

THE ATLANTA
REGION'S
PLAN



REGIONAL TRANSPORTATION PLAN

DECEMBER 2022



Atlanta Regional Commission

OUR VISION

Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets, and attractive lifestyles. We will **win the future** through intensive collaboration that honors and leverages the uniqueness of our communities.

- Atlanta Region's Plan Policy Framework





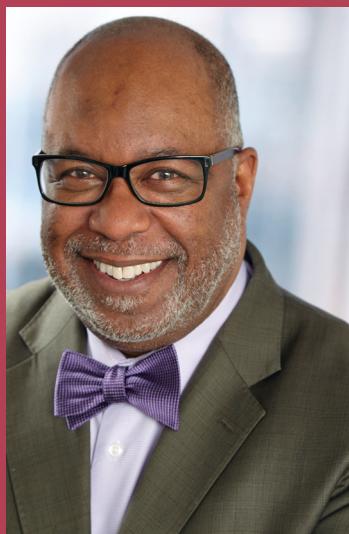
FOREWORD

Transportation has long been the engine driving metro Atlanta's economy. We were founded as a railroad hub. And our extensive highway network, efficient heavy rail system, and world-class airport transformed metro Atlanta into one of the nation's largest, most dynamic places.

This Regional Transportation Plan demonstrates that we are committed to improving our transportation network to keep our region moving forward. Our economic competitiveness and quality of life depend on making the right investments over the next 30 years. It's imperative, if we are to keep pace with a population that's forecast to grow by 2.9 million by 2050. That's the equivalent of all of today's metro Denver moving to the Atlanta region.

In the pages that follow, you can learn about the Regional Transportation Plan and the projects that are planned in your community and along your commute – approximately \$170 billion in all through 2050. This reflects the addition of significant new funding streams at the state and local levels in recent years, underscoring our dedication to improving our region's infrastructure.

It's critically important to note that metro Atlanta can't build its way out of congestion. Every thriving metro area wrestles with traffic. But that doesn't mean things can't improve. A balanced approach – better roads and highways, expanded transit, safer places to walk and bike – can make a real difference. This philosophy is at the heart of our Regional Transportation Plan.



The Atlanta region is a special place, where big-city sophistication blends effortlessly with small-town charm, where businesses soar and a vibrant creative community inspires us all. And by strategically investing in our transportation network, metro Atlanta will become an even better place to live, work, and play.

A handwritten signature in cursive script that reads "Douglas R. Hooker".

Doug Hooker

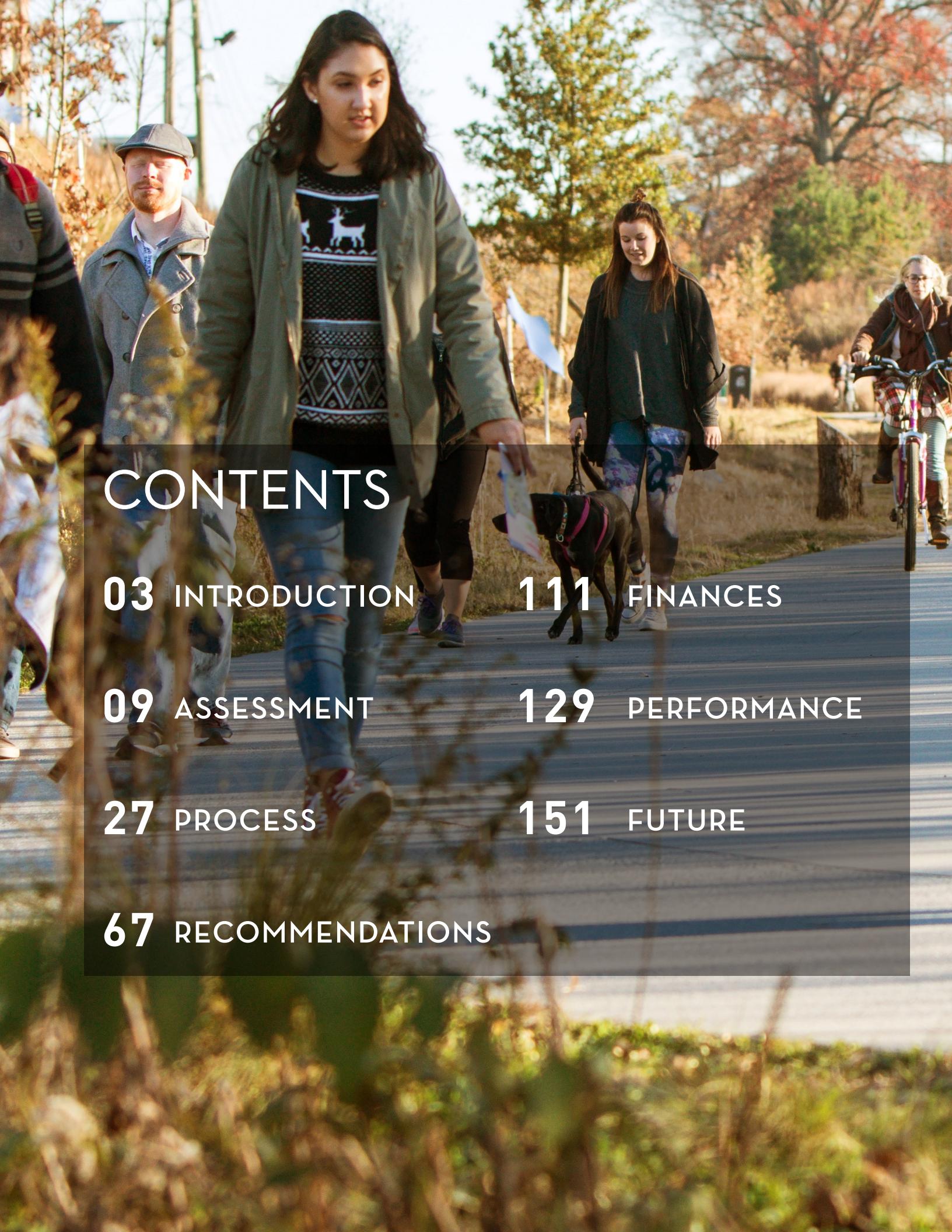
ARC Executive Director (retired March 2022)

UPDATE / AMENDMENT / ADMINISTRATIVE MODIFICATION HISTORY

Federal law requires that a Regional Transportation Plan be comprehensively updated at least once every four years. The most recent update of The Atlanta Region's Plan occurred in February 2020. This page documents the incremental amendments and administrative modifications which have been made to the plan since that date. A summary of the changes made during each of these actions is documented in Appendix O.

The next major update will not be due until February 2024. However, ARC recognizes that the long-term impacts of the COVID-19 pandemic on land use development patterns, travel behavior and agency finances could be profound. Assumptions and forecasts upon which this plan are based will need to be reconsidered, but what our post-pandemic "new normal" world will look like is still very much in doubt. Another consideration is that the passage of the Infrastructure Investment and Jobs Act in November 2021 has dramatically increased the amount of federal funding available over the next several years. As a result of these shifts in foundational assumptions since the plan's original approval in February 2020, discussions are ongoing with planning agency partners to assess the potential impacts and the most appropriate timing and parameters for the next major update, as well as future updates beyond the one due in 2024.

ACTION	ARC APPROVAL DATE
Federally Required Quadrennial Update	February 2020
Administrative Modification	April 2020
Amendment #1 / Administrative Modification	October 2020
Amendment #2 / Administrative Modification	March 2021
Administrative Modification	April 2021
Amendment #3 / Administrative Modification	November 2021
Amendment #4 / Administrative Modification	March 2022
Amendment #5 / Administrative Modification	June 2022
Administrative Modification	September 2022
Amendment #6 / Administrative Modification	December 2022

The background image shows a paved path in a park. Several people are walking or cycling along the path. In the foreground, a woman in a patterned sweater and a man in a grey coat are walking towards the camera. Further down the path, a person is riding a horse. The scene is set in a park with trees showing autumn colors.

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ROLE OF ARC

ARC LEGAL DESIGNATIONS

ARC coordinates regional planning efforts in areas such as aging, community services, environmental planning, governmental services, job training, land use and public facilities, as well as transportation planning. The primary roles of ARC are:

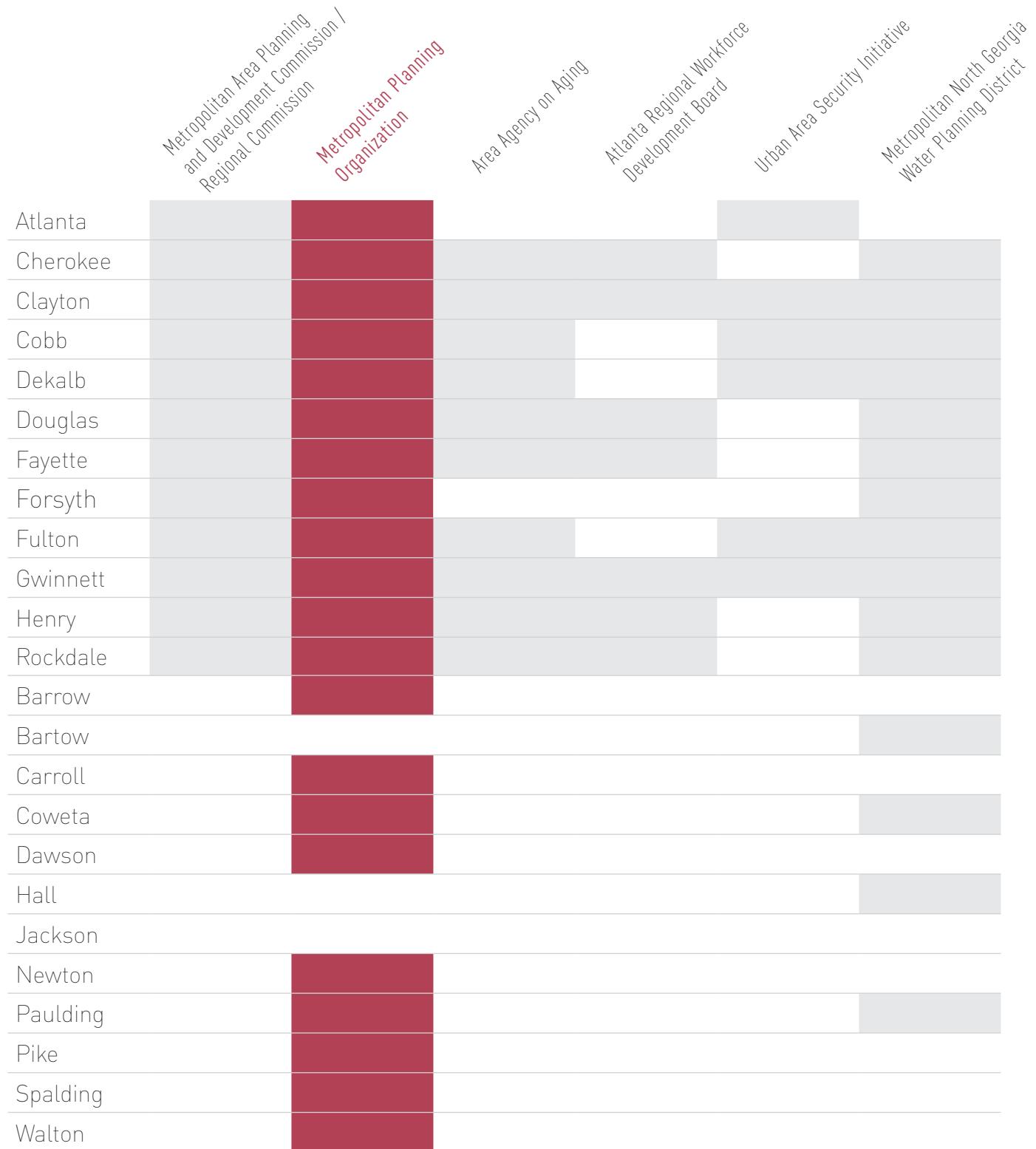
- The federally designated Metropolitan Planning Organization (MPO) for the 20-county Greater Atlanta region. As such, ARC is required to develop the long-range transportation plan that covers a minimum 20-year planning horizon.
- A designated Metropolitan Area Planning and Development Commission as well as a Regional Commission (RC) under the laws of the state of Georgia. As such, ARC operates under rules promulgated by the Georgia Department of Community Affairs.
- To provide planning staff to the Metropolitan North Georgia Water Planning District (MNGWPD), whose mission is to develop comprehensive regional and watershed-specific water resources plans for implementation by local governments.
- The administrative agency for the Atlanta Regional Workforce Development Board (ARWDB).
- The Area Agency on Aging (AAA), providing services and policy guidance to address aging issues.
- The local administrative agency for the Atlanta Urban Area Security Initiative (UASI), responsible for preparing and coordinating the region's response and recovery to homeland security issues.

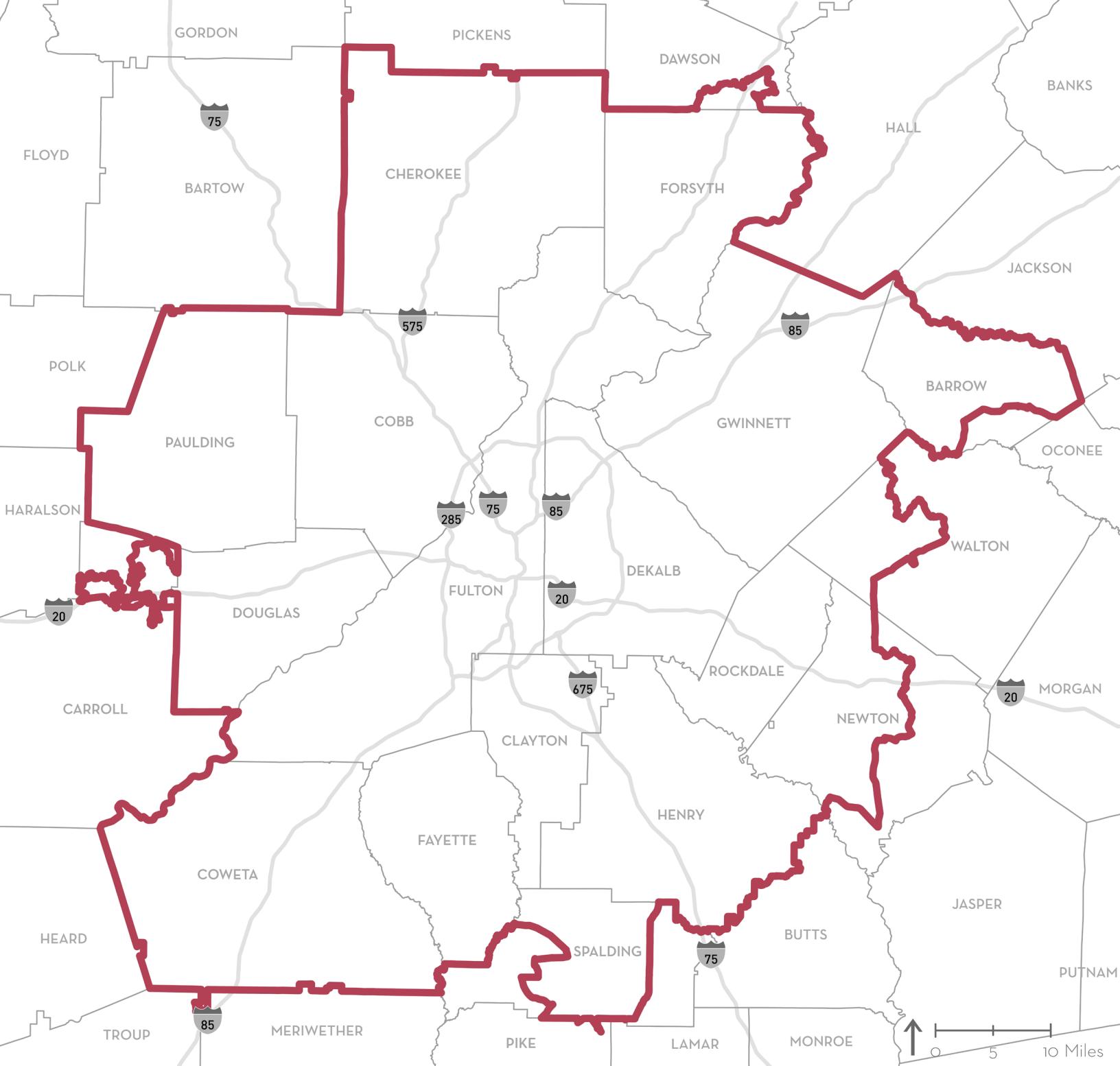
ARC STRUCTURE & MEMBERSHIP

ARC is governed by a 41-member board composed of 11 county commission chairs, 12 mayors, 15 citizen members, the Mayor of Atlanta, an Atlanta City Council representative, and a Department of Community Affairs representative. The actions taken by ARC's board and board committees are based on and supported by recommendations of a staff of approximately 200 professionals representing a broad range of skills and specialties.

ARC's membership includes local governments throughout the region. Some counties are considered within all elements of ARC's work, while others are only involved in one aspect. As noted in the ARC's Legal Designations section, each jurisdiction's relationship to ARC is determined by planning boundaries established through various federal and state regulations. The table on the opposite page illustrates the various boundaries for which ARC has some official level of planning and service delivery responsibilities. The map on page 'x' shows the MPO boundary, the relevant boundary for the Regional Transportation Plan. The map on page 'xi' shows the air quality nonattainment and maintenance boundaries, the boundaries set by the EPA for air quality and transportation planning purposes.

Table i: ARC's Planning and Service Delivery Areas (Updated 2021)





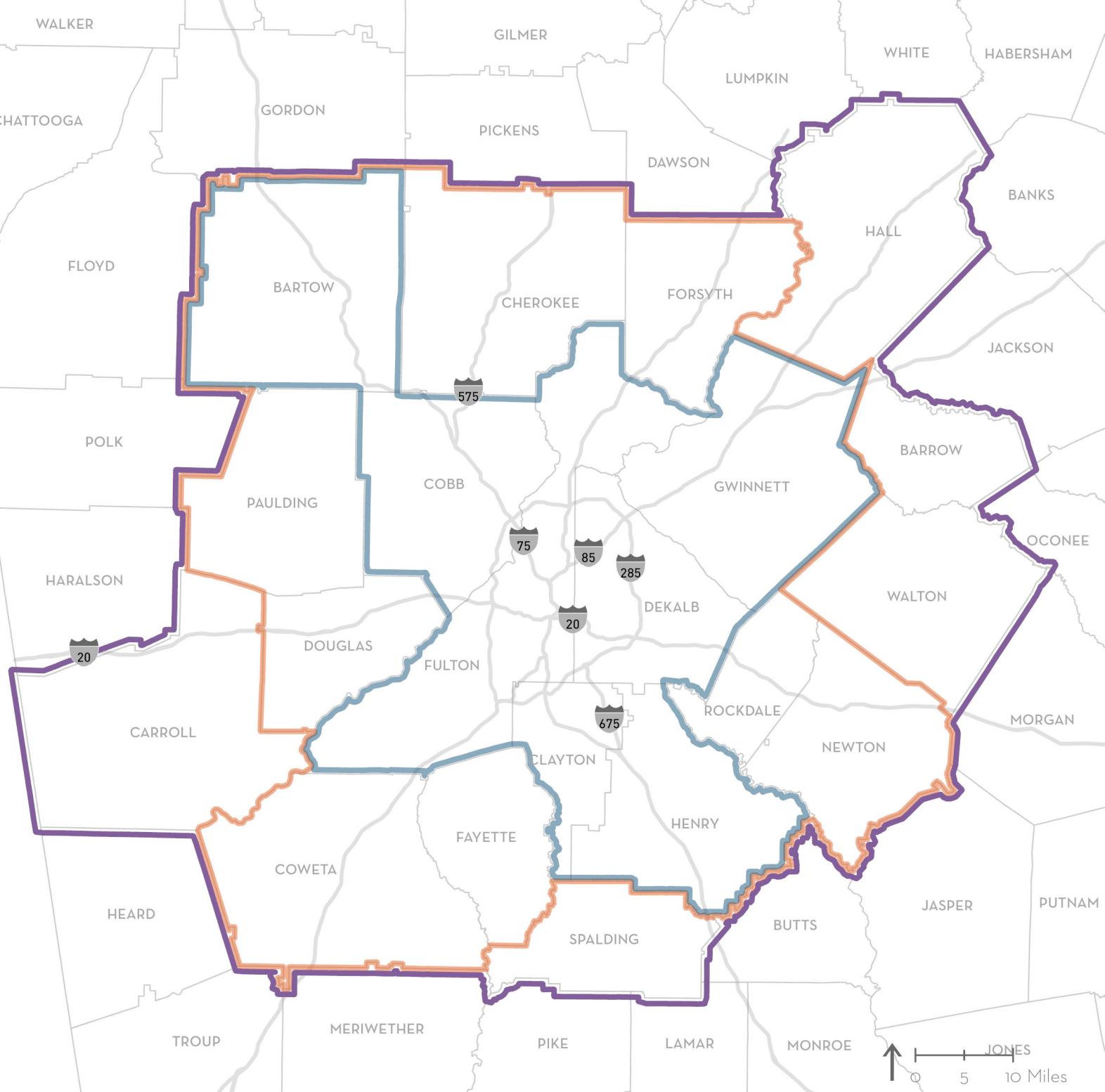
MAP i: ARC MPO Boundary

Legend

- Expressways
- Counties
- MPO Boundary

ARC MPO within Georgia





MAP ii: AIR QUALITY BOUNDARIES

Legend

- 2015
- 2008
- 1997
- Expressways
- Counties

Note: As of December 2022, all counties in the Atlanta Region have met federal air quality standards for ground level ozone and have been redesignated as maintenance areas.

GOVERNING LAWS & LEGAL DEFINITIONS

THE FAST ACT: In 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act continues the fundamental requirements for a metropolitan long-range regional transportation plan (RTP) and a short-range component that reflects investment priorities for at least the next four years called the transportation improvement program (TIP). Both the RTP and TIP must be updated every four years, at a minimum.

This federal law continues the performance management approach and performance-based planning and programming requirements of the previous law, Moving Ahead for Progress in the 21st Century (MAP-21) Act, which mandated MPOs incorporate performance measures; set targets; and monitor progress related to national performance goal areas. This Act continues to uphold public involvement as the hallmark of the planning process.

The law also requires the planning process to address ten planning factors:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users

- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

NOTE: The FAST Act was superseded by the Infrastructure Investment and Jobs Act in November 2021. All references to federal metropolitan transportation planning requirements will be revised, as appropriate and necessary, during the next major RTP update due in February 2024.

TITLE 23. CODE OF FEDERAL REGULATIONS

(CFR) § 450.306 AND § 450.322: In addition to the ten FAST Act planning factors, there are seven more specific requirements of an RTP defined in two sections of the Code of Federal Regulations (CFR). These sections state that a RTP must meet the following basic requirements.

To understand how ARC's RTP meets and exceeds all of these requirements, see the RTP chapter title included in the bracket following the requirement.

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

GOVERNING LAWS & LEGAL DEFINITIONS (CONTINUED)

CLEAN AIR ACT (CAA): Federal law passed in 1970 that prescribes the national air pollution control program. The 1990 Clean Air Act amendments are the most far-reaching revisions of the original law. The Clean Air Act is administered by the Environmental Protection Agency (EPA). The State of Georgia takes the lead in carrying out the Act.

ENVIRONMENTAL JUSTICE (EJ): The equitable distribution of costs and benefits associated with any Federal investment on all members of the community. An environmental justice policy and analysis seeks to ensure that low-income persons and people of color, in particular, benefit from Federal investments and do not experience disproportionate adverse environmental and health impacts (Executive Order [E.O.] 12898).

METROPOLITAN PLANNING ORGANIZATION (MPO): A group of local officials with the Federal mandate to develop transportation plans and programs for Urbanized Areas with a population of more than 50,000. MPOs are formed by agreement between local elected officials representing at least 75 percent of the population located within that area and then approved by the Governor (23 U.S. Code §134–135).

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY: Legislative initiative by the United States Congress reauthorizing and restructuring funding and planning for highway and transit programs. MAP-21 authorizes increased levels of highway and transportation funding. It was signed into law by President Obama on July 6, 2012. The FAST Act superseded MAP-21 in 2015.

REGIONALLY SIGNIFICANT PROJECT: A project which serves regional transportation needs (such as access to and from the area outside of the region or major activity centers in the region) including, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel (23 CFR.§450.204).

TITLE VI: The section of the Civil Rights Act of 1964 that prohibits discrimination on the basis of race, color or national origin in programs that receive federal financial assistance, including transportation projects (42 U.S. Code §2000d).

KEY REGIONAL TRANSPORTATION PLANNING DOCUMENTS

THE POLICY FRAMEWORK articulates a common vision for the future across all documents related to The Atlanta Region's Plan. The framework focuses on a threefold vision of providing world-class infrastructure, building a competitive economy, and ensuring the region is comprised of healthy and livable communities.

THE STAKEHOLDER ENGAGEMENT PLAN seeks to ensure that The Atlanta Region's Plan reflects the full range of regional values and desires by involving a diverse spectrum of stakeholders in the development of its contents. The Stakeholder Engagement Plan strives for inclusive, creative, meaningful, and relevant community engagement.

THE REGIONAL DEVELOPMENT PLAN (RDP) provides a starting point for regional dialogue on current issues, opportunities, and trends around the region. It dictates the programs and projects that implement the Policy Framework. The Regional Findings are a required component, and constitute the list of issues and opportunities to be addressed in the plan. The RDP previously existed as two distinct documents - The Regional Agenda and The Introduction to the Atlanta Region's Plan.

THE REGIONAL RESOURCE PLAN enhances the visibility and management of historic, cultural, and natural resources while planning for their place as a part of our future.

THE REGIONAL TRANSPORTATION PLAN (RTP) examines the 20-county metropolitan planning area's transportation needs through 2050. The RTP addresses anticipated growth through transportation strategies and investments that seek to improve mobility, connectivity, accessibility, safety, reliability, congestion, and transportation equity. At its core, the RTP is a statement of future transportation needs as identified by public stakeholders, local jurisdictions, ARC's planning partners, and the State. The TIP represents the first six years of investment priorities established in the RTP.

THE ATLANTA REGION'S PLAN (TARP) is a holistic long-range blueprint that details investments, including investments outside of the transportation realm, that will be made through 2050 to ensure metro Atlanta's future success and improve the region's quality of life.

TITLE VI

The Atlanta Regional Commission (ARC), as a federal grant recipient, complies with Title VI of the Civil Rights Act of 1964 and its amendments. Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency.

ARC is committed to enforcing the provisions of Title VI and to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs.

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. For information on ARC's Title VI program, or to obtain a complaint form, see the link below.

LEARN MORE:

- [ARC's Title VI Plan and Program](#)

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LIST OF ACRONYMS

AAA	Area Agency on Aging
ABM	Activity Based Model
ADA	Americans with Disabilities Act
ARTP	The Atlanta Regional Transit Plan
ARWDB	Atlanta Regional Workforce Development Board
ASTRoMaP	Atlanta Strategic Truck Route Network
ATL	The Atlanta-Region Transit Link Authority
BRT	Bus Rapid Transit
CAA	Clean Air Act
CBO	Congressional Budget Office
CDAP	Community Development Assistance Program
CDR	Conformity Determination Report
CFR	Code of Federal Regulations
CID	Community Improvement District
CIG	Capital Investment Grant
CIP	Capital Improvement Program
CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan
CV/AV	Connected Vehicle/Autonomous Vehicle
DSRC	Dedicated Short Range Communications
EJ	Environmental Justice
EPA	Environmental Protection Agency
ESO	Employer Service Organizations
ETA	Equitable Target Area
ETL	Express Toll Lanes
ETOD	Equitable Transit Oriented Development
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCO	Georgia Commute Options
GDOT	Georgia Department of Transportation
GNAHRGIS	Georgia Natural, Archaeological, and Historic Resources Geographic Information System
GRTA	Georgia Regional Transportation Authority
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HST	Human Services Transportation
HTF	Highway Trust Fund
INVEST	Infrastructure Voluntary Evaluation Sustainability Tool
ITS	Intelligent Transportation Systems
LCI	Livable Centers Initiative

MAP-21	Moving Ahead for Progress in the 21st Century
MLIP	Managed Lanes Implementation Plan
MLSP	Managed Lanes System Plan
MMIP	Major Mobility Improvement Program
MNGWPD	Metropolitan North Georgia Water Planning District
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
P3	Public Private Partnership
RC	Regional Commission
RDP	Regional Development Plan
REF	Regional Ecological Framework
ROW	Right of Way
RSTF	Regional Safety Task Force
RSTS	Regional Strategic Transportation System
RTN	Regional Thoroughfare Network
RTOP	Regional Traffic Operations Program
RTP	Regional Transportation Plan
SHRP2	Strategic Highway Research Program 2
SOV	Single Occupancy Vehicle or Single Occupant Vehicle
SPLOST	Special Purpose Local Option Sales Tax
SRTA	State Road and Tollway Authority
SSTP	Statewide Strategic Transportation Plan
STBGP	Surface Transportation Block Grant Program
SWTP	Statewide Transportation Plan
TAP	Transportation Alternatives Program
TAQC	Transportation & Air Quality Committee
TARP	The Atlanta Region's Plan
TCC	Transportation Coordinating Committee
TDM	Transportation Demand Management
TEAG	Transportation Equity Advisory Group
TEU	Twenty-foot Equivalent container Units
TFA	Transportation Funding Act of 2015
TMA	Transportation Management Association
TNC	Transportation Network Company
TOD	Transit Oriented Development
TSMO	Transportation Systems Management and Operations
UASI	Urban Area Security Initiative
UGPM	Unified Growth Policy Map
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled