

FISCAL CONSTRAINT – ARC MTP AND TIP

To receive a conformity determination from USDOT on an amendment, ARC’s MTP and TIP must remain fiscally constrained, meaning anticipated revenues must be sufficient to cover the costs of all projects and programs in the plan. The following tables demonstrate that ARC’s plans continue to be fiscally constrained with the revisions made under MTP/TIP Amendment #6. The summary tables are followed by an exhibit which contains the entire amended ARC MTP and TIP project lists showing the individual costs in Year of Expenditure (YOE) dollars used in conducting this analysis.

Following approval of the amendment, scheduled for May 2026 these tables and the YOE project list will be included as part of Appendix 2 within both the MTP and TIP documents.

Table 1: Demonstration of Fiscal Constraint (FHWA Formula Funds) – ARC MTP and TIP – May 2026

AGGREGATE COST OF PROGRAMMED PROJECTS

FHWA Program (See Note 1)	2024 (See Note 3)	2025 (See Note 3)	2026	2027	LR 2028-2033 (See Note 2)	LR 2034-2040 (See Note 2)	LR 2041-2050	Total
Bridge Program	\$8,188,943	\$500,000	\$5,472,423	\$5,045,600	\$2,336,000	\$0	\$0	\$21,542,966
<i>Off-System Bridge Setaside</i>	\$800,000	\$4,277,742	\$0	\$300,000	\$0	\$0	\$0	\$5,377,742
Carbon Reduction Program								
<i>Statewide Flexible (GDOT)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Suballocated (ARC)</i>	\$17,075,928	\$31,241,377	\$8,000,000	\$13,849,252	\$14,126,237	\$0	\$0	\$84,292,794
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$25,900,000	\$56,544,443	\$47,096,418	\$34,008,766	\$29,009,000	\$0	\$0	\$192,558,627
Highway Safety Improvement Program (HSIP)	\$37,288,000	\$37,288,000	\$0	\$0	\$28,087,591	\$0	\$0	\$102,663,591
<i>Railway Highway Hazard Elimination Setaside</i>	\$1,864,800	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$3,729,600
<i>Railway Highway Protective Devices Setaside</i>	\$1,491,200	\$1,491,200	\$0	\$0	\$0	\$0	\$0	\$2,982,400
<i>Vulnerable User Setaside</i>	\$0	\$2,880,000	\$0	\$0	\$0	\$0	\$0	\$2,880,000
National Electric Vehicle Infrastructure Program (NEVI)	\$0	\$0	\$2,048,000	\$0	\$0	\$0	\$0	\$2,048,000
National Highway Freight Program (NHFP)	\$42,296,782	\$41,733,150	\$32,821,974	\$26,866,921	\$27,290,729	\$0	\$0	\$171,009,556
National Highway Performance Program (NHPP)	\$296,180,626	\$322,357,157	\$841,330,793	\$1,131,878,145	\$831,482,699	\$0	\$0	\$3,423,229,420
PROTECT Program	\$1,556,341		\$360,000	\$534,369		\$0	\$0	\$2,450,710
Surface Transportation Block Grant Program (STBGP)								
<i>Off-System Bridge Setaside</i>		\$3,767,942	\$2,817,580	\$5,846,555	\$4,408,000	\$0	\$0	\$16,840,077
<i>Recreational Trails Setaside</i>	\$666,400	\$864,400	\$0	\$0	\$0	\$0	\$0	\$1,530,800
<i>Transportation Alternatives Program - Statewide Flexible (GDOT)</i>	\$1,120,000	\$400,000	\$15,373,421	\$8,488,000	\$2,400,000	\$0	\$0	\$27,781,421
<i>Transportation Alternatives Program - Suballocated (ARC)</i>	\$15,368,334	\$39,591,564	\$28,583,376	\$20,581,315	\$19,355,719	\$0	\$0	\$123,480,308
<i>Statewide Flexible (GDOT)</i>	\$148,445,429	\$146,384,426	\$49,908,423	\$75,567,796	\$149,477,252	\$0	\$0	\$569,783,326
<i>Suballocated (ARC)</i>	\$166,623,815	\$123,750,140	\$118,124,827	\$116,100,209	\$118,072,605	\$0	\$0	\$642,671,596
General Federal Aid 2026-2050					\$7,356,554,766	\$8,879,637,075	\$11,413,621,586	\$27,649,813,427
Total of Project Costs	\$764,866,598	\$814,936,341	\$1,151,937,235	\$1,439,066,928	\$8,582,600,598	\$8,879,637,075	\$11,413,621,586	\$33,046,666,361
Running Total Cost	\$764,866,598	\$1,579,802,939	\$2,731,740,174	\$4,170,807,102	\$12,753,407,700	\$21,633,044,775	\$33,046,666,361	
ESTIMATED AGGREGATE REVENUE								
FHWA Formula Funding Revenue (See Note 2)	\$1,181,022,703	\$1,148,977,892	\$1,159,976,559	\$1,153,366,869	\$7,055,467,560	\$9,008,397,972	\$14,125,644,674	\$34,832,854,229
Running Total Revenue	\$1,181,022,703	\$2,330,000,595	\$3,489,977,154	\$4,643,344,023	\$11,698,811,583	\$20,707,209,555	\$34,832,854,229	
NET REVENUES MINUS COSTS								
Running Total Balance (YOE)	\$416,156,105	\$750,197,656	\$758,236,980	\$472,536,921	-\$1,054,596,117	-\$925,835,220	\$1,786,187,868	\$1,786,187,868

UNCOMMITTED
BALANCE

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

NOTES

- (1) Italicized programs denote those which are: 1) funded from setasides established by GDOT at the statewide level; or 2) suballocated by law to ARC. The amounts shown are in addition to commitments made from the original source program as listed above the setaside or suballocated line items.
- (2) 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 expended within the region in any given year may fluctuate from these averages. Over the horizon of the MTP through 2050, the program is balanced and is less than revenue estimates. GDOT affirms its commitment to ensuring fiscal constraint will be achieved prior to undertaking projects in the 2028-2040 planning horizon. To align project costs with revenues may require planned projects to be undertaken through a phased approach or innovative financing mechanism as an alternative.
- (3) Includes projects which may no longer be reflected in the current project list as a result of being fully authorized in the period between the original adoption of the FY 2024-2027 TIP and now.


Table 2: Demonstration of Fiscal Constraint (FTA/CIG Formula Funds) – ARC MTP and TIP – May 2026

AGGREGATE COST OF PROGRAMMED PROJECTS

FTA Program (See Note 1)	2024 (See Note 4)	2025 (See Note 4)	2026	2027	LR 2028-2033	LR 2034-2040	LR 2041-2050	Total
Bus and Bus Facilities Program	\$5,162,628	\$6,664,562	\$5,064,703	\$5,064,703	\$39,860,511	\$50,787,682	\$80,144,568	\$192,749,357
Enhanced Mobility of Seniors and Individuals with Disabilities	\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000	\$33,658,129	\$41,391,296	\$65,316,773	\$161,566,197
State of Good Repair Grants	\$85,779,954	\$85,297,038	\$85,620,464	\$85,620,464	\$534,197,168	\$654,738,948	\$1,033,198,755	\$2,564,452,791
Transit Urbanized Area Formula Program	\$92,813,038	\$95,617,390	\$91,668,706	\$91,668,706	\$653,480,679	\$820,016,235	\$1,294,011,537	\$3,139,276,291
Total Project Costs	\$189,055,620	\$192,878,990	\$187,653,873	\$187,653,873	\$1,261,196,487	\$1,566,934,161	\$2,472,671,633	\$6,058,044,636
Running Total Cost	\$189,055,620	\$381,934,610	\$569,588,483	\$757,242,356	\$2,018,438,843	\$3,585,373,004	\$6,058,044,637	
ESTIMATED AGGREGATE FORMULA FUNDING REVENUE								
Estimated FTA Formula Funds Revenue (See Note 2)	\$194,787,725	\$197,320,258	\$199,293,460	\$201,286,395	\$1,261,196,487	\$1,566,934,161	\$2,472,671,633	\$6,093,490,119
Running Total Revenue	\$194,787,725	\$392,107,983	\$591,401,443	\$792,687,838	\$2,053,884,325	\$3,620,818,486	\$6,093,490,119	
NET REVENUES MINUS COSTS								
Running Total Balance (YOE)	\$5,732,105	\$10,173,373	\$21,812,960	\$35,445,482	\$35,445,482	\$35,445,482	\$35,445,482	\$35,445,483
								UNCOMMITTED FUNDS

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

CIG Program	\$0	\$0	\$0	\$150,000,000	\$807,937,565	\$177,131,699	\$2,866,665,795	\$4,001,735,058
ESTIMATED AGGREGATE CIG PROGRAM REVENUE								
FTA CIG Program Revenue (See Note 3)	\$0	\$0	\$0	\$150,000,000	\$807,937,565	\$177,131,699	\$2,866,665,795	\$4,001,735,058
NET REVENUES MINUS COSTS								
Running Total Balance (YOE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
								UNCOMMITTED FUNDS


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

NOTES

- (1) ARC forecasts that approximately \$6.1 billion of FTA formula funds will be available to the region over the timeframe of the plan. Regional funds for each core formula program are subdivided among eligible recipient agencies each fiscal year. Annual totals within the TIP years are estimates which may differ slightly from actual apportionments and revenue forecasts, resulting in minor surpluses or deficits in the running total balance shown in this table. Relevant adjustments to estimates are made during major TIP updates.
- (2) Initial years of the TIP period may reflect carryover balances from previous years which were not obligated in grants during the year of apportionment. Refer to the Transit Program of Projects contained in "Volume II: FY 2024-2027 Transportation Improvement Program" for more information on how carryover balances are managed.
- (3) An ATL Authority analysis forecasts up to \$4.1 billion of CIG revenue could be available to the region over the timeframe of the plan. Revenue amounts by time period reflect current programming assumptions associated with individual projects expected to use those funds, but the actual timing and amount of funds may vary significantly. For more information on CIG revenue assumptions, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.
- (4) Includes projects which may no longer be reflected in the current project list as a result of being fully authorized in the period between the original adoption of the FY 2024-2027 TIP and now.

EXHIBIT

AMENDED YEAR OF EXPENDITURE PROJECT COSTS – ARC MTP AND TIP