

2050 Metropolitan Transportation Plan



Executive Summary



Atlanta Regional Commission

ONE **great** REGION

Full Document Set
(Adopted 02/2024 / Last Revised 02/2024)

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

Vision

ONE **great** REGION

Mission

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

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



Diverse stakeholders engage and take a regional approach to solve local issues.



A competitive economy that is inclusive, innovative, and resilient.

Values

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

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

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



The 2050 Metropolitan Transportation Plan (MTP) was approved by ARC in February 2024 and consists of four volumes:

Volume I

2050 Metropolitan Transportation Plan

Volume II

FY 2024-2027 Transportation Improvement Program

Volume III

Conformity Determination Report

Volume IV

Public Engagement Report

This document summarizes the contents of the overall document set through a series of “12 Things You Should Know” snapshots. For more information on the planning process and details related to its outcomes and recommendations, the complete plan can be found at:

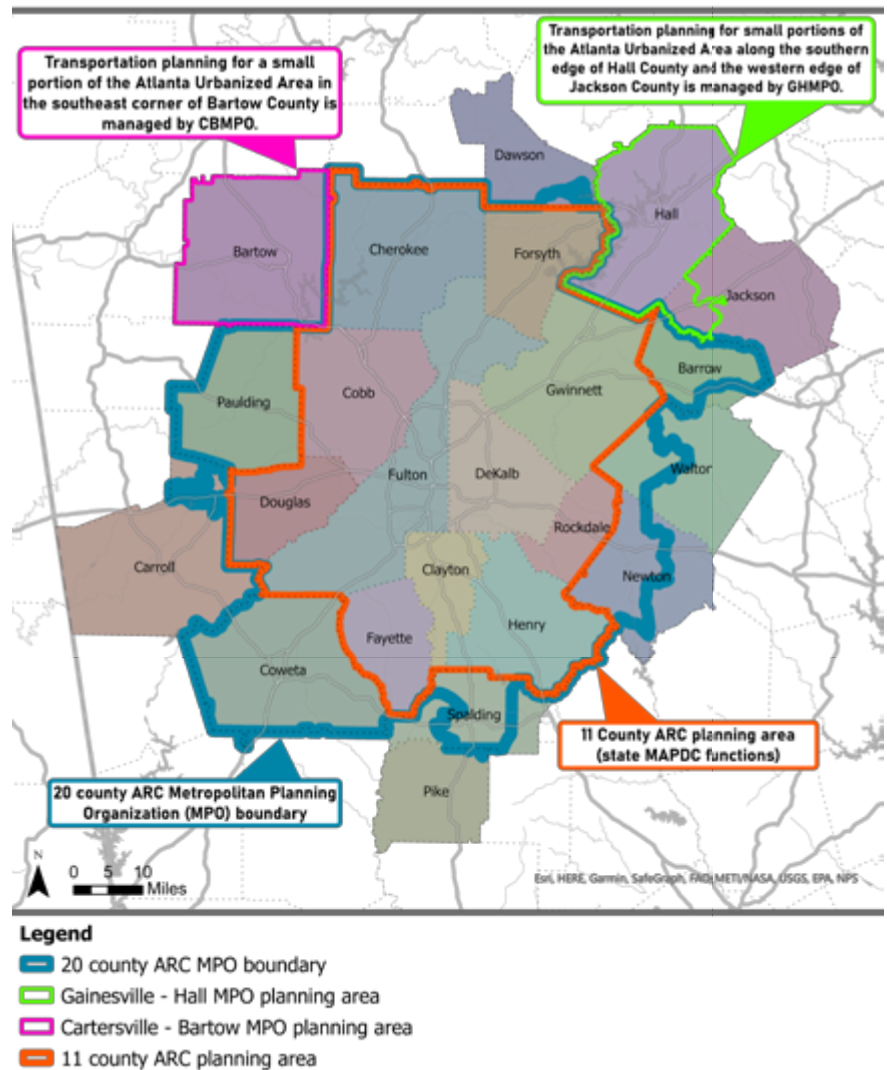


<https://atlantaregional.org/2050mtp>

Atlanta's location on a ridge at the southern end of the Appalachian Mountains made it a natural choice when the state-owned Western and Atlantic Railroad began looking for a new rail route to the Midwest in the 1830s. A little more than a century later, that same location helped Atlanta win a federal air mail contract that facilitated growth of what is today the world's busiest airport. In the 1950s, the Interstate Highway System brought three cross-country routes together a half-mile south of the railroad's zero-mile post. Today, the Atlanta region has an unrivaled ability to connect people and goods within the Southeast, across the United States, and around the world.

The Atlanta Regional Commission (ARC) coordinates the next generation of investments to move our region forward. For transportation planning, ARC works with the state of Georgia, 20 counties, the City of Atlanta, dozens of smaller cities, transit agencies, and other governmental and nonprofit organizations. ARC considers issues from a regional perspective and works with community partners to plan the investments needed to secure a better, brighter future. Every four years, ARC pulls together the region's plans into two documents required by federal law. This step makes these projects eligible for federal funding.

The long-term Metropolitan Transportation Plan (MTP) sets the vision for Metro Atlanta's transportation needs through 2050, while the short-term Transportation Improvement Program (TIP) details the projects slated to get underway within the next four years. Building and maintaining healthy, safe, equitable communities in Metro Atlanta depends on making the strategic, long-term decisions necessary to achieve One Great Region.



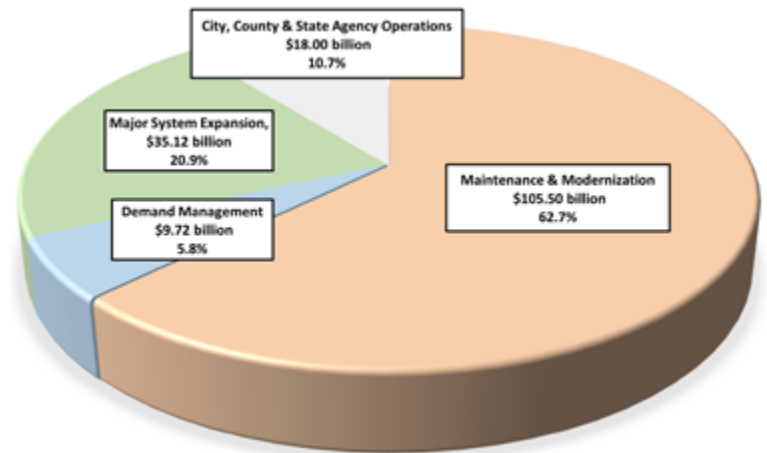
To learn more about how the MTP and TIP are developed and ARC's role in that process, refer to the *Legal Context* chapter of *Volume I: 2050 Metropolitan Transportation Plan*.

01

Transforming the Region through Infrastructure Investments

Between now and 2050, the MTP calls for the Atlanta region to invest approximately \$168 billion in its transportation infrastructure. Investments are classified as Maintenance & Modernization (keeping what we already have in good working order and making minor improvements), Demand Management (using existing capacity as efficiently as possible by reducing peak period volumes), and Major System Expansion (adding capacity when necessary). A fourth category of expenditures accounts for the staff, facilities, equipment and other resources required by the array of agencies charged with implementing this plan.

\$168.3 billion
TOTAL INVESTMENT THROUGH 2050



FEDERAL FUNDING THRU 2050

\$43.7 billion

STATE FUNDING

\$52.6 billion

LOCAL FUNDING

\$73.8 billion

PRIVATE FUNDING

\$1.2 billion

Approximately \$171 billion of revenue is expected to be available during this timeframe, from a variety of federal, state, local and private sources. This means there is a small buffer to accommodate for unexpected cost increases and potential additional projects which need to be added to the plan in advance of the next scheduled major update. Keeping a reserve preserves the overall plan's integrity and provides critical flexibility.



To learn more about how ARC determines the amount of funding which will be available from various sources, refer to the Financial Plan chapter of *Volume I: 2050 Metropolitan Transportation Plan*.

02

Keeping Up with Population and Employment Growth

Metro Atlanta continues to attract large numbers of people from across the country and around the world, and it remains one of the most dynamic and diverse regions of the country. This MTP forecasts a slight dip in expected population growth compared to the 2020 plan, based on lower levels of migration (domestic and international) and continuing declines in fertility rates. Even so, the metro area will add about 1.8 million people and 650,000 jobs by 2050. This rapid growth makes it difficult to keep pace with the mobility needs of the region, especially given its generally low-density development patterns.



1.8 million

Number of new residents who will call the Atlanta region home between now and 2050

650,000

Number of new jobs added to our economy in that same timeframe

45% >> 37%

Change in White, Non-Hispanic share of population

The explosive growth of the 1980s and early 1990s set the stage for internationalization following the 1996 Summer Olympics that resulted in a multi-racial/multi-ethnic region by 2020. That trend is expected to continue, with the percent of White, Non-Hispanic population slowly declining from around 45% to only about 37% over the next 25 years.

Another major trend defining growth is that the region is getting older. The Atlanta metro area is, as most metro areas of the Southern U.S., younger than the U.S. average. Atlanta's median age of 36.5 trails many Northeastern and Midwestern metros by nearly five years. Yet a different and older age distribution has been coming for decades and is now here. The changes have happened more gradually than the diversity explosion, and have been concentrated among the white, non-Hispanic populations. From 1960 to 2020, the share of 65+ population has doubled in each of the 11 ARC counties within the MAPDC area, increasing to a high of nearly 19% in Fayette County.



To learn more about the socioeconomic and demographic trends which are shaping the future of the region, refer to the Regional Planning Context chapter of **Volume I: 2050 Metropolitan Transportation Plan**.

03

Listening and Learning from the Public

The 2050 MTP/TIP was informed by extensive public participation. Over 70,000 stakeholder engagement touchpoints, assembled from a variety of regional and local engagement activities, were used to inform the 2050 MTP/TIP Update. These participation activities were conducted between 2020-2023.

Comments received from the public, as well as data collected from public opinion surveys, brought two key themes into focus.

The future is uncertain - People are concerned about the future, and a sense of uncertainty about what lies ahead is reflected in both public comments and survey data. Issues, such as climate change, housing affordability, and the impact of technology, were repeatedly brought forward during 2050 MTP/TIP Update engagement activities.

Transportation priorities – Most comments and survey responses showed public support for transit as the best long-term solution for traffic congestion. Yet, while support for public transit is very strong, particularly in the region's core counties, the percentage of residents expressing willingness to pay more in taxes to fund expansion of regional public transit is mixed. In addition, survey data about investment priorities shows a plurality of opinions, with road system expansion, operational improvement and maintenance identified as important funding categories.

71,317

Number of distinct interactions with the public on planning initiatives directly supporting development of the MTP.



Broad issues, such as climate change, housing, technology, and electrification, are front and center for ARC's planning work in 2024. These important and foundational planning efforts represent major areas of influence for the next MTP.



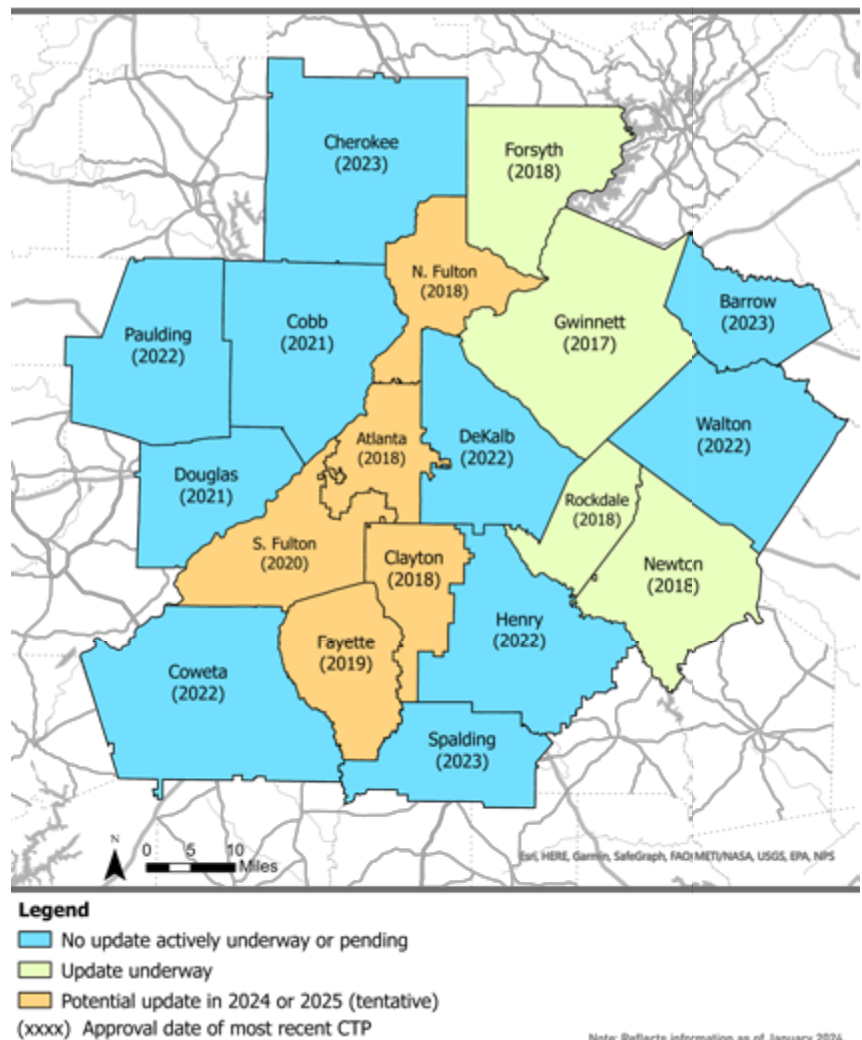
*To learn more about how ARC engaged the public in conversations about the region's transportation future throughout the update plan process and what we learned, refer to **Volume IV: Public Engagement**.*

04

Working with Partner Agencies

The combined efforts of numerous committees, subcommittees, task forces, and working groups result in a wide array of plans which inform the MTP and TIP development process. These plans focus on various geographies, transportation modes, and issues and provide detailed recommendations on policies, programs and projects. Integral to this work are the contributions of planning, implementation, operating and oversight agencies at the city, county, regional, state and federal levels. As the MPO, ARC then filters this wealth of information through an overarching public engagement process to arrive at a final set of priorities. The MTP and TIP represent the culmination of all this work and define the path forward to implementation.

One of ARC's most successful partnering experiences has been the Comprehensive Transportation Plan (CTP) program. The program was established to ensure that transportation infrastructure has a positive impact on strengthening our economy and communities at both the local and regional levels by providing financial incentives for counties and their constituent municipalities to develop joint long-range transportation plans, in coordination with the Georgia Department of Transportation (GDOT), transit operators and other stakeholder agencies. Since 2005, ARC has made federal funding available to assist our local governments in developing these plans, which serve as the foundational building blocks of regional transportation planning efforts. They are updated on a rotating cycle, generally every five to seven years, often in conjunction with the consideration of transportation funding referenda.



To learn more about the CTP program, as well as other ways ARC works with partner agencies to plan and implement transportation infrastructure programs and projects, refer to the Consultation and Coordination Process chapter of *Volume I: 2050 Metropolitan Transportation Plan*.

05

Maintaining, Modernizing, and Operating the Existing Transportation Network



About four dollars out of every five that the region invests in its transportation network goes to maintaining and operating our current transportation systems and maximizing their efficiency. This level of spending is necessary to ensure our region's existing roads and transit infrastructure, comprised of thousands of miles of roadways, thousands of traffic signals and bridges, 48 miles of heavy rail lines, hundreds of buses and rail cars, and countless miles of walking/bicycling trails, paths and sidewalks, are kept operable and in good condition.

Asset Management performance measure helps to ensure that the region's transportation infrastructure is well-maintained, efficient, and effective at meeting the needs of its users. GDOT and local governments are responsible for managing transportation assets in Georgia, including roads and bridges. They regularly assess the condition of these assets to identify areas that require maintenance or repair. This includes evaluating the age, pavement or bridge condition, and other factors that affects lifespan and usability of assets. Every two years GDOT sets targets for asset management measures and ARC follows those targets. GDOT will have an opportunity to adjust the 4-year target in 2024.

Statewide Asset Management Performance	2018	2019	2020	2-Year Target	4-Year Target
Interstate NHS % Miles in Good Condition	64.1	57	59.4	≥ 50%	≥ 50%
Interstate NHS % Miles in Poor Condition	0.2	0.3	0.2	≤ 5%	≤ 5%
Non-Interstate NHS % Miles in Good Condition		46.5	44.2	≥ 40%	≥ 40%
Non-Interstate NHS % Miles in Poor Condition		0.8	0.8	≤ 12%	≤ 12%
Bridges on the NHS % in Good Condition	51.5	67.5	78.5	≥ 50%	≥ 60%
Bridges on the NHS % in Poor Condition	1.1	0.8	0.6	≤ 10%	≤ 10%



To learn more about performance monitoring and reporting requirements, as well as how the Atlanta region scores in that regard, refer to the Performance Monitoring and Reporting chapter of *Volume I: 2050 Metropolitan Transportation Plan*.

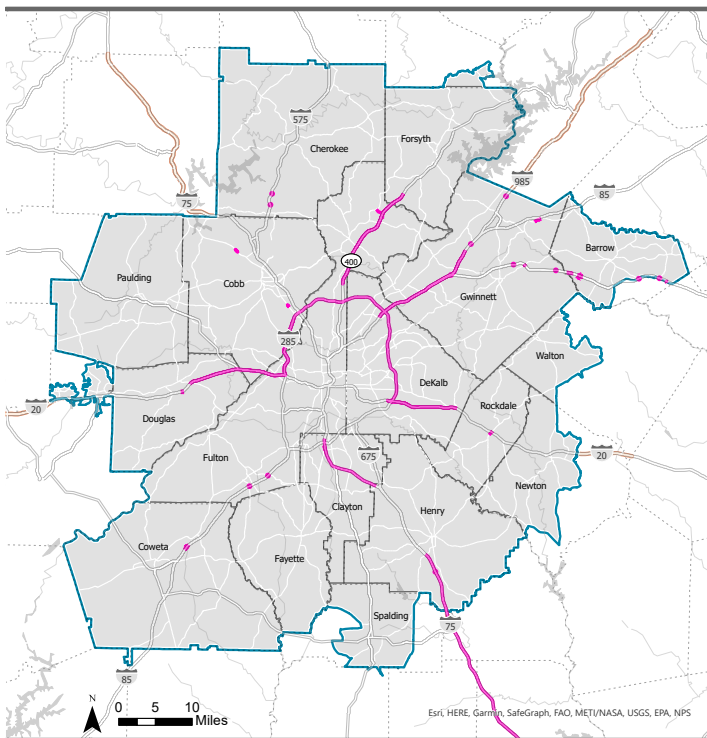
06

Improving Major Thoroughfares and Interchanges to Boost Mobility and Safety

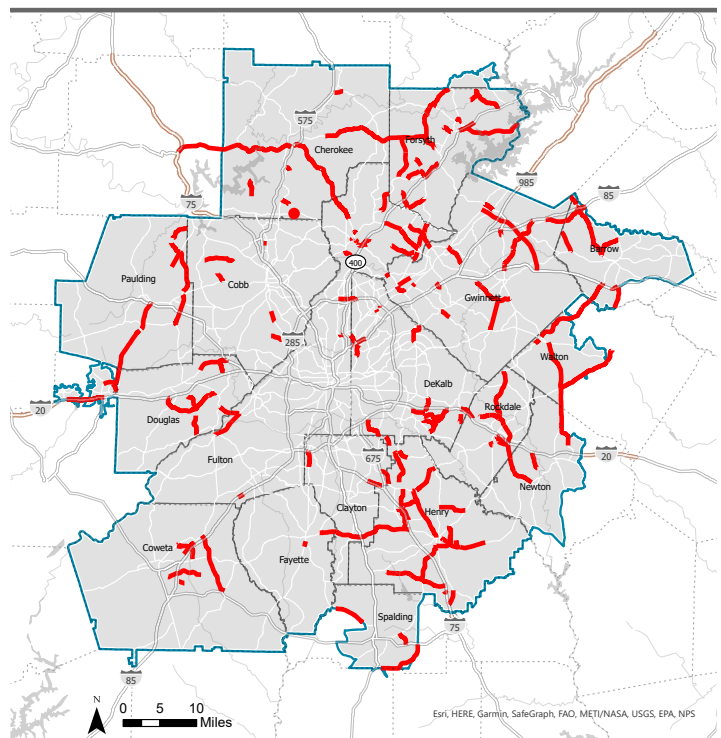


Metro Atlanta's interstates play a key role in moving people, goods, and emergency vehicles within the region and across the Southeast. Half of all driving in the metro area takes place on these highways. The Georgia Department of Transportation (GDOT) continues work on managing major freeways and operational improvements at critical interchanges across the region. Projects like the express toll lanes offer alternatives for people willing to carpool, ride a bus, or pay a toll. The MTP includes the

expansion of the express lanes network to over 140 more miles of the interstate highway network. The plan also calls for over 600 lane-miles of additional capacity along the surface arterial network.



Legend
 MPO Boundary
 Capacity Projects on Controlled Access Highways



Legend
 MPO Boundary
 Capacity Projects on Surface Street Network



To learn more about major roadway projects planned around the region, refer to the *Mobility Investments* chapter of **Volume I: 2050 Metropolitan Transportation Plan**.

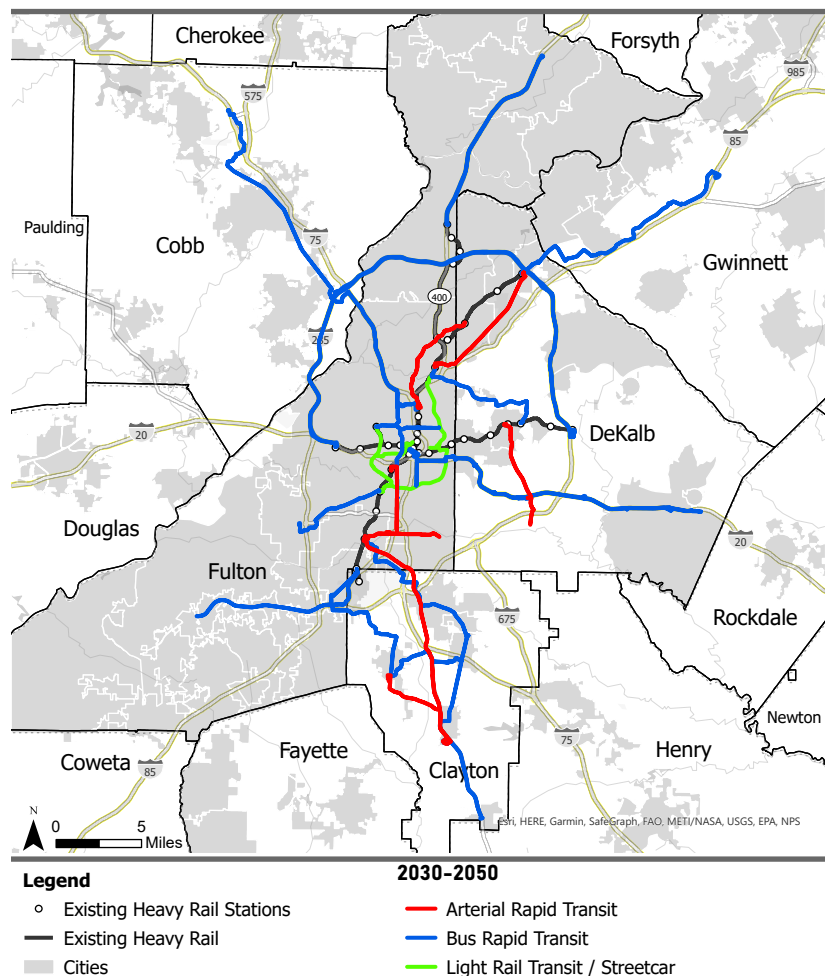
07

Constructing and Sustaining Transit Services

Quality investments in transit are critical as the Atlanta region continues to grow and become denser. Major transit operators like MARTA drive decision-making on whether and where to create new routes and invest resources, including in training and retaining experienced staff on trains and buses. ARC works closely with them to help make sure these plans fit with regional needs and promote equity, and the MTP includes nearly \$10 billion in transit expansion projects. ARC also encourages communities to build housing and retail that supports transit with the goal of adding ridership to the system.

As costs for building and operating rail service have soared, transit expansion outside the 22-mile Beltline corridor will focus on high-quality bus rapid transit (BRT) service that operates in separate lanes or has other priority over general traffic. In the future, the state also plans to run BRT along the express lane network to expand regional mobility options.

The current transit expansion plan must, by federal law, be constrained by existing funding sources. In the future, as referenda to expand services are passed in various counties or the state assumes a more active role in project implementation, the vision will be updated accordingly.



*To learn more about the region's fiscally constrained transit expansion plans and the aspirational vision, refer to the narrative on Transit Services in the Mobility Investments chapter of **Volume I: 2050 Metropolitan Transportation Plan**.*

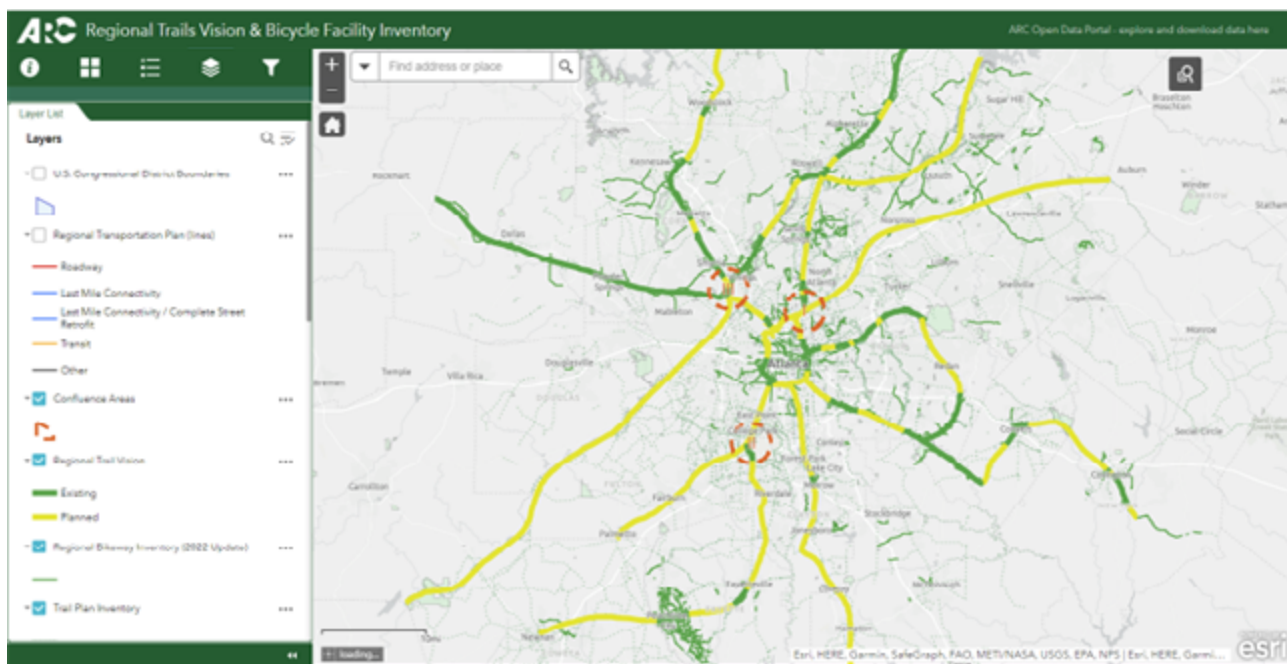
08

Expanding a Regional Bicycle and Pedestrian Network to Connect Communities and Provide New Travel Options



Developing a more walkable and bikeable region is key to achieving the region's goal of creating healthy, safe and livable communities. Improving options for biking and walking, for transportation and for recreation, makes our communities safer, more sustainable, and more attractive to residents and visitors. ARC invests in the Livable Centers Initiative (LCI) and safe streets programs while coordinating the build-out of a regional trail network. These efforts, especially at shifting short trips from cars to other modes, reduce traffic, clean the air, and improve quality of life for everyone in the Atlanta region.

The Regional Bicycle Facility Inventory is an online map and resource tool developed by ARC that aims to highlight the important role a connected network of trails and bike lanes can play in the region. The inventory identifies both existing multi-use paths and bike lanes, as well as proposed future facilities defined in a wide range of locally plans and funding initiatives.



*To learn more about the region's near-term plans to expand mobility options for bicyclists and pedestrians, refer to the Funding chapter of **Volume II: FY 2024–2027 Transportation Improvement Program**.*

09

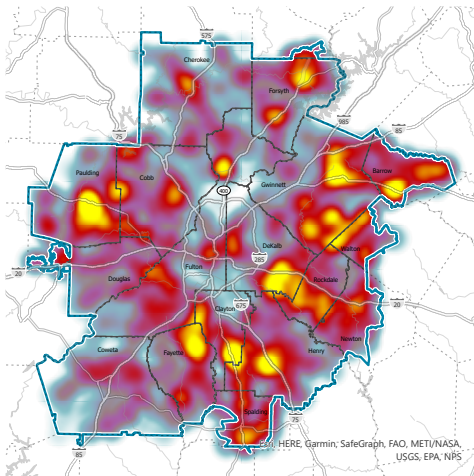
Enhancing Safety for Everyone

Roughly 600 people die and more than 3,000 are seriously injured in traffic crashes in the ARC region every year. This trend is not going in the right direction, and it is not going to change course on its own. ARC has focused its analyses onto crashes at intersections, crashes involving roadway departures, and crashes involving bike riders or pedestrians as the most prevalent in the region that cause severe crashes resulting in death or serious injury.

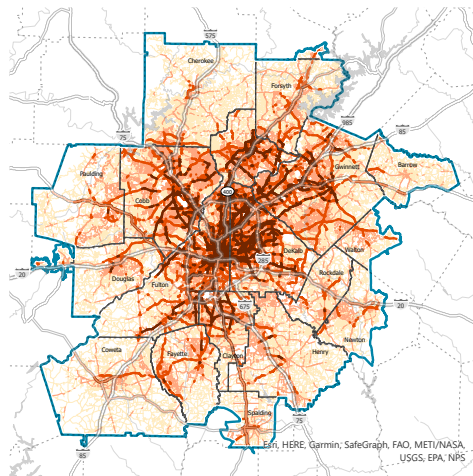
Analyzing historical crash data is an important factor in understanding where severe crashes have occurred, but more proactive action is needed to properly address our severe crashes and their consequences. ARC has applied a more proactive approach through a Safe Systems lens to also consider risk factors of roadways that are likely to have severe crashes due to roadway design features, community context, traffic control patterns, and other factors that can lead to higher- or lower-risk roadways.



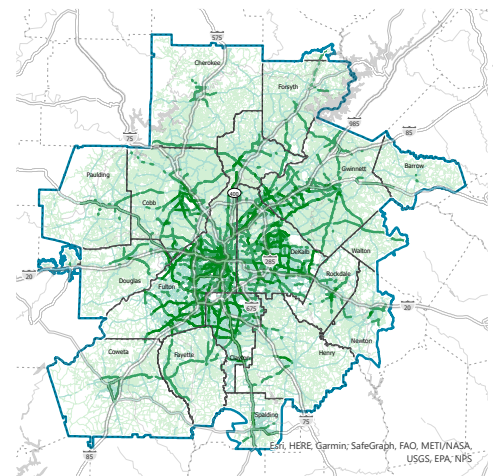
Safety Risk Factors



Intersection



Bicyclist



Pedestrian



To learn more about safety issues in the region and how they're being addressed, refer to the narrative on *Safety in the Programmatic Strategies and Policies* chapter of *Volume I: 2050 Metropolitan Transportation Plan*.

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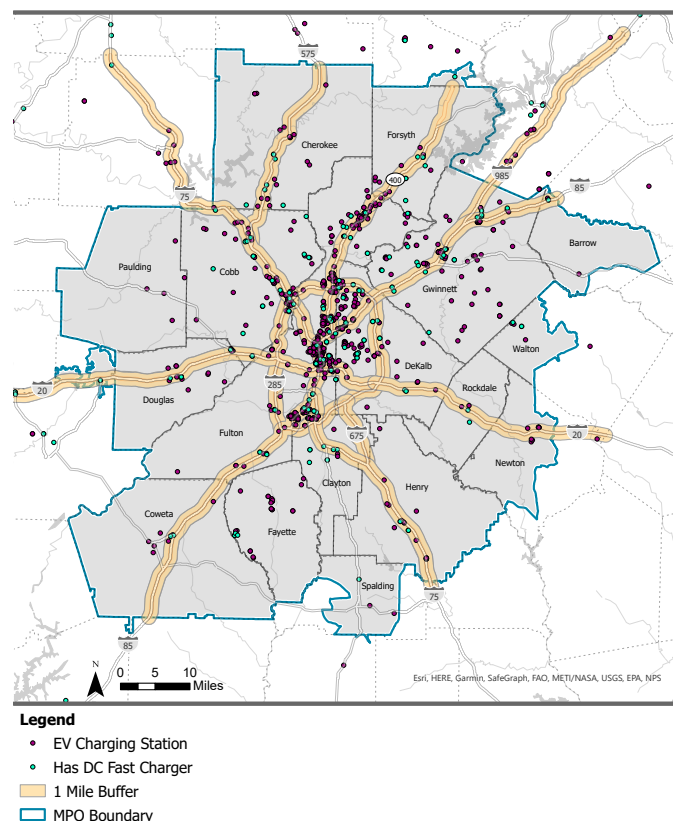
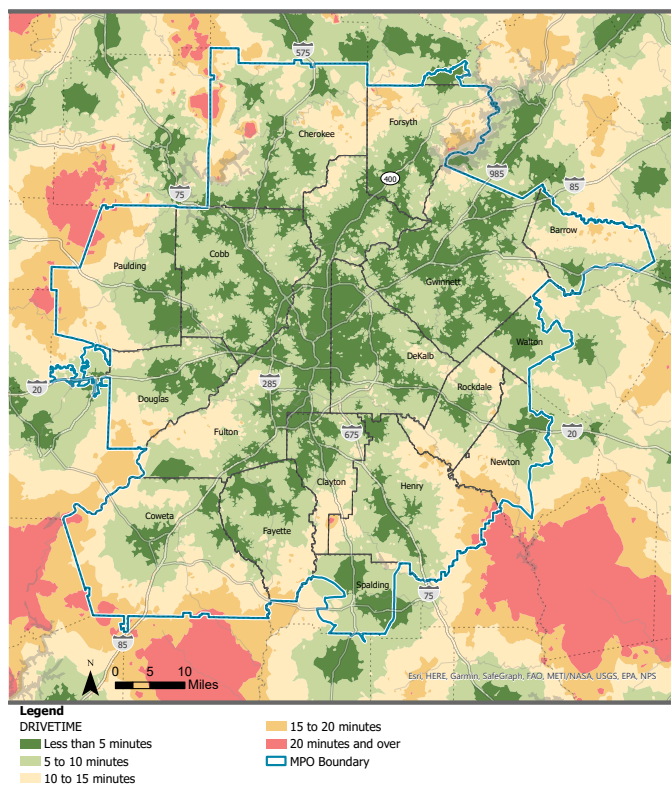
Building a 21st Century Transportation System



Electric cars and bicycles continue to grow in popularity, and that growth will help make our region more sustainable. Recent federal legislation and regulations support production and adoption of clean energy, electric vehicles (EVs), and charging infrastructure. Georgia continues to work on its statewide goal of being the electric mobility capital of America, bringing good jobs, reducing emissions, and boosting our economy. ARC has begun work on a Regional Transportation Electrification Plan (RTEP) to make it easier for area residents to buy and use

EVs and position the area's workforce to build and support that infrastructure. The plan is expected to be completed in 2024.

Existing EV Charging Infrastructure


[More Info](#)

To learn more about how ARC is planning for an electrified transportation future, refer to the Programmatic Strategies and Policies chapter of *Volume I: 2050 Metropolitan Transportation Plan*.

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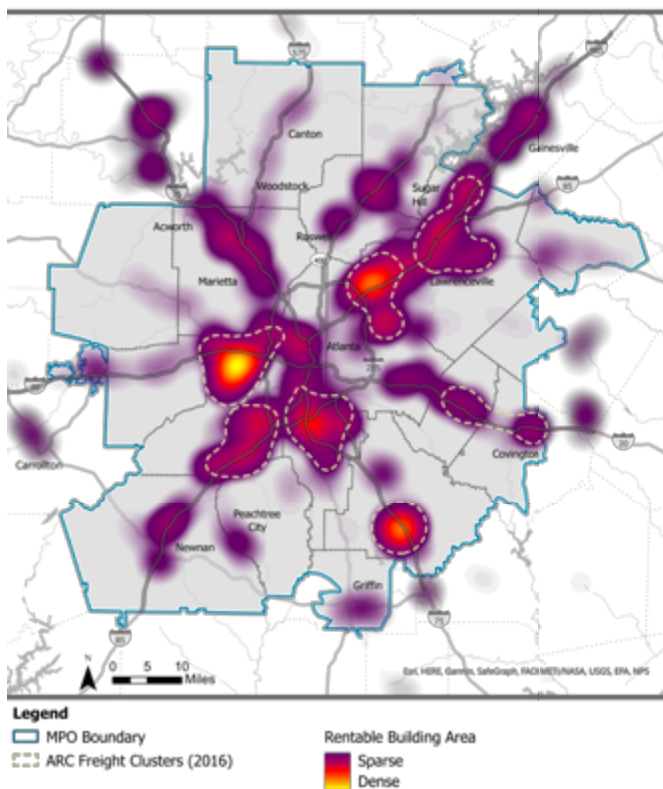
Connecting the South and Moving Freight Around the World



The Atlanta region is a global leader in freight, warehousing, and logistics, and ensuring goods flow through the region is critical. This key part of Metro Atlanta's economic base is built on world-class roads and rails, Hartsfield-Jackson Atlanta International Airport, and connections with the Port of Savannah. Federal forecasts expect the region's freight movements to increase nearly 70% by 2050. ARC partners with state and local governments to both move freight through the region and ease effects on local communities. In 2023, ARC began working on a major update to the Atlanta

Regional Freight Mobility Plan to better understand the area's freight needs. This plan will be completed in late 2024.

Industrial Development



193.5 million

Tons of freight moved to, from, and within the Atlanta region by truck each year

36.8 million

Tons moved by rail

0.7 million

Tons moved by airplane

More Info

To learn more about how important freight is to the region's economy, and how the plan will manage continued growth in that sector, refer to the narrative on Freight and Goods Movement in the Programmatic Strategies and Policies chapter of the *Volume I: 2050 Metropolitan Transportation Plan*.

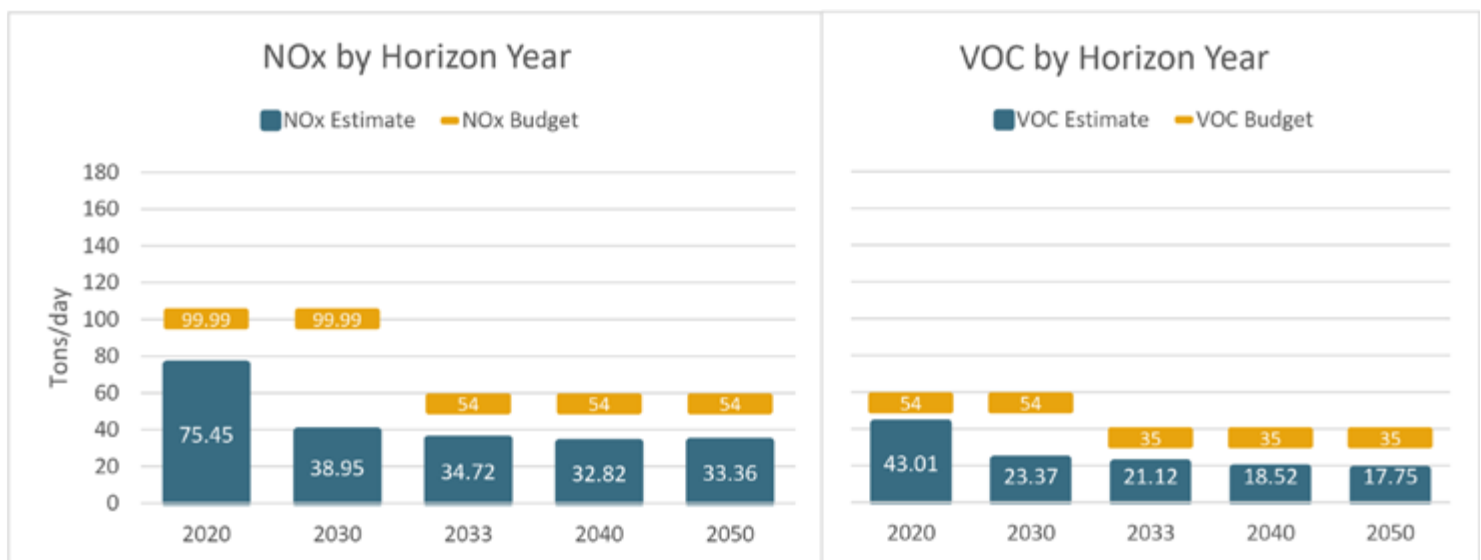
12

Continuing the Journey to Cleaner Air

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



Metro Atlanta continues to make progress on improving air quality. In 2022, the Environmental Protection Agency (EPA) announced the last remaining metro area counties had met all federal standards for ground level ozone. The MTP and TIP keep the region's emissions below the limits set by the EPA by investing significant resources into cleaner technologies, like electric vehicles, and sustainable mobility options such as transit, bicycling and walking.



To learn more about how the air quality modeling process works, from both policy and technical perspectives, refer to **Volume III: Conformity Determination Report**.

The 2050 MTP By the Numbers

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

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

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

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

The MTP is more than a static document updated every four years. While it does lay out a clearly defined set of policies, projects, and programs which are intended to help our region achieve its full potential, it does so from the perspective of a single point in time.



The true purpose of this plan is not to articulate every action to be undertaken in the future, but rather to define a general vision and set us on a reasonable path forward. While the path may have unexpected obstacles, the vision of creating One Great Region should remain constant. The commitment to creating a competitive economy, healthy livable communities, and other desired outcomes should not change, although the most appropriate means to achieve that vision might. Even the definition of what each of these outcomes means may be different for somebody looking back from the future compared to us looking forward from today.

The MTP is intended to be adaptable and responsive to change. What seems practical, cost-effective and desirable today may not be so in the future, so course corrections will need to be made regularly. New strategies will be tried, while those which become obsolete will be retired. The plan will undoubtedly evolve considerably in coming years, which is the way the process should and must work.

Near-Term Initiatives

- **Increased focus on federally defined emphasis areas**
- **Mobility plans addressing freight, electrification, and access to health services, among others**
- **Environmental plans related to carbon reduction and greenhouse gas emissions**
- **Understanding disruptive and transformative technologies**



To learn more about ARC's initial thoughts on how the plan might evolve in the future, refer to the Next MTP Update chapter of *Volume I: 2050 Metropolitan Transportation Plan*.