CREEK TRIBUTARY	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$64,000	\$16,000	\$0	\$0	\$80,000
FN-348C	0016582	FREEMANVILLE ROAD BRIDGE UPGRADE	AT COOPER SANDY CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2025	1.0000	\$1,600,000	\$400,000	\$0	\$0	\$2,000,000
FN-348C	0016582	FREEMANVILLE ROAD BRIDGE UPGRADE	AT COOPER SANDY CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$75,000	\$0	\$75,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
FN-348C	0016582	FREEMANVILLE ROAD BRIDGE UPGRADE	AT COOPER SANDY CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program - Off-System Bridge	2024	1.0000	\$120,000	\$30,000	\$0	\$0	\$150,000
FN-348C	0016582	FREEMANVILLE ROAD BRIDGE UPGRADE	AT COOPER SANDY CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program - Off-System Bridge	2025	1.0000	\$64,000	\$16,000	\$0	\$0	\$80,000
FN-348D	0016599	WATERS ROAD BRIDGE UPGRADE	AT LONG INDIAN CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$2,000,000	\$500,000	\$0	\$0	\$2,500,000
FN-348D	0016599	WATERS ROAD BRIDGE UPGRADE	AT LONG INDIAN CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
FN-348D	0016599	WATERS ROAD BRIDGE UPGRADE	AT LONG INDIAN CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$160,000	\$40,000	\$0	\$0	\$200,000
FN-348D	0016599	WATERS ROAD BRIDGE UPGRADE	AT LONG INDIAN CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$96,000	\$24,000	\$0	\$0	\$120,000
FN-349	0017830	BUICE ROAD BRIDGE REPLACEMENT	AT JOHNS CREEK	Roadway / Bridge Upgrade	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$1,750,000	\$0	\$0	\$1,750,000
FN-349	0017830	BUICE ROAD BRIDGE REPLACEMENT	AT JOHNS CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,620,000	\$0	\$405,000	\$0	\$2,025,000
FN-349	0017830	BUICE ROAD BRIDGE REPLACEMENT	AT JOHNS CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$550,000	\$0	\$550,000
FN-349	0017830	BUICE ROAD BRIDGE REPLACEMENT	AT JOHNS CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$400,000	\$0	\$100,000	\$0	\$500,000
FN-349	0017830	BUICE ROAD BRIDGE REPLACEMENT	AT JOHNS CREEK	Roadway / Bridge Upgrade	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$210,000	\$0	\$210,000
FN-350	0019211	NORTH POINT ALPHA LINK TRAIL	FROM HAYNES BRIDGE ROAD AND NORTHWINDS PARKWAY TO ENCORE PARKWAY	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$6,000,000	\$0	\$6,000,000
FN-350	0019211	NORTH POINT ALPHA LINK TRAIL	FROM HAYNES BRIDGE ROAD AND NORTHWINDS PARKWAY TO ENCORE PARKWAY	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$400,000	\$0	\$400,000
FN-350	0019211	NORTH POINT ALPHA LINK TRAIL	FROM HAYNES BRIDGE ROAD AND NORTHWINDS PARKWAY TO ENCORE PARKWAY	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
FN-351	0019792	I-285 INNOVATIVE INTERCHANGE STUDY	AT ROSWELL ROAD	Other / Scoping	SCP	National Highway Performance Program (NHPP)	2024	1.0000	\$400,000	\$100,000	\$0	\$0	\$500,000
FN-351	0019792	I-285 INNOVATIVE INTERCHANGE STUDY	AT ROSWELL ROAD	Other / Scoping	SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$600,000	\$0	\$150,000	\$0	\$750,000
FN-352	0019793	ROSWELL ROAD NORTH END BOULEVARD	FROM ROSWELL ROAD, BETWEEN DUNWOODY PLACE (SOUTHERN LIMIT) TO THE CHATTAHOOCHEE RIVER (NORTHERN LIMIT)	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$2,500,000	\$0	\$2,500,000
FN-352	0019793	ROSWELL ROAD NORTH END BOULEVARD	FROM ROSWELL ROAD, BETWEEN DUNWOODY PLACE (SOUTHERN LIMIT) TO THE CHATTAHOOCHEE RIVER (NORTHERN LIMIT)	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$1,600,000	\$0	\$1,600,000
FN-352	0019793	ROSWELL ROAD NORTH END BOULEVARD	FROM ROSWELL ROAD, BETWEEN DUNWOODY PLACE (SOUTHERN LIMIT) TO THE CHATTAHOOCHEE RIVER (NORTHERN LIMIT)	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$350,000	\$0	\$350,000
FN-353	0019615	CITY OF ALPHARETTA BUS SHELTER @ 3 LOCATIONS		Transit / Bus Capital	CST	Congressionally Directed Spending - FY 2022	2024	1.0000	\$125,000	\$0	\$31,250	\$0	\$156,250
FN-353	0019615	CITY OF ALPHARETTA BUS SHELTER @ 3 LOCATIONS		Transit / Bus Capital	ROW	Congressionally Directed Spending - FY 2022	2024	1.0000	\$25,000	\$0	\$6,250	\$0	\$31,250
FN-354	N/A	BIG CREEK GREENWAY COMMUNITY CONNECTIVITY STUDY		Other / Planning	SCP	Reconnecting Communities Pilot (RCP) Grant - FY 2022	2024	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
FN-SAP-A	N/A	SAFE STREETS AND ROADS FOR ALL STUDY		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$200,000	\$0	\$50,000	\$0	\$250,000
FN-SAP-B	N/A	SANDY SPRINGS SAFETY ACTION PLAN		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$360,000	\$0	\$90,000	\$0	\$450,000
FS-011	N/A	CASCADE-PALMETTO HIGHWAY WIDENING	FROM SR 92 (CAMPBELLTON-FAIRBURN ROAD) TO SR 154 (CAMPBELLTON ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$58,785,365	\$0	\$58,785,365
FS-202E	N/A	OAKLEY INDUSTRIAL BOULEVARD - NEW ALIGNMENT	FROM CREEKWOOD DRIVE TO GULLATT ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$16,971,123	\$0	\$16,971,123
FS-215	0017993	WELCOME ALL ROAD INTERSECTION AND REALIGNMENT	AT SR 6 (CAMP CREEK PARKWAY)	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$4,635,054	\$0	\$1,158,764	\$0	\$5,793,818
FS-215	0017993	WELCOME ALL ROAD INTERSECTION AND REALIGNMENT	AT SR 6 (CAMP CREEK PARKWAY)	Roadway / Operations & Safety	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$566,822	\$0	\$141,706	\$0	\$708,528
FS-215	0017993	WELCOME ALL ROAD INTERSECTION AND REALIGNMENT	AT SR 6 (CAMP CREEK PARKWAY)	Roadway / Operations & Safety	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$77,000	\$0	\$77,000
FS-215	0017993	WELCOME ALL ROAD INTERSECTION AND REALIGNMENT	AT SR 6 (CAMP CREEK PARKWAY)	Roadway / Operations & Safety	UTL	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$155,000	\$0	\$155,000
FS-235	0012637	NEW HOPE ROAD PEDESTRIAN FACILITIES	FROM SR 166 (CAMPBELLTON ROAD) TO DANFORTH ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2024	1.0000	\$3,649,353	\$0	\$1,040,041	\$0	\$4,689,394
FS-235	0012637	NEW HOPE ROAD PEDESTRIAN FACILITIES	FROM SR 166 (CAMPBELLTON ROAD) TO DANFORTH ROAD	Last Mile Connectivity / Pedestrian Facility	UTL	Carbon Reduction Program - Urbanized Areas With Population Over 200K	2024	1.0000	\$237,073	\$0	\$59,268	\$0	\$296,341
FS-283	0013809	SR/14 US 29 BRIDGE UPGRADE	AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2024	1.0000	\$6,634,142	\$1,658,536	\$0	\$0	\$8,292,678
FS-283	0013809	SR/14 US 29 BRIDGE UPGRADE	AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY	Roadway / Bridge Upgrade	UTL	National Highway Performance Program (NHPP)	2024	1.0000	\$757,268	\$189,317	\$0	\$0	\$946,585
FS-286C	0015530	CR 1529/COCHRAN ROAD @ CAMP CREEK		Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,849,930	\$0	\$462,483	\$0	\$2,312,413
FS-286C	0015530	CR 1529/COCHRAN ROAD @ CAMP CREEK		Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$120,000	\$0	\$30,000	\$0	\$150,000
FS-288	0015624	SR 279 (OLD NATIONAL HIGHWAY) SIDEWALKS - PHASE II	FROM FLAT SHOALS ROAD TO JONESBORO ROAD	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$3,413,000	\$0	\$1,062,000	\$0	\$4,475,000
FS-288	0015624	SR 279 (OLD NATIONAL HIGHWAY) SIDEWALKS - PHASE II	FROM FLAT SHOALS ROAD TO JONESBORO ROAD	Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$160,000	\$0	\$40,000	\$0	\$200,000
FS-348	0016605	BETHSAIDA ROAD BRIDGE UPGRADE	AT MORNING CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$2,000,000	\$500,000	\$0	\$0	\$2,500,000
FS-348	0016605	BETHSAIDA ROAD BRIDGE UPGRADE	AT MORNING CREEK	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$50,000	\$0	\$50,000
FS-348	0016605	BETHSAIDA ROAD BRIDGE UPGRADE	AT MORNING CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$80,000	\$20,000	\$0	\$0	\$100,000
FS-348	0016605	BETHSAIDA ROAD BRIDGE UPGRADE	AT MORNING CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$63,672	\$15,918	\$0	\$0	\$79,590

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
FS-349	0017995	FULTON INDUSTRIAL BOULEVARD PEDESTRIAN ENHANCEMENTS AND INTERSECTION IMPROVEMENT	FROM LAKEVIEW COURT TO WESTPARK PLACE	Last Mile Connectivity / Pedestrian Facility	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$2,560,000	\$0	\$640,000	\$0	\$3,200,000
FS-349	0017995	FULTON INDUSTRIAL BOULEVARD PEDESTRIAN ENHANCEMENTS AND INTERSECTION IMPROVEMENT	FROM LAKEVIEW COURT TO WESTPARK PLACE	Last Mile Connectivity / Pedestrian Facility	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$40,000	\$0	\$10,000	\$0	\$50,000
FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT AT SR 14 ALT (SOUTH FULTON PARKWAY)	Roadway / Operations & Safety	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$9,051,266	\$2,262,816	\$0	\$0	\$11,314,082
FS-350	0014081	SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE	AT AT SR 14 ALT (SOUTH FULTON PARKWAY)	Roadway / Operations & Safety	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$5,760,000	\$1,440,000	\$0	\$0	\$7,200,000
FS-353	0019796	CITY OF EAST POINT RESURFACING PROGRAM		Roadway / Maintenance	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$3,200,000	\$0	\$800,000	\$0	\$4,000,000
FS-354	0019886	EAST POINT MULTIMODAL PATH	FROM NORMAN BERRY DRIVE/BOBBY BROWN PARKWAY FROM SUMNER PARK TO VIRGINIA AVENUE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$5,101,126	\$0	\$5,101,126
FS-354	0019886	EAST POINT MULTIMODAL PATH	FROM NORMAN BERRY DRIVE/BOBBY BROWN PARKWAY FROM SUMNER PARK TO VIRGINIA AVENUE	Last Mile Connectivity / Sidepaths and Trails	PE	Congressionally Directed Spending - FY 2023	2024	1.0000	\$1,750,000	\$0	\$437,500	\$0	\$2,187,500
FS-354	0019886	EAST POINT MULTIMODAL PATH	FROM NORMAN BERRY DRIVE/BOBBY BROWN PARKWAY FROM SUMNER PARK TO VIRGINIA AVENUE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$364,652	\$0	\$364,652
FS-AR-182	0007841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$16,094,238	\$4,023,559	\$0	\$0	\$20,117,797
FS-AR-182	0007841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	CST	National Highway Freight Program (NHFP)	2025	1.0000	\$28,400,000	\$7,100,000	\$0	\$0	\$35,500,000
FS-AR-182	0007841	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 74 (SENOIA ROAD)	Roadway / Interchange Capacity	UTL	National Highway Performance Program (NHPP)	2025	1.0000	\$326,852	\$81,713	\$0	\$0	\$408,565
FS-AR-183	0007842	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 138 (JONESBORO ROAD)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$35,726,412	\$8,931,603	\$0	\$0	\$44,658,015
FS-AR-183	0007842	I-85 SOUTH INTERCHANGE IMPROVEMENTS	AT SR 138 (JONESBORO ROAD)	Roadway / Interchange Capacity	UTL	National Highway Performance Program (NHPP)	2028	1.0000	\$1,847,491	\$461,873	\$0	\$0	\$2,309,364
FS-AR-184	N/A	I-285 INTERCHANGE IMPROVEMENTS	AT CASCADE ROAD	Roadway / Interchange Upgrade	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$18,684,114	\$0	\$4,671,029	\$0	\$23,355,143
FT-001D	121690-	SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING	FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$35,458,583	\$0	\$0	\$35,458,583
FT-001D	121690-	SR 9 (ATLANTA HIGHWAY): SEGMENT 4 - WIDENING	FROM SR 141 (PEACHTREE PARKWAY / BETHELVIEW ROAD) TO SR 20 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$1,760,286	\$0	\$0	\$1,760,286
FT-003	0016975	PILGRIM MILL ROAD MULTIUSE TRAIL	FROM HOLTZCLAW ROAD TO TIDWELL PARK	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	LR 2031-2033	1.2184	\$0	\$0	\$5,976,038	\$0	\$5,976,038
FT-003	0016975	PILGRIM MILL ROAD MULTIUSE TRAIL	FROM HOLTZCLAW ROAD TO TIDWELL PARK	Last Mile Connectivity / Sidepaths and Trails	CST	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$389,889	\$0	\$97,472	\$0	\$487,361
FT-003	0016975	PILGRIM MILL ROAD MULTIUSE TRAIL	FROM HOLTZCLAW ROAD TO TIDWELL PARK	Last Mile Connectivity / Sidepaths and Trails	ROW	Federal Lands Access Program	2024	1.0000	\$1,868,000	\$0	\$467,000	\$0	\$2,335,000
FT-030	0006915	POST ROAD WIDENING	FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$36,544,200	\$0	\$0	\$36,544,200
FT-030	0006915	POST ROAD WIDENING	FROM SR 9 (ATLANTA HIGHWAY) TO KELLY MILL ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$4,404,800	\$0	\$0	\$4,404,800
FT-031	0013965	POST ROAD WIDENING	FROM KELLY MILL ROAD TO SR 20 (CANTON HIGHWAY)	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2031-2033	1.0000	\$0	\$93,408,018	\$0	\$0	\$93,408,018
FT-040	N/A	JOT EM DOWN ROAD WIDENING	FROM SR 400 TO SR 306 (KEITH BRIDGE ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.0000	\$0	\$0	\$21,435,000	\$0	\$21,435,000
FT-041	N/A	CROSSROADS ROAD WIDENING	FROM SR 400 TO JOT EM DOWN ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.0000	\$0	\$0	\$5,807,000	\$0	\$5,807,000
FT-042	N/A	BETHELVIEW ROAD WIDENING	FROM CASTLEBERRY ROAD TO SR 9 (ATLANTA HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.0000	\$0	\$0	\$11,738,000	\$0	\$11,738,000
FT-043	N/A	DR. BRAMBLETT ROAD WIDENING	FROM SR 369 (MATT HIGHWAY) TO SR 20 (CANTON HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.0000	\$0	\$0	\$22,309,000	\$0	\$22,309,000
FT-044	N/A	BANNISTER ROAD WIDENING	FROM SR 369 (MATT HIGHWAY) TO SR 9 (DAHLONEGA HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.0000	\$0	\$0	\$9,435,000	\$0	\$9,435,000
FT-045	N/A	BANNISTER ROAD NEW ALIGNMENT	FROM INTERSECTION OF DR BRAMBLETT ROAD AND SR 369 (MATT HIGHWAY) TO BANNISTER ROAD NORTH OF NAMON WALLACE DRIVE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.0000	\$0	\$0	\$9,465,000	\$0	\$9,465,000
FT-046	N/A	SPOT ROAD CONNECTOR (NEW ALIGNMENT)	FROM INTERSECTION OF SR 306 AND SR 9 TO INTERSECTION OF SPOT ROAD AND MCCOY CIRCLE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.0000	\$0	\$0	\$1,056,700	\$0	\$1,056,700
FT-047	N/A	BETHELVIEW ROAD CONNECTOR (NEW ALIGNMENT)	FROM INTERSECTION OF BETHELVIEW ROAD AND ENVIRONMENTAL CAMPUS DRIVE TO CASTLEBERRY ROAD NEAR MARK JOHN WAY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.0000	\$0	\$0	\$15,544,000	\$0	\$15,544,000
FT-048	N/A	CASTLEBERRY ROAD WIDENING	FROM SR 9 (ATLANTA HIGHWAY) TO BETHELVIEW ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.0000	\$0	\$0	\$31,346,000	\$0	\$31,346,000
FT-061A	0002862	SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING	FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$87,502,344	\$0	\$0	\$87,502,344
FT-061A	0002862	SR 20 (CANTON HIGHWAY / CUMMING HIGHWAY) WIDENING	FROM SR 369 (HIGHTOWER ROAD) IN CHEROKEE COUNTY TO SR 371 (POST ROAD) IN FORSYTH COUNTY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$3,303,118	\$0	\$0	\$3,303,118
FT-062B	0013989	SR 369 (BROWNS BRIDGE ROAD) WIDENING: SEGMENT 2	FROM SR 306 (KEITH BRIDGE ROAD) TO HALL COUNTY LINE	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2041-2050	1.0000	\$0	\$103,009,000	\$0	\$0	\$103,009,000
FT-064A	N/A	COAL MOUNTAIN CONNECTOR PHASE I - NEW ALIGNMENT	FROM INTERSECTION OF BRIDGETOWNE DRIVE AND SR 369 (BROWNS BRIDGE ROAD) TO SETTINGDOWN ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$2,400,000	\$0	\$2,400,000
FT-064B	N/A	COAL MOUNTAIN CONNECTOR PHASE II - NEW ALIGNMENT	FROM SETTINGDOWN ROAD TO INTERSECTION OF COAL MOUNTAIN DRIVE AND SR 9 (DAHLONEGA HIGHWAY)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$4,500,000	\$0	\$4,500,000
FT-065A	N/A	MCFARLAND ROAD: SEGMENT 1 - WIDENING	FROM MCGINNIS FERRY ROAD TO SR 400	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$6,449,027	\$0	\$6,449,027
FT-065B	N/A	MCFARLAND PARKWAY WIDENING - SEGMENT 2	FROM SR 400 TO UNION HILL ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$17,036,133	\$0	\$17,036,133
FT-081	N/A	OLD ALPHARETTA ROAD WIDENING	FROM MCGINNIS FERRY ROAD TO SR 141 (PEACHTREE PARKWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$18,781,376	\$0	\$18,781,376
FT-086	0013552	SR 369 PASSING LANES	FROM CHEROKEE COUNTY LINE TO WALLACE TATUM ROAD	Roadway / Operations & Safety	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$21,697,633	\$5,424,409	\$0	\$0	\$27,122,042
FT-086	0013552	SR 369 PASSING LANES	FROM CHEROKEE COUNTY LINE TO WALLACE TATUM ROAD	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$4,888,215	\$1,222,054	\$0	\$0	\$6,110,269
FT-306B	0013571	SR 306 (KEITH BRIDGE ROAD): SEGMENT 2 - WIDENING	FROM SR 400 TO SR 369	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$48,936,896	\$0	\$0	\$48,936,896
FT-313	0003682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$10,118,039	\$0	\$0	\$10,118,039
FT-313	0003682	SR 20 WIDENING	FROM SR 371 TO EAST OF NORTH CORNERS PARKWAY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$4,554,978	\$0	\$0	\$4,554,978
FT-335	0016066	SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS	AT JEWELL BENNETT ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,389,859	\$0	\$347,465	\$0	\$1,737,324
FT-335	0016066	SR 9 (DAHLONEGA HIGHWAY) INTERSECTION IMPROVEMENTS	AT JEWELL BENNETT ROAD	Roadway / Operations & Safety	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$336,000	\$0	\$84,000	\$0	\$420,000
FT-337	0019797	SR 9 INTERSECTION IMPROVEMENT	AT PUNCH HAMMOND ROAD	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$880,000	\$0	\$220,000	\$0	\$1,100,000
FT-337	0019797	SR 9 INTERSECTION IMPROVEMENT	AT PUNCH HAMMOND ROAD	Roadway / Operations & Safety	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$160,000	\$0	\$40,000	\$0	\$200,000
GW-020D	0007850	SR 20 (BUFORD DRIVE) WIDENING	FROM I-85 NORTH TO ROCK SPRINGS ROAD	Roadway / General Purpose Capacity	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$13,757,000	\$3,439,250	\$0	\$0	\$17,196,250

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
GW-020D	0007850	SR 20 (BUFORD DRIVE) WIDENING	FROM I-85 NORTH TO ROCK SPRINGS ROAD	Roadway / General Purpose Capacity	ROW	National Highway Performance Program (NHPP)	2028	1.0000	\$2,518,550	\$629,637	\$0	\$0	\$3,148,187
GW-184A	0013893	SR 316 GRADE SEPARATION	AT HI-HOPE ROAD (INCLUDES ACCESS CLOSING AT WIMBERLY WAY AND PROGRESSIVE CENTER)	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$109,196,175	\$0	\$0	\$109,196,175
GW-184A	0013893	SR 316 GRADE SEPARATION	AT HI-HOPE ROAD (INCLUDES ACCESS CLOSING AT WIMBERLY WAY AND PROGRESSIVE CENTER)	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$2,886,330	\$0	\$0	\$2,886,330
GW-184B	0013901	SR 316 - NEW INTERCHANGE	AT DROWNING CREEK ROAD	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$33,033,800	\$8,258,450	\$0	\$0	\$41,292,250
GW-184B	0013901	SR 316 - NEW INTERCHANGE	AT DROWNING CREEK ROAD	Roadway / Interchange Capacity	ROW	National Highway Performance Program (NHPP)	2027	1.0000	\$6,554,400	\$1,638,600	\$0	\$0	\$8,193,000
GW-184C	0013895	SR 316 - NEW INTERCHANGE	AT HURRICANE TRAIL - INCLUDES CD SYSTEM TO FENCE ROAD	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$59,633,795	\$0	\$0	\$59,633,795
GW-184C	0013895	SR 316 - NEW INTERCHANGE	AT HURRICANE TRAIL - INCLUDES CD SYSTEM TO FENCE ROAD	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$1,514,431	\$0	\$0	\$1,514,431
GW-184D	0013896	FENCE ROAD CONNECTOR - NEW ALIGNMENT	FROM FENCE ROAD TO US 29 (WINDER HIGHWAY) APPROXIMATELY 0.25 MILES NORTH OF SR 316	Roadway / Operations & Safety	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$6,633,722	\$0	\$0	\$6,633,722
GW-184D	0013896	FENCE ROAD CONNECTOR - NEW ALIGNMENT	FROM FENCE ROAD TO US 29 (WINDER HIGHWAY) APPROXIMATELY 0.25 MILES NORTH OF SR 316	Roadway / Operations & Safety	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$722,580	\$0	\$0	\$722,580
GW-184L	0013894	SR 316 - NEW INTERCHANGE	AT CEDARS ROAD	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$5,520,687	\$0	\$0	\$5,520,687
GW-184L	0013894	SR 316 - NEW INTERCHANGE	AT CEDARS ROAD	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$183,049	\$0	\$0	\$183,049
GW-269	0006921	SR 124 (SCENIC HIGHWAY) WIDENING	FROM US 78 (MAIN STREET) TO SUGARLOAF PARKWAY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$34,844,860	\$0	\$0	\$34,844,860
GW-269	0006921	SR 124 (SCENIC HIGHWAY) WIDENING	FROM US 78 (MAIN STREET) TO SUGARLOAF PARKWAY	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$15,875,661	\$0	\$15,875,661
GW-269	0006921	SR 124 (SCENIC HIGHWAY) WIDENING	FROM US 78 (MAIN STREET) TO SUGARLOAF PARKWAY	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant Program - Urban (>200K) (ARC)	2024	1.0000	\$6,000,000	\$0	\$1,500,000	\$0	\$7,500,000
GW-307A	N/A	SUGARLOAF PARKWAY WIDENING	FROM SR 20 TO SR 124	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$58,833,227	\$0	\$58,833,227
GW-307B	N/A	SUGARLOAF PARKWAY WIDENING	FROM MEADOW CHURCH ROAD TO PEACHTREE INDUSTRIAL BOULEVARD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$30,548,022	\$0	\$30,548,022
GW-308B	0006924	SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT	FROM SR 316 EAST OF LAWRENCEVILLE TO I-85	Roadway / General Purpose Capacity	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$187,166,108	\$46,791,527	\$105,464,829	\$0	\$339,422,464
GW-308B	0006924	SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW ALIGNMENT	FROM SR 316 EAST OF LAWRENCEVILLE TO I-85	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$7,355,172	\$0	\$7,355,172
GW-308C	N/A	SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT	FROM I-85 TO PEACHTREE INDUSTRIAL BOULEVARD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$143,562,731	\$0	\$143,562,731
GW-308C	N/A	SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT	FROM I-85 TO PEACHTREE INDUSTRIAL BOULEVARD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$8,012,257	\$0	\$8,012,257
GW-309	N/A	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT	FROM STEVE REYNOLDS BOULEVARD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$19,896,945	\$0	\$19,896,945
GW-309	N/A	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT	FROM STEVE REYNOLDS BOULEVARD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$18,781,376	\$0	\$18,781,376
GW-309	N/A	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR - NEW ALIGNMENT	FROM STEVE REYNOLDS BOULEVARD TO SATELLITE BOULEVARD (INCLUDES I-85 BRIDGE) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$339,422	\$0	\$339,422
GW-348A	0016519	SR 8 BRIDGE REPLACEMENT	AT JACKSON CREEK IN LILBURN	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2027	1.0000	\$6,000,000	\$1,500,000	\$0	\$0	\$7,500,000
GW-348A	0016519	SR 8 BRIDGE REPLACEMENT	AT JACKSON CREEK IN LILBURN	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$2,013,382	\$503,346	\$0	\$0	\$2,516,728
GW-348A	0016519	SR 8 BRIDGE REPLACEMENT	AT JACKSON CREEK IN LILBURN	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2027	1.0000	\$307,818	\$76,954	\$0	\$0	\$384,772
GW-348B	0016583	MARTINS CHAPEL ROAD BRIDGE REPLACEMENT	AT ALCOVY RIVER	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$2,880,000	\$720,000	\$0	\$0	\$3,600,000
GW-348B	0016583	MARTINS CHAPEL ROAD BRIDGE REPLACEMENT	AT ALCOVY RIVER	Roadway / Bridge Upgrade	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
GW-348B	0016583	MARTINS CHAPEL ROAD BRIDGE REPLACEMENT	AT ALCOVY RIVER	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$160,000	\$40,000	\$0	\$0	\$200,000
GW-348B	0016583	MARTINS CHAPEL ROAD BRIDGE REPLACEMENT	AT ALCOVY RIVER	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$96,000	\$24,000	\$0	\$0	\$120,000
GW-361A	0014925	SR 124 (BRASELTON HIGHWAY) WIDENING	FROM SR 20 (BUFORD DRIVE) TO OLD PEACHTREE ROAD	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$79,605,610	\$0	\$0	\$79,605,610
GW-361B	0014926	SR 124 (BRASELTON HIGHWAY) WIDENING	FROM OLD PEACHTREE ROAD TO HAMILTON MILL PARKWAY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$54,316,451	\$0	\$0	\$54,316,451
GW-361B	0014926	SR 124 (BRASELTON HIGHWAY) WIDENING	FROM OLD PEACHTREE ROAD TO HAMILTON MILL PARKWAY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$3,094,401	\$0	\$0	\$3,094,401
GW-361B	0014926	SR 124 (BRASELTON HIGHWAY) WIDENING	FROM OLD PEACHTREE ROAD TO HAMILTON MILL PARKWAY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$15,878,227	\$0	\$0	\$15,878,227
GW-361C	0014927	SR 124 (BRASELTON HIGHWAY) WIDENING	FROM SPOUT SPRINGS ROAD TO WHEELER ROAD	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$66,240,695	\$0	\$0	\$66,240,695
GW-361C	0014927	SR 124 (BRASELTON HIGHWAY) WIDENING	FROM SPOUT SPRINGS ROAD TO WHEELER ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$3,238,515	\$0	\$0	\$3,238,515
GW-364	0013974	SR 20 (BUFORD DRIVE) WIDENING	FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$18,861,246	\$0	\$0	\$18,861,246
GW-364	0013974	SR 20 (BUFORD DRIVE) WIDENING	FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$1,275,097	\$0	\$0	\$1,275,097
GW-364	0013974	SR 20 (BUFORD DRIVE) WIDENING	FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$11,315,308	\$0	\$0	\$11,315,308
GW-364	0013974	SR 20 (BUFORD DRIVE) WIDENING	FROM SR 124 (BRASELTON HIGHWAY) TO HURRICANE SHOALS ROAD	Roadway / General Purpose Capacity	SCP	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$565,704	\$0	\$0	\$565,704
GW-371	0013972	SR 140 (JIMMY CARTER BOULEVARD) WIDENING	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$22,682,042	\$0	\$0	\$22,682,042
GW-371	0013972	SR 140 (JIMMY CARTER BOULEVARD) WIDENING	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$1,529,664	\$0	\$0	\$1,529,664
GW-371	0013972	SR 140 (JIMMY CARTER BOULEVARD) WIDENING	FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$12,369,226	\$0	\$0	\$12,369,226
GW-385	0012884	NORCROSS TO LILBURN MULTIUSE TRAIL	FROM WILLOW TRAIL PARKWAY TO BURNS ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant Program - Urban (>200K) (ARC)	2024	1.0000	\$3,666,286	\$0	\$916,572	\$0	\$4,582,858
GW-385	0012884	NORCROSS TO LILBURN MULTIUSE TRAIL	FROM WILLOW TRAIL PARKWAY TO BURNS ROAD	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
GW-389B	0017110	I-85 NORTH - NEW INTERCHANGE - PHASE II	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	CST	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$46,583,652	\$11,645,913	\$0	\$0	\$58,229,565
GW-389B	0017110	I-85 NORTH - NEW INTERCHANGE - PHASE II	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	PE	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$3,620,506	\$905,127	\$0	\$0	\$4,525,633
GW-389B	0017110	I-85 NORTH - NEW INTERCHANGE - PHASE II	AT MCGINNIS FERRY ROAD	Roadway / Interchange Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2031-2033	1.2184	\$0	\$0	\$9,371,468	\$0	\$9,371,468
GW-393	N/A	SR 141 SOUTHBOUND IMPROVEMENTS AND WIDENING	FROM JIMMY CARTER BOULEVARD TO GWINNETT-DEKALB COUNTY LINE	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$5,000,000	\$0	\$5,000,000
GW-393	N/A	SR 141 SOUTHBOUND IMPROVEMENTS AND WIDENING	FROM JIMMY CARTER BOULEVARD TO GWINNETT-DEKALB COUNTY LINE	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$750,000	\$0	\$750,000
GW-394	0013897	SR 316 INTERCHANGE	AT US 29	Roadway / Interchange Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$49,760,242	\$0	\$0	\$49,760,242
GW-394	0013897	SR 316 INTERCHANGE	AT US 29	Roadway / Interchange Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$1,939,167	\$0	\$0	\$1,939,167
GW-398	N/A	PEACHTREE INDUSTRIAL BOULEVARD WIDENING	FROM SR 141 (PEACHTREE PARKWAY) TO MEDLOCK BRIDGE ROAD (NORTHBOUND ONLY)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$4,960,000	\$0	\$4,960,000
GW-398	N/A	PEACHTREE INDUSTRIAL BOULEVARD WIDENING	FROM SR 141 (PEACHTREE PARKWAY) TO MEDLOCK BRIDGE ROAD (NORTHBOUND ONLY)	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$500,000	\$0	\$500,000

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
GW-408	0015088	MORENO STREET BICYCLE/PEDESTRIAN IMPROVEMENTS	FROM WEST MAIN STREET TO EAST MAIN STREET	Last Mile Connectivity / Joint Bike-Ped Facilities	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2024	1.0000	\$2,264,410	\$0	\$556,102	\$0	\$2,820,512
GW-408	0015088	MORENO STREET BICYCLE/PEDESTRIAN IMPROVEMENTS	FROM WEST MAIN STREET TO EAST MAIN STREET	Last Mile Connectivity / Joint Bike-Ped Facilities	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$550,000	\$0	\$550,000
GW-410	0015439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,275,832	\$0	\$1,275,832
GW-410	0015439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$18,233,585	\$0	\$0	\$18,233,585
GW-410	0015439	SR 20 (NELSON BROGDON BOULEVARD) WIDENING	FROM PEACHTREE INDUSTRIAL BLVD TO SR 13 (BUFORD HIGHWAY)	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$601,163	\$0	\$601,163
GW-411	0015618	MARTIN FARM ROAD BRIDGE REPLACEMENT	AT SUWANEE CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant (STBG) Program Off-System Bridge	2024	1.0000	\$4,172,675	\$1,043,168	\$0	\$0	\$5,215,843
GW-412	0016067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$482,062	\$0	\$482,062
GW-412	0016067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2025	1.0000	\$6,428,020	\$0	\$1,607,005	\$0	\$8,035,025
GW-412	0016067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	2024	1.0000	\$1,920,600	\$0	\$480,150	\$0	\$2,400,750
GW-412	0016067	NORCROSS LCI GREENWAY - PRIORITY ONE NETWORK SEGMENTS		Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$637,056	\$0	\$159,264	\$0	\$796,320
GW-420	N/A	KILLIAN HILL ROAD WIDENING	FROM CHURCH STREET TO ARCADO ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$16,971,123	\$0	\$16,971,123
GW-420	N/A	KILLIAN HILL ROAD WIDENING	FROM CHURCH STREET TO ARCADO ROAD	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$2,262,816	\$0	\$2,262,816
GW-424	0017996	ROUTE 50 LOCAL SERVICE EXPANSION - OPERATING ASSISTANCE	AT GWINNETT PLACE TRANSIT CENTER TO MALL OF GEORGIA	Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$1,970,833	\$0	\$492,708	\$0	\$2,463,541
GW-424	0017996	ROUTE 50 LOCAL SERVICE EXPANSION - OPERATING ASSISTANCE	AT GWINNETT PLACE TRANSIT CENTER TO MALL OF GEORGIA	Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2025	1.0000	\$1,970,833	\$0	\$492,708	\$0	\$2,463,541
GW-425	0017997	GWINNETT TRANSIT CENTER AREA FACILITIES		Transit / Facilities Capital	CST	RAISE Discretionary Grants	2025	1.0000	\$19,583,269	\$0	\$6,145,818	\$0	\$25,729,087
GW-425	0017997	GWINNETT TRANSIT CENTER AREA FACILITIES		Transit / Facilities Capital	PE	RAISE Discretionary Grants	2024	1.0000	\$416,731	\$0	\$104,182	\$0	\$520,913
GW-426	0017998	ITS EXPANSION SR 124 (BRASELTON HIGHWAY) - PHASE 1	FROM SR 20 TO BARROW COUNTY LINE	Roadway / Operations & Safety	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$2,320,000	\$0	\$580,000	\$0	\$2,900,000
GW-427	0017999	ITS EXPANSION - SINGLETON ROAD/SOUTH NORCROSS-TUCKER ROAD/STEVE REYNOLDS BOULEVARD	FROM OLD NORCROSS-TUCKER ROAD TO SR 378 (BEAVER RUIN ROAD)	Roadway / Operations & Safety	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$891,083	\$0	\$891,083
GW-427	0017999	ITS EXPANSION - SINGLETON ROAD/SOUTH NORCROSS-TUCKER ROAD/STEVE REYNOLDS BOULEVARD	FROM OLD NORCROSS-TUCKER ROAD TO SR 378 (BEAVER RUIN ROAD)	Roadway / Operations & Safety	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000
GW-430	0018005	WESTERN GWINNETT BIKEWAY - SUWANEE CREEK SPUR	FROM PEACHTREE INDUSTRIAL BOULEVARD TO SUWANEE CREEK PARK	Last Mile Connectivity / Bicycle Facility	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2028	1.0000	\$1,500,000	\$0	\$375,000	\$0	\$1,875,000
GW-430	0018005	WESTERN GWINNETT BIKEWAY - SUWANEE CREEK SPUR	FROM PEACHTREE INDUSTRIAL BOULEVARD TO SUWANEE CREEK PARK	Last Mile Connectivity / Bicycle Facility	ROW	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2026	1.0000	\$100,000	\$0	\$25,000	\$0	\$125,000
GW-432	0019212	BUFORD MULTIUSE TRAIL EXTENSION	FROM INTERSECTION OF OLD STATE ROUTE 20 AND SOUTH LEE STREET TO INTERSECTION OF SR 13 (BUFORD HIGHWAY) AND GARNETT STREET	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$8,900,000	\$0	\$8,900,000
GW-432	0019212	BUFORD MULTIUSE TRAIL EXTENSION	FROM INTERSECTION OF OLD STATE ROUTE 20 AND SOUTH LEE STREET TO INTERSECTION OF SR 13 (BUFORD HIGHWAY) AND GARNETT STREET	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$445,000	\$0	\$445,000
GW-433	0019213	INNOVATION DISTRICT MULTIUSE TRAIL	FROM ENGINEERING DRIVE AND SR 141 TO WOODHILL DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$4,000,000	\$0	\$4,000,000
GW-433	0019213	INNOVATION DISTRICT MULTIUSE TRAIL	FROM ENGINEERING DRIVE AND SR 141 TO WOODHILL DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
GW-434	0019214	SUGAR HILL GREENWAY	AT PEACHTREE INDUSTRIAL BLVD FROM SR 20 TO ALTON TUCKER BLVD, ALTON TUCKER BLVD /WEST BROAD ST FROM PEACHTREE INDUSTRIAL BLVD TO LEVEL CREEK RD / WEST BROAD ST, NEW ALIGNMENT FROM WEST BROAD ST / LEVEL CREEK RD TO SR 20/STANLEY ST	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$8,948,000	\$0	\$8,948,000
GW-434	0019214	SUGAR HILL GREENWAY	AT PEACHTREE INDUSTRIAL BLVD FROM SR 20 TO ALTON TUCKER BLVD, ALTON TUCKER BLVD /WEST BROAD ST FROM PEACHTREE INDUSTRIAL BLVD TO LEVEL CREEK RD / WEST BROAD ST, NEW ALIGNMENT FROM WEST BROAD ST / LEVEL CREEK RD TO SR 20/STANLEY ST	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$290,000	\$0	\$290,000
GW-434	0019214	SUGAR HILL GREENWAY	AT PEACHTREE INDUSTRIAL BLVD FROM SR 20 TO ALTON TUCKER BLVD, ALTON TUCKER BLVD /WEST BROAD ST FROM PEACHTREE INDUSTRIAL BLVD TO LEVEL CREEK RD / WEST BROAD ST, NEW ALIGNMENT FROM WEST BROAD ST / LEVEL CREEK RD TO SR 20/STANLEY ST	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
GW-435	0019215	GWINNETT INFINITE LOOP TRAIL	FROM ALONG SATELLITE BOULEVARD AND WILDWOOD ROAD FROM SUGARLOAF PARKWAY TO ST IVES COURT	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$5,093,280	\$0	\$5,093,280
GW-435	0019215	GWINNETT INFINITE LOOP TRAIL	FROM ALONG SATELLITE BOULEVARD AND WILDWOOD ROAD FROM SUGARLOAF PARKWAY TO ST IVES COURT	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,764,935	\$0	\$1,764,935
GW-435	0019215	GWINNETT INFINITE LOOP TRAIL	FROM ALONG SATELLITE BOULEVARD AND WILDWOOD ROAD FROM SUGARLOAF PARKWAY TO ST IVES COURT	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$203,731	\$0	\$203,731
GW-436	0019216	SUWANEE LOOP TRAIL	AT ALONG SILVER PEAK PARKWAY, EVA KENNEDY ROAD, STONECYPHER ROAD, MAIN STREET AND WHITE STREET	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$7,500,000	\$0	\$7,500,000
GW-436	0019216	SUWANEE LOOP TRAIL	AT ALONG SILVER PEAK PARKWAY, EVA KENNEDY ROAD, STONECYPHER ROAD, MAIN STREET AND WHITE STREET	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$500,000	\$0	\$500,000
GW-436	0019216	SUWANEE LOOP TRAIL	AT ALONG SILVER PEAK PARKWAY, EVA KENNEDY ROAD, STONECYPHER ROAD, MAIN STREET AND WHITE STREET	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
GW-437	0018297	SR 120 (ABBOTTS BRIDGE ROAD)	FROM BOLES FARM LANE TO PINE STREET	Roadway / Maintenance	CST	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$960,000	\$240,000	\$0	\$0	\$1,200,000
GW-437	0018297	SR 120 (ABBOTTS BRIDGE ROAD)	FROM BOLES FARM LANE TO PINE STREET	Roadway / Maintenance	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$240,000	\$60,000	\$0	\$0	\$300,000
GW-437	0018297	SR 120 (ABBOTTS BRIDGE ROAD)	FROM BOLES FARM LANE TO PINE STREET	Roadway / Maintenance	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$160,000	\$40,000	\$0	\$0	\$200,000
GW-440	0019637	I-985 - NEW INTERCHANGE	AT AT THOMPSON MILL ROAD	Roadway / Interchange Capacity	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$25,479,600	\$0	\$25,479,600

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
GW-440	0019637	I-985 - NEW INTERCHANGE	AT AT THOMPSON MILL ROAD	Roadway / Interchange Capacity	PE	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$2,000,000	\$0	\$2,000,000
GW-440	0019637	I-985 - NEW INTERCHANGE	AT AT THOMPSON MILL ROAD	Roadway / Interchange Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
GW-440	0019637	I-985 - NEW INTERCHANGE	AT AT THOMPSON MILL ROAD	Roadway / Interchange Capacity	ROW	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$4,890,100	\$0	\$4,890,100
GW-440	0019637	I-985 - NEW INTERCHANGE	AT AT THOMPSON MILL ROAD	Roadway / Interchange Capacity	UTL	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$1,941,300	\$0	\$1,941,300
GW-441	0019799	CROOKED CREEK TRAIL - NORTH SECTION	FROM CROOKED CREEK PARK IN SANDY SPRINGS TO PEACHTREE CORNERS CIRCLE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2028	1.0000	\$0	\$0	\$8,750,000	\$0	\$8,750,000
GW-441	0019799	CROOKED CREEK TRAIL - NORTH SECTION	FROM CROOKED CREEK PARK IN SANDY SPRINGS TO PEACHTREE CORNERS CIRCLE	Last Mile Connectivity / Sidepaths and Trails	PE	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2024	1.0000	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
GW-441	0019799	CROOKED CREEK TRAIL - NORTH SECTION	FROM CROOKED CREEK PARK IN SANDY SPRINGS TO PEACHTREE CORNERS CIRCLE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$5,000,000	\$0	\$5,000,000
GW-442	N/A	GWINNETT TRANSIT ROUTE 25 - BUS SHELTER ENHANCEMENTS		Transit / Facilities Capital	CST	Transit Infrastructure Grants - Community Project Funding	2024	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
GW-443	N/A	SINGLETON ROAD CORRIDOR TECHNOLOGY IMPROVEMENTS	FROM INDIAN TRAIL LILBURN ROAD TO JIMMY CARTER BOULEVARD	Roadway / Operations & Safety	CST	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	2024	1.0000	\$1,053,400	\$0	\$0	\$0	\$1,053,400
GW-444	N/A	BUFORD-SUWANEE MICROTRANSIT VEHICLE PROCUREMENT		Transit / Bus Capital	CST	Transit Infrastructure Grants - Community Project Funding	2024	1.0000	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000
GW-SAP-A	N/A	COUNTY-WIDE SAFETY ACTION PLAN		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$200,000	\$0	\$50,000	\$0	\$250,000
HE-005	0015089	SR 81 WIDENING	FROM EAST OF LEMON STREET TO BETHANY ROAD	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$14,159,190	\$0	\$14,159,190
HE-005	0015089	SR 81 WIDENING	FROM EAST OF LEMON STREET TO BETHANY ROAD	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$7,000,000	\$0	\$1,750,000	\$0	\$8,750,000
HE-005	0015089	SR 81 WIDENING	FROM EAST OF LEMON STREET TO BETHANY ROAD	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,031,167	\$0	\$1,031,167
HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	CST	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$82,240,978	\$20,560,244	\$0	\$0	\$102,801,222
HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$17,665,293	\$4,416,323	\$0	\$0	\$22,081,616
HE-107	0007855	US 23 WIDENING	FROM DOWNTOWN MCDONOUGH TO SR 138 (NORTH HENRY BOULEVARD)	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2028	1.0000	\$26,638,480	\$6,659,620	\$0	\$0	\$33,298,100
HE-113	0007856	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42/US 23	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$36,121,215	\$0	\$0	\$36,121,215
HE-113	0007856	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42/US 23	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$8,393,222	\$0	\$0	\$8,393,222
HE-113	0007856	SR 155 WIDENING	FROM I-75 SOUTH TO SR 42/US 23	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$3,300,000	\$0	\$0	\$3,300,000
HE-118D	N/A	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS) PHASE IV - NEW ALIGNMENT	FROM SR 20 (LAWRENCEVILLE STREET) TO SR 81 (KEYS FERRY ROAD)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$32,802,166	\$0	\$32,802,166
HE-126A1	N/A	HAMPTON LOCUST GROVE ROAD WIDENING	FROM SR 20 (MCDONOUGH ROAD) TO SR 155	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$23,617,560	\$0	\$23,617,560
HE-126B	0000562	BILL GARDNER PARKWAY WIDENING	FROM SR 155 TO I-75 SOUTH	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$16,292,278	\$0	\$4,073,070	\$0	\$20,365,348
HE-132C	N/A	EAGLES LANDING PARKWAY WIDENING	FROM EAGLES POINTE PARKWAY TO US 23	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$21,496,756	\$0	\$21,496,756
HE-134B	N/A	FAIRVIEW ROAD WIDENING: PHASE II	FROM HEARN ROAD TO PANOLA ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$11,879,786	\$0	\$11,879,786
HE-134C	N/A	FAIRVIEW ROAD WIDENING: PHASE III	FROM DEKALB COUNTY LINE TO COOK ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$5,996,464	\$0	\$5,996,464
HE-137	N/A	EAST ATLANTA ROAD WIDENING	FROM VALLEY HILL ROAD TO FAIRVIEW ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$44,124,920	\$0	\$44,124,920
HE-161A	0015090	ROCK QUARRY ROAD WIDENING	FROM NORTH OF EAGLE SPRINGS DRIVE TO SR 42 / SR 138	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$5,029,111	\$0	\$5,029,111
HE-161A	0015090	ROCK QUARRY ROAD WIDENING	FROM NORTH OF EAGLE SPRINGS DRIVE TO SR 42 / SR 138	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$20,400,794	\$0	\$5,100,198	\$0	\$25,500,992
HE-161A	0015090	ROCK QUARRY ROAD WIDENING	FROM NORTH OF EAGLE SPRINGS DRIVE TO SR 42 / SR 138	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,830,821	\$0	\$1,830,821
HE-165B	N/A	PATRICK HENRY PARKWAY: SEGMENT 2 - WIDENING	FROM JODECO ROAD TO EAGLES LANDING PARKWAY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$16,663,501	\$0	\$16,663,501
HE-179	0014482	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$44,853,480	\$0	\$0	\$44,853,480
HE-179	0014482	WESTERN PARALLEL CONNECTOR - NEW ALIGNMENT	FROM JONESBORO ROAD TO HUDSON BRIDGE ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$982,478	\$0	\$0	\$982,478
HE-183	N/A	SR 138 WIDENING	FROM MILLERS MILL ROAD TO SR 155 (STOCKBRIDGE HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$58,785,365	\$0	\$58,785,365
HE-189	0015284	SR 155 (MCDONOUGH ROAD) WIDENING	FROM I-75 SOUTH TO HAMPTON-LOCUST GROVE ROAD/BILL GARDNER PARKWAY	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2029-2030	1.1314	\$0	\$72,656,773	\$0	\$0	\$72,656,773
HE-189	0015284	SR 155 (MCDONOUGH ROAD) WIDENING	FROM I-75 SOUTH TO HAMPTON-LOCUST GROVE ROAD/BILL GARDNER PARKWAY	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$1,359,000	\$0	\$0	\$1,359,000
HE-189	0015284	SR 155 (MCDONOUGH ROAD) WIDENING	FROM I-75 SOUTH TO HAMPTON-LOCUST GROVE ROAD/BILL GARDNER PARKWAY	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2028	1.0000	\$0	\$24,419,000	\$0	\$0	\$24,419,000
HE-201	0013995	SR 42 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$11,750,782	\$2,937,696	\$0	\$0	\$14,688,478
HE-201	0013995	SR 42 BRIDGE REPLACEMENT	AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2025	1.0000	\$123,259	\$30,815	\$0	\$0	\$154,074
HE-204	N/A	RACETRACK ROAD WIDENING	FROM SR 81 TO OLD GRIFFIN ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$22,628,164	\$0	\$22,628,164
HE-205	0019638	SR 81 ROAD WIDENING	FROM KEYS FERRY ROAD TO NORTH/SOUTH BETHANY ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$48,547,206	\$0	\$48,547,206
HE-205	0019638	SR 81 ROAD WIDENING	FROM KEYS FERRY ROAD TO NORTH/SOUTH BETHANY ROAD	Roadway / General Purpose Capacity	PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
HE-206	N/A	AIRLINE ROAD EXTENSION	FROM RODGERS ROAD TO INTERSECTION TO SR 81 AND OLD JACKSON ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$7,919,857	\$0	\$7,919,857
HE-207	N/A	EAST LAKE PARKWAY WIDENING	FROM SR 155 TO SR 20	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$33,942,246	\$0	\$33,942,246
HE-208	0019800	MILL ROAD WIDENING	FROM JONESBORO ROAD TO SR 81	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$30,177,993	\$0	\$30,177,993
HE-210	N/A	L.G. GRIFFIN ROAD WIDENING	FROM HOSANNAH ROAD TO SR 42/US 23	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$28,552,891	\$0	\$28,552,891
HE-211	N/A	TANGER BOULEVARD NEW ALIGNMENT AND FLYOVER BRIDGE	FROM STRONG ROCK PARKWAY TO TANGER BOULEVARD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$11,757,073	\$0	\$11,757,073

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
HE-450	0019633	HENRY COUNTY LOCAL BUS PILOT ROUTE IMPLEMENTATION	FROM MCDONOUGH TO STOCKBRIDGE PARK AND RIDE LOT	Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
HE-450	0019633	HENRY COUNTY LOCAL BUS PILOT ROUTE IMPLEMENTATION	FROM MCDONOUGH TO STOCKBRIDGE PARK AND RIDE LOT	Transit / Operations & Maintenance	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2025	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
HE-920B	342970-	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO NORTH MOUNT CARMEL ROAD IN HENRY COUNTY	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$75,078,091	\$0	\$75,078,091
HE-920B	342970-	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO NORTH MOUNT CARMEL ROAD IN HENRY COUNTY	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$5,657,041	\$0	\$5,657,041
HE-920B	342970-	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD) WIDENING	FROM US 19/41 (TARA BOULEVARD) IN CLAYTON COUNTY TO NORTH MOUNT CARMEL ROAD IN HENRY COUNTY	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2031-2033	1.2184	\$0	\$0	\$21,414,649	\$0	\$21,414,649
M-AR-27482	0015137	MARTA CLEAN BUS PROCUREMENT		Transit / Bus Capital	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$2,818,741	\$0	\$704,685	\$0	\$3,523,426
M-AR-455	0019802	DEKALB COUNTY TRANSIT HUBS		Transit / Bus Capital	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$4,600,000	\$0	\$1,150,000	\$0	\$5,750,000
M-AR-456	0019803	BUS CORRIDOR IMPROVEMENTS	AT ROOSEVELT HWY - COLLEGE PARK STATION, PALMETTO; COVINGTON HWY - COVINGTON HWY & I-285, COVINGTON HWY & PANOLA RD; GA-85 - GA-85 & GARDEN WALK BLVD, GA-85 & CHURCH ST	Transit / Facilities Capital	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$9,375,000	\$0	\$9,375,000
M-AR-457	N/A	FIVE POINTS MARTA STATION TRANSFORMATION - PHASE II	AT FIVE POINTS MARTA STATION	Transit / Facilities Capital	CST	RAISE Discretionary Grants	2024	1.0000	\$25,000,000	\$13,800,000	\$200,596,095	\$0	\$239,396,095
M-AR-458	N/A	MARTA SAFE ROUTES TO TRANSIT IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	CST	Transit Infrastructure Grants - Community Project Funding (GA04)	2024	1.0000	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
M-AR-458	N/A	MARTA SAFE ROUTES TO TRANSIT IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	CST	Transit Infrastructure Grants - Community Project Funding (GA05)	2024	1.0000	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
M-AR-458	N/A	MARTA SAFE ROUTES TO TRANSIT IMPROVEMENTS		Last Mile Connectivity / Pedestrian Facility	CST	Transit Infrastructure Grants - Community Project Funding (GA06)	2024	1.0000	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000
NE-004	231210-	SR 162 (SALEM ROAD) WIDENING	FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$29,562,529	\$0	\$0	\$29,562,529
NE-004	231210-	SR 162 (SALEM ROAD) WIDENING	FROM OLD SALEM ROAD TO BROWN BRIDGE ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$1,664,108	\$0	\$0	\$1,664,108
NE-021	0007859	CROWELL ROAD WIDENING	FROM BROWN BRIDGE ROAD TO I-20 EAST	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$35,235,106	\$8,808,776	\$4,567,145	\$0	\$48,611,028
NE-021	0007859	CROWELL ROAD WIDENING	FROM BROWN BRIDGE ROAD TO I-20 EAST	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$4,567,145	\$0	\$4,567,145
NE-033A	N/A	SR 162 (SALEM ROAD) WIDENING	FROM BROWN BRIDGE ROAD TO SR 81	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$19,103,982	\$4,775,995	\$0	\$0	\$23,879,977
NE-096	0014128	SR 142 WIDENING	FROM SR 81 TO NISSHINO DRIVE	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2041-2050	1.6796	\$0	\$62,371,272	\$0	\$0	\$62,371,272
NE-104	0013751	SR 81 BRIDGE REPLACEMENT	AT DRIED INDIAN CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$2,859,558	\$714,890	\$0	\$0	\$3,574,448
NE-108	0015560	SR 81 BRIDGE UPGRADE	AT YELLOW RIVER IN PORTERDALE	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$2,720,000	\$680,000	\$0	\$0	\$3,400,000
NE-108	0015560	SR 81 BRIDGE UPGRADE	AT YELLOW RIVER IN PORTERDALE	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$301,920	\$75,480	\$0	\$0	\$377,400
NE-108	0015560	SR 81 BRIDGE UPGRADE	AT YELLOW RIVER IN PORTERDALE	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2026	1.0000	\$381,882	\$95,470	\$0	\$0	\$477,352
NE-110	0018008	DIAL MILL ROAD BRIDGE REPLACEMENT	AT LITTLE HAYNES CREEK	Roadway / Bridge Upgrade	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$2,121,225	\$0	\$2,121,225
NE-110	0018008	DIAL MILL ROAD BRIDGE REPLACEMENT	AT LITTLE HAYNES CREEK	Roadway / Bridge Upgrade	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$240,000	\$0	\$60,000	\$0	\$300,000
NE-110	0018008	DIAL MILL ROAD BRIDGE REPLACEMENT	AT LITTLE HAYNES CREEK	Roadway / Bridge Upgrade	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$100,000	\$0	\$100,000
NE-111	0018009	SR 12 / US 278 MULTIUSE PATH IMPROVEMENTS	FROM TURNER LAKE ROAD TO EMORY STREET	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2026	1.0000	\$0	\$0	\$2,836,000	\$0	\$2,836,000
NE-111	0018009	SR 12 / US 278 MULTIUSE PATH IMPROVEMENTS	FROM TURNER LAKE ROAD TO EMORY STREET	Last Mile Connectivity / Sidepaths and Trails	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$548,000	\$0	\$137,000	\$0	\$685,000
NE-111	0018009	SR 12 / US 278 MULTIUSE PATH IMPROVEMENTS	FROM TURNER LAKE ROAD TO EMORY STREET	Last Mile Connectivity / Sidepaths and Trails	UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2026	1.0000	\$1,600,000	\$0	\$400,000	\$0	\$2,000,000
NE-112	0019217	HIGHWAY 278 MULTIUSE PATH IMPROVEMENTS - PHASE II	FROM SR 81 (EMORY STREET) TO HOSPITAL DRIVE	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$15,259,200	\$0	\$15,259,200
NE-112	0019217	HIGHWAY 278 MULTIUSE PATH IMPROVEMENTS - PHASE II	FROM SR 81 (EMORY STREET) TO HOSPITAL DRIVE	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,271,600	\$0	\$1,271,600
NE-112	0019217	HIGHWAY 278 MULTIUSE PATH IMPROVEMENTS - PHASE II	FROM SR 81 (EMORY STREET) TO HOSPITAL DRIVE	Last Mile Connectivity / Sidepaths and Trails	UTL	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,860,000	\$0	\$1,860,000
NE-113	0019620	DRIED INDIAN CREEK TRAIL	FROM I-20 TO EAST SOULE STREET	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$4,000,000	\$0	\$4,000,000
NE-113	0019620	DRIED INDIAN CREEK TRAIL	FROM I-20 TO EAST SOULE STREET	Last Mile Connectivity / Sidepaths and Trails	PE	Congressionally Directed Spending - FY 2022	2024	1.0000	\$140,000	\$0	\$35,000	\$0	\$175,000
NE-114	0019621	FAIRVIEW ROAD TRAIL	FROM ROCKDALE COUNTY LINE TO I-20	Last Mile Connectivity / Sidepaths and Trails	CST	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$850,000	\$0	\$850,000
PA-036B	0013700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$26,751,726	\$0	\$26,751,726
PA-036B	0013700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$5,545,000	\$0	\$5,545,000
PA-036B	0013700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$5,000,000	\$0	\$6,000,000	\$0	\$11,000,000
PA-036B	0013700	CEDARCREST ROAD WIDENING	FROM HARMONY GROVE CHURCH ROAD TO COBB COUNTY LINE	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$795,000	\$0	\$795,000
PA-036C	N/A	CEDARCREST ROAD WIDENING	FROM SR 92 TO SEVEN HILL EXTENSION	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$21,390,949	\$10,695,474	\$10,695,474	\$0	\$42,781,898
PA-061C1	0013702	SR 61 (VILLA RICA HIGHWAY); SEGMENT 3 - WIDENING	FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$53,033,159	\$0	\$0	\$53,033,159
PA-061C1	0013702	SR 61 (VILLA RICA HIGHWAY); SEGMENT 3 - WIDENING	FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$225,232	\$0	\$0	\$225,232
PA-061C1	0013702	SR 61 (VILLA RICA HIGHWAY); SEGMENT 3 - WIDENING	FROM DALLAS-NEBO ROAD TO US 278 (JIMMY CAMPBELL PARKWAY)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$4,034,876	\$0	\$0	\$4,034,876
PA-092B1	621720-	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$67,748,507	\$0	\$0	\$67,748,507
PA-092B1	621720-	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$29,680,927	\$0	\$0	\$29,680,927
PA-092B1	621720-	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM NEBO ROAD TO SR 120 (MARIETTA HIGHWAY)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$3,973,993	\$0	\$0	\$3,973,993
PA-092C	0007692	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$70,810,358	\$0	\$0	\$70,810,358
PA-092C	0007692	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	Roadway / General Purpose Capacity	ROW	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$28,528,380	\$0	\$0	\$28,528,380
PA-092C	0007692	SR 92 (HIRAM ACWORTH HIGHWAY) WIDENING	FROM EAST PAULDING MIDDLE SCHOOL TO OLD BURNT HICKORY ROAD	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2026	1.0000	\$0	\$8,173,510	\$0	\$0	\$8,173,510
PA-092F	N/A	SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)	Roadway / General Purpose Capacity	CST	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$22,628,164	\$0	\$22,628,164

Calculation of Project Costs in Year of Expenditure Dollars

NOTES: Phases within the FY 2024-2027 TIP period are already inflated in the project list. Phases in long range are inflated at 2.5% annually to a midpoint year of each time period, with the exception of transit formula funding programs and certain lump sum programs which are inflated at 1.0% annually. MMIP projects are also shown in project list already inflated at a rate varying from 3.0% to 4.0% annually (thus a YOE multiplier of 1.0000 is shown in this table to prevent "double inflation"). Amounts shown in the bond column are not additional revenue. They reflect a financing mechanism where funds available from the sale of bonds are repaid from existing federal, state and toll revenues in the future. The payback amounts, including debt service, are accounted for within the expenditures of those revenue sources. Toll revenues are assumed to be fully committed to operating and maintaining the express lane system and for debt service, leaving no excess revenue for commitment to other projects or programs in the MTP, thus they are not presented as a separate source. For more information, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

ARC Project Number	GDOT Project Number	Description	Limits	Project Type	Phase	Fund Source	Fiscal Year	YOE Multiplier	Year of Expenditure Costs				
									Federal	State	Local	Bond	Total
PA-092F	N/A	SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)	Roadway / General Purpose Capacity	PE	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$1,200,000	\$0	\$1,200,000
PA-092F	N/A	SR 381 (DALLAS ACWORTH HIGHWAY) WIDENING	FROM MOUNT TABOR CHURCH ROAD TO SR 92 (CEDARCREST ROAD)	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	2027	1.0000	\$0	\$0	\$11,000,000	\$0	\$11,000,000
PA-103	0015604	MORNINGSIDE DRIVE BRIDGE REPLACEMENT	AT LICK LOG CREEK	Roadway / Bridge Upgrade	CST	Bridge Formula Program (Y113)	2024	1.0000	\$3,371,735	\$842,934	\$0	\$0	\$4,214,669
PA-103	0015604	MORNINGSIDE DRIVE BRIDGE REPLACEMENT	AT LICK LOG CREEK	Roadway / Bridge Upgrade	UTL	Bridge Formula Program (Y113)	2024	1.0000	\$33,959	\$8,490	\$0	\$0	\$42,449
PA-SAP-A	N/A	PAULDING COUNTY SAFETY ACTION PLAN		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$160,000	\$0	\$40,000	\$0	\$200,000
RO-015F	N/A	MILLERS CHAPEL ROAD WIDENING	FROM SR 138 (STOCKBRIDGE HIGHWAY) TO SR 20 (MCDONOUGH HIGHWAY)	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$6,560,433	\$0	\$6,560,433
RO-025C	N/A	FLAT SHOALS ROAD WIDENING	FROM OLD SALEM ROAD TO SALEM ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$10,429,321	\$0	\$10,429,321
RO-206	0013628	SR 162 (SALEM ROAD) WIDENING	FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$30,839,844	\$0	\$0	\$30,839,844
RO-206	0013628	SR 162 (SALEM ROAD) WIDENING	FROM FLAT SHOALS ROAD IN ROCKDALE COUNTY TO OLD SALEM ROAD IN NEWTON COUNTY	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2025	1.0000	\$0	\$1,354,899	\$0	\$0	\$1,354,899
RO-214	N/A	OLD COVINGTON HIGHWAY WIDENING	FROM LAKE CAPRI ROAD TO SIGMAN ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$11,808,780	\$0	\$11,808,780
RO-217A	N/A	OLD SALEM ROAD - WIDENING	FROM FLAT SHOALS ROAD TO 650-FEET NORTH OF SALEM GATE DRIVE	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$7,347,685	\$0	\$7,347,685
RO-235D	0013594	SIGMAN ROAD WIDENING - PHASE 3	FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER]	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$19,594,178	\$6,007,325	\$0	\$0	\$25,601,503
RO-235D	0013594	SIGMAN ROAD WIDENING - PHASE 3	FROM IRWIN BRIDGE ROAD TO SR 138 (WALNUT GROVE ROAD) [ONLY PORTION FROM LOGANVILLE HIGHWAY TO SR 138 IS ON THE ARTERIAL PERIMETER]	Roadway / General Purpose Capacity	ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2025	1.0000	\$3,920,000	\$0	\$980,000	\$0	\$4,900,000
RO-235E1	752210-	SIGMAN ROAD WIDENING	FROM SR 20/138 (WALNUT GROVE ROAD) TO OLD COVINGTON ROAD / DOGWOOD DRIVE	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2029-2030	1.1314	\$6,051,676	\$1,375,340	\$24,490,570	\$0	\$31,917,586
RO-242A	0007869	SR 20 (LOGANVILLE HIGHWAY) WIDENING	FROM SIGMAN ROAD TO PLEASANT HILL ROAD	Roadway / General Purpose Capacity	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$129,574,378	\$32,393,593	\$0	\$0	\$161,967,971
RO-242A	0007869	SR 20 (LOGANVILLE HIGHWAY) WIDENING	FROM SIGMAN ROAD TO PLEASANT HILL ROAD	Roadway / General Purpose Capacity	PE	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$6,283,121	\$1,570,781	\$0	\$0	\$7,853,902
RO-243	0006934	COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT	FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE	Roadway / General Purpose Capacity	CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	2024	1.0000	\$13,500,000	\$0	\$3,375,000	\$0	\$16,875,000
RO-243	0006934	COURTESY PARKWAY EXTENSION / I-20 OVERPASS - NEW ALIGNMENT	FROM CURRENT ALIGNMENT OF COURTESY PARKWAY SOUTH OF OLD COVINGTON HIGHWAY TO INTERSECTION OF FLAT SHOALS ROAD AND MISSION RIDGE DRIVE	Roadway / General Purpose Capacity	UTL	Local Jurisdiction/Municipality Funds	2024	1.0000	\$0	\$0	\$1,212,366	\$0	\$1,212,366
RO-259	0015100	HONEY CREEK ROAD BRIDGE REPLACEMENT	AT SNAPPING SHOALS CREEK	Roadway / Bridge Upgrade	CST	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$2,204,286	\$551,071	\$0	\$0	\$2,755,357
RO-259	0015100	HONEY CREEK ROAD BRIDGE REPLACEMENT	AT SNAPPING SHOALS CREEK	Roadway / Bridge Upgrade	UTL	Surface Transportation Block Grant Program (STBG) Flexible	2024	1.0000	\$120,000	\$30,000	\$0	\$0	\$150,000
RO-260	0017821	ROCKDALE RIVER TRAIL EXTENSION TO CONYERS	FROM JOHNSON PARK (OLD TOWN CONYERS TRAIL) TO MONASTERY OF THE HOLY SPIRIT (ROCKDALE RIVER TRAIL)	Last Mile Connectivity / Sidepaths and Trails	CST	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	2027	1.0000	\$5,500,000	\$0	\$1,375,000	\$0	\$6,875,000
RO-260	0017821	ROCKDALE RIVER TRAIL EXTENSION TO CONYERS	FROM JOHNSON PARK (OLD TOWN CONYERS TRAIL) TO MONASTERY OF THE HOLY SPIRIT (ROCKDALE RIVER TRAIL)	Last Mile Connectivity / Sidepaths and Trails	ROW	Local Jurisdiction/Municipality Funds	2025	1.0000	\$0	\$0	\$200,000	\$0	\$200,000
RO-261C	0018264	ROCKDALE COUNTY SCHOOL BUS REPLACEMENT - FY 2024		Transit / Bus Capital	CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	2024	1.0000	\$532,000	\$0	\$133,000	\$0	\$665,000
RO-AR-138	731048-	I-20 EAST INTERCHANGE IMPROVEMENTS	AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY)	Roadway / Interchange Capacity	CST	National Highway Performance Program (NHPP)	2026	1.0000	\$46,933,661	\$11,733,415	\$0	\$0	\$58,667,076
RO-AR-138	731048-	I-20 EAST INTERCHANGE IMPROVEMENTS	AT SR 138/20 (WALNUT GROVE ROAD / MCDONOUGH HIGHWAY)	Roadway / Interchange Capacity	UTL	National Highway Performance Program (NHPP)	2026	1.0000	\$3,221,824	\$805,456	\$0	\$0	\$4,027,280
RO-SAP-A	N/A	ROCKDALE COUNTY SAFE STREETS AND ROADS FOR ALL STUDY		Other / Planning	SCP	Safe Streets and Roads for All	2024	1.0000	\$240,000	\$0	\$60,000	\$0	\$300,000
SP-067A	0008682	GRIFFIN SOUTH BYPASS: PHASE 1	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	Roadway / Operations & Safety	ALL	General Federal Aid 2029-2050	LR 2034-2040	1.3121	\$12,097,484	\$3,024,372	\$0	\$0	\$15,121,855
SP-067A	0008682	GRIFFIN SOUTH BYPASS: PHASE 1	FROM INTERSECTION OF SR 155 AND JACKSON ROAD ALONG EXISTING ALIGNMENT OF NORTH MCDONOUGH ROAD TO SR 16 (ARTHUR K. BOLTON PARKWAY)	Roadway / Operations & Safety	PE	General Federal Aid 2029-2050	LR 2031-2033	1.2184	\$1,196,216	\$299,053	\$0	\$0	\$1,495,269
SP-067B	0007871	GRIFFIN SOUTH BYPASS: PHASE 2 - WIDENING	FROM SR 16 (ARTHUR K. BOLTON PARKWAY) ALONG EXISTING ALIGNMENT OF SOUTH MCDONOUGH ROAD AND COUNTY LINE ROAD TO US 19/41	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$37,928,187	\$0	\$0	\$37,928,187
SP-067B	0007871	GRIFFIN SOUTH BYPASS: PHASE 2 - WIDENING	FROM SR 16 (ARTHUR K. BOLTON PARKWAY) ALONG EXISTING ALIGNMENT OF SOUTH MCDONOUGH ROAD AND COUNTY LINE ROAD TO US 19/41	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2031-2033	1.2184	\$0	\$3,437,512	\$0	\$0	\$3,437,512
SP-067B	0007871	GRIFFIN SOUTH BYPASS: PHASE 2 - WIDENING	FROM SR 16 (ARTHUR K. BOLTON PARKWAY) ALONG EXISTING ALIGNMENT OF SOUTH MCDONOUGH ROAD AND COUNTY LINE ROAD TO US 19/41	Roadway / General Purpose Capacity	ROW	Local Jurisdiction/Municipality Funds	LR 2034-2040	1.3121	\$0	\$0	\$9,104,701	\$0	\$9,104,701
SP-172	N/A	SR 92 WIDENING	FROM WESTMORELAND ROAD TO VAUGHN ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2041-2050	1.6796	\$0	\$0	\$69,198,772	\$0	\$69,198,772
SP-174	N/A	AIRPORT ACCESS ROAD - NEW ALIGNMENT	FROM INTERSECTION OF SR 155 (JACKSON ROAD) AND KENNEDY ROAD TO INTERSECTION OF SR 16 (ARTHUR K. BOLTON PARKWAY) AND BARROW ROAD	Roadway / General Purpose Capacity	ALL	Local Jurisdiction/Municipality Funds	LR 2029-2030	1.1314	\$0	\$0	\$29,416,614	\$0	\$29,416,614
WA-008	0015576	SR 138 WIDENING	FROM SR 11 TO SR 81	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2041-2050	1.6796	\$0	\$217,662,051	\$0	\$0	\$217,662,051
WA-032	0016387	SR 20 (CONYERS ROAD) WIDENING	FROM TUCK ROAD TO US 78 / SR 10 (ATHENS HIGHWAY)	Roadway / General Purpose Capacity	CST	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$20,020,265	\$0	\$0	\$20,020,265
WA-032	0016387	SR 20 (CONYERS ROAD) WIDENING	FROM TUCK ROAD TO US 78 / SR 10 (ATHENS HIGHWAY)	Roadway / General Purpose Capacity	UTL	Transportation Funding Act (HB 170)	2024	1.0000	\$0	\$4,279,045	\$0	\$0	\$4,279,045
WA-033	0014126	SR 81 WIDENING	FROM SR 20 TO BOLD SPRINGS ROAD	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2041-2050	1.6796	\$0	\$127,035,173	\$0	\$0	\$127,035,173
WA-033	0014126	SR 81 WIDENING	FROM SR 20 TO BOLD SPRINGS ROAD	Roadway / General Purpose Capacity	PE	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$5,428,103	\$0	\$0	\$5,428,103
WA-034	0014125	SR 81 WIDENING	FROM SR 138 TO SR 10/US 78	Roadway / General Purpose Capacity	ALL	Transportation Funding Act (HB 170)	LR 2034-2040	1.3121	\$0	\$89,098,557	\$0	\$0	\$89,098,557
WA-035	0017239	SR 10 / US 78	AT ALCOVY RIVER	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2027	1.0000	\$5,223,470	\$1,305,867	\$0	\$0	\$6,529,337
WA-035	0017239	SR 10 / US 78	AT ALCOVY RIVER	Roadway / Bridge Upgrade	ROW	National Highway Performance Program (NHPP)	2025	1.0000	\$280,000	\$70,000	\$0	\$0	\$350,000
WA-035	0017239	SR 10 / US 78	AT ALCOVY RIVER	Roadway / Bridge Upgrade	UTL	National Highway Performance Program (NHPP)	2027	1.0000	\$76,337	\$19,084	\$0	\$0	\$95,421
WA-037	0017942	SR 138 BRIDGE REPLACEMENT	AT AT ALCOVY RIVER	Roadway / Bridge Upgrade	CST	National Highway Performance Program (NHPP)	2028	1.0000	\$3,440,000	\$860,000	\$0	\$0	\$4,300,000
WA-037	0017942	SR 138 BRIDGE REPLACEMENT	AT AT ALCOVY RIVER	Roadway / Bridge Upgrade	ROW	National Highway Performance Program (NHPP)	2025	1.0000	\$240,000	\$60,000	\$0	\$0	\$300,000
TOTALS									\$40,740,022,241	\$13,377,619,851	\$13,236,559,873	\$13,295,087,514	\$67,354,201,965