



VOLUME IV

PUBLIC ENGAGEMENT

VISION

ONE
great
REGION

Atlanta Regional Commission

229 Peachtree Street, NE

Suite 100

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.

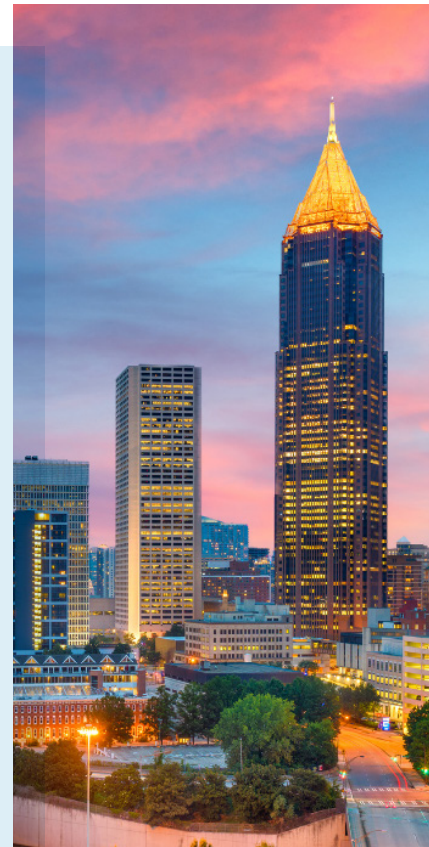
Integrity - In our conduct, communication, and collaboration with each other and the region's residents, we will act with consistency, honesty, transparency, fairness, and accountability within and across each of our responsibilities and functions.

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





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INTRODUCTION

Federal law requires that a Metropolitan Transportation Plan/Transportation Improvement Program (MTP/TIP) be comprehensively updated at least once every four years. Agency and stakeholder participation is essential to the plan development process, as is public participation.

This volume of the 2050 MTP/TIP Update includes a summary of public participation for the MTP/TIP that was conducted during the period of 2020 to 2023. It details the participation activities and outcomes that have helped shape the MTP/TIP and presents the comments and responses from the official MTP public review and comment period.

The first section of this volume identifies the regulatory framework that governs public participation for transportation planning. The second section, Public Participation Highlights, provides an overview of engagement activities undertaken between 2020 and 2023. Plan integration of local plans and specialized regional plans was considered for this MTP/TIP to a greater degree than ever, as were educational opportunities and virtual public involvement.

Section 3, Survey Results, presents the findings of three separate survey efforts. In 2023, ARC staff relied on survey participation as a primary means to inform the 2050 MTP/TIP Update of public opinion, issues, and concerns.

Equity is considered in Section 4. Equity is also featured in the 2050 MTP/TIP Update process, mostly because new federal direction and tools are available.

Community outreach and virtual public involvement were used to promote and enhance the public hearing process. Public comments and responses collected during the official public review/comment period are contained in [Appendix 1](#).

The MTP/TIP Public Participation Plan is attached as [Appendix 2](#).

Three distinct surveys were used to inform the 2050 MTP/TIP Update. Survey results for the ARC Board/TAQC Metropolitan Transportation Plan Work Session Interactive Survey are included as [Appendix 3](#). The Metropolitan Transportation Plan Survey results are attached as [Appendix 4](#). The final report for ARC's signature annual survey, Metro Atlanta Speaks, is attached as [Appendix 5](#).





VOLUME IV | REGULATORY CONTEXT

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2050 MTP/TIP UPDATE PUBLIC PARTICIPATION PLAN

Participation of the general public and partner agencies is expected and welcomed in all aspects of ARC's transportation planning and is a regulatory requirement for the MTP/TIP. This section outlines the basic requirements for participation, including specific information on the federal and state laws, rules, and regulations that govern participation in transportation planning. In addition to this regulatory framework, ARC has policies and plans that govern how, when, and where participation is expected and considered prior to policy decisions being made. ARC's commitment to participation is reflected in the Participation Plan prepared for the 2050 MTP/TIP Update.

Opportunities for participation were impacted by passage of the [Infrastructure Investment and Jobs Act](#) (IIJA) and the COVID-19 pandemic, which ushered in a number of societal changes, including public expectations for civic engagement and enhanced tools for virtual public involvement.

The participation plan was designed to integrate community engagement activities conducted for some of the specialized regional plans that informed the 2050 MTP/TIP Update. At the same time, the plan was intended to be a living document, capable of responding to participation expectations and opportunities as they arose. The Public Participation Plan is included in [Appendix 2](#).

FEDERAL TRANSPORTATION LAWS, RULES, AND REGULATIONS

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. IIJA, also known as the Bipartisan Infrastructure Law, is the largest long-term investment in our infrastructure and economy in the Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including roads, bridges, mass transit, water infrastructure, resilience, and broadband internet. In addition, it broadens the authorizing legislation to include more discretionary funding programs and provides an opportunity for local governments to apply for discretionary grants directly. This direct connection between federal transportation funding and local governments does not directly affect public participation procedures, except to

add projects for the MTP/TIP Amendment process.

MPO PLANNING AND PUBLIC INVOLVEMENT REGULATIONS

Federal regulations governing public involvement for metropolitan planning organizations (MPOs) are included in the federal register. In accordance with [23 CFR 450.316](#), which was last amended in 2011, a MPO is required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Plan (TIP). To meet this requirement, MPOs must allow for:

- Adequate public notice of public participation activities;
- Review and comment at key decision points in the development of the MTP/TIP; and
- Multiple, accessible participation formats, including electronic and in-person.

The MPO should also complete a collaborative and comprehensive Public Participation Plan, in full collaboration with the public and stakeholder communities, to be used in the development of the MTP/TIP, as well as to frame the strategies for public and stakeholder communication and collaboration in all phases of the planning process. The Public Participation

Plan itself must be prepared by the MPO with a 45-day public review and comment period.

TITLE VI OF THE CIVIL RIGHTS ACT

Civil rights and environmental justice requirements are directly related to the practice of providing meaningful participation in the transportation planning process.

[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. Public agencies must enforce the provisions of Title VI of the Civil Rights Act of 1964 and take positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs, services, and activities.

EXECUTIVE ORDER 12898 “FEDERAL ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS”

[Executive Order 12898](#) (February 1994) directs each Federal Agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations,” including tribal populations.



EXECUTIVE ORDER 14008 “ON TACKLING THE CLIMATE CRISIS AT HOME AND ABROAD”

[Executive Order 14008](#) (January 2021) amended Executive Order 12898 to secure environmental justice and spur economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, and health care. Section 223 of EO 14008 established the Justice40 Initiative.

JUSTICE40 INITIATIVE

The [Justice40 Initiative](#), as directed in EO 14008, directs 40% of the overall benefits of certain Federal investments to flow to disadvantaged communities. A White House Environmental Justice Interagency Council is overseeing the initiative, ensuring that each federal agency develop and implement their own programs and policies for implementing Justice40.

In January 2022, USDOT published their [Equity Action Plan](#). The plan represents a shift in how transportation programs are viewed and delivered.

The Equity Action Plan section on Power of Community highlights actions that USDOT will take to ensure that meaningful public participation happens in historically disadvantaged communities. This includes promoting the inclusion of quantitative equity screening criteria and meaningful public participation in TIPs, issuing guidance and training to support funding recipients to conduct meaningful public participation under existing requirements, and establishing department wide monitoring of USDOT funding recipient compliance with their meaningful public participation obligations.

JUSTICE40

A WHOLE-OF-GOVERNMENT INITIATIVE



► ENVIRONMENTAL JUSTICE

“We’ll create good jobs for millions of Americans...and we’ll do it all to withstand the devastating effects of climate change and promote environmental justice.”

PRESIDENT JOE BIDEN, 2022 STATE OF THE UNION



EXECUTIVE ORDER 13985 “ADVANCING RACIAL EQUITY AND SUPPORT FOR UNDERSERVED COMMUNITIES THROUGH THE FEDERAL GOVERNMENT”

Designed to foster a whole-of-government equity agenda, [Executive Order 13985](#) directs federal departments and agencies to review and redress systemic inequities in their policies and programs that serve as barriers to equal opportunity. While EO 13985 does not have a direct link to public involvement, the Federal Government’s goal in advancing equity is to provide everyone with the opportunity to reach their full potential. Consistent with these aims, federal agencies are directed to assess whether, and to what extent, its programs and policies perpetuate systemic barriers to opportunities and benefits for people of color and other underserved groups. Such assessments will better equip agencies to develop policies and programs that deliver resources and benefits equitably to all.

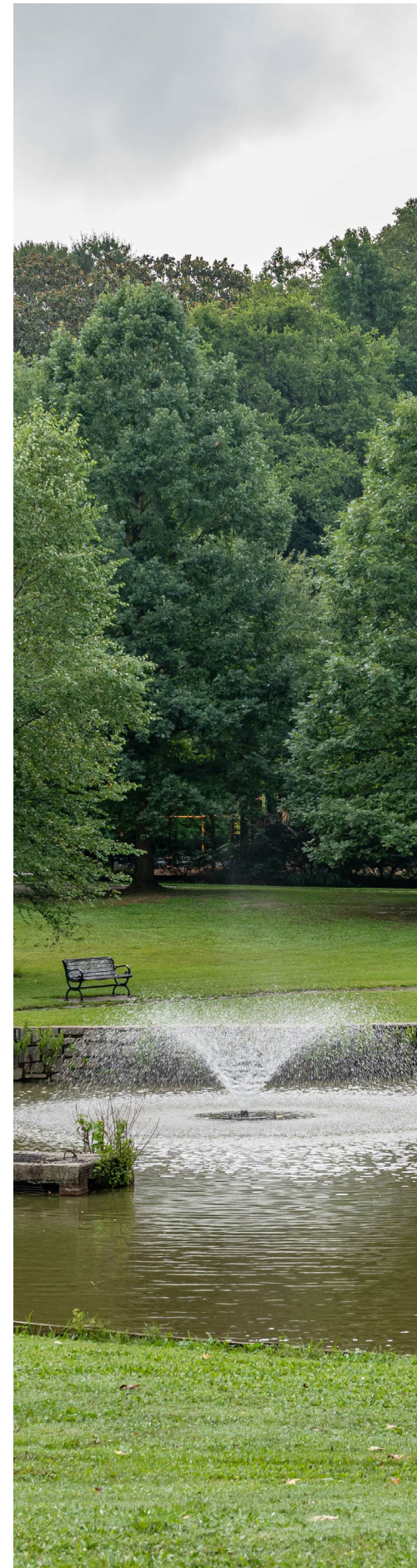
AMERICANS WITH DISABILITIES ACT (ADA) AND SECTION 504 OF THE REHABILITATION ACT OF 1973 (504)

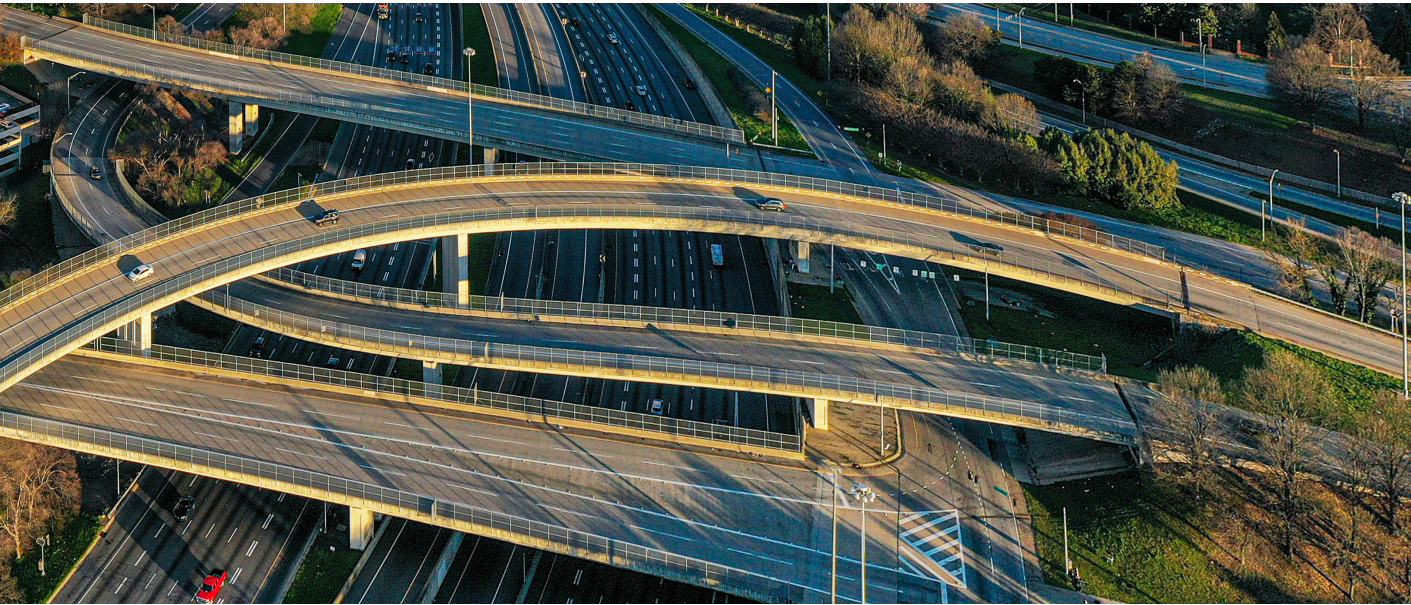
The [Americans with Disabilities Act](#) (ADA) was passed by Congress in 1990. It was amended by Congress in 2008. This law prohibits discrimination against people with disabilities in everyday activities. The ADA prohibits discrimination based on disability just as other civil rights laws prohibit discrimination based on race, color, sex, national origin, age, and religion. The ADA guarantees that people with disabilities have the same opportunities as everyone else to enjoy employment opportunities, purchase goods and services, and participate in state and local government programs.

FHWA’s regulatory responsibilities under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973 include oversight of State and local entities and recipients of Federal funds that are responsible for roadways and pedestrian facilities to ensure that they do not discriminate based on disability in any highway transportation program, activity, service or benefit they provide to the public.

Key FHWA oversight activities include:

- Ensuring that public entities, recipients, and sub-recipients are informed of their responsibilities to provide accessibility in their transportation programs, activities, and facilities;
- Ensuring that public entities, recipients, and subrecipients are applying accessibility standards to all transportation facilities; and
- Ensuring that all complaints filed under the ADA and/or Section 504 are processed in accordance with established complaint procedures.





EXECUTIVE ORDER 13116 - IMPROVING ACCESS TO SERVICES FOR PERSONS WITH LIMITED ENGLISH PROFICIENCY

[Executive Order 13166](#) (August 2000) requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. It is expected that agency plans will provide for such meaningful access consistent with, and without unduly burdening, the fundamental mission of the agency. The Executive Order also requires that the federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

To assist federal agencies in carrying out these responsibilities, the U.S. Department of Justice (DOJ) issued a Policy Guidance Document (LEP Guidance). The USDOT then issued Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons, which is modeled after DOJ's guidance.

As described in the guidance, DOT recipients are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

These steps include four factors that recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives; and
4. The resources available to the recipient and costs.

STATE LAW

In addition to the federal direction highlighted above, the Georgia Open Meetings Act is clear about the need for all governing bodies to meet in person and to notify the public of the meeting and provide opportunities for public review of meeting proceedings.

GEORGIA OPEN MEETINGS ACT

The [Georgia Open Meetings Act of 2012](#) pertains to the ARC Board and ARC's Transportation Air Quality Committee (TAQC), which is the MPO Governing Board. The law requires that government meetings be open to the public. The law also requires governmental bodies to provide reasonable notice of all meetings and to make summary notes of public meetings available for public review. Specifically, when there is a gathering of a quorum of any governing body:

- The meeting needs to be open to the public;
- Information about the time, place and dates of regular meetings shall be posted at least one week in advance of the meeting and posted in a conspicuous place;
- An agenda of all matters expected to come before the agency or committee at such a meeting shall be made available as far in advance of the meeting as reasonably possible, sometime within the two-week period immediately prior to the meeting; and
- A summary of the subjects acted on and members present at a meeting shall be written and made available to the public within two business days of the adjournment of the meeting.



ARC POLICIES AND PROCEDURES FOR PARTICIPATION

ARC, including the Transportation Planning Department, has adopted strong participation guidelines and protocols to meet and exceed the expectations of federal and state agencies.

ARC'S STRATEGIC FRAMEWORK

ARC has a vision of [One Great Region](#), and that vision flows into the agency's overarching goals. One of these goals directly pertains to public participation. It states, "Diverse stakeholders engage and take a regional approach to solve local issues." This goal is supported by ARC's core values: integrity, excellence, and equity.

ARC'S PUBLIC COMMENT POLICY

ARC has a policy that is used to guide the process of including public comments at board and committee meetings. The policy requires speakers to sign up for public comment in the 30 minutes before the meeting. It then allocates a window of time for public comment and limits each comment to two minutes. The policy also directs that a summary of the comment and response, if offered, be added to the meeting summary. For MTP/TIP public hearings, the advance sign-up and two-minute guideline are also enforced.

ARC TRANSPORTATION PARTICIPATION PLAN

ARC, as part of its MPO duties, has a collaborative and comprehensive [Public Participation Plan](#). This plan is one of the MPO's core deliverables. It outlines the procedural aspects of participation to be used in the development of the MTP/TIP, and frames preferred strategies for public and stakeholder communication and collaboration in all phases of the planning process. The Public Participation Plan, prepared with input from both agency and public stakeholders, was adopted in 2019. Key policies and procedures governing public involvement are summarized in this "quick view" from the Public Participation Plan.

Quick View

Implementation of procedures related to these guidelines for ARC's planning and participation processes in accordance with policies, include:

- Public notice of review and comment period through a legal organ, the ARC website, media advisories, and extensive mailing list;
- Reasonable opportunity for review and comment inclusive of a 10 to 30-day review and comment period, depending upon the nature of the amendment and comment period;
- Comment documentation and distribution to policy makers and the general public;
- Opportunities for citizens to participate through focus groups, listening sessions, task forces, and planning teams;
- A formal ARC committee structure for approvals and recommendations; Transportation Coordinating Committee, Transportation and Air Quality Committee, and ARC Board;
- Opportunities for oral and written comment by email, survey responses, fax, phone calls, regular mail, telephone conversation, public hearings, or face-to-face conversations; and,
- A participation evaluation process to assess the effectiveness of public outreach activities.



VOLUME IV | PUBLIC PARTICIPATION
HIGHLIGHTS

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INTRODUCTION

Highlights of the 2050 MTP/TIP participation process reflect the 2050 MTP/TIP theme of resetting the baseline for participation in long range transportation planning in metro Atlanta.

Activities are categorized into three areas.

- Plan integration for the MTP/TIP, which equates to indirect MTP/TIP participation;
- Direct public participation for the MTP/TIP; and
- Educational activities to support engagement.

The first area is focused on integrating ARC's programmatic strategies and plans, all of which include participation activities and outcomes that help create priorities for mobility investments. This engagement has a profound, if seemingly indirect, influence on the policies and projects included in the 2050 MTP/TIP Update. The need for an amplified degree of coordination and for integration of specialized plan/participation is also needed for coordination of the influx of new planning programs and local discretionary grant programs under IIJA.

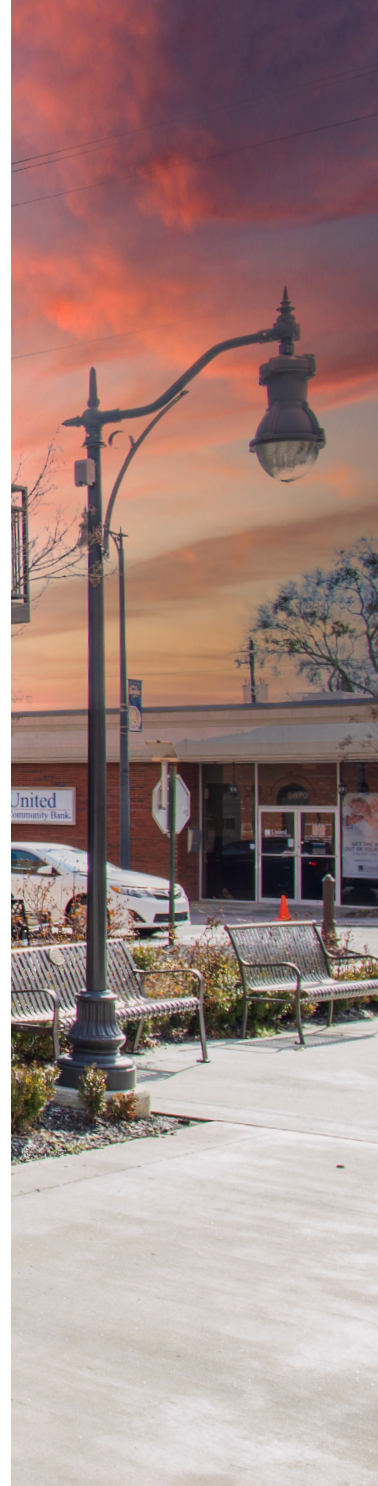
The second area focuses on direct participation for the 2050 MTP/TIP Update, including modified approaches to communications and outreach because of the COVID-19 Pandemic. There was a singular focus on virtual engagement activities throughout 2020-2021 and a gradual return to in-person engagements in 2022. It was not until 2023 that in-person activities were anything that resembled a pre-pandemic norm. The following table, Timeframe of Participation Activities, shows the types of engagement activities and timeline of occurrence.

A third aspect and area for stakeholder engagement was the provision of information and education to support informed participation in the 2050 MTP/TIP Update. A webinar series was employed during the COVID-19 pandemic to keep the transportation stakeholder community engaged in ARC's work. In addition, following the passage of the Bipartisan Infrastructure Law, ARC undertook an initiative to educate and inform elected officials, planning staff and others about opportunities related to the new law. Both virtual public involvement endeavors served and continue to serve as important means for stakeholders to learn more and, therefore, participate more effectively in activities like the 2050 MTP/TIP Update. Input received in connection with informational programs influences the MTP as well, albeit indirectly.

Engagement activities were also considered in terms of reach. To highlight the breadth of reach for each described initiative, a common metric was established. Public participation takes different forms, but each activity requires interaction with a person. Interactions were quantified across plans and initiatives. Since there were different types of interactions across plans, initiatives and activities, we identified public touchpoints as the measure unifying the work.

TIMEFRAME OF PARTICIPATION ACTIVITIES

MTP/TIP PARTICIPATION HIGHLIGHTS	2020	2021	2022	2023
Studies/Participation Activities integrated in MTP/TIP				
Community Transportation Plans (CTP) Program	•	•	•	
Regional Safety Strategy	•	•	•	
Transportation Demand Management Plan		•	•	•
Live Beyond Expectations Plan	•	•	•	•
Participation Activities directly for MTP/TIP				
MTP/TIP Amendments (Public Comments and Hearings)	•	•	•	•
ARC Board/TAQC Work Session and Interactive Survey				•
Local Government Briefings				•
Metropolitan Transportation Plan Survey (self-selected participation)				•
Metro Atlanta Speaks Survey (statistically valid results)				•
Community Outreach, Meetings and Public Hearings				•
Public Review and Comment Period				•
Educational Opportunities				
Webinar Series	•	•		
IJA Opportunities Database, Webinars, and Newsletters			•	•





SUMMARY OF PARTICIPATION TOUCHPOINTS FROM INTEGRATED PLANS

ARC estimates that approximately 70,000 public touchpoints, defined as unique participation interactions, took place in plans, studies, surveys, and initiatives that were integrated into the MTP. This participation provided information and input that informed the MTP. A summary of public touchpoints is presented here with more detail provided in the following sections.

SUMMARY OF PARTICIPATION TOUCHPOINTS RELATED TO PLAN INTEGRATION

PLANS AND INITIATIVES	TOUCHPOINTS
Comprehensive Transportation Plan (CTP) Program	43,788
Regional Safety Strategy*	163*
Transportation Demand Management Plan	4,480
Live Beyond Expectations Plan	1,187
MTP Survey	3,664
MAS Survey	4,852
Virtual Webinar Series	6,257
IIJA Database, Webinar and Newsletter	6,926
Total Touchpoints	71,317

**Very narrowly defined engagement approach that focused on people who were directly engaged in decision-making that affects transportation safety*





CTP OUTREACH

ARC's CTP program generated over 43,000 touchpoints or interaction points, with residents. The largest number of people (28,000) were engaged through surveys, followed by people engaged in public meetings (8,400) that were accessible online.

PLAN INTEGRATION – BRINGING PARTICIPATION FORWARD INTO THE MTP UPDATE

Highlights of the participation brought forward to the MTP/TIP Update from other plans is presented here.

COMPREHENSIVE TRANSPORTATION PLANS

ARC makes federal funding available to assist counties and cities in developing joint long-range transportation plans. These plans serve as the foundational building blocks of regional transportation planning efforts, forming a critical planning pipeline between local priorities and the Metropolitan Transportation Plan (MTP). Projects from the [Comprehensive Transportation Plans \(CTP\) program](#) typically advance into the MTP, using either local, state or federal funds. CTPs are updated on a rotating cycle.

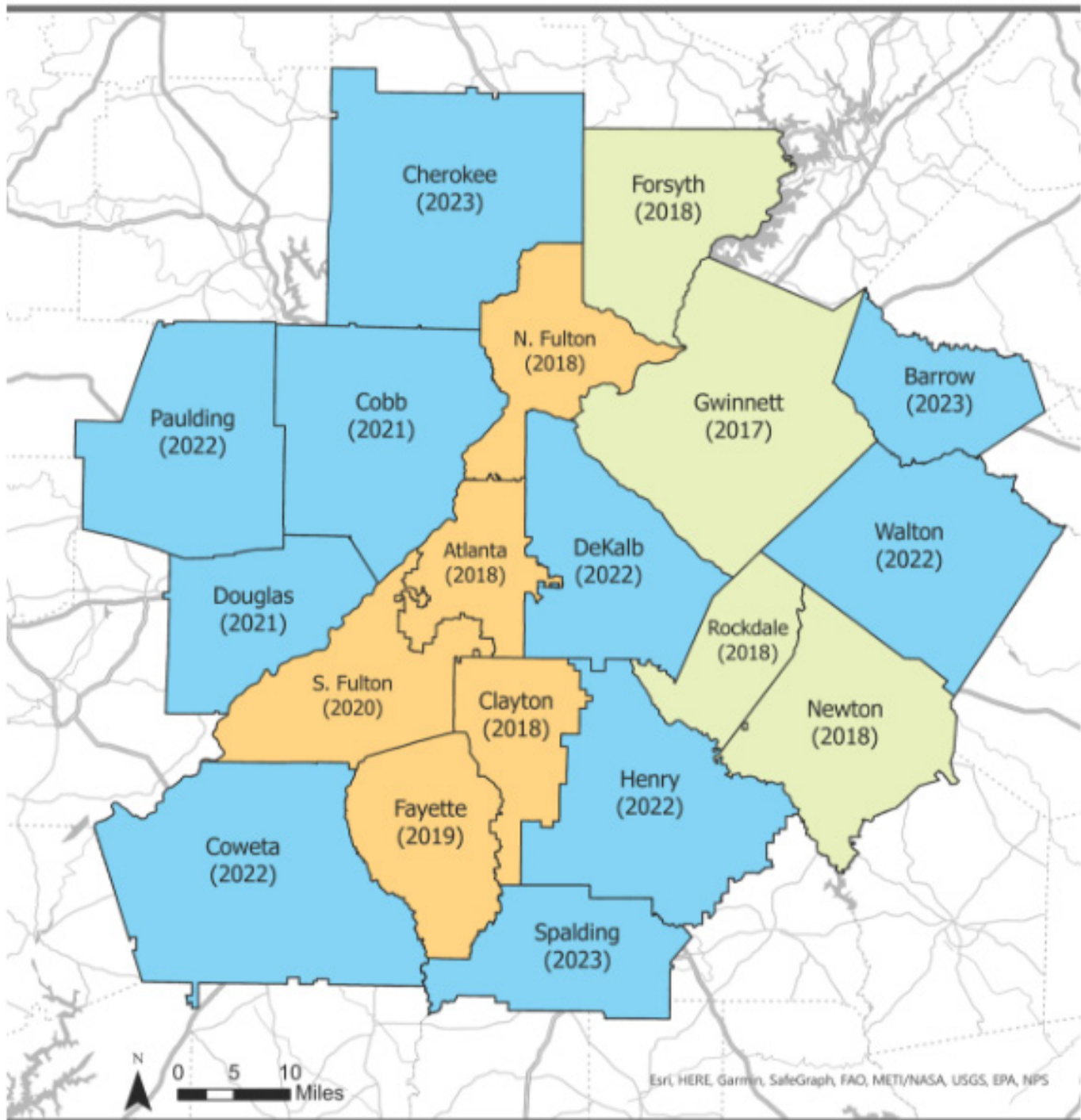
Following completion of a CTP, Counties submit to ARC a prioritized list of transportation investments. These recommendations have typically been vetted through a robust community engagement process. Recommendations from CTPs can knit together previous plans and projects

identified at the community level through other planning processes, such as Livable Centers Initiative (LCI) studies, Community Improvement District (CID) work programs, county or city Capital Improvement Programs (CIP), corridor studies, and other initiatives. In this way, plan integration is also happening at the local level and public input can flow from one plan to the next, scaling from local planning to regional input in the MTP.

To support development of the 2050 MTP/TIP Update, nineteen CTPs were reviewed. The graphic below shows the year they were last updated and shows the ones that were underway or scheduled to get started in 2023. Seven plans were underway or scheduled. The other 12 have been updated within the last five years.



COMPREHENSIVE TRANSPORTATION PLAN PROGRAM

**Legend**

- No update actively underway or pending
- Update underway
- Potential update in 2024 or 2025 (tentative)
- (xxxx) Approval date of most recent CTP

Note: Reflects information as of January 2024.

Public engagement for CTPs by county was assessed by counting the number of public engagement touchpoints in each plan. This quantification of public engagement work is summarized in the following table. When taken together, ARC's CTP program generated over 43,000 touchpoints or interaction points, with residents.

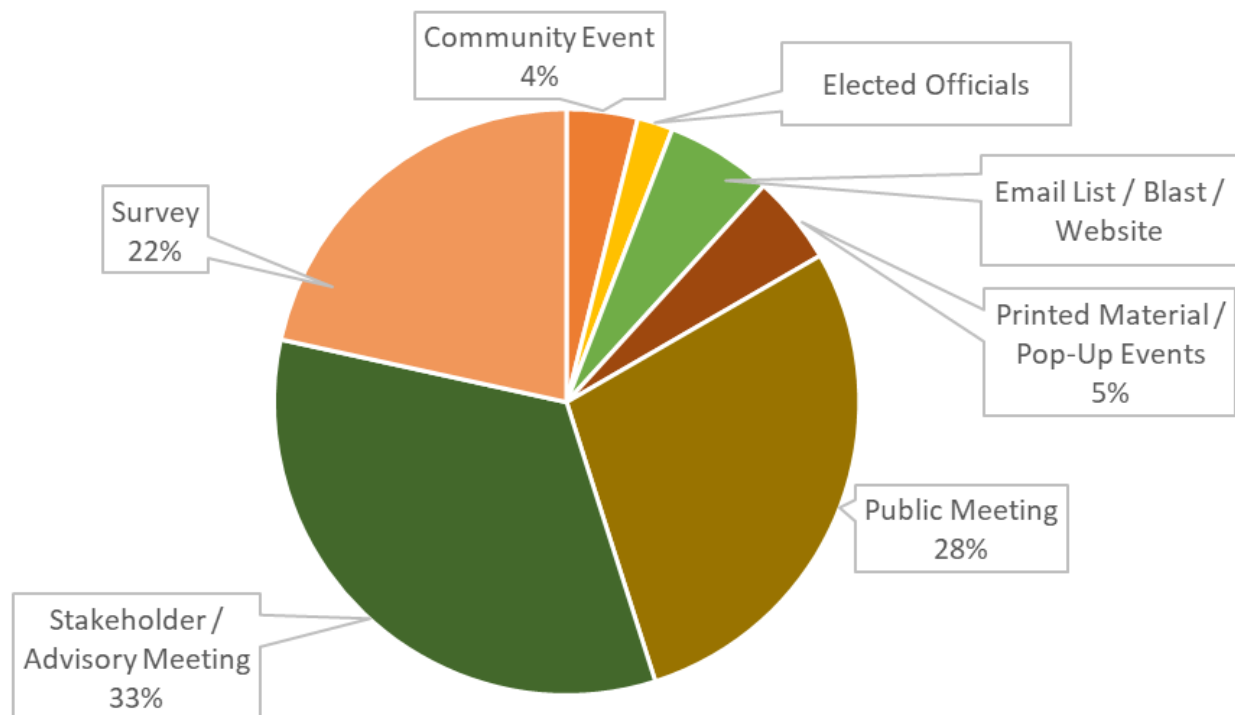
The type of outreach conducted and number of touchpoints by type was also quantified to assess what techniques were reaching the most people. The largest number of people (28,000) were engaged through surveys, followed by people engaged in public meetings (8,400) that were accessible to attend and/or watch through an online platform such as the county website or YouTube. It is also very interesting to note that 80% of the CTPs included some sort of survey, indicating that surveys were being used as a preferred technique for public participation.

CTP PUBLIC TOUCHPOINTS SUMMARY BY CITY/COUNTY

COUNTY/CITY	TOUCHPOINTS	COUNTY/CITY	TOUCHPOINTS
Atlanta (City)	4,500	Fulton (North)	2,837
Barrow	45	Fulton (South)	6,337
Cobb	10,594	Gwinnett	7,571
Cherokee	248	Henry	169
Clayton	760	Newton	402
Coweta	2,176	Paulding	475
DeKalb	1,595	Rockdale	79
Douglas	288	Spalding	753
Fayette	2,393	Walton	1,237
Forsyth	1,329	TOTAL	43,788

CTP PARTICIPATION ACTIVITIES BY TYPE

Type of Outreach/Engagement by Number of Events





REGIONAL SAFETY STRATEGY PUBLIC TOUCHPOINTS SUMMARY BY TYPE OF ACTIVITY

ACTIVITIES	TOUCHPOINTS
Presentations (RSTF, TCC, TAQC)	On-going dialogue throughout development of regional safety strategy
Stakeholder Surveys	42
Transportation Safety Workshop	75
Stakeholder Interviews	16
Citizen Focus Groups	30
TOTAL	163*

**Total does not include committee participation by Regional Safety Task Force (RSTF), Transportation Coordinating Committee (TCC), or Transportation Air Quality Committee (TAQC)*

Another predominant engagement activity was the participation of local officials and key stakeholders. 85% of CTPs included key stakeholders and elected officials via briefings, interviews, work sessions, focus groups, and/or advisory committees. This form of outreach, which targets participation activities to match defined audiences was a priority of the CTP participation strategies.

SPECIALIZED PLANS AND REGIONAL STUDIES

ARC conducts special topical, sub-regional and corridor plans, and studies. The recommendations from these plans and studies also flow into the MTP. Recommendations are developed with extensive stakeholder and public participation, which is highlighted below for three large-scale planning efforts conducted during the MTP development timeframe (2020-2023).

REGIONAL SAFETY STRATEGY

ARC's [Regional Safety Strategy](#) plan development included stakeholder and public engagement activities that were designed to bring insight into the safety issues, needs and challenges of the region. What made this participation particularly impactful for the MTP was its focus on policy makers, including planners and stakeholders with the ability to influence safety planning and policy decisions.

A strong base of stakeholders interested in transportation safety, including public and private practitioners, elected officials, advocacy groups, CIDs and citizens participated in virtual public involvement opportunities. This public engagement effort was summarized by counting the number of public engagement touchpoints for each type of outreach activity. When taken together, stakeholder and public engagement activities generated nearly 200 touchpoints, yielding opinions and comments from key stakeholders and the public.

The key themes heard during these activities informed the development of regional safety strategy and countermeasures.



TRANSPORTATION DEMAND MANAGEMENT PLAN

ARC's [2023 Transportation Demand Management \(TDM\) Plan](#) was designed to reinforce the core services of ARC's Mobility Services Department, expand the impact of community partnerships, and identify future regional emphasis areas for TDM strategies. Input into all these areas was provided during a robust public engagement program implemented during the COVID-19 pandemic.

The public engagement effort was summarized by counting the number of public engagement touchpoints for each type of outreach activity. When taken together, stakeholder and public engagement activities generated approximately 4,500 touchpoints with key stakeholders and the public.

The key themes heard during these activities were instrumental to understanding the features of TDM and informing the plan's recommendations.

TRANSPORTATION DEMAND MANAGEMENT PUBLIC TOUCHPOINTS SUMMARY BY TYPE OF ACTIVITY

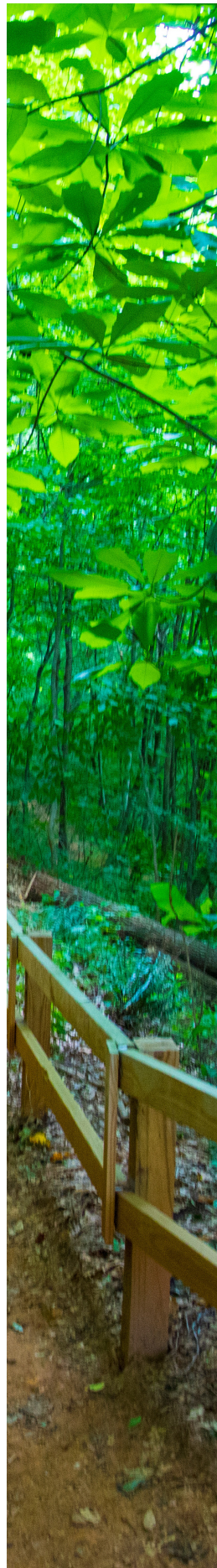
ACTIVITIES	TOUCHPOINTS
Presentations (TDMCC, TCC, TAQC, ARC Board)*	60
Survey 1	3,252
Survey 2	1,090
Stakeholder Forum	12
ESO Interviews	19
Focus Groups	25
Strategy and ESO Group Discussions	22
Total	4,480

**TCC, TAQC and ARC Board participation not quantified.*

LIVE BEYOND EXPECTATIONS REGIONAL STRATEGIC PLAN (2020-2025)

The Area Agency on Aging, housed at ARC as the Aging and Independence Services Department, has made identifying and addressing the inequities that create disparities in life expectancy a central focus of the [Live Beyond Expectations \(LBE\) Regional Strategic Plan](#).

To this end, ARC staff designed a 10-county community engagement process to obtain qualitative data about issues that people regarded as affecting their quality of life. Focus groups, conducted in communities where life expectancy discrepancies would be expected, were designed to identify the issues. A subsequent activity at community outreach events asked people which of the identified issues were their top priority. Then, listening sessions were held with local stakeholders to move the discussion from issues and priorities to strategies for addressing them.



For seven of the ten counties in which community engagement was conducted, access to public transportation or increased transportation options was ranked as one of the top issues affecting quality of life. This public input about the need for transportation options, such as public transit, was incorporated into the MTP.

LIVE BEYOND EXPECTATIONS PLAN PARTICIPATION

TECHNIQUE	PEOPLE/ TOUCHPOINTS
Focus groups (identify issues)	100
Voting exercise (clarify priorities)	887
Listening sessions (develop strategies)	200
Total	1,187



DIRECT PARTICIPATION TO SUPPORT THE 2050 MTP/TIP UPDATE

Direct participation to support the 2050 MTP/TIP included the MTP/TIP Amendment process and specific activities designed to gather information about public concerns, opinions and comments related to the 2050 MTP/TIP Update. Most direct participation activities, with the exception of the MTP/TIP Amendment comment periods and public hearings, took place in 2023.



ONLINE AND SOCIAL MEDIA OUTREACH

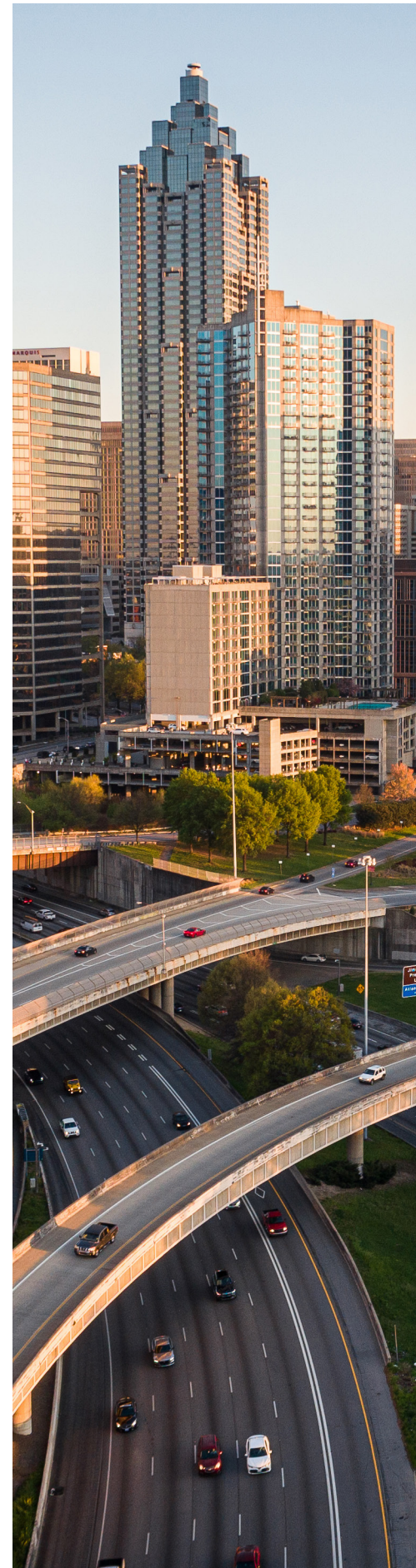
ARC kept the public engaged throughout the MTP planning process by communicating through news releases, blog posts, and social media content. Between January 2022 and December 2023, social media activity resulted in nearly 2,000 public touchpoints.

MTP/TIP AMENDMENT HIGHLIGHTS

Since [The Atlanta Region's Plan 2020](#) update was adopted in February 2020, a total of eight TIP amendments were conducted. The pandemic brought changes to the way [TIP Amendment](#) public comment periods were conducted and introduced the use of virtual public hearings. ARC continued to accept comments electronically via email as it had done in the past. However, the opportunity for the public to come before an ARC committee in person was not feasible during 2020 and 2021.

During the period of March 2020 to February 2022, ARC conducted virtual public hearings for amendments 1 through 4. When ARC resumed in-office operations, in person public hearings resumed with Amendment 5 in May 2022. Since Amendment 5, ARC has maintained in person public hearings while still offering comment submittals via email. The announcement and legal ad posting of Amendments 1 through 8 remained unchanged from 2020 to 2023.

There appeared to be no differences with the volume of verbal comments received due to the pandemic. On average, at least one verbal comment was received regardless of whether the public hearing was virtual or an in-person session. Written comments appeared to be standard and the most popular method for the public. Amendment 5 received ten comments which was the most among all eight amendments.



MTP/TIP AMENDMENT PUBLIC COMMENT PERIODS

AMENDMENT	PUBLIC COMMENT DATES	CONFORMITY AMENDMENT?	PUBLIC HEARING TYPE	Comments Received	
				VERBAL	WRITTEN
1	July 31 to August 19, 2020	Yes	Virtual	0	0
2	January 14 to February 11, 2021	No	Virtual	1	2
3	August 5 to 19, 2021	Yes	Virtual	0	0
4	January 24 to February 11, 2022	No	Virtual	1	7
5	May 5 to 18, 2022	No	In-Person	1	10
6	November 4 to 18, 2022	Yes	In-Person	0	1
7	March 16 to April 14, 2023	No	In-Person	0	2
8	June 29 to 28, 2023	No	In-Person	0	0

In addition to required formal notification of MTP/TIP Updates and Amendments, ARC staff in the Office of External Affairs maintain a steady flow of outgoing information and public announcements to support participation in the MTP/TIP process. This communication takes several forms, most notably, news releases, blog posts and social media posts.

ARC NEW RELEASES AND BLOG POST PUBLISHED AS PART OF THE MTP/TIP UPDATE PROCESS

DATE	NEWS RELEASE
11/07/23	Public Notice: Review and Comment Period Open for Draft Metropolitan Transportation Plan and FY 2024-27 Transportation Improvement Program
10/26/23	Metro Atlanta Residents Sound Off on Transportation Priorities
10/20/23	Talk to us About Transportation Planning at Atlanta Streets Alive. We Want to Hear From You!
10/07/23	ARC Taking Public Comment on \$168 Billion Metropolitan Transportation Plan
08/09/23	ARC Board Approves Amendment to Transportation Improvement Program
06/27/23	Share Your Views on Transportation and Help Shape the Region's Future
05/10/23	ARC Board Approves Update to Regional Transportation Demand Management Plan
05/03/23	ARC Launches Survey to Gather Input for Long-Range Transportation Plan Update



DATE	NEWS RELEASE
03/21/23	ARC Accepting Public Comment on Transportation Improvement Plan Amendment
12/14/22	ARC Allocates \$235 Million in Federal Funds for Transportation Projects across Metro Atlanta
11/02/22	ARC Accepting Public Comment on Amendment to Region's Transportation Improvement Plan
05/05/22	ARC Seeks Public Comment on Plan to Allocate \$45M in Federal Transportation Funding from New U.S. Infrastructure Law
03/09/23	ARC Board Approves Update to Regional Transportation Improvement Program
01/24/22	ARC Seeks Public Comment on Proposed Update to Regional Transportation Improvement Program
12/01/21	ARC Approves Update to Transportation Improvement Plan
08/12/21	ARC Accepting Public Comment on Update to Transportation Improvement Plan
03/10/21	ARC Board Approves Amendment to Regional Transportation Improvement Plan
01/27/21	ARC Seeks Public Input on Update to Regional Transportation Improvement Plan
09/23/20	BLOG: What the Latest Round of Federal Transportation Funds Means for Metro ATL

Social media posts were used to make announcements and highlight MTP/TIP topics and content. In this representative list of ARC's postings, total engagement, or touchpoints, is quantified as the number of clicks on the post. Between January 2022 and December 2023, social media activity resulted in nearly 2,000 public touchpoints.

ARC SOCIAL MEDIA POSTS AS PART OF THE MTP/TIP UPDATE PROCESS

PLATFORM	POST DATE	TOPIC	TOTAL TOUCHPOINTS
Facebook	1/25/2022	TIP Public Input Press Release	26
Facebook	1/28/2022	TIP Public Input Press Release	33
Facebook	3/30/2022	TIP Amendment Blog	118
Facebook	4/3/2022	TIP Amendment Blog	171
Facebook	5/9/2022	TIP Public Input Press Release	14
Facebook	12/19/2022	TIP Amendment Approval Press Release	29
Twitter	5/9/2022	TIP Public Input Press Release	40
Twitter	2/6/2022	TIP Public Input Press Release	24
Twitter	3/29/2023	TIP Public Input Press Release	20



PLATFORM	POST DATE	TOPIC	TOTAL TOUCHPOINTS
Twitter	6/9/2022	TIP Approval Press Release	15
Twitter	1/28/2022	TIP Public Input Press Release	15
Twitter	1/25/2022	TIP Public Input Press Release	13
Twitter	4/11/2023	TIP Public Input Press Release	10
LinkedIn	3/30/2022	TIP Amendment Blog	182
LinkedIn	6/9/2022	TIP Approval Press Release	95
LinkedIn	1/25/2022	TIP Public Input Press Release	57
LinkedIn	4/3/2022	TIP Amendment Blog	54
LinkedIn	4/11/2023	TIP Public Input Press Release	26
LinkedIn	8/11/2023	TIP Approval Press Release	92
Twitter	8/11/2023	TIP Approval Press Release	18
Facebook	8/11/2023	TIP Approval Press Release	6
LinkedIn	8/28/2023	MTP Public Input Blog	47
Twitter	8/28/2023	MTP Public Input Blog	27
Facebook	8/28/2023	MTP Public Input Blog	10
LinkedIn	9/6/2023	MTP Public Input Blog	15
Facebook	9/6/2023	MTP Public Input Blog	5
Twitter	9/6/2023	MTP Public Input Blog	2
LinkedIn	10/21/2023	MTP Public Input Event Announcement	55
Twitter	10/21/2023	MTP Public Input Event Announcement	27
Instagram	10/21/2023	MTP Public Input Event Announcement	27
Facebook	10/21/2023	MTP Public Input Event Announcement	0
LinkedIn	10/26/2023	MTP Public Input Blog	32
Instagram	10/26/2023	MTP Public Input Blog	31
Twitter	10/26/2023	MTP Public Input Blog	6
Facebook	10/26/2023	MTP Public Input Blog	11



PLATFORM	POST DATE	TOPIC	TOTAL TOUCHPOINTS
Instagram	11/6/2023	MTP Public Hearing Announcement	70
Instagram	11/6/2023	MTP Public Comment Period Announcement	48
Twitter	11/6/2023	MTP Public Comment Period Announcement	11
Facebook	11/6/2023	MTP Public Comment Period Announcement	4
Twitter	11/8/2023	MTP Public Hearing Announcement	151
LinkedIn	11/8/2023	MTP Public Hearing Announcement	97
Instagram	11/8/2023	MTP Public Hearing Announcement	85
Facebook	11/8/2023	MTP Public Hearing Announcement	19
LinkedIn	11/15/2023	MTP Virtual Public Hearing Announcement	50
Twitter	11/15/2023	MTP Virtual Public Hearing Announcement	35
Instagram	11/15/2023	MTP Virtual Public Hearing Announcement	19
Facebook	11/15/2023	MTP Virtual Public Hearing Announcement	2
TOTAL			1944

ARC BOARD/TRANSPORTATION AIR QUALITY COMMITTEE WORK SESSION AND INTERACTIVE SURVEY

A central pillar of ARC's direct participation strategy was a work session with the MPO Policy Board. The ARC Board and Transportation Air Quality Committee met on April 12, 2023 for a work session entitled "Policymaker Direction on the Metropolitan Transportation Plan Update and Future ARC Planning Focus Areas". The meeting included presentations on updated population and employment forecasts for the region. Additional presentations and in-depth discussion included the following:

1. Understanding the change in travel and impacts to the MTP – This topic specifically explored attitudes about remote work and its impact on local communities, decreased number of transit users, and traffic congestion.
2. Regional land use growth trends and scenario planning – This topic focused on observed changes in land development pattern (in the time period since the great recession), housing affordability, decreased office and retail development, and an increase in industrial development – specifically distribution and manufacturing facilities.
3. Building the Plan: Federal Priorities, Financial and Project Planning – Discussion about changes in federal emphasis areas (climate and resilience, workforce development, equity and Justice40) and the impact of these changes on ARC and local government planning. An overview of IJJA program flexibility was also brought forward.

Participation was facilitated using Mentimeter, a real-time polling technology, which led to good discussion, initial insights about priority policy directions for the MTP, and the basis for a more broadly distributed survey instrument.

Results of the ARC Board/TAQC survey exercise are presented in [Chapter 3 – Survey Results](#).



LOCAL GOVERNMENT OUTREACH

Local elected officials were a primary focus of ARC's direct participation for the 2050 MTP/TIP Update. To reach the local government officials, the ARC Executive Director/CEO, supported by other members of the ARC Leadership Team, conducted MTP Briefings at local commission/council meetings throughout the MPO area. These presentations were followed by questions and answers about local transportation priorities and the MTP process. The briefings included distribution of the MTP survey instrument. The local government outreach schedule is shown to the right.

MTP/TIP UPDATE BRIEFINGS

COUNTY	DATE
City of Atlanta Transportation Committee	7/12/23
Cherokee County	7/18/23
Clayton County	6/13/23
Cobb County	5/23/23
Coweta County	8/22/23
DeKalb County	6/20/23
Douglas County	7/31/23
Fayette County	6/8/23
Forsyth County	7/25/23
Fulton County	5/3/23
Gwinnett County	5/2/23
Henry County	3/9/23
Newton County	postponed
Rockdale County	8/1/23

METROPOLITAN TRANSPORTATION PLAN (MTP) PUBLIC SURVEY

A communications campaign to promote the MTP Survey was initiated following the ARC Board/TAQC Work Session. The same questions, presented to the ARC Board/TAQC were tailored for the general public and were used to gauge public opinion about key MTP policy direction. The MTP survey was promoted through a variety of communication techniques, including a news release, ARC website, blog post and social media. Postcards with the survey QR code were distributed at local government meetings and other venues. The survey was actively promoted from April – August 2023 and was officially closed on September 30, 2023.

As of September 25, 2023, 3,664 people had responded to the survey. In general, the response rate was strong in the core counties with lower participation in the outlying counties, as well as the southern crescent of Clayton, Henry and Rockdale counties.

The results of the MTP survey are presented in the [Survey Results](#) chapter.

Help Shape Metro Atlanta's Future

The Atlanta Regional Commission is reviewing and updating the Atlanta region's long-range Metropolitan Transportation Plan (MTP).

This plan allocates more than **\$173 billion** in federal, state, and local transportation funds **through 2050** throughout metro Atlanta. The funds will help:

- Foster the development of **healthy, safe, livable communities**
- **Strategically invest in infrastructure** to provide an equitable, accessible, and safe transportation network and improve the region's resiliency.
- Build a **competitive economy** that is inclusive, innovative, and resilient, with a highly educated and skilled workforce able to meet the needs of present and future employers.
- Ensure the plan is informed by robust **stakeholder participation** to meet community needs.



Take Our Survey!
We Need Your Input

A:R:C
Atlanta Regional Commission

METRO ATLANTA SPEAKS SURVEY

Since 2013, ARC has conducted the [Metro Atlanta Speaks](#) (MAS) public opinion survey to take the pulse of metro Atlanta residents and help guide the region's planning and decision-making. The 11-county survey offers a snapshot of residents' views on a range of critical issues such as transportation, the economy, housing, and neighborhood quality of life.

The 2023 survey, conducted by Kennesaw State University's A.L. Burruss Institute of Public Service and Research, was a hybrid phone and online instrument. It asked 21 questions of 4,852 people across 11 counties about key quality-of-life issues in August 2023. While this area is smaller than the MPO areas, results are representative of 85% of the MPO population. The 11-county population is 4.9 million, which is 85% of the MPO population of 5.7 million.

Survey results are statistically significant—at the top line—for each of the 11 counties in the ARC Region and for the city of Atlanta. The margins of error are plus or minus 1.5% for the 11-county region, and plus or minus 3.8% to 5% for the individual jurisdictions.

The results of the MAS survey are presented in the [Survey Results](#) chapter.



INNOVATIVE MTP SURVEY

ARC developed a survey to gauge public opinion about key MTP policy issues. The survey was promoted by the agency's communications team, and postcards with a survey QR code were distributed at local government meetings. In all, 3,664 people responded to the survey.

COMMUNITY OUTREACH, MEETINGS, AND PUBLIC HEARINGS

Additional community outreach efforts were used to kick off the MTP Public Comment Period.

During the Atlanta Streets Alive event on October 22, 2023, ARC staff engaged actively with people from all over the region walking, cycling, rolling, and dancing on Peachtree Street in downtown Atlanta. Atlanta Streets Alive, initiated in 2010 and now operated by the City of Atlanta's Department of Transportation, features open street events in the Spring and Fall. For the October event, the city closed Peachtree Street to vehicular traffic over three miles, inviting the public to take over the lanes usually filled with cars. Attendees had the opportunity to learn about the plan, ask questions, and share their transportation priorities. According to attendance estimates by Midtown Alliance using Placer data, 9,675 people attended in Midtown and 3,749 were in Downtown Atlanta for the event. ARC had a booth on Peachtree Street and interacted with attendees all day.

ARC staff also spoke at/participated in several professional association meetings, including the Conference of Minority Transportation Officials (COMTO) on 6/9, Advance ATL on 6/29, and Georgia Planning Association (GPA) on 9/14. These events were used to promote the MTP survey.

Two public hearings were held during the official public comment period for the MTP. A traditional public hearing was held on November 8, 2023. Attendance was limited and no public comment was offered.

The second public hearing was conducted as part of a pilot program for Virtual Public Involvement (VPI). It was held on the evening of November 15, 2023. 59 people (not including ARC staff) attended this event and stayed online for an average of 62 minutes each. The event consisted of two presentations of MTP highlights (one at 5PM and one at 6 PM). People were invited to submit formal comments via a community engagement platform or via the chat feature of zoom meetings. These comments elicited real-time responses from a panel of ARC staff. Attendees offered appreciatory remarks, thanking ARC for their thoughtful and open-minded responses to comments received. Representatives from GDOT and FHWA also attended the event.

PUBLIC REVIEW AND COMMENT PERIOD

The Draft 2050 MTP/TIP Update documentation was released for public review on October 27, 2023. The public comment period was open from October 27 – December 8, 2023.

Notification of the public review and comment period occurred via publication of public notices and legal ads in the official legal organ for the ARC region, as well as via a press release issued by ARC's Office of External Affairs. The ARC website and social media channels amplified the announcement.

Public comments and responses are grouped by topic and theme and shown, along with an overview of ARC's response, in the [Survey Results](#) chapter. Each individual comment and response is contained in [Appendix 1 - Public Comments and Responses](#).



EDUCATIONAL OPPORTUNITIES

ARC'S WEBINAR SERIES

ARC embraced virtual public engagement early in the COVID-19 Pandemic, creating a webinar series that included 30 events and 6,300 participants. Topics for the webinars reflected the full spectrum of ARC's operations, including, but not limited to, transportation, economy, community, participation, and equity. This series provided timely information about ARC's work through the COVID-19 pandemic.

An overview of the series is presented in the following table.

ARC WEBINAR SERIES (2020-2021)

DATE	WEBINAR TITLE	# OF ATTENDEES	# YOUTUBE VIEWS
18-May-21	Government Support for Small-Business	79	N/A
20-Apr-21	Connecting Trails, Connecting Communities*	162	338
30-Mar-21	How COVID-19 Vaccines could Boost ATL's Economy	75	N/A
16-Mar-21	The Importance of COVID-19 Data	88	23
15-Dec-20	Equity in Arts Funding	163	234
8-Dec-20	Metro Atlanta Speaks Results 2020*	153	83
1-Dec-20	Community-led Storytelling and Engagement*	124	109
10-Nov-20	Accessible Engagement Tools*	108	37
29-Oct-20	People, Parks, Paths, and the Pandemic*	75	93
20-Oct-20	Pursuing Equity in the American South*	129	36
13-Oct-20	Worksource Metro Atlanta: A Regional Approach	63	15
6-Oct-20	Breaking Barriers to Local Food Access	110	43
22-Sep-20	What We Know (or Don't Know) about the Economic Impact of COVID-19	226	57



DATE	WEBINAR TITLE	# OF ATTENDEES	# YOUTUBE VIEWS
17-Sep-20	Supporting Dementia at Home	213	107
25-Aug-20	Chattahoochee Riverlands: A Vision to Transform the River into a Regional Focal Point*	273	137
11-Aug-20	How the Aging Network Shifted to Meet the Needs of Older Persons	175	66
28-Jul-20	Priming your Community for Place-Based Economic Development	138	48
21-Jul-20	What We Know (Or Think We Know) About the Economic Impact of COVID-19	340	N/A
14-Jul-20	Going Back to School in the Midst of COVID-19	404	?
23-Jun-20	How ARC is Serving the Region's Older Residents during COVID-19	132	34
16-Jun-20	Regional Philanthropic Response to the COVID-19 Crisis	41	15
2-Jun-20	Adapting Municipal Budgets in Response to COVID-19	124	6
26-May-20	Supporting Local Businesses during COVID-19	78	11
19-May-20	Federal Funding for Capital and Planning Projects to Address Impacts of COVID-19	199	11
12-May-20	Inclusive Community Engagement during COVID-19 and Beyond*	217	24
28-Apr-20	COVID-19 Economic Impacts on Metro Atlanta	229	23
21-Apr-20	ARC Training - Resources for Local Governments	156	12
9-Apr-20	ARC Training - Resources for Meetings and Public Engagement*	251	15
6-Apr-20	Helping Local Governments Analyze COVID-19 Data	138	8
17-Mar-20	Working Remotely for Local Governments	Unknown	9
TOTAL		4663	1594

*Transportation related



IIJA OPPORTUNITIES DATABASE, WEBINAR, AND NEWSLETTER

INFRASTRUCTURE INVESTMENT AND JOBS ACT BACKGROUND

Another indirect input to the 2050 MTP/TIP Update was the Infrastructure Investment and Jobs Act (IIJA) Opportunities Database, Webinar and Newsletter.

In November 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. Also commonly referred to as the Bipartisan Infrastructure Law (BIL), it is the largest long-term investment in infrastructure and the economy in our nation's history. IIJA provides \$1.3 trillion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including roads, bridges, and mass transit, water supply, resilience, and broadband. Roughly half this amount is dedicated specifically to transportation.

IIJA presents the region with tremendous opportunity, but also poses significant implementation challenges due to its multidisciplinary nature. A wide array of traditional and new federal transportation planning programs will now be implemented within an interrelated funding structure that includes water quality, broadband internet service, clean energy, cybersecurity and other types of infrastructure. This has forced a reexamination of how ARC's role as an MPO relates to its other functional areas, as well as whether the agency's mission should expand into additional disciplines. The accelerated adoption of clean energy technologies in the transportation sector, in particular, will have major implications on planning and infrastructure investment priorities.

OUTREACH

As is typical, anytime new federal transportation legislation is enacted, ARC staff ensured that planning partners and elected officials were made aware of the various programs, funding levels, and process requirements through traditional committee briefings. However, IIJA necessitated a more focused and long-term approach due to the law's multidisciplinary complexity and significant emphasis on competitive discretionary programs.

Discretionary programs, where an applicant (most notably, a local government) can request funding directly from a federal agency rather than receiving dedicated formula-based funding, became a notable component of the transportation planning process with the passage of the American Recovery and Reinvestment Act (ARRA) in 2009, in response to the Great Recession. Available funding amounts were typically modest, averaging less than \$1 billion annually. But IIJA changed the landscape, with hundreds of billions of dollars of federal funding available through dozens of programs over its five-year timeframe. The need to ensure that regional implementation agencies and decision-makers were aware of these opportunities as they became available was obvious.



In response to this challenge, ARC developed the [Infrastructure Investment Jobs Act Resource Database](#), an online searchable database of IIJA programs. The database includes both formula and discretionary programs across all the elements of the law, not just those under the jurisdiction of the US Department of Transportation (USDOT). Users can filter the 400+ programs based on the category of infrastructure, the type of funding, and eligible recipients. By default, the database automatically filters out programs which are not of direct relevance to the Atlanta region, such as those dedicated to Native American tribal lands, coastal communities, or the Bureau of Land Management. But a simple toggle will show all programs, expanding the database's relevance to the entire state and nation.

In the example screenshot below, the results have been filtered to show only discretionary transportation programs open to county governments. Links within the search results take visitors to pages with additional information on the programs, or to the specific page where they can apply for funding if the application window is currently active.

ARC'S IIJA RESOURCE DATABASE

Infrastructure Investment Jobs Act Resource Database

☒ Metro Atlanta Opportunities ☐ All Opportunities

FILTER PROGRAMS BY: Category / Sub Category Funding Type Eligible Recipients

OR, SEARCH BY NAME:

ARC Home / [Infrastructure and Investments Job Act](#) / Resource Database

PROGRAMS FILTERED BY: ☒ Transportation ☒ Counties ☒ Competitive

35 RESULTS UPDATED OCTOBER 30 ☒ EMAIL PAGE ☒ PRINT PAGE ☒ COPY PAGE LINK

PROGRAM	DESCRIPTION	CATEGORY	AGENCY / BUREAU	FUNDING	ELIGIBLE RECIPIENTS	APPLY
Bridge Investment Program	The Bridge Investment Program will support projects to improve bridge and culvert condition, safety, efficiency, and reliability. ¹	Transportation Roads, Bridges and Major Projects	Department of Transportation Federal Highway Administration	\$15,465,000,000 ¹	Cities, Counties, Federal Agencies, MPOs, States/Territories, Transit Agencies, Tribes, Other Entities ¹	Apply Now ¹
FTA 5337 Program - Rail Vehicle Replacement Grants	Capital projects for the replacement of rail rolling stock. Not more than three new competitive awards to eligible projects may be announced each fiscal year. FTA may select projects for multi-year awards. ¹	Transportation Public Transportation	Department of Transportation Federal Transit Administration	\$1,500,000,000 ¹	States/Territories, Counties, Cities, Transit Agencies ¹	Apply Now ¹

For the most recent 12-month reporting period, the database had 6,226 unique views. Nearly one-half of visitors arrived at the page via a Google search. About 10% came from clicking on the link within a monthly newsletter which is distributed to roughly 700 email addresses. The newsletter highlights important IJA related announcements from ARC and federal agencies, provides a summary of currently open funding opportunities, indicates which programs are likely to become open for applications soon, and provides links to a wide array of technical resource for potential applicants. The October 2023 newsletter was opened by 45% of recipients and roughly one in seven recipients clicked on one or more links.

IJA PROGRAM COORDINATION PUBLIC TOUCHPOINTS BY COMMUNICATION ACTIVITY

ACTIVITY	TOUCHPOINTS
Website unique views (past 12 months)	6,226
Newsletter sign-up	700
TOTAL	6,926

EXAMPLES THE ARC'S MONTHLY IJA NEWSLETTER



Infrastructure Investment & Jobs Act


BUILDING A BETTER FUTURE FOR THE ATLANTA REGION

Educate, Communicate, Prepare & Advise

News, Announcements, Resources, Funding Opportunities from the Infrastructure Investment & Jobs Act

atlantaregional.org/ija

November, 2023



[SEARCH FUNDING OPPORTUNITIES](#)

Announcements

Do you want the region to be more successful in securing federal discretionary projects? Here's how you can help ARC achieve that goal.

In the coming weeks, ARC is embarking on an analysis of federal IJA program awards in an effort to discern some of the themes that are common to successful project applications. To inform parts of this analysis, we would like to gather application examples from regional, city, and county partners.

Please find below a list of eight federal programs that we will focus the initial phase of this analysis on:

- National Infrastructure Project Assistance - MEGA
- Nationally Significant Freight & Highway Projects - INFRA
- Advanced Transportation Technologies and Innovative Mobility Deployment - ATTIMD / ATTAIN
- Railroad Crossing Elimination Program

Funding Opportunities

Key Regional Programs

CURRENTLY OPEN

Electric Vehicle Charger Reliability and Accessibility Accelerator (NEVI Setaside)

Department of Transportation / Federal Highway Administration
Application Due Date: November 13, 2023

Purpose: Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure.

Details: Although NEVI is a formula program, the law sets aside 10% of overall funding for grants to States and local governments that require additional assistance to strategically deploy electric vehicle charging infrastructure. An initial \$100M of FY 2022 and FY 2023 funding will focus on repairing or replacing broken or non-operational EV chargers to improve the reliability of existing EV charging infrastructure. Eligibility is limited to those listed as Temporarily Unavailable in the Alternative Fuels Station Locator, which is maintained by the National Renewable Energy Laboratory (NREL). A final list of eligible chargers was published on the application website on October 11. Applications are due November 13, 2023. A 20% match is required.

[Read more...](#)

Bridge Investment Program (Large Bridge Component)

Department of Transportation / Federal Highway Administration
Application Due Date: November 27, 2023

Purpose: The Bridge Investment Program will support projects to improve bridge and culvert condition, safety, efficiency, and reliability.

Details: Applications for up to \$545 million of FY 2023 and 2024 funding for the Large Bridge Project component of the program are due November 27, 2023. The same NOFO will be used for future years, with rolling dates also established for FY 2025 and 2026 funds. The project must have total eligible costs greater than \$100 million to qualify for the program. Award amounts will be a minimum of \$50 million, but no more than 50% of the eligible costs.

[Read more...](#)

NEW

Climate Pollution Reduction Grants Program

Environmental Protection Agency
Application Due Date: April 1, 2024

Purpose: The Climate Pollution Reduction Grants (CPRG) program provides \$4.6 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emissions and other harmful air pollution. This program is funded under the Inflation Reduction Act (IRA).

Details: Applications for \$4.6 billion of implementation grants are due April 1, 2024. A Notice of Intent (NOI) to apply is not required, but due February 1, 2024. The competition is open to cities, counties, regions, states, and others to implement measures included in a Priority Climate Action Plan (PCAP) under phase 1 of the CPRG program in Georgia. Phase 1 PCAPs are being produced by the Atlanta Regional Commission and the State of

Noteworthy IJA Related Press Releases, Guidance and Other News

WEBINARS AND LEARNING OPPORTUNITIES

[NEW - Thriving Communities Program Webinars \(Recorded\)](#)

[Webinar on Utilizing DOT Data and Mapping Tools for Stronger Grant Applications \(Recorded\)](#)

[Webinar on Electric Vehicle Charger Reliability and Accessibility Accelerator \(Recorded\)](#)

[Transportation Coordinating Committee Meetings \(November 3 and 17\)](#)

IJA FUNDING AWARD ANNOUNCEMENTS

[NEW: Safe Streets and Roads for All](#)

On October 27, USDOT announced that 236 communities will receive a total of \$82 million for planning and demonstration projects. This is the first of two FY 2023 announcements for the SSRA program. A second announcement is expected in December and will include additional planning and demonstration grants, as well as implementation grants. Six awards were made to the Atlanta region: Douglas County (\$400,000); Henry County (\$200,000); Newton County (\$400,000); City of Chamblee (\$240,000); City of Clarkston (\$1,000,000); City of Union City (\$240,000).

[NEW: Regional Infrastructure Accelerators \(RIA\) Program](#)

On September 13, USDOT announced \$24 million of funding awards to 24 recipients under the RIA program. This program accelerates project delivery and clears barriers for credit-worthy projects by funding and encouraging best practices in project planning, studies and analysis, preliminary engineering, and design. In the Atlanta region, MARTA received \$1.75 million.

[IJA Implementation Dashboard \(USDOT\)](#)

[IJA Funding Locations Mapping Tool \(General Services Administration\)](#)

[USDOT Discretionary Grants Dashboard](#)

[Tracking Federal Investments in Local Infrastructure Projects \(National League of Cities\)](#)

TECHNICAL ASSISTANCE AND ADDITIONAL IJA RESOURCES

[NEW: Bipartisan Infrastructure Law \(BIL\) and Federal Requirements - Guidance for Local & Tribal Agencies \(FHWA\) IJA Resource Site and Searchable Database of Funding Programs](#)

[ARC IJA Resource Site and Searchable Database of Funding Programs](#)



VOLUME IV | SURVEY RESULTS

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OVERVIEW

ARC obtained public input directly for the 2050 MTP/TIP Update through three distinct but inter-related survey efforts. These surveys were designed to have overlapping questions that would facilitate a multi-faceted audience profile.

The surveys included:

1. The ARC Board/ Transportation Air Quality Committee (TAQC) Interactive Survey – An all-day work session was held on April 8, 2023. The purpose of the event was to garner policy level input to inform the MTP. The discussion was guided by a real-time interactive survey. The format was for staff to present information as background and context for survey questions. Then Mentimeter, an interactive polling program, was used to gather responses. Survey results for each question were then shown on the screens in the room. Background context and data plus survey results formed a basis for subsequent policy maker discussion. Discussion was used as input to help shape the MTP.

The ARC Board/Transportation Air Quality Committee work session was attended by 23 participants, who were characterized as eight elected officials, twelve citizen and agency representatives, two appointed members and one other respondent. Approximately half of the attendees were new to their roles, having served less than two years in their capacity as an ARC board member.

2. The Metropolitan Transportation Plan (MTP) Survey (May 1 – August 31, 2023) The interactive board survey was then modified for public use. The MTP survey was designed as a comprehensive inquiry into several planning topics relevant to long-range planning for transportation. As a result, ARC received public input covering a broad spectrum of topics about transportation and community, mobility and investment allocation preferences, best locations for development, and other topics, such as climate change and interest in electric vehicles.

The MTP survey was taken by 3,664 people. The survey was available on the ARC website and was actively promoted through ARC communication channels and social media. The survey was also promoted during local government briefings to county commissions within the Metropolitan Planning Organization jurisdiction.

3. Metro Atlanta Speaks (August 2022) – The annual Metro Atlanta Speaks survey, which began in 2013, is the largest of its kind in the Atlanta region. It offers a snapshot of residents' views on a range of critical issues such as transportation, the economy, housing, and neighborhood quality of life. In 2023, Metro Atlanta Speaks covered a 11-county region and is statistically significant to the county level, as well as for the City of Atlanta. The margins of error are plus or minus 1.5% for the 11-county region, and plus or minus 3.8% to 5% for the individual jurisdictions.

The 2023 survey, conducted by Kennesaw State University's A.L. Burruss Institute of Public Service and Research, was a hybrid phone and online instrument. It asked 21 questions of 4,852 people. Survey results are statistically significant at the top line for each of the 11 counties in the core ARC region and for the City of Atlanta. In addition to questions that have been asked over time, the 2023 Metro Atlanta Speaks survey included several new questions designed to supplement information received from the MTP survey. These questions were related to sentiment about the future, mobility, and investment allocation preferences, best locations for development, and other topics, such as climate change and interest in electric vehicles.



TAKEAWAYS FROM SURVEY RESULTS

ARC staff identified themes that were woven through all survey responses. The themes provide background context and insight into board member priorities and public opinion, which informed the MTP about issues of concern, preferences, and priorities. The themes are described for each survey. They are:

1. The future is uncertain. Post-pandemic changes in social and economic conditions have left people feeling uncertain about the future.
2. Transportation priorities represent the diversity of the region. Transportation investment allocation preferences are shaped by local experience.
3. New development direction. There are different ideas about the best locations to handle new development with most respondents favoring existing centers and transportation corridors as the location for growth.

The following sections contain highlights from each survey. Survey results are included in [Appendices 3, 4, and 5](#).





ARC BOARD/TRANSPORTATION AIR QUALITY COMMITTEE INTERACTIVE SURVEY

ARC's current board/committee membership is characterized by elected officials and citizens who are new to their positions on the board. At the time of the survey, 50% of board members present had been in their position for less than two years.

THE FUTURE IS UNCERTAIN

When asked to name the top three issues facing residents in metro Atlanta, transportation topped the list, followed by crime and public education. While this is not surprising, uncertainty became evident in a question about optimism for the future. Eighty percent of respondents stated their belief that living conditions in metro Atlanta will be the same or worse in three to four years.

TRANSPORTATION PRIORITIES

Responses about transportation funding priorities ranked road maintenance and operations slightly above transit and road expansion. Top categories for funding strategic investments were somewhat evenly dispersed among roadway operations/expansion, transit expansion and bicycle/pedestrian improvements. Electric vehicles and electrification infrastructure were noted to have potential to be very impactful to the future of transportation. When asked what items should be emphasized in 2050 MTP/TIP Update, transit expansion and connectivity was cited most often.

NEW DEVELOPMENT DIRECTION

Board members responded that new development and future growth should primarily be directed toward existing town centers, near transit stations, or along existing transportation corridors. While some suggested that future growth should occur in undeveloped areas on the periphery of the region, this was a minority position.

FOR FURTHER DISCUSSION

The board offered opinion about several other important policy topics, such as housing affordability, climate change as a federal priority, remote work, and the emergence of metro Atlanta as a national manufacturing and distribution hub. These topics were flagged for continued discussion.

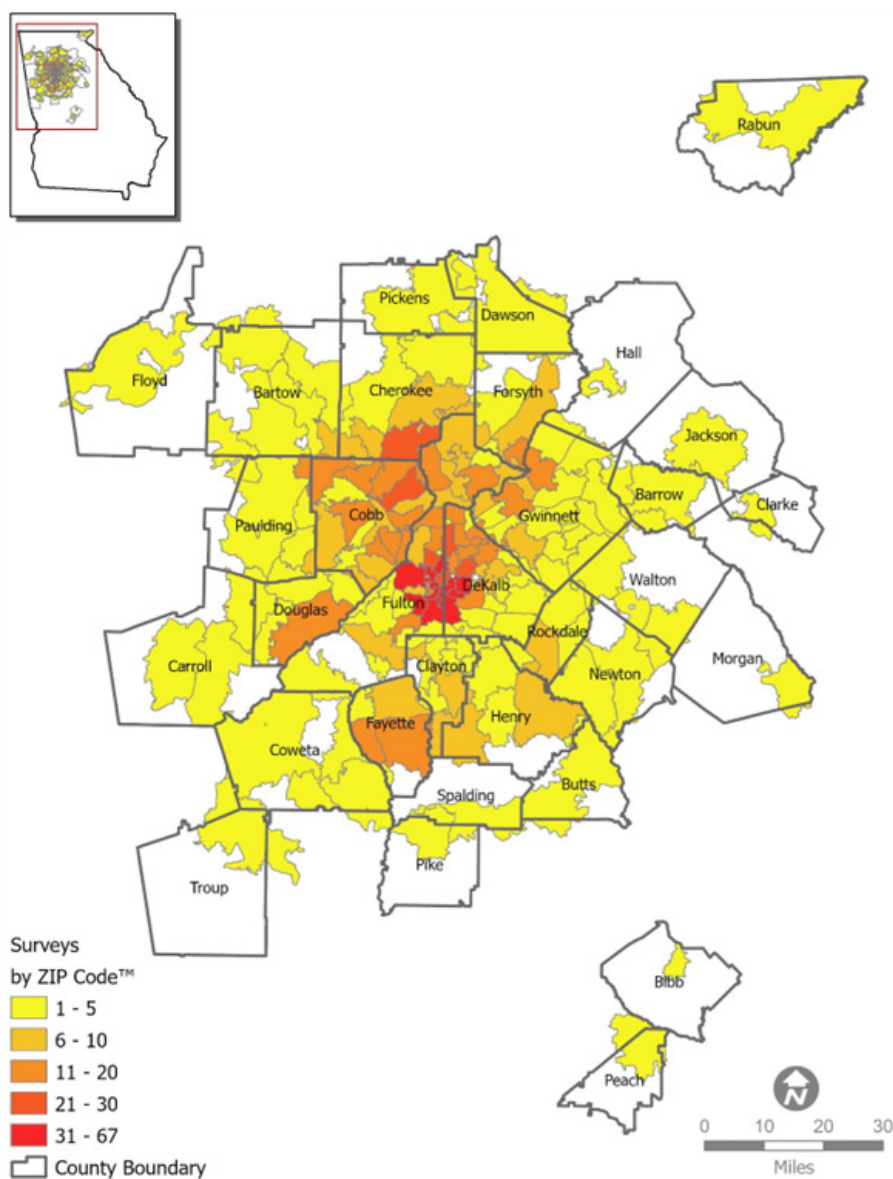
The survey results can be found in [Appendix 3](#).



METROPOLITAN TRANSPORTATION PLAN SURVEY

The Metropolitan Transportation Plan Survey (MTP Survey) was designed to parallel the board member survey. It was completed by 3,664 people. The geographic location of these respondents was heavily skewed toward core MPO jurisdictions (City of Atlanta, Fulton, DeKalb, Gwinnett, Cobb Counties). The map below shows the distribution of survey respondents.

MTP SURVEY: DISTRIBUTION OF MTP SURVEY RESPONDENTS



The MTP survey allowed responses to any and all questions and did not require the participant to complete the entire survey. For this reason, the total number of responses for the MTP survey vary by question. Highlights of the survey follow.

THE FUTURE IS UNCERTAIN

When asked about the top three issues facing residents in metro Atlanta, respondents stated that transportation was top issue, followed by crime and public education. Uncertainty about the future became more evident when respondents were asked about future living conditions in metro Atlanta. Of the total responses, 30% thought it would be about the same. Only 15% thought they would be better than today. And nearly 50% of respondents stated that living conditions in three to four years would be worse or much worse than today. The remaining 7% weren't sure.

TRANSPORTATION PRIORITIES

MTP survey respondents were asked to identify the most serious issue related to roads in metro Atlanta. Results indicated that traffic congestion remains a top priority.

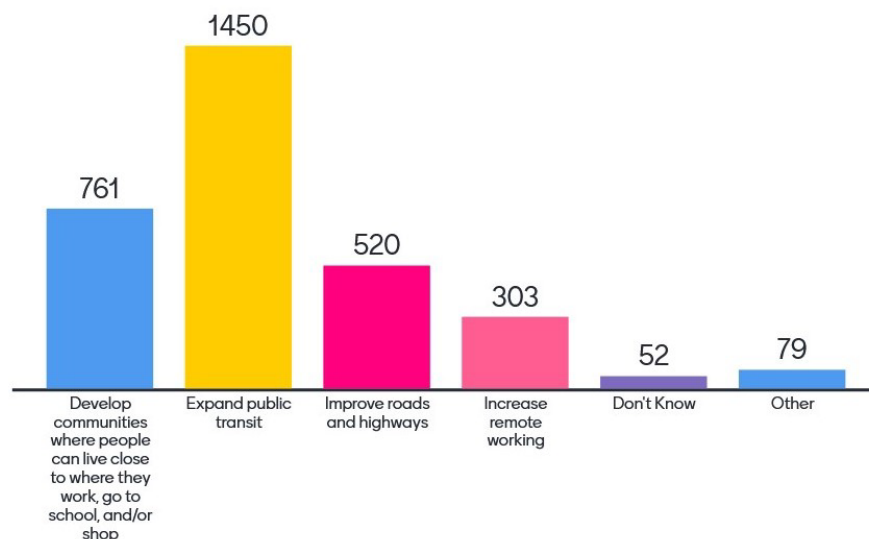
Respondents were asked a parallel question about public transportation. The need to expand the transit system was identified as the most serious issue.

Respondents were also asked a more general question about what they thought would be the best long-term solution to traffic congestion. Here, a strong majority of responses were directed away from roads and highways. Forty-five percent highlighted transit system expansion and 24% said that developing communities where people can live close to where they work, go to school and/or shop would be the best solution. An additional 10% would increase remote working.



MTP SURVEY QUESTION

Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area?

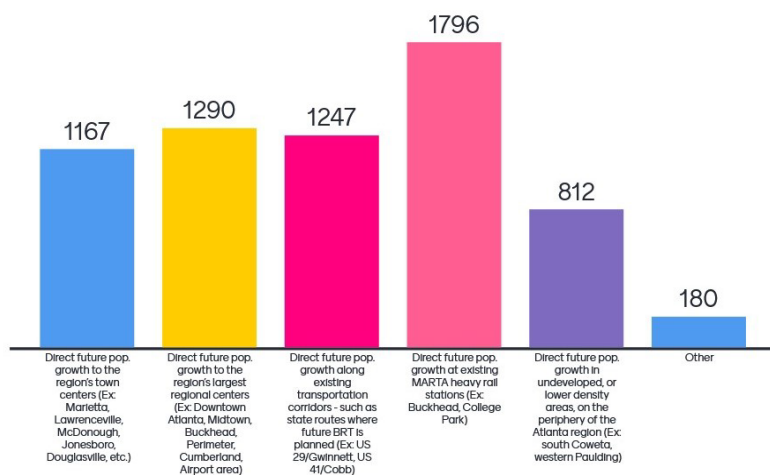


When asked to allocate investment for transportation funding, responses show funding was split between transit, road, and alternative transportation options. In aggregate, respondents would allocate 24% of funding for improving existing transit service, 10% for transit maintenance, and 37% for investment to the road system, including maintenance, operational improvements, and expansion. Twenty-two percent would be allocated to the bike/ped and trail system and 8% to other programs that reduce vehicle trips, such as work-from-home programs and transit fare reductions.

Strategic Infrastructure Investment



Responding to Expected Future Growth.



NEW DEVELOPMENT DIRECTION

The public was also asked about where they thought new growth and development should be located. A slight plurality of respondents pointed to existing town centers where ARC's Livable Communities Initiative (LCI) Program and local investment have seen success. The overall preference distribution was roughly equal across options which included, "add housing near transit stations" and "provide incentives to build affordable housing." These responses can be combined with feedback from elected officials and other outreach efforts to determine how the LCI program should evolve.

FOR FURTHER DISCUSSION

The MTP survey asked several open-ended questions about housing affordability (3,324 responses), climate change (2,691 responses) and future growth/development patterns (2,059 responses). These topics have been flagged for further discussion in 2024.

The MTP survey results can be found in [Appendix 4](#).



METRO ATLANTA SPEAKS SURVEY

The [Metro Atlanta Speaks](#) (MAS) survey has been conducted annually since 2013. The 2023 survey included several new questions related to housing affordability, automation/artificial intelligence, electric vehicles, and climate change. It also revisited transportation priorities and land use preferences of residents, asking the questions in a way that provides comparison with MTP survey results.

The 2023 MAS survey was completed by 4,852 people in the ARC region. The sample size allows for statistically valid public opinion results for the ARC region. Results are also statistically significant at the county level. The ARC region encompasses 11 of the 20 counties of the MPO area.

THE FUTURE IS UNCERTAIN

When asked about the top three issues facing residents in metro Atlanta, respondents (26.5%) most frequently cited crime as the biggest problem. This response was followed closely by the economy (24.4%). Transportation (10.9%) and human services (10.8%) were lower down on the list.

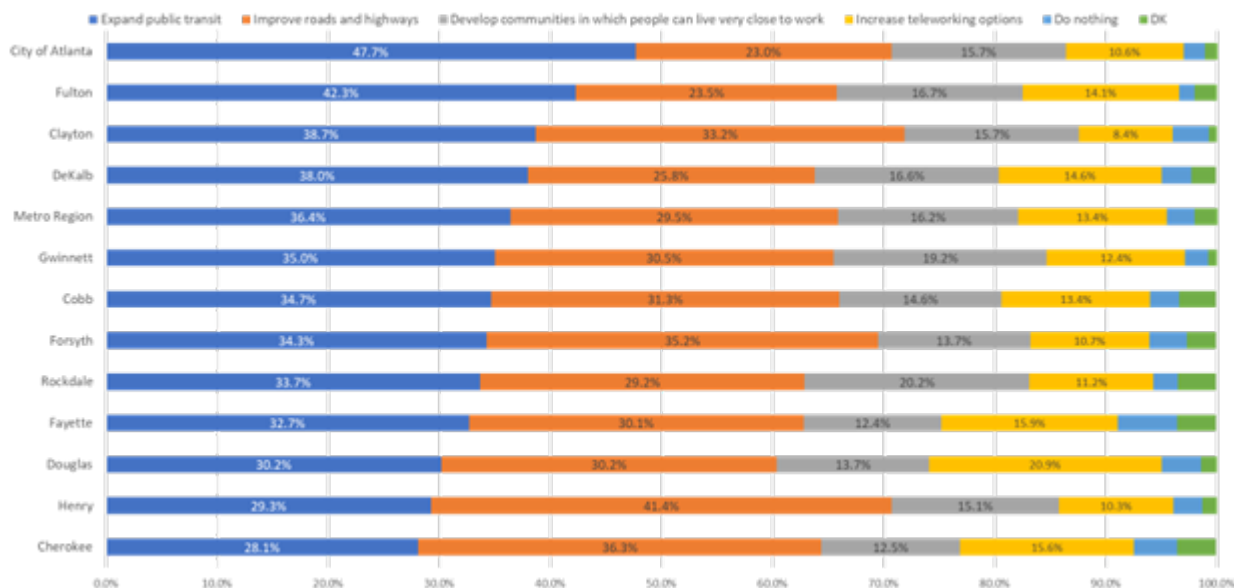
The survey also found that residents are more pessimistic about the future than they have been since ARC began administering MAS in 2013. When asked what living conditions would be like in three to four years 36.5% said it would be worse and 35% said about the same. Only 25% said it would be better, which was down from 32% in August 2020 when the pandemic was in full swing.

TRANSPORTATION PRIORITIES

Support for public transit is strong. About 90% of respondents feel an improved public transit system is either “very important” or “somewhat important” to the future of metro Atlanta. However, there is a caveat. Less than half said they would pay more taxes to fund transit improvements.

Respondents were also asked a general question about what they thought would be the best long-term solution to traffic congestion. There was a plurality of responses to this question, with 36% choosing “expand public transit,” 29% choosing “improve roads and highways,” and 31% choosing either “development of communities where people can live and work in close proximity” or “increases in telecommuting.”

METRO ATLANTA SPEAKS: WHICH OF THE FOLLOWING WOULD BE THE BEST LONG-TERM SOLUTION TO THE TRAFFIC PROBLEMS IN THE METRO ATLANTA AREA?

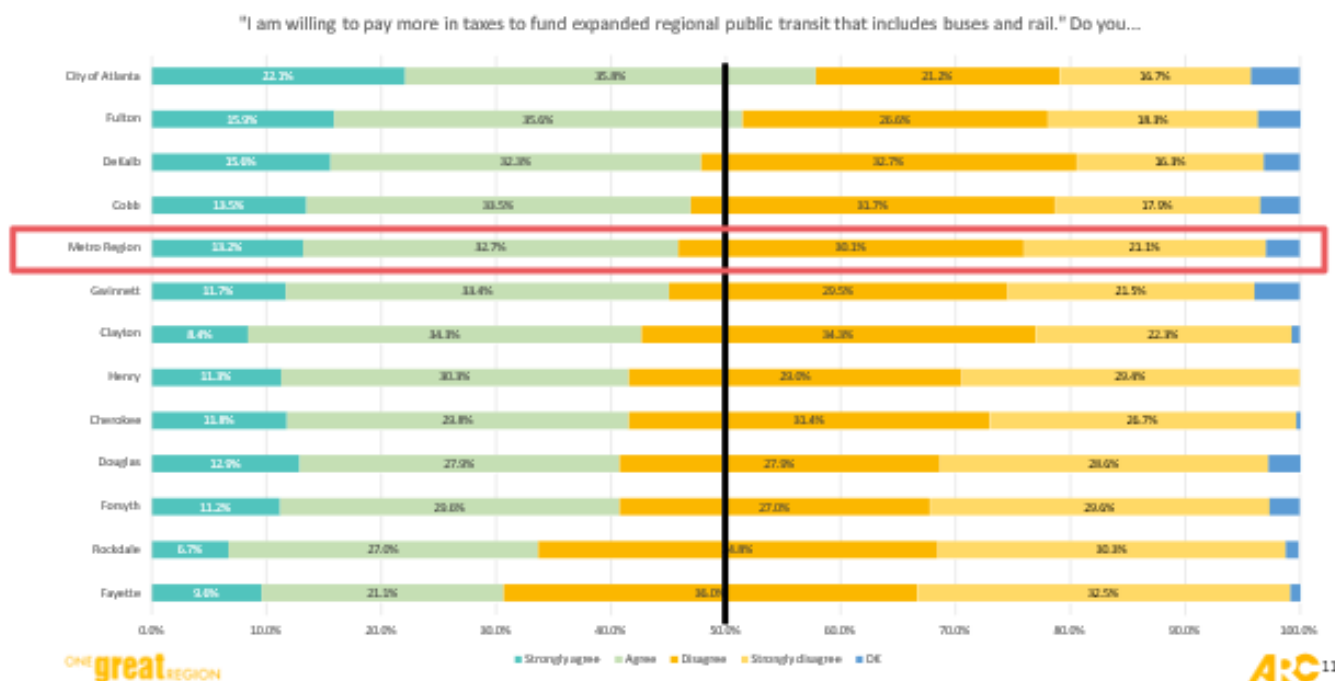


Rather than asking about transportation investment allocation, the MAS survey inquired about willingness to pay more in taxes to fund expansion of regional public transit. At the 11-county regional level, 41% agree or strongly agree about paying more in taxes to fund regional public transit. At the same time, 51% either disagree or strongly disagree. They are not willing to pay more in taxes to fund expanded public transit that includes buses and rail. Results vary by county, with City of Atlanta and Fulton County showing most survey respondents are in agreement. In the case of DeKalb, Cobb and Gwinnett, there is a slight majority of respondents unwilling to pay more. Other counties are shown in the following chart.

Results also vary by age, with 50 to 60% of younger people (44 and younger) in favor of additional tax to fund expanded transit and 35 to 45% of older people (45 and older) not in favor.



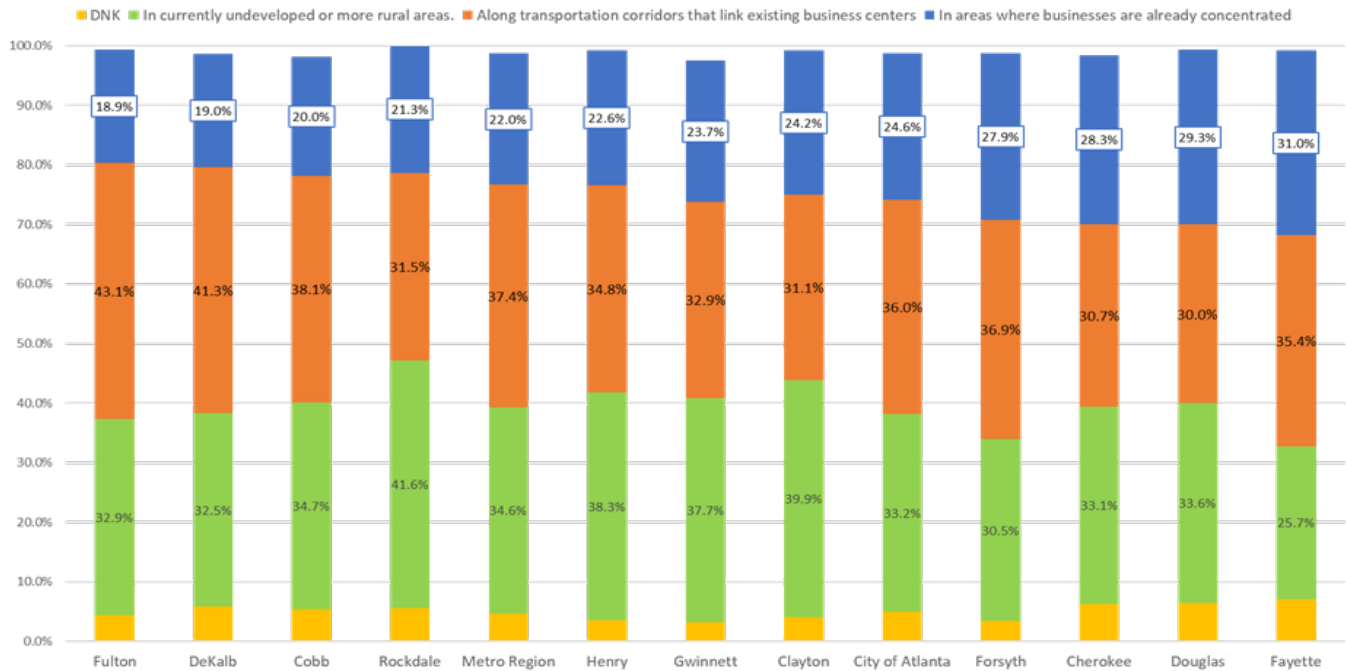
METRO ATLANTA SPEAKS: SKEPTICISM ABOUT TRANSIT



NEW DEVELOPMENT DIRECTION

MAS also asked about the best location for growth. Here, there is a plurality of responses. Twenty-two percent say that future development should be in areas where businesses are already located, 37% say growth should be focused along transportation corridors that link to business centers, and 35% say future growth should be in undeveloped or rural areas. Responses vary by county.

METRO ATLANTA SPEAKS: FUTURE GROWTH IN THE METRO AREA SHOULD BE FOCUSED....



FOR FURTHER DISCUSSION

The Metro Atlanta Speaks survey contains the seeds for further policy discussion with the ARC Board and its committees, various regional stakeholders, and the general public. Identified issues mirror the concerns heard during the ARC Board/TAQC work session and as part of the MTP Survey responses. Specific topics for further discussion are:

- Housing affordability is a challenge for many: Six of 10 respondents said they could not afford to move to another house or apartment in their current neighborhood. Nearly as many said they could not afford to move anywhere in the metro Atlanta area.
- Residents are concerned about the impact of technology in workplace and beyond: More than 75% of respondents believe “too many” workers will lose their jobs to automation or artificial intelligence.
- Mixed views on climate change: Nearly half of respondents believe that climate change is a “major threat” to our region, while a third feel it will be a “minor threat.” Those figures rise when respondents are asked about the threat climate change poses globally.
- Environmental concerns sparked interest in electric vehicles (EVs): Nearly one out of three respondents said they plan to buy an EV in the next five years. About half cited the environment as the primary reason doing so. Of the respondents who said they did not plan to purchase an EV in the next five years, 28% said cost was the most important reason, followed by inconvenience of charging the vehicle (25%) and reliability (15.5%).

The Metro Atlanta Speaks final report of results can be found in [Appendix 5](#).



COMPARATIVE LOOK AT SURVEY FINDINGS

Five key themes evident in each of the different survey results can be summarized as follows:

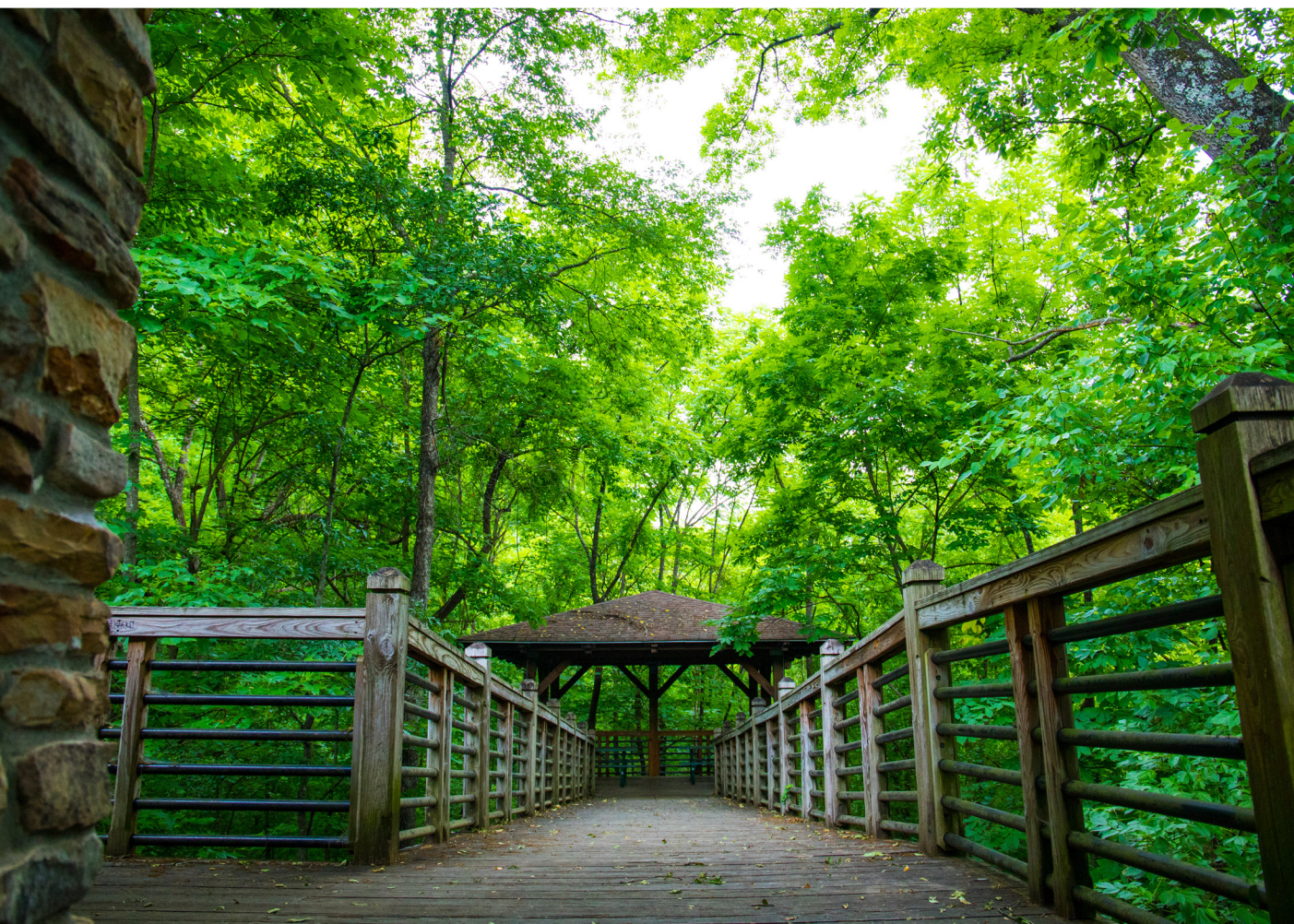
- There is a sense of uncertainty about the future, resulting in a downturn of people's optimism about the future. Post-pandemic concerns, including various topics such as housing affordability, crime, and the threat of climate change, have impacted perceptions of well-being about the future.
- Transportation priorities also appear to have been impacted by post-pandemic uncertainty and the recent downturn in transit ridership. There is still strong support for expanding transit systems as a long-term solution for traffic and preferences for walkable communities where people can live and work is also strong (especially for MTP survey respondents). However, there is also a clear segment of people who perceive road and highway improvements as the top priority for transportation planning. Much of the variability of ideas about the best future course for solving traffic problems is correlated with county of residence.
- Investment allocation preferences for transportation also reflect a plurality of perceptions and opinions. The MTP survey indicates that expansion of public transit is the top priority. However, when the MAS survey asks about willingness to pay additional taxes for transit expansion, only the City of Atlanta and Fulton County samples show a majority of respondents who would willingly do that.
- Ideas about the best way to handle new growth also show a plurality of response with geographic variability evident between counties. Opinions documented in the MTP survey (with the sample skewed toward the more urban counties) are distinctly different than the MAS survey response, which is more indicative of the 11-county ARC region.
- Housing affordability, development direction for future growth, emerging technology and its impact on workplace, and climate change were all targeted for additional policy exploration and discussion.



NEXT STEPS

Given this rich foundation of survey data, ARC and partners should be encouraged to continue public discussion in support of metropolitan transportation planning. This might include engaging with stakeholders and the public in a comprehensive visioning exercise during the early phases of the next MTP Update.

Further discussion is particularly encouraged so that staff can better understand the plurality of survey responses. While diversity of opinion is quite characteristic of the 20-county MPO area, geographic differences in MTP/TIP survey responses suggest that it may be prudent to consider sub-regional transportation character areas as an organizing framework for further engagement. For example, discussion could explore what kinds of road improvements are best within different sub-areas of the region, better maintenance plans, more bike and pedestrian infrastructure, safer road way designs, technology investments, and/or traditional road expansions. This deeper dive into sub-regional geographic differences could bring new focus to regional discussions.





VOLUME IV | EQUITY CONSIDERATIONS

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ENVIRONMENTAL JUSTICE

Environmental justice has been a cornerstone of ARC transportation planning since 1994. Federal guidance, such as Executive Order 12898 (1994) for Environmental Justice, and Title VI, serves to protect specific populations, while requiring planning organizations to address disproportionately high health or environmental burdens affecting these communities. In 2021, Executive Order 13985 for Environmental Justice was signed, instructing federal agencies to act more assertively and to find ways to direct, as applicable, 40% of agencies' benefits to historically disadvantaged communities. This directive is known as the Justice40 Initiative.

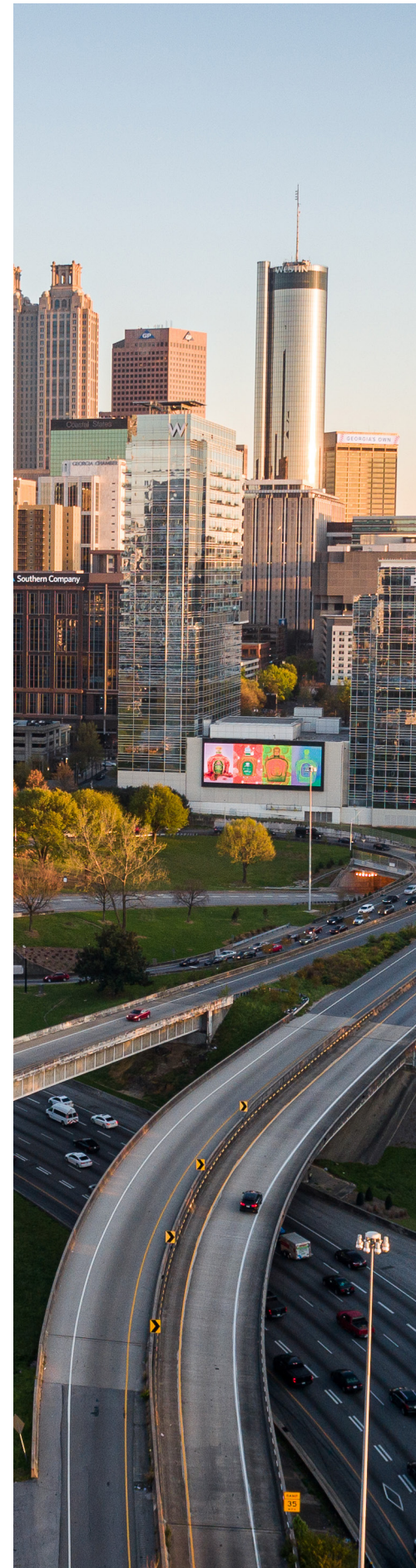
As a first step in equity planning, federal guidance has always outlined the need to identify where specific populations live. ARC has been a leader in developing innovative analytic methods, most recently in 2019, to understand where there are concentrations of various populations in the region and to measure the impact of transportation planning decisions on their well-being. These analyses were conducted using the American Community Survey (ACS) data. This quantitative approach has been one tool, used in tandem with qualitative knowledge and Transportation Equity Advisory Group (TEAG) input, to guide policy and funding decisions in transportation.

Since the introduction of the Justice40 Initiative, ARC has been closely following the USDOT's guidance and direction about advancing equity in transportation. Staff have begun evaluating new quantitative methodologies and approaches for qualitative data collection, and should reach some significant milestones with this work in 2024. However, for the purposes of the 2050 MTP/TIP Update, ARC's 2019 methodology, including equity and inclusion models and methods from pre-2021, were used to advance equity considerations.

Rather than being a complete synopsis of equity considerations related to the 2050 MTP/TIP Update, this chapter offers a high-level description of ARC's Transportation Equity Advisory Group and its role in the 2050 MTP/TIP Update. This chapter also marks an early step in ARC's next generation of transportation and equity planning. It represents a preview of the actions ARC is taking and will be taking to further advance equity.

Two specific equity-focused efforts are highlighted below:

- An overview of the 2050 MTP/TIP Update participation from ARC's Transportation Equity Advisory Group (TEAG), who actively participated in regular meetings from 2020-2022; and
- An outline of ARC's draft strategic framework for identification of regional projects that can further the objective of directing transportation benefits to historically disadvantaged communities. This strategic framework offers the means for strong Justice40 focus in project evaluation, competitive IIJA grant funding and the next MTP/TIP Update.





TRANSPORTATION EQUITY ADVISORY GROUP

The evolution of environmental justice and equity in ARC's transportation planning work resulted in the creation of a [Transportation Equity Advisory Group](#) (TEAG) in 2018. The group membership was designed to be open and inclusive, with the intent of including representation of local expertise around equity, key socioeconomic inputs, such as poverty, aging, disability and race/ethnicity, and knowledge about both transportation and environment. This focus on expertise was in the spirit of bringing together an advisory body that could guide ARC staff on technical matters related to equity.

In addition to traditional areas of expertise, ARC also welcomed transportation advocates who brought forward the lived experience of various community members. TEAG's open door policy also welcomes advocates and allies from transportation nonprofits and community-based organizations.

The group's charter was designed to be action-oriented with specific short-term and long-term objectives. This direction was used following adoption of the original 2050 MTP/TIP in 2020.

In February 2020, TEAG members were invited to collaborate with ARC staff on updating project evaluation criteria used for MTP/TIP project selection. During the COVID-19 pandemic, TEAG held monthly virtual meetings focused on using both quantitative and qualitative metrics to integrate equity more effectively into the transportation planning process. The outcome of this work was a new "TIP Cookbook," a document that outlines how projects are evaluated in the MTP/TIP Amendment process with a revised methodology that gives local and regional planners a better recipe for "baking" equity into transportation projects.

Participation in TEAG ebbed and flowed through this period and before, with approximately 30 influential equity groups participating during the process. Participation naturally waned as the TIP Cookbook wrapped up and people began returning to office work and other activities following the COVID-19 pandemic. In late 2022, the group took a hiatus from monthly meetings until another actionable task presents itself.

In 2023, a small gathering of TEAG members met for a briefing and work session about climate change planning and its integration into the 2050 MTP/TIP Update. TEAG members (SELC, NRDC, and Sierra Club) also submitted climate change comments as part of the ARC's formal public review and comment period. ARC will primarily use this input in 2024 as federal planning requirements for climate change and resilience are implemented.

The next actionable tasks for TEAG are related to this climate planning work (that will feed into the next MTP Update) and to the update of the MPO Participation Plan, which will also be conducted in 2024. The MPO Participation Plan will outline an equity action component with regional objectives that are informed by the USDOT Equity Action Plan.



RECONNECTING THE REGION COORDINATION INITIATIVE

When the route of I-20 through the City of Atlanta was being contemplated in the 1950s, political leaders publicly acknowledged that it was being planned as a way to physically separate predominantly White communities to the north from Black communities to the south. This approach to infrastructure planning in urban areas was not unusual at the time and resulted in decisions that frequently limited economic opportunities by constructing facilities that presented formidable access and mobility barriers. In many cases, entire communities were permanently erased from the map and displaced residents were never fairly compensated for their losses.

While the racial composition of neighborhoods along the route of I-20 through the City of Atlanta may not be as stark today as during the 1950s, the concept of the highway serving as the metaphorical dividing line between White Atlanta and Black Atlanta remains powerful to this very day. And as the region grew exponentially in size over the decades, this approach of mentally categorizing the northern half as more desirable gained traction even beyond the city limits. It has shaped demographic and socioeconomic patterns that remain easily identifiable, whether the metric is racial composition, income levels, home ownership rates, access to good-paying jobs, educational attainment levels, health outcomes, transportation options, and many others. The patterns are clear and undeniable. But although the challenges of addressing the issue are formidable, they are not insurmountable.

While additional transportation investment is but one of many strategies which can (and must) be employed, increased mobility has the potential to improve outcomes and reduce geographical disparities in many ways. The passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021 and the Inflation Reduce Act (IRA) in 2022 provide a once-in-a-generation opportunity to change our region for the better. As discussed in the [Legal Context](#) chapter of [Volume I: 2050 Metropolitan Transportation Plan](#), these laws provide an unprecedented amount of funding, both in terms of guaranteed formula-based programs and also competitive discretionary programs. We cannot let this opportunity pass by without taking focused and collaborative action.



IIJA, IRA and the current administration place great emphasis on the concept of leveraging federal funds to mitigate historical decisions which resulted in transportation facilities severing communities and serving as barriers to economic opportunities. Billions of dollars are being made available through various programs explicitly branded as “Reconnecting Communities and Neighborhoods”, while billions more are available under other programs where that objective is clearly encouraged within the context of the overall program outcomes. ARC proposes to embrace this concept and build upon it to guide our approach for implementing IIJA and IRA programs across the entire region. Reconnecting a community or a neighborhood is certainly a worthy outcome at a local level, but we believe that Reconnecting the Region has the potential to provide a better future for the entire region and all of its residents.

Under this principle, ARC will actively seek partnerships with the state DOT, transit operators, local governments, the private sector and the public to prioritize transportation investments which contribute to mitigating the most harmful aspects of the I-20 Divide. In addition to serving as a foundational concept for traditional transportation funding decision making processes, it will serve as a common and unifying theme which runs through all discretionary program applications which we choose to lead or support. In this way, we hope to communicate this broader challenge to federal agencies so that funding applications are not viewed as stand-alone or “one-off” requests, but as integral elements of a thoughtful, methodical and long-range approach. By telling our story more effectively and consistently, ARC believes this will be a winning strategy for the entire region and we look forward to building a coalition around this approach.





APPENDIX 1

PUBLIC COMMENTS AND RESPONSES



Introduction

During the public comment period, ARC received 15 official public comments. In the following section, “Responses to Public Comment,” ARC staff has responded to the content of each comment. Where comments addressed the same topic, the comments have been grouped under a descriptive header. Comments that addressed multiple topics in a single comment will show up in part or in full under different headers. If a comment made a series of specific recommendations or queries, those have been broken out and responded to individually under the appropriate header. All comments are labeled with an identifier and the full text of all received comments is included in the section, “Full Text of Comments.”



Responses to Public Comment

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Comment 1: “Is it possible to prioritize bicycle infrastructure within the city so that it that connects to the regional bike infrastructure?”

Comment 2: “As a college student in Atlanta without a car, I mainly depend on my bike to get around the city and the state of protected bike lanes (let alone any in the first place) is quite terrifying once I leave campus. I mainly have to ride on roads with drivers who I have to hope aren’t willing to hit me and making left turns even when there are bike lanes is straight-up dangerous. However, it should also be noted that I make this point not just for college students but for anyone living in Atlanta because no one is going to want to bike or walk in places where it feels like they aren’t wanted.”

ARC is committed to expanding pedestrian and bicycle infrastructure to increase active transportation within the Atlanta region and reduce the risks and barriers that currently inhibit walking and bicycling. ARC’s bicycle and pedestrian planning work may be found at <https://atlantaregional.org/what-we-do/transportation-planning/bicycle-pedestrian>. The Regional Trail Vision strives to connect bicycle infrastructure across the region’s cities and counties. ARC also convenes and coordinates with local jurisdictions, such as City of Atlanta and encourages you to participate in the local planning process as capital projects are advanced by counties, cities and the Georgia Department of Transportation.

PARATRANSIT

Comment 3: “Is there a way to prioritize paratransit vehicle access on all projects? I’m seeing changes to curbside amenities that make it more difficult/impossible for ADA access.”

ARC will be starting its Coordinated Human Services Transportation Plan in the first half of 2024. This is a federally required plan that ARC must complete as an MPO. ARC has also observed the same issue and will be sure to address it during the issue identification phase.

CLIMATE CHANGE – GREENHOUSE GAS

Comment 15: “ARC should adopt a target for reducing transportation-related GHG emissions.”

ARC will begin the process of developing the required regional target for GHG emissions immediately now that the rule is final. However, that process will not be complete



in time for incorporation into this MTP/TIP prior to approval in February 2024. In the interim, ARC has added narrative in the Performance section of **Volume I: 2050 Metropolitan Transportation Plan** related to this new requirement which will be addressed in 2024. ARC will follow all federal guidance and best practice, as practical, to track and report progress towards attainment of the target.

Comment 15: “ARC should adopt the guidance set forth in Executive Orders 13990 and 14008, which establish a national target of net-zero GHG emissions, economy-wide, by 2050.”

ARC anticipates that a net-zero GHG emissions scenario will be developed and reviewed as part of the next MTP update.

Comment 15: “Therefore, we encourage ARC to revisit this scenario analysis with the specific goal of updating it to reflect current conditions and chart a course for achieving the specific GHG emissions reduction target described above.”

ARC will be undertaking a number of climate related planning initiatives over the next 12 to 24 months, including a Clean Electricity Plan, Regional Transportation Electrification Plan, Priority Climate Action Plan, and Carbon Reduction Strategy. All of these have a nexus to GHG emissions and will use updated data and new methodologies to advance the region’s understanding of the issue and potential solutions. Whether the collective outcomes of the other efforts necessitate an update of the 2009 document will be assessed through the regular planning and work program development process at a later time.

Comment 15: “Climate change planning intersects with ARC’s work in a myriad of ways, so we encourage ARC to incorporate emissions reduction into all of its planning processes, detailing how actions will impact total emissions levels within the region and identifying strategies to offset any actions increasing emissions.”

Based on legislation, rules, guidance, and executive orders on the issue over the past couple of years, ARC’s intent is to embed climate change planning throughout its work. This includes the 2024/2025 planning initiatives described above, as well as ARC’s established planning programs including the Livable Center Initiative (LCI) and the Comprehensive Transportation Plan (CTP) program.

Comment 15: “The MTP should specifically identify reducing vehicle miles traveled (“VMT”) as a plan goal.”

VMT reduction is an indirect measure of GHG emissions that may become less useful over time as more of the vehicle fleet converts from internal combustion engines (ICEs) to electric batteries or hydrogen cells. However, it could have value in the near-term while ICEs still dominate the roadway and congestion generated by low-density

development patterns continue to be a major issue in metro Atlanta. ARC does provide metrics generated by the regional travel demand modeling process related to VMT but has not established targets. ARC will consider this suggestion during the next plan update.

CLIMATE CHANGE – INFRASTRUCTURE VULNERABILITY

Comment 15: “Over recent years, ARC has undertaken a number of efforts to identify transportation infrastructure that may be vulnerable to a changing climate. These tools emphasize the importance of identifying vulnerabilities and provide tools for doing so. These efforts are commendable, but ARC has not yet taken the next step to actually identify the region’s most vulnerable assets and prioritize those needs for funding.”

ARC is requesting \$1.5 million in PROTECT Grant funding to develop a Resilience Improvement Plan (RIP) to guide immediate and long-range planning activities and investments. The Plan will be developed using modeling and GIS to identify assets in the Atlanta MPO’s multimodal transportation system that are vulnerable to natural hazards, particularly those influenced by climate change such as flooding, extreme heat, and drought. The Plan will further ARC’s analysis, create opportunities to identify specific high-priority projects in the region, and create better regional policies towards climate adaptation and resilience, as findings from the RIP will be integrated into the long-range Metropolitan Transportation Plan (MTP). Creation of the Plan and integration of it into the MTP additionally gains local stakeholders a maximum 10% reduction in local match if they apply for PROTECT Resilience grants to build or retrofit infrastructure.

CLIMATE CHANGE – CLIMATE MIGRATION

Comment 15: “Given the likelihood of climate migration in the near future and the strain it would put on the region, ARC should explicitly address the challenge posed by climate migration as part of its long term planning.”

ARC agrees this is a major variable which could impact regional growth forecasts and has already had internal discussions about how to address this in future scenario planning efforts. In the interim, staff has added language within the Next MTP Update chapter of **Volume I: 2050 Metropolitan Transportation Plan** related to this issue.

BUDGET PRIORITIZATION

Comment 4: “ARC should go back to the drawing board, and re-write the MTP and TIP to put more funding into public transit, the livable centers initiative, and green infrastructure. Climate change is an existential crisis. We cannot continue spending billions of dollars on road widenings and unsustainable transportation projects. Our children’s future literally depends on it.”

Comment 5: “It’s downright baffling that the we are going to spending \$2.75 billion on express lanes alone while spending less than a billion on the entire transit category. These funding choices simply do not match the challenges facing us today or in the future.”

Comment 6: “Roads still get too much of a lion’s share for funding vs. transit and light individual transportation. Some road funding should be swapped within Atlanta for transit lanes and grade-separated light indiv transportation lanes.”

Comment 7: “We need more transit options in Metro Atlanta now, not decades later. Stop building highways and start building transit that is more equitable and sustainable for all Atlanta residents. We also need more protected bicycle and pedestrian facilities. Please stop building more roads for vehicles and think about people.”

Comment 9: Chiming in to echo what others have said about the ludicrousness of the investments we are currently making on the interstate system and express lanes when we should be using funding to bolster bike/ped connectivity; transit; and denser development with more affordable housing and walkability. The express lanes project is a waste of money and will only worsen issues like global warming. Even if we were to all switch to EVs, they still require far more resources for their production and maintenance than a communalized transit system, bicycles, or walking. Even with EVs, if we continue to invest in car infrastructure, we will still suffer from all the other negative outcomes associated with a car-dominated landscape- being socially disconnected from one-another, impermeable roads that make flooding worse and worsen the urban heat island effect, poor public health from sedentary lifestyles, etc. ARC needs to do whatever it can in its power to steer us away from our mistaken dependence on cars.

Comment 11: “Why is regional commuter rail or heavy rail expansion not being considered? Transit overall seems to be getting the short end of the funding, while being the biggest contributor to improved navigation of the region. Why are managed lanes more important when they contribute to more traffic?”

Comment 12: “The spending for transit projects should be at minimum equal to all other types of transportation spending. Of that half dedicated to transit, a minimum of \$50 billion should be spent on rail projects until 2050. I would like to see commuter rail services running by 2030 at the latest. The rail is there, the trains and administrative infrastructure need to follow. I also would like to see no further expenditure on road capacity expansion. It is equivalent to an obese person loosening their belt to combat the obesity. Invest in spatially efficient transportation solutions with walkable transit-oriented development around each station, or at minimum heavily incentivize it. Pair the transit development with robust bike infrastructure to combat car dependency.”

Comment 15: “Many of the problems identified in the Plan – the lack of transportation choices; the safety crisis; the emissions from the transportation sector – reflect our over-

investment in road building in recent decades. And despite its policy goals to the contrary, the MTP continues this overemphasis on road building.”

Many federal funding programs have restrictions which limit the types of projects on which revenue can be expended or are constrained in some other way. ARC works with project sponsors, elected officials and the public to determine when and how more flexible funds should be used for projects which don't involve major capacity expansion. For example, a significant amount of the projects implemented using federal funds over which ARC has direct programming authority are dedicated to transit, bicycle/pedestrian facilities and arterial roads.

However, other agencies at the state and local level have their own revenue sources and frequently, at their discretion, place emphasis on projects intended to address roadway congestion, typically through adding capacity or introducing technologies that improve operations along the corridor. Under federal law, all major expansion projects must be incorporated into the MTP/TIP, so it is correct there is a direct role ARC plays in the ultimate approval/rejection of such projects. But many of the implementing agencies which fund and construct those projects have representatives on the committees and Boards which ultimately approve the MTP/TIP through the collaborative metropolitan transportation planning process. Reaching consensus on a transportation plan for a region with such a wide range of land uses, densities, priorities, and perspectives requires a high degree of negotiation and compromise. The approval structure invariably produces investment decisions which some parties disagree with on the basis of being counterproductive in some way. But there is no mechanism for independent “experts” to exercise professional judgment and override the decisions of those vested with direct responsibility for developing and approving the project list and investment priorities.

Staff of all agencies do work together in good faith to maximize the benefits to all travelers along roadway corridors. Over the years, this has included ensuring that transit operators are provided unrestricted access to the region's managed lane network, improving the competitiveness of such services through reliable travel times. It has also translated into development of complete street policies so that facilities for walking and biking are considered during the design and construction of roadway projects.

More can always be done to reduce the emphasis on traveling by single occupant vehicles, especially those which are powered by internal combustion engines, and the climate change crisis will continue to increase the need to reassess how people travel around the region. As the region learns more about the best ways to address its challenges, and as laws, regulations and guidance governing the process evolve, ARC will update the MTP/TIP regularly in response.

ELECTRIC VEHICLES

Comment 9: Chiming in to echo what others have said about the ludicrousness of the investments we are currently making on the interstate system and express lanes when we should be using funding to bolster bike/ped connectivity; transit; and denser development with more affordable housing and walkability. The express lanes project is a waste of money and will only worsen issues like global warming. Even if we were to all switch to EVs, they still require far more resources for their production and maintenance than a communalized transit system, bicycles, or walking. Even with EVs, if we continue to invest in car infrastructure, we will still suffer from all the other negative outcomes associated with a car-dominated landscape- being socially disconnected from one-another, impermeable roads that make flooding worse and worsen the urban heat island effect, poor public health from sedentary lifestyles, etc. ARC needs to do whatever it can in its power to steer us away from our mistaken dependence on cars.

EVs are a part of the climate mitigation strategy pursued by ARC and are a focus of the Regional Transportation Electrification Plan, which will be completed in 2024. ARC is cognizant of the need to shift more travel to transit and active modes, develop denser, mixed-used areas, and generally move away from car-centric planning to fully address and adapt to the effects of climate change. The Livable Centers Initiative is a long-term ARC program that has worked across the region to create more livable and walkable town centers that address these more holistic issues, and one that ARC's plan to expand in the coming years.

SAFETY

Comment 15: "We also encourage ARC to convene a working group with state and local stakeholders to identify systemic impediments to designing safer roads."

Thank you for this suggestion. Identifying systemic issues in planning, engineering, procurement, funding, or public engagement that impede safer road and street design is an important step the ARC can take to further promote the Regional Safety Strategy and meet Vision Goals in a faster timeline. ARC can leverage the expertise in its Regional Safety Taskforce to begin studying and solving these issues, and then create a separate, more focused group as needed.

HOUSING

Comment 15: "... we encourage ARC to not only include housing costs as a metric in evaluating livability in the metro area but also to consider the associated transportation costs."

ARC will be undertaking and updating its housing-related planning initiatives over the next 12 to 24 months. This will include an updated Metro Atlanta Housing Strategy that aligns with the most recent report from the Urban Land Institute: *Housing At its Core* (2023) and will include the following metrics of Increase in Affordable and Mid-Market Housing, Maintain Affordable Inventory, Lessen Housing and Transportation Costs, Expand Capital Resources for Housing, and Provide Regional Leadership on Housing. These metrics will be incorporated into updated Housing Assessments for local jurisdictions as part of the ARC's Community Development Assistance Program (CDAP), incorporated into the local Comprehensive Plan updates for which ARC provides assistance, and used as an education tool for the ARC's Local Leadership Housing Action Committee. This group is comprised of local elected leaders from the region. Educational programs for housing include the Atlanta Regional Housing Forum and the Regional Housing Task Force that convene stakeholders, partners, and community members on affordable housing topics. Housing has also been added as a metric for evaluating the Livable Centers Initiative (LCI) applications, which were created as a way to reduce vehicle miles traveled and improve air quality.

ARC is working to help local governments, nonprofit organizations, and other stakeholders to better understand the region's housing challenges and explore potential solutions. As the Atlanta region continues to grow in population and jobs, ARC will work through its programs, and will require the addition of housing metrics to its criteria, to educate leaders and community members about the importance of attainable housing for all income levels and its impact on transportation, traffic, climate, and workforce development.

FREIGHT

Comment 15: "First, we encourage ARC to adopt a specific goal for shifting a percentage of freight transported by rail in metro Atlanta as part of the MTP."

ARC is supportive of shifting more freight movement to rail instead of truck. However, freight railroads are owned and operated by the private sector. The federal transportation funds that ARC has discretion over typically cannot be spent on private infrastructure, meaning ARC funding has very limited impact on mode shift. Shifting modes is also a business decision made by shippers based on numerous factors related to cost, scheduling, and more. Something as simple as fluctuations in the price of diesel may cause a shift between modes. Again, these factors are outside of ARC's control. Additionally, trains are already getting longer due to shifts in the operating methods of railroad companies. There are regular problems with trains stopped for hours (or more) blocking at grade railroad crossings in Metro Atlanta. This creates safety issues and travel delays, particularly for residents who live near blocked crossings and do not have access to a car that allows them to drive to the next available crossing. Due to these reasons, ARC has not set a specific goal related to mode shift for rail.

Comment 15: “Second, ARC should identify opportunities for strategic investments to alleviate demand for freight traffic in metro Atlanta.”

The 2016 Atlanta Regional Freight Mobility Plan Update identified freight related infrastructure projects throughout the region. One of the recommendations from that plan was to conduct local plans in areas with significant industrial development, which became the Freight Cluster Plan program. The first round of these plans kicked off in 2019, and each plan has a list of recommended projects. These plans, and other data sources, are serving as an input to the 2024 Atlanta Regional Freight Mobility Plan and will be integrated into the next MTP/TIP Update. These projects are intended to address safety, move freight more efficiently, improve access to jobs, and more, but they will not directly reduce demand. Demand for freight movement is caused by population growth, business growth, and new industrial developments. This growth would need to slow or stop to impact freight demand, and slowing growth typically has other negative impacts, such as those that come with a recession.

Comment 15: “Third, working with GDOT and federal agencies, ARC should develop a comprehensive “Atlanta Terminal Plan” as outlined in the Federal Railroad Administration’s Southeast Rail Plan.”

ARC welcomes any ideas or proposals that will increase the number of non-SOV trips (multi-modal/intermodal) trips between cities. ARC recognizes the prevailing thought that the expansion of passenger rail could likely have a positive impact on climate change as well as economic development for the region and the State of Georgia. ARC will continue to work with GDOT and the other relevant Regional Commissions in Georgia to solidify how ARC can play a role in passenger rail expansion.

Comment 15: “Fourth, ARC should convene and coordinate stakeholders to encourage public-private partnerships similar to Chicago’s CREATE program.”

Public-private partnerships for freight projects are a challenge due to restrictions on how some federal funding can be used. However, projects of this type, potentially similar to Chicago’s CREATE program, have been discussed as part of a previous planning process. At that time, there was no interest in moving forward with a project, primarily due to the high costs associated with a project of this type.

Comment 15: “Fifth, ARC should consider innovative ways to plan for and incentivize freight movement within metro Atlanta.”

As discussed in the response to a previous comment, ARC has little impact on mode shift to rail. However, the 2024 Atlanta Regional Freight Mobility Plan is conducting analysis related to alternative fuel vehicles for freight, new transportation technology, design guidelines for local jurisdictions, and other related issues. Implementation of

these technologies typically requires action by a private sector company or by a local government, limiting ARC's impact in these areas.

Comment 15: "Finally, ARC should consider the proliferation of metro Atlanta's distribution warehouses through an environmental justice lens."

Industrial developments, truck movements, and railroad activity can have negative impacts on nearby residents. These environmental justice impacts are a consideration in freight cluster plans as well as regional freight planning. However, the location of new industrial developments is ultimately a local planning decision. Land use planning and zoning at the city or county level determines where industrial developments can be built. Appropriate zoning, land availability, land costs, and other factors impact where developers then choose to construct industrial developments.

E-BIKES

Comment 15: "We encourage ARC to provide a more robust discussion of e-bikes to continue the emergence of this promising technology. We additionally encourage ARC to emphasize the importance of supporting infrastructure for e-bikes, beyond curb management recommendations, linking general bicycling improvements to the wider adoption of e-bikes."

ARC has strengthened the narrative in the Emerging Transportation Technologies section of the Next MTP Update chapter of **Volume I: 2050 Metropolitan Transportation Plan** related to e-bikes, including a reference to the Atlanta program and the CPRG application.

TRANSIT

Comment 15: "Furthermore, there are many areas where normal transit operations would greatly benefit from the same consideration of transit in roadway design, even if they are not high-capacity transit routes."

Transit supportive roadway design, technology, and amenities is not explicitly spelled out in the version of the MTP, but it is becoming a greater focus within many of the region's programs and policies. Through the Livable Center Initiative program studies and transportation infrastructure projects, Transportation System Management and Operations (TSMO) programs, and local transit operator corridor enhancement studies, the region is starting to devote more attention to improving normal transit operations.

Comment 15: “Similarly, we are disheartened to see no mention of Concept3 included in the MTP’s transit planning efforts.”

The ATL Transit Plan has superseded the work previously conducted by ARC under the Concept 3 branding. Rather than duplicating efforts, ARC works with ATL and the operators to ensure that plan presents a robust vision for transit expansion and outlines options for increased funding beyond what’s currently available in the fiscally constrained plan. ARC will address this in the Plan Integration section of the Consultation and Coordination chapter of **Volume I: 2050 Metropolitan Transportation Plan**.

TRANSIT – INTERCITY

Comment 15: “In the “Future Plans” section for “Intercity Bus Travel,” the MTP explains that Georgia has not identified any broader system expansion needs and references the 2020 Georgia Statewide Transit Plan.”

ARC acknowledges that some more recent work at the state and federal levels has occurred that was not reflected in the draft plan. ARC staff have added key information identified in this document to the Inter-Regional Travel chapter of **Volume I: 2050 Metropolitan Transportation Plan**.

TRANSIT – REGIONAL RAIL

Comment 8: “A regional rail system like the ATL Trains proposal would be highly beneficial to the region. Given the inability for Atlanta’s roads to move people quickly, reliably, and safely, we need to find more solutions. Using existing railroads for new regional rail seems like it could help. I would like to hear more why this isn’t included in these plans. Integrating high quality pedestrian and bike infrastructure is also really important to me. Driving my car makes me feel unsafe, bad for contributing to the climate crisis, and frustrated with other people when in traffic. More multi-use trails like the Beltline integrated into the system would be incredible as well!”

Comment 10: “In addition to the need for pedestrian and bicycle support, how can we get serious about train/rail again? I know many towns/municipalities are uneducated or ill informed of the benefits of having a rail stop in their area, but not all are. How can our regional plan enable broader accessibility to transport options for people without cars? The growth in our region is going to continue to be vast and expansive. We have to think about a future with less single occupancy. -And also, how will this plan enable flexibility for self-driving infrastructure? (Consider self driving commuter busses in 10 years.) Is the funding flexible enough to allow for these needed changes, instead of “widening”?”

ARC is familiar with the ATL Trains concept. The federal regulations that guide the MTP process requires ARC to only include projects that have been officially submitted through the MPO transportation planning process. These projects must include a specific level of engineering and cost detail. ARC must also be able to demonstrate specific federal funds that will be committed to the projects. ARC will continue to support further study of regional rail proposals and will be ready to include them in the MTP when an operator or jurisdiction is prepared to submit it to us for review and analysis. Please refer to the Inter-Regional Travel chapter of **Volume I: 2050 Metropolitan Transportation Plan** to learn more about the current status of regional rail plans and funding for the region.

Comment 13: “Atlanta is world famous for its traffic, congestion and gridlock. Unfortunately, as the state of Georgia continues to attempt to attract businesses to move workers to the area, there is absolutely nothing being done to address the already abysmal traffic situation. The Commonwealth of Virginia has implemented a transportation system known as Virginia railway express partnering with Norfolk Southern to provide efficient, green, and affordable transportation options that beat getting in the car. Brightline has partnered with the state of Florida through private investment to offer the same thing. Now they are moving to offer the same option between Las Vegas and Southern California. It is high past time the state of Georgia get on board with some transportation options that are not only attractive, but meet the needs of 21st-century consumers. Hundreds of millions of gallons of fuel are wasted idling in traffic and hundreds of thousands of accidents and deaths occur annually when we could reduce congestion easily. CSX transportation already has railroad from Atlanta all the way up through Cartersville with existing stations in most cases have been turned to visitor centers. Norfolk Southern has an existing route from Atlanta north toward the South Carolina state line. Again, a transportation network could readily be provided with those partners. And in most cases, federal dollars could be used for the improvements. Let’s get on board with something besides Marta, which is plagued with homeless, smells terrible and isn’t exactly a place business folks want to be.”

ARC welcomes any ideas or proposals that will increase the number of non-SOV trips (multi-modal/intermodal) trips between cities. ARC recognizes the prevailing thought that the expansion of passenger rail could likely have a positive impact on climate change as well as economic development for the region and the State of Georgia. ARC will continue to work with GDOT and the other relevant Regional Commissions in Georgia to solidify how ARC can play a role in passenger rail expansion.

Comment 14: Prior regional rail and transit expansion projects that connect with the existing network and operate in fully dedicated right of way. Shared lanes with vehicular and toll traffic is not dedicated right of way for transit and insufficient.

The federal regulations that guide the MTP process requires ARC to only include projects that have been officially submitted and must include a specific level of

engineering and cost detail. The increased cost of transit expansion modes within a fully dedicated right of way and the recommended FTA criteria for federal support plays a role in the types of projects that ARC's regional operators are submitting. As for regional rail, a significant challenge is the fact that most of the existing rail lines are owned by freight rail carriers. Because freight rail traffic has continued to increase and play such a significant role in the economy, the ability to share these busy lines has been difficult and the cost for new parallel lines is very costly. ARC will continue to support further study of regional rail proposals and will be ready to include them in the MTP when an operator or jurisdiction is prepared to submit it to ARC for review and analysis. Please refer to the Inter-Regional Travel chapter of **Volume I: 2050 Metropolitan Transportation Plan** to learn more about the current status of regional rail plans and funding for the region.

EMERGING TECHNOLOGIES

Comment 15: "As a prospective document, it is appropriate for the MTP to consider the opportunities and challenges that technological innovations in the transportation sector may present. But ARC should be extremely cautious when investing limited financial resources in buzzy, nascent technologies. ARC should not be subsidizing the research and development of these unproven technologies with public funds. Instead, ARC should use these funds as on proven, existing solutions."

This is a valid point and ARC will do everything possible to be a good steward of public funds with respect to helping the region stay at the forefront of technological advances by focusing on emerging technologies which have proven themselves rather than speculative ventures. In some cases, however, pilot programs may be appropriate if the region is determined to be a good candidate to determine a technology's reliability and effectiveness. In such cases, ARC will be judicious in seeking approval for the use of funds, partner with other agencies as necessary to maximize the potential for success, and be transparent in reporting the outcomes of the investment. Text addressing this has been added to the Emerging Technologies section of the Next MTP Update chapter of **Volume I: 2050 Metropolitan Transportation Plan**.

Full Text of Comments

1. *“Is it possible to prioritize bicycle infrastructure within the city so that it that connects to the regional bike infrastructure?” — Jennifer Brooks, 30309*

2. *As a college student in Atlanta without a car, I mainly depend on my bike to get around the city and the state of protected bike lanes (let alone any in the first place) is quite terrifying once I leave campus. I mainly have to ride on roads with drivers who I have to hope aren’t willing to hit me and making left turns even when there are bike lanes is straight-up dangerous. However, it should also be noted that I make this point not just for college students but for anyone living in Atlanta because no one is going to want to bike or walk in places where it feels like they aren’t wanted. — Daniel Chaney, 30301*

3. *Is there a way to prioritize paratransit vehicle access on all projects? I’m seeing changes to curbside amenities that make it more difficult/impossible for ADA access. — Jennifer Brooks, 30309*

4. *Thank you for putting together these reports and opening for public input. A few comments below:*

While the MTP and TIP give lip service to things like “sustainability” and “reducing carbon emissions,” the projects do the exact opposite. We are in a climate crisis, and ARC acknowledges that the transportation sector is one of the main contributors (<https://cdn.atlantaregional.org/wp-content/uploads/executive-summary-final.pdf>). According to the United Nations, “Climate change is the single biggest health threat facing humanity” (source: <https://www.un.org/sites/un2.un.org/files/2021/08/fastfacts-health.pdf>). Metro Atlanta is already facing increasing heat waves, ecosystem changes, impacts from wildfires, and severe flooding. All of these are expected to get worse, harming our infrastructure, economy, and health (sources: <https://www.ajc.com/news/in-metro-atlanta-days-over-100-degrees-to-double-by-2053-report-says/W5REPIFDTFAANBWWMI4WWA4QY4/>, <https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/climate-change-ga.pdf>, <https://www.georgiaclimataproject.org/>, <https://www.cdc.gov/climateandhealth/effects/Southeast.htm>, <https://www.sciencedirect.com/science/article/pii/S0160412023002714>, <https://journals.plos.org/plosone/article?id=10.1371/>



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ARC must take this seriously, and leverage funding in the MTP and TIP to create more walkable, bikeable, transit-friendly communities while halting all road expansions. We cannot continue to spend the vast majority of transportation funding on harmful car-first infrastructure that will result in growing carbon emissions as well as harmful smog and particulate matter. In addition, fatal motor vehicle crashes have been increasing nationwide, with over 46,000 people dying each year. Continuing to fund expanded interstates, roads, and car-centric infrastructure will only worsen this crisis.

Specific projects in the TIP that should be completely removed, as they will only encourage more driving, more climate change, induced demand, unsustainable suburban sprawl, and worse air pollution include:

- More than \$2.5 billion for I-75 commercial vehicle lanes*
- \$350,000,000 for I-285 west wall reconstruction*
- \$118,000,000 for I-75 widening in Henry County*
- \$266,000,000 widening SR 20 (Knox Bridge Highway), and an additional \$155,000,000 widening SR 20 in Canton/Cumming*
- \$50,000,000 widening US-23 in Clayton County*
- \$30,000,000 for widening Piedmont Road in Atlanta, in an area that is already served by MARTA rail*
- over \$90,000,000 widening of SR 120 in Fulton County*
- over \$60,000,000 widening SR 9 in Fulton County*
- \$30,000,000 widening of SR 280 in Cobb County*
- Nearly \$70,000,000 widening of SR 9 in Fulton County*
- Nearly \$90,000,000 to widen Bells Ferry Rd in Cherokee County*
- More than \$160,000,000 for road expansion on SR 316 in Barrow County*
- More than \$150,000,000 for I-85 expansion in Fairburn*
- \$60,000,000 to widen SR 124 in Gwinnett County*
- \$63,000,000 to widen Post Road in Forsyth County*
- \$136,000,000 to extend Sugarloaf Parkway in Gwinnett County*
- Many other widening projects - the term “widen” occurs 96 times in the plan*
- Use of formula funds for road expansion in each county*

ARC should go back to the drawing board, and re-write the MTP and TIP to put more funding into public transit, the livable centers initiative, and green infrastructure. Climate change is an existential crisis. We cannot continue spending billions of dollars on road widenings and unsustainable transportation projects. Our children’s future literally depends on it. — Paul Schramm

5. It's downright baffling that the we are going to spending \$2.75 billion on express lanes alone while spending less than a billion on the entire transit category. These funding choices simply do not match the challenges facing us today or in the future. — Andrew A Prillman, 30301

6. Roads still get too much of a lion's share for funding vs. transit and light individual transportation. Some road funding should be swapped within Atlanta for transit lanes and grade-separated light indiv transportation lanes. — Binh Dam, 30308

7. We need more transit options in Metro Atlanta now, not decades later. Stop building highways and start building transit that is more equitable and sustainable for all Atlanta residents. We also need more protected bicycle and pedestrian facilities. Please stop building more roads for vehicles and think about people. — John Rucker, 30013

8. A regional rail system like the ATL Trains proposal would be highly beneficial to the region. Given the inability for Atlanta's roads to move people quickly, reliably, and safely, we need to find more solutions. Using existing railroads for new regional rail seems like it could help. I would like to hear more why this isn't included in these plans. Integrating high quality pedestrian and bike infrastructure is also really important to me. Driving my car makes me feel unsafe, bad for contributing to the climate crisis, and frustrated with other people when in traffic. More multi-use trails like the Beltline integrated into the system would be incredible as well! — Jake Derry, 30144

9. Chiming in to echo what others have said about the ludicrousness of the investments we are currently making on the interstate system and express lanes when we should be using funding to bolster bike/ped connectivity; transit; and denser development with more affordable housing and walkability. The express lanes project is a waste of money and will only worsen issues like global warming. Even if we were to all switch to EVs, they still require far more resources for their production and maintenance than a communalized transit system, bicycles, or walking. Even with EVs, if we continue to invest in car infrastructure, we will still suffer from all the other negative outcomes associated with a car-dominated landscape- being socially disconnected from one-another, impermeable roads that make flooding worse and worsen the urban heat island effect, poor public health from sedentary lifestyles, etc. ARC needs to do whatever it can in its power to steer us away from our mistaken dependence on cars. — Name left blank, 30030



10. In addition to the need for pedestrian and bicycle support, how can we get serious about train/rail again? I know many towns/municipalities are uneducated or ill informed of the benefits of having a rail stop in their area, but not all are. How can our regional plan enable broader accessibility to transport options for people without cars? The growth in our region is going to continue to be vast and expansive. We have to think about a future with less single occupancy. -And also, how will this plan enable flexibility for self-driving infrastructure? (Consider self driving commuter busses in 10 years.) Is the funding flexible enough to allow for these needed changes, instead of “widening”? — Jessica Rose, 30309

11. Why is regional commuter rail or heavy rail expansion not being considered? Transit overall seems to be getting the short end of the funding, while being the biggest contributor to improved navigation of the region. Why are managed lanes more important when they contribute to more traffic? —Griffen Price, 30301

12. The spending for transit projects should be at minimum equal to all other types of transportation spending. Of that half dedicated to transit, a minimum of \$50 billion should be spent on rail projects until 2050. I would like to see commuter rail services running by 2030 at the latest. The rail is there, the trains and administrative infrastructure need to follow. I also would like to see no further expenditure on road capacity expansion. It is equivalent to an obese person loosening their belt to combat the obesity. Invest in spatially efficient transportation solutions with walkable transit-oriented development around each station, or at minimum heavily incentivize it. Pair the transit development with robust bike infrastructure to combat car dependency. —Omkar Joshi, 20006

13. Atlanta is world famous for its traffic, congestion and gridlock. Unfortunately, as the state of Georgia continues to attempt to attract businesses to move workers to the area, there is absolutely nothing being done to address the already abysmal traffic situation. The Commonwealth of Virginia has implemented a transportation system known as Virginia railway express partnering with Norfolk Southern to provide efficient, green, and affordable transportation options that beat getting in the car. Brightline has partnered with the state of Florida through private investment to offer the same thing. Now they are moving to offer the same option between Las Vegas and Southern California. It is high past time the state of Georgia get on board with some transportation options that are not only attractive, but meet the needs of 21st-century consumers. Hundreds of millions of gallons of fuel are wasted idling in traffic and hundreds of thousands of accidents and deaths occur annually when we could reduce congestion easily. CSX transportation already has railroad from Atlanta all the way up through Cartersville with existing stations in most cases have been turned to



visitor centers. Norfolk Southern has an existing route from Atlanta north toward the South Carolina state line. Again, a transportation network could readily be provided with those partners. And in most cases, federal dollars could be used for the improvements. Let's get on board with something besides Marta, which is plagued with homeless, smells terrible and isn't exactly a place business folks want to be. — Jeremy Carr, No ZIP Provided

14. Prior regional rail and transit expansion projects that connect with the existing network and operate in fully dedicated right of way. Shared lanes with vehicular and toll traffic is not dedicated right of way for transit and insufficient. — Eric Phillips, 30316

15. Comment 15 is the following multi-page letter.



Comment 15:

December 8, 2023

Via Email and Regular Mail

Executive Director Anna Cherry
Atlanta Regional Commission
229 Peachtree St NE, Suite 100
Atlanta, Georgia 30303
ARCmtp@publicinput.com

RE: Comments on Atlanta Regional Commission's Metropolitan Transportation Plan

On behalf of the Georgia Chapter of the Sierra Club, the Natural Resources Defense Council, and the Southern Environmental Law Center, we submit these comments regarding the Atlanta Regional Commission's ("ARC") proposed update to its long-range metropolitan transportation plan (the "MTP") and its transportation improvement program ("TIP").

We appreciate the unique context in which ARC is undertaking this plan update. The COVID-19 pandemic significantly impacted the region in a myriad of ways and the pandemic's long-term impacts are still unfolding. Relevant to the MTP, the pandemic has impacted the quality of available data, funding streams, and travel patterns.

Recent years have also seen the adoption of the Bipartisan Infrastructure Law and the Inflation Reduction Act. These statutes significantly increased the amount of programmatic transportation funding and the opportunities for discretionary funding. But equally important, these laws articulated a clear policy direction for transportation planning. These statutes make clear that addressing climate change and improving transportation equity must be prioritized in funding decisions and transportation planning at the national, state, and local levels.

Pursuant to these statutes, ARC and state agencies are undertaking a variety of planning efforts related to climate and equity including Georgia's Carbon Reduction Strategy, Georgia's National Electric Vehicle Infrastructure Plan, Atlanta's Regional Transportation Electrification Plan, the Metropolitan Clean Energy Plan, and Priority/Comprehensive Climate Action Plans at both the state and regional levels. These plans interface directly with the contents and analysis found in the MTP in a variety of ways. Accordingly, we understand that ARC plans to expedite the next MTP update in late 2025 or the first half of 2026 to allow for better integration of these efforts.

Thus, we submit the following comments and recommendations regarding both the current draft MTP as well as ARC's efforts to prepare the next plan update.

I. CLIMATE CHANGE

1. ARC should adopt a greenhouse gas emissions target for region’s transportation emissions.

In late November, the Federal Highway Administration released its final GHG Performance Measure Rule.¹ This rule requires State DOTs and MPOs to establish declining carbon dioxide emission targets and report on progress toward achieving those targets. Not waiting for a federal requirement, many states, regions, and local governments had already adopted their own GHG reduction targets. For example, the Metropolitan Washington Council of Governments adopted a target of reducing on-road greenhouse gas emissions 50 percent from 2005 levels by 2030 and 80 percent by 2050.²

Whether in response to this new FHWA rule, to stay current with best practices in the industry, or because it is simply the right thing to do, ARC should adopt a target for reducing transportation-related GHG emissions. Further, without a clear goal and target in the MTP, there is no benchmark against which ARC can evaluate the effect of planned projects and their effectiveness in reducing transportation emissions. Once it adopts such a target, ARC should track its progress towards attaining this target and modifying transportation plans as necessary to achieve this goal.

Although the GHG Performance Rule does not mandate a specific target, ARC should adopt the guidance set forth in Executive Orders 13990 and 14008, which establish a national target of net-zero GHG emissions, economy-wide, by 2050.³ Doing so would not only put metro Atlanta directly in line with the federal standards, but is even more achievable than the target set by metro Washington COG and others. Additionally, aligning a regional greenhouse gas emissions target with the federal targets will position metro Atlanta’s federal funding applications as more competitive than those from regions without such targets.

¹ https://www.fhwa.dot.gov/tpm/RIN-2125-AF99_Performance_Management_GHG_Measure_Final_Rule_11-19-23.pdf

² “State and Local Efforts to Reduce Greenhouse Gas Emissions from Vehicles,” Government Accountability Office, GAO-23-106022 (August 2023) <https://www.gao.gov/products/gao-23-106022>

³ See, E.O. 13990 “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis” (Section 1) and E.O. 14008 “Tackling the Climate Crisis at Home and Abroad” (Section 201).



2. ARC should revisit and update its scenario analysis of greenhouse gas emissions to reflect current circumstances and the regional emissions target.

In 2009, ARC released *Taking the Temperature: Transportation Impacts on Greenhouse Gas Emissions in the Atlanta Region*.⁴ The following year, ARC presented its “Scenario Planning for Climate Change.” This work was groundbreaking and innovative at the time. But much has changed over the last fourteen years, and virtually all of the assumptions underlying this analysis are out of date. For example, that scenario analysis relies on demographic information drawn from the Envision6 plan adopted in 2006 and fuel efficiency standards from the 2007 Energy Independence and Security Act. In the world of climate change planning, both are ancient history.

To be sure, ARC has built on this and other work over the intervening years, but the 2009 scenario provides little analysis to guide decisions being made today. Therefore, we encourage ARC to revisit this scenario analysis with the specific goal of updating it to reflect current conditions and chart a course for achieving the specific GHG emissions reduction target described above.

3. ARC should incorporate GHG reduction throughout all of its work.

October 2023 was the warmest on record and fifth consecutive month to set average heat records this year.⁵ Climate change is no longer a concern for the future – it is a challenge for today. And residents of metro Atlanta acknowledge this fact. In the 2023 version of ARC’s Metro Atlanta Speaks survey, 81% of respondents stated that they felt climate change is a threat to the region.⁶ It is imperative that ARC address the challenge of climate change, and residents of metro Atlanta have provided a clear mandate to do so.

Climate change planning intersects with ARC’s work in a myriad of ways, so we encourage ARC to incorporate emissions reduction into all of its planning processes, detailing how actions will impact total emissions levels within the region and identifying strategies to offset any actions increasing emissions. Likewise, all infrastructure planning should include consideration of how it will be resilient in a changing climate.

We further encourage ARC to ensure that its various efforts related to climate change planning are coordinated. This includes not only the Carbon Reduction Strategy recently adopted by GDOT, but also the Priority/Comprehensive Climate Action Plans and the Transportation Carbon Reduction Plan. These plans are intended to be complimentary and additive rather than duplicative; the point is for ARC and other agencies to build on and refine their prior work. This process should focus, organize and coordinate efforts to reduce emissions from the transportation

⁴ <https://cdn.atlantaregional.org/wp-content/uploads/climate-change-white-paper-final.pdf>

⁵ <https://www.noaa.gov/news/planet-just-had-its-warmest-october-on-record&sa=D&source=docs&ust=1701977103846041&usg=AOvVaw30jayvt6H2JA2O295MHBao>

⁶ <https://atlantaregional.org/what-we-do/research-and-data/metro-atlanta-speaks-survey-report/&sa=D&source=docs&ust=1701899255161308&usg=AOvVaw2zQXNVaZHR9pI3YdQ0FNly>

sector. The MTP can serve an important role in facilitating the development of metro Atlanta's climate change planning.

4. ARC should modernize the MTP's policy goals to focus on vehicle miles traveled reduction.

The MTP should specifically identify reducing vehicle miles traveled ("VMT") as a plan goal. Focusing on VMT reduction provides an umbrella strategy that encompasses many of the plan's other goals like improving safety, reducing GHG emissions, improving accessibility, encouraging transit and bike/ped, and reducing demand on our roadways. VMT reduction lends itself well to measuring and modeling, allowing ARC to evaluate the effectiveness of individual projects, suites of projects, or plans in achieving this goal.

Further, VMT reduction is necessary to achieve our climate goals because vehicle electrification alone will not achieve the emissions reduction necessary to address the climate crisis, and certainly not in the timeframe necessary to avoid the most severe effects of climate change. Cities like Minneapolis (reduce VMT 40% by 2040); Portland (reduce vehicle travel and associated emissions by 45%); and San Antonio (reduce average daily vehicle-miles per capita from 24 now to 19 by 2040) have already adopted VMT reduction as part of the planning process.⁷

5. ARC should identify vulnerable infrastructure throughout the region.

Over recent years, ARC has undertaken a number of efforts to identify transportation infrastructure that may be vulnerable to a changing climate.⁸ These tools emphasize the importance of identifying vulnerabilities and provide tools for doing so. These efforts are commendable, but ARC has not yet taken the next step to actually identify the region's most vulnerable assets and prioritize those needs for funding. Without a prioritized list there is no strategy for addressing the vulnerabilities that have already begun to manifest as climate change produces new challenges for our transportation system.

⁷ "Are Vehicle Travel Reduction Targets Justified? Why and How to Reduce Excessive Automobile Travel," T. Litman, Victoria Transport Policy Institute (October 2023) https://www.vtpi.org/vmt_red.pdf

⁸ *Transportation System Vulnerability and High-Level Risk Assessment* (2018); *ARC Transportation Vulnerability and Resiliency Framework Report* (2017); and *ARC Transportation Vulnerability Assessment Tools and Methods* (2017).





Images of flooding on I-75/85 in Atlanta.

Given the large number of potentially vulnerable transportation assets and the time required to retrofit them, we need to begin preparing our transportation system for climate change now. Only after the region's most at-risk transportation assets are identified can we begin the process of addressing those problems.

6. ARC should address the potential for climate migration into the region.

The MTP does not address whether its demographic projections reflect the potential for climate migration. Recent history shows that Atlanta will likely be a key destination for populations displaced by a changing climate. It is estimated that 70,000 people permanently relocated to Atlanta as a result of Hurricane Katrina.⁹ Looking forward, research suggests that 13.1 million people could be displaced by rising oceans and that Atlanta will be among the top destinations for those forced to relocate.¹⁰

Population growth has defined the Atlanta region for decades, but climate migration will present unique challenges due to the sudden influx of new residents all seeking housing, transportation, and social services at the same time. Given the likelihood of climate migration in the near future and the strain it would put on the region, ARC should explicitly address the challenge posed by climate migration as part of its long term planning.

II. OTHER RECOMMENDATIONS

Beyond the actions to better consider climate change, we also submit the following recommendations regarding other aspects of the MTP.

⁹ "Tracking the Katrina Diaspora: A Tricky Task," M. Godoy, NPR (August 2006)

<https://legacy.npr.org/news/specials/katrina/oneyearlater/diaspora/index.html>

¹⁰ "Migration from sea-level rise could reshape cities inland," A. Flurry, UGA Today (April 2017)

<https://news.uga.edu/sea-level-rise-could-reshape-cities-inland/>



1. ARC must take a more active role to ensure that planned projects reflect regional and national priorities.

In most respects, the policy vision set forth in the MTP is commendable and aligns with the federal focus on climate and equity. But evaluating the Plan based on the proposed projects and planned expenditures tells a different story.

Many of the problems identified in the Plan – the lack of transportation choices; the safety crisis; the emissions from the transportation sector – reflect our over-investment in road building in recent decades. And despite its policy goals to the contrary, the MTP continues this overemphasis on road building.

According to the MTP, the region plans to build 140 miles of new express lane corridors by 2050 at a price tag of \$14.5 billion.¹¹ This massive investment in new highway infrastructure is obviously absurd and will be viewed by future generations as a colossal misstep. Further, it runs counter to virtually every other policy objective outlined in the Plan. It is impossible to square statements like “adding roadway capacity in the Atlanta region must be a last resort”¹² with this massive investment in new toll lanes. These toll lanes will facilitate more driving, increase the region’s maintenance burden, and exacerbate the inequity between those that can afford to pay tolls and those that cannot.

The MTP calls for 29% of the funding planned for the current TIP to be allocated for express lane projects.¹³ An additional 34% of the TIP funding is planned for General Purpose Capacity or Interchange Capacity projects. Thus, roughly 63% of the total funding planned in the TIP would be used for new roadway capacity. The goal of treating new roadway capacity as an option of last resort is a worthy one, but it cannot be squared with what the MTP actually proposes.

We are aware that many of the new capacity projects (particularly the most expensive express lane projects) are sponsored by GDOT. And we are aware of the current political realities in Georgia. But federal law charges MPOs with the responsibility of preparing long-range transportation plans and transportation improvement programs. 23 U.S.C. § 134(c)(1). These plans are to be developed “in cooperation with” the State DOT and public transportation operators. *Id.* But cooperation with GDOT does not mean that ARC is beholden to GDOT, nor does it prevent ARC from exercising control over the projects that are planned, developed and funded in the region.

¹¹ Even this figure is an understatement. The planned express lane projects on I-285 listed in the Long Range Plan total more than \$19 billion. *See*, AR-ML-200; 200E-1 and E2; 200W; 201; 240; 240A and 240B.

¹² MTP at p. 148 citing Congestion Management Process.

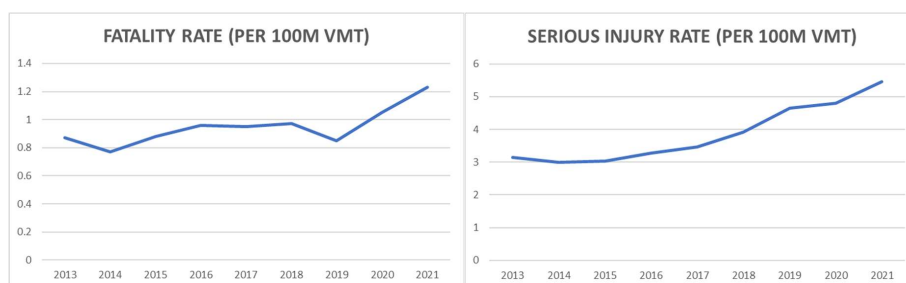
¹³ MTP Volume II at p. 70, Table 6.



2. ARC must continue prioritizing roadway safety to address the crisis on our roadways.

Like much of the United States, metro Atlanta is experiencing a roadway safety crisis. American roads are dramatically less safe than those in comparable countries.¹⁴ For generations we have designed our roadways to prioritize moving drivers quickly rather than ensuring the safety of drivers and non-drivers. And because of metro Atlanta's auto dependence, residents spend more time in these risky environments. The safety of U.S. roadways has steadily declined over recent years and this troubling trend accelerated during the COVID-19 pandemic. But most concerning, and most at odds with the focus on equity found in federal guidance and the MTP, Atlanta's most dangerous roads are found in low-income communities and communities of color.¹⁵

As the MTP makes clear, the rates of fatalities and serious injuries on Atlanta's roadways have steadily increased over the previous eight years.



Applying the performance metrics that are intended to guide the MTP process, metro Atlanta is failing to achieve its goals by significant margins.

	2021	2023 Target	Percent Target Exceeded
Number of Fatalities	778	595	31%
Number of Serious Injuries	3462	2719	27%
Non-Motorized Fatalities and Serious Injuries	553	393	41%
Fatality Rate (per 100M VMT)	1.23	0.998	23%
Serious Injury Rate (per 100M VMT)	5.46	4.557	20%

ARC's Regional Safety Task Force adopted a goal of zero deaths and serious injuries on all public roads and this goal is a laudable one. But the MTP data shows how far we have to go. The MTP states that "[a]nalyzing historical crash data is an important factor in understanding

¹⁴ "US Traffic Safety Is Getting Worse, While Other Countries Improve," David Zipper (November 3, 2022) <https://www.bloomberg.com/news/features/2022-11-03/why-us-traffic-safety-fell-so-far-behind-other-countries>

¹⁵ "38 Reasons Why: Data and Stories Behind Atlanta's Soaring Pedestrian Deaths," Propel ATL (November 16, 2023) <https://www.letspropelatl.org/news-38-reasons-why>

where severe crashes have occurred, but more proactive action is needed to properly address our severe crashes and their consequences.” We could not agree more. Addressing the road safety epidemic will require us to think creatively, act comprehensively, and approach transportation planning differently than we have in the past. Likewise, we must acknowledge that safer roads may come with trade-offs in the form of driving “delay” and different funding priorities.

The idea of including a safe systems approach in all comprehensive transportation plans is a good one. But encouragement is not enough – ARC should require this. Likewise, ARC should consider innovative ways to incentivize projects that improve road safety, such as requiring a safety study for any project in a high injury location before adding that project to the TIP.

We also encourage ARC to convene a working group with state and local stakeholders to identify systemic impediments to designing safer roads. For example, it may be necessary to update and modernize the roadway design manuals used by state and local governments in metro Atlanta. Many of these documents do not reflect the safe systems approach or are written generically such that they do not provide the protections necessary for roads in various urban contexts. A comprehensive evaluation of the road design manuals used in the region may identify opportunities to better implement the safe systems approach to road design.

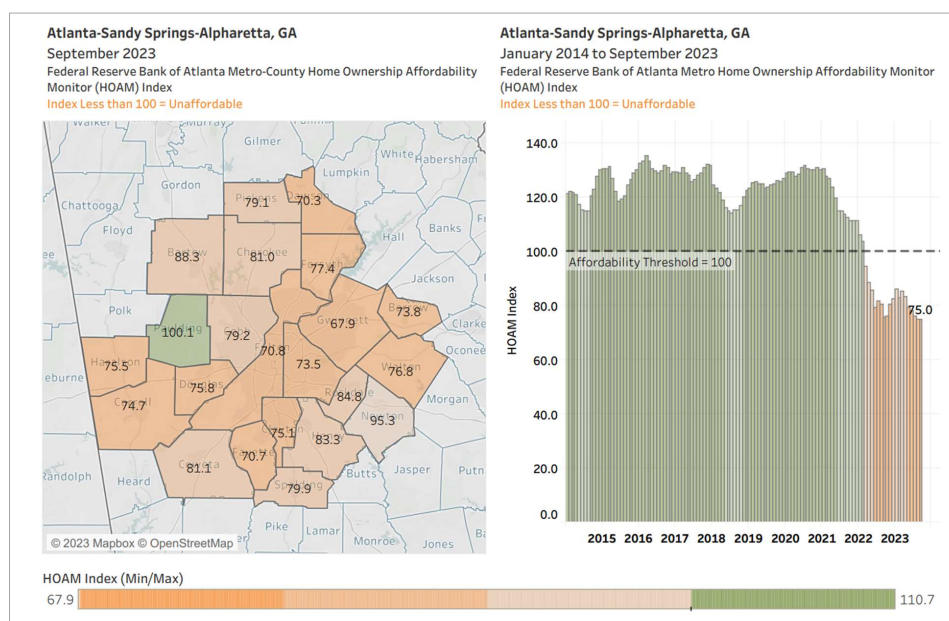
There is no silver bullet to the road safety crisis, but it is clear that we cannot continue with the status quo.

3. We support the MTP’s discussion of affordable housing and encourage ARC to incorporate the cost of transportation in evaluating housing affordability.

We applaud ARC’s increased focus on affordable housing in the MTP. With the 21-county Atlanta metropolitan area projected to reach an estimated population of 8.6 million by 2050, housing affordability is currently and will continue to be a concern in our region. This concern is well-founded and supported by data from the Federal Reserve Bank of Atlanta, which reveals that the 13 core counties of the metro area qualify as unaffordable based on annual housing costs exceeding 30% of annual household incomes.¹⁶

¹⁶ <https://www.atlantafed.org/center-for-housing-and-policy/data-and-tools/home-ownership-affordability-monitor.aspx>





Federal Reserve Housing Affordability Analysis for Metro Atlanta.

Annual housing costs make up the largest share of household expenditures, on average, with transportation costs following as a close second. For many residents with lower incomes, their transportation cost burden is almost double the average, at 15% versus 30% of annual expenditures.¹⁷ This is due to a number of different factors, including the lack of accessible and adequate non-driving alternatives, which forces residents to rely on personal vehicles. These vehicles are often older, less fuel-efficient models, exacerbating the already volatile costs of fueling with fossil fuels. Additionally, increasing costs, gentrification, and displacement result in fewer housing options for low-income residents near town and job centers. This further increases their transportation cost burden as they are forced to look for housing further and further into the fringes of the metro area. According to the Atlanta Transit Link Authority, key areas with a high percentage of rent-burdened households that lack access to transit include southern Cherokee, scattered pockets of Cobb, Dallas, Newnan, McDonough, Stockbridge, Conyers, and parts of Gwinnett.

Taking this into account, we encourage ARC to not only include housing costs as a metric in evaluating livability in the metro area but also to consider the associated transportation costs. Many of our region's policies, such as the massive investments in toll lanes, sprawling

¹⁷ <https://www.bts.dot.gov/data-spotlight/household-cost-transportation-it-affordable#:~:text=Transportation%20cost%20burden%20falls%20the,a%20household%20spends%20on%20transportation>

growth patterns, and lack of adequate non-driving options, will continue to perpetuate and exacerbate the region's unaffordability.

4. ARC must ensure that future planning efforts reflect best practices to address the increasing challenges around freight movement.

We commend ARC's efforts to meet the complex logistical needs of a growing metro region heavily dependent on the freight and logistics industry. However, the MTP continues to reflect Georgia's overemphasis on trucking and roads to address freight mobility. We understand that ARC will prepare a Regional Freight Mobility Plan in the near future. Whether through that plan, this MTP, or separately, we recommend that ARC take the following steps to address the increasing challenge of freight mobility in metro Atlanta.

First, we encourage ARC to adopt a specific goal for shifting a percentage of freight transported by rail in metro Atlanta as part of the MTP. Georgia's Commission on Freight and Logistics provided such a statewide goal in its recommendations, targeting an increase in freight traffic moved by rail from 17 to 35 percent.¹⁸ Adopting a similar recommendation for metro Atlanta would not only align the MTP with the General Assembly's recommendation, but would support the federal emphasis on performance-based planning and the policy direction the MTP is intended to provide.

Second, ARC should identify opportunities for strategic investments to alleviate demand for freight traffic in metro Atlanta. For example, the Georgia Ports Authority recently invested in two inland ports – the Appalachian Regional Port in Murray County and the Blue Ridge Connector in Hall County – that are intended to allow freight traffic from the Port of Savannah to bypass metro Atlanta highways as it moves inland. Compared to expanding roadways, these inland port facilities are a remarkably cost-effective, low-carbon solution for addressing Georgia's growing freight demand. And even though these facilities are physically located outside of ARC's footprint, metro Atlanta is the primary beneficiary of these projects precisely because they allow freight to bypass the region's roadways.

Third, working with GDOT and federal agencies, ARC should develop a comprehensive "Atlanta Terminal Plan" as outlined in the Federal Railroad Administration's Southeast Rail Plan. Such a plan would consider all rail services seeking to operate to or through Atlanta, and identify opportunities for these services to connect to Atlanta while also supporting the individual operational needs of each service.¹⁹ Such a plan falls squarely within ARC's mandate to improve both passenger and freight mobility within our region.

¹⁸ "Report of Georgia Joint Commission on Freight and Logistics," Georgia General Assembly (2020) at p 6. https://www.house.ga.gov/Documents/CommitteeDocuments/2020/Freight_and_Logistics/Georgia_Freight_and_Logistics_Final_Report_2020.pdf

¹⁹ "Southeast Rail Plan: Final Report," Federal Railroad Administration (December 2020) at p. 124 https://www.southeastcorridor-commission.org/files/ugd/f32a1d_6e2bd26333cc4562b9edd8cf6e42e7ac.pdf?sa=D&source=docs&ust=1701897742860837&usg=AOvVaw3sqfO2Vr2CJOgGA3qJaSwz



Fourth, ARC should convene and coordinate stakeholders to encourage public-private partnerships similar to Chicago’s CREATE program.²⁰ This initiative could serve to identify and advance transformative projects to shift a greater percentage of metro Atlanta’s freight to rail transport rather than truck.

Fifth, ARC should consider innovative ways to plan for and incentivize freight movement within metro Atlanta. Both in the “Emerging Transportation Technologies” section and elsewhere, ARC should consider ways to encourage increased local rail deliveries, transitions to smaller freight vehicles, delivery fleet electrification,²¹ development of micro-mobility logistics options, and zoning changes to accommodate smaller distribution hubs to encourage the movement of commercial materials and goods in new, more efficient ways.

Finally, ARC should consider the proliferation of metro Atlanta’s distribution warehouses through an environmental justice lens. Recent years have seen explosive growth of distribution warehouses to serve e-commerce and other needs. Unsurprisingly, research has found that distribution warehouses frequently cluster in environmental justice communities.²² Anecdotally, the warehouse sprawl on metro Atlanta’s south and west sides track with this overall trend. As part of its freight planning work, ARC should assess the environmental impacts of the distribution warehouse sprawl and develop policies to mitigate those impacts on adjacent communities.

5. The MTP should provide more support for accelerating the adoption of e-bikes.

The MTP only discusses e-bikes in passing, primarily under the heading of “Micromobility” in the “Emerging Transportation Technologies” section. Most of the technologies discussed in that section are unproven, and none have been demonstrated to be commercially viable. In contrast, the e-bike industry is exploding with domestic sales exceeding \$1.3 billion in 2022.²³ E-bikes are not an emerging technology; they are here already and the MTP underestimates the planning needed to facilitate the adoption of this promising technology.

E-bikes are a particularly promising technology because they allow travelers to extend the length of non-motorized trips that can be made with minimal personal exertion. In metro

²⁰ <https://www.createprogram.org/>

²¹ Drive Ohio’s August 2021 Fleet Electrification Report includes a discussion of programs and policy options MPOs can pursue to encourage the electrification of last mile freight movement. https://drive.ohio.gov/wps/wcm/connect/gov/c6eb7b83-7d19-4f14-b430-761849a3de98/20210812_OhioFreightElectrification_Full_Report_Final_v1.pdf?MOD=AJPERES&CONVERT_T=O=url&CACHEID=ROOTWORKSPACE.Z18_M1HGGIK0N0JO00QO9DDDDM3000-c6eb7b83-7d19-4f14-b430-761849a3de98-nLAJ7H6

²² “Location of warehouses and environmental justice: Evidence from four metros in California” G. Giuliano and Q. Yuan (2018) https://www.metrans.org/assets/research/MF%201.1g_Location%20of%20warehouses%20and%20environmental%20justice_Final%20Report_021618.pdf

²³ “E-bike popularity is surging, creating regulatory challenges on U.S. roads,” PBS Weekend (October 2023) <https://www.pbs.org/newshour/show/e-bike-popularity-is-surging-creating-regulatory-challenges-on-u-s-roads>

Atlanta, with its low density, hills, and heat, travelers may be able to take longer trips by e-bike than they would willingly (or comfortably) undertake without assistance. Further, e-bikes offer a lower-cost mobility solution than owning a car. As detailed above, transportation costs can make up a significant portion of annual household expenditures in low-income households.

However, increased e-bike utilization raises issues relevant to ARC’s transportation planning. Can ARC’s transportation model correctly anticipate and account for trips taken by e-bike? Are speed limits or other policies necessary to resolve conflicts between e-bike users and other users of bike paths? How can ARC assist local governments in leveraging transportation funds for e-bike incentives (as local governments have done elsewhere and as local governments in metro Atlanta are currently discussing)?

We encourage ARC to provide a more robust discussion of e-bikes to continue the emergence of this promising technology. We additionally encourage ARC to emphasize the importance of supporting infrastructure for e-bikes, beyond curb management recommendations, linking general bicycling improvements to the wider adoption of e-bikes.

6. ARC should continue to support expanded and improved transit service throughout the region.

The MTP states that “[t]ransit will need to be a centerpiece of transportation solutions in the Atlanta region.”²⁴ But the allocation of funds described in the Plan paints a different picture. Although the MTP reflects greater investment in transit expansion than metro Atlanta has seen historically, it still pales in comparison to the investment in Atlanta’s roadways. Likewise, this investment in new transit service is distributed unevenly; much of Atlanta’s investment in transit remains in the MARTA jurisdiction or, to a lesser extent, Cobb and Gwinnett Counties. For much of metro Atlanta, there remains no viable transportation option other than driving and little transit investment to change that fact. We understand the realities of limited funding streams for major transit expansions, but ARC must redouble its efforts to encourage and facilitate greater investment in the region’s transit service.

For example, the “Facilitating Public Transit Service” section notes the importance of incorporating transit-supportive design in roadways that also include high-capacity transit. This consideration should not just be encouraged – it should be required. For example, in the ongoing redesign of Northside Drive, the interests of high-capacity transit service, micro-mobility access, and pedestrian safety are all brought into tension with roadway design plans to improve driving conditions. For transit to be the “centerpiece of transportation solutions in the Atlanta region,” ARC must ensure that the balance is stuck in favor of accommodating high quality transit service and supporting mobility needs for projects like the Northside Drive project.

Furthermore, there are many areas where normal transit operations would greatly benefit from the same consideration of transit in roadway design, even if they are not high-capacity

²⁴ MTP at 162.



transit routes. We encourage the ARC to make consideration of simple (but effective) transit improvements part of the routine road design process for every road project throughout the metro. Examples of such improvements are included with the MTP’s description of “Arterial Rapid Transit,” but these interventions should be considered network-wide to address problem areas even if the transit service is not high-capacity.

ARC should also incorporate the regional transit analysis performed by the Atlanta Transit Link Authority into its planning work.²⁵ In particular, the ATL’s Transit Network Analysis highlights key gaps in the region’s transit service by identifying areas with a propensity for transit ridership but a lack of sufficient service. ARC should work with local governments to address the unmet transit needs in these areas.

Similarly, we are disheartened to see no mention of Concept3 included in the MTP’s transit planning efforts. The presented Regional Transit Expansion Program is markedly reduced in scope and ambition from previous ARC planning efforts, and drastically shrinks the universe of potential projects. We encourage ARC to begin incorporating the full extent of its Concept3 vision into the ATL’s list of projects, providing for a far more comprehensive suite of routes and options.

7. ARC Should Work to Advance Current Intercity Rail and Bus Projects.

In the “Future Plans” section for “Intercity Bus Travel,” the MTP explains that Georgia has not identified any broader system expansion needs and references the 2020 Georgia Statewide Transit Plan. However, GDOT’s 2022 Intercity Bus Study identifies a wide selection of service expansion opportunities throughout the state. In fact, metro Atlanta was found to have the highest travel demand score for intercity bus service and five of the examined potential routes have an Atlanta terminus. We encourage ARC to incorporate this intercity bus planning into the MTP and work with GDOT and ATL/GRTA to promote new intercity bus connections throughout the state.

²⁵ “Transit Network Analysis” 2022 ATL Regional Transit Plan (December 2021) https://atltransit.ga.gov/wp-content/uploads/2022/01/ARTP_Network-Analysis-Summary-Report_20211215.pdf



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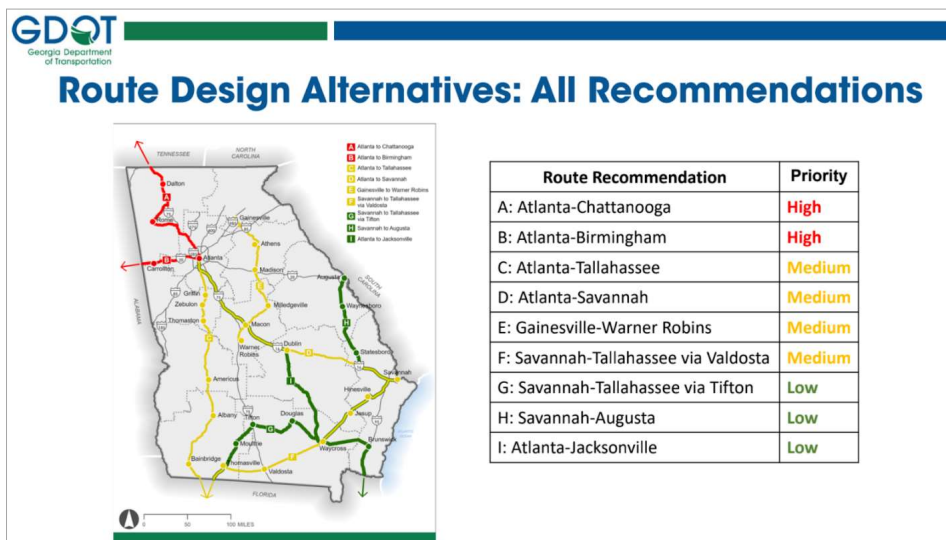
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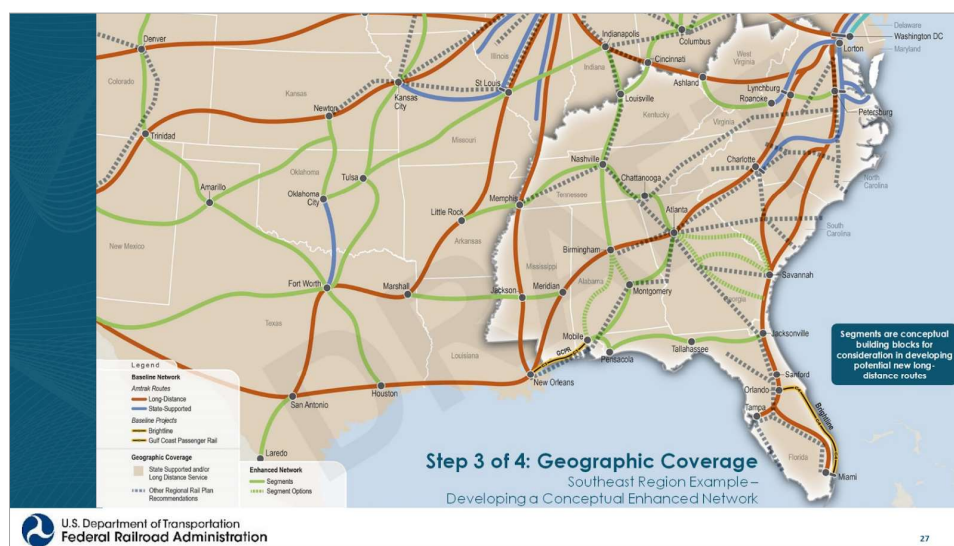
The image above shows the routes considered in the 2022 Intercity Bus Study and their priority ranking. The two highest priority routes terminate in Atlanta, with additional medium and low priority routes also terminating in Atlanta. All are opportunities for cooperative expansion between the ARC, GDOT, ATL/GRTA, and private coach companies.

A more fulsome discussion of potential intercity rail travel is also appropriate. The MTP discusses earlier federal high-speed rail route designations, including the 2009 National High Speed Rail Vision and the 2021 Amtrak Connect US Corridor Vision. But more recent plans are not included in the MTP. In 2020, the FRA and the Southeast Rail Commission published the Southeast Rail Plan which details a regional network of passenger rail service with Atlanta operating as a major hub for rail service throughout the Southeast.

Figure 50. Southeast Regional Network Vision⁴⁶

The map above shows the entire network as outlined in the Southeast Rail Plan. A number of these routes are not depicted in the FRA map found on page 201 of the MTP. In the vision outlined in the Southeast Rail Plan, Atlanta would serve as one of the most important passenger rail hubs within the Southeast. ARC, as the MPO for the Atlanta region, has the opportunity to lead towards the creation of such services.

Additionally, there are ongoing planning efforts by the FRA to re-establish long-distance Amtrak services. The Amtrak Daily Long-Distance Service Study includes a number of routes terminating at, or operating through, Atlanta in its considerations. The following map highlights the potential long-distance rail expansions as identified during the Southeast planning sessions for the Long-Distance Service Study. Once again, a number of these routes are not included in the Amtrak map on page 202 of the MTP.



These federal intercity rail planning efforts should be referenced in the MTP given Atlanta's regional significance as well as potential funding opportunities through the FRA's Corridors of Interest program. Awards under the Corridor of Interest program are expected imminently.

More broadly, ARC has a unique role in facilitating these large-scale transportation projects. Although ARC would not build or operate these facilities, it can play a key role in coordinating the various stakeholders, integrating the required planning activities, and facilitating funding requests. One of the reasons these regional-scale projects have lagged similar efforts in other states is because they have lacked a champion to usher their development. ARC can – and should – take a larger role in facilitating the advancement of these sorely-needed intercity transportation connections. Virtually all intercity transit connections in the Southeast connect to Atlanta, so it is difficult to imagine any of these plans advancing without ARC playing a significant role.

8. ARC Must Take a More Pragmatic Approach to Speculative Transportation Technologies.

As a prospective document, it is appropriate for the MTP to consider the opportunities and challenges that technological innovations in the transportation sector may present. But ARC should be extremely cautious when investing limited financial resources in buzzy, nascent technologies. ARC should not be subsidizing the research and development of these unproven technologies with public funds. Instead, ARC should use these funds as on proven, existing solutions

For example, ARC is planning to use CMAQ and STP Block Grant funds for a connected vehicle program.²⁶ Likewise, GDOT has invested Carbon Reduction Strategy Funds in “V2X Roadmap” projects. To the extent these programs will fund connected transit or emergency responder vehicles, we support those investments. But to the extent these projects fund connected vehicle technology for cars, they are a waste of limited public funds. S&P Global Market Research recently noted the disconnect between industry hype around connected vehicle technology and the reality,²⁷ and recent history is littered with technologies that have fallen short of their initial hype. Wasting public funds on speculative and quixotic projects is particularly ill-advised because the CMAQ, STPBG, and CRS funding streams have the flexibility to be used for more worthwhile purposes. There is no question that these funds could be put to better use by addressing existing needs with current, proven technologies instead of subsidizing the R&D of unproven technology.

CONCLUSION

Thank you for your consideration of these comments. We appreciate ARC’s work in preparing this draft plan and its increased emphasis on climate and equity.

Sincerely,

Jason Lathbury
Transportation Committee
Chair

Georgia Sierra Club

Patrick King
Southeast Mobility Choices
Advocate

Natural Resource Defense
Council

Brian Gist
Senior Attorney

Southern Environmental Law
Center

²⁶ AR-048-2024

²⁷ “Connected vehicle data market faces setbacks as two of its largest players exit,” Z. Roth and M. Fontecchio, S&P Global Market Intelligence (July 2023) <https://www.spglobal.com/marketintelligence/en/news-insights/research/connected-vehicle-data-market-faces-setbacks-as-two-of-its-largest-players-exit>





APPENDIX 2

MTP/TIP PARTICIPATION PLAN



2050 MTP/TIP UPDATE

PUBLIC PARTICIPATION PLAN

Atlanta Regional Commission

March 2023



MTP Participation Plan Purpose and Intent

The purpose of the MTP Participation Plan is to support development of ARC's 2050 MTP/TIP Update.

The 2050 Metropolitan Transportation Plan (MTP), also known as the Regional Transportation Plan (RTP) was last adopted in 2020, just weeks before the COVID-19 pandemic. This 2050 MTP/TIP Update is scheduled for adoption in January 2024. ARC, in its role as the Metropolitan Planning Organization (MPO), is required to update the MTP every four years.

The 2050 MTP/TIP Update is developed using a planning process that involves policy makers, elected officials, federal, state, and local agencies, stakeholders and the public in a discussion about the needs and priorities of the Atlanta region, as well as analysis of air quality conformity, funding, projects and costs.

The intention of this participation plan is to outline a strategy for meaningful and effective engagement of key stakeholders and the public. It will be reviewed and adjusted, as needed, to ensure diverse stakeholder engagement.



Federal Regulatory Context

Metropolitan planning is conducted in accordance with federal transportation regulations, as contained in Title 23, Chapter 1, Subchapter E, Part 450, Subpart C. Several sections in Title 23, Chapter 1, Subchapter E, Part 450, Subpart B reference the need to develop a participation plan and the importance of providing early and continuous public involvement opportunities as part of a transportation planning process.

In addition to these regulations, there are a number of federal mandates and USDOT guidance documents that provide up-to-date goals for the participation of historically disadvantaged community members and promising practices for participation in transportation planning. The regulatory context includes a significant focus on expanding the diversity of stakeholders engaged in the transportation decision-making process and ensuring that stakeholder participation activities are accessible to all.



ARC Strategic Framework

The Atlanta Regional Commission Board approved a strategic framework on March 8, 2023. This framework includes the vision, mission, goals, and values of the agency. These goals help structure the MTP and serve as an important context for the MTP Participation Plan. The MTP Participation Plan is one way that ARC achieves diverse stakeholder engagement while taking a regional approach to solving local issues.

ARC Transportation Community Engagement Plan

In 2019, ARC adopted a transportation community engagement plan (now known as the MPO Participation Plan). This plan identifies policies and procedures used by ARC to inform and involve the public. It also outlines transportation constituents and offers guidance for planning a robust community engagement program.

2050 MTP/TIP Update Participation Plan

This Participation Plan is shaped by several external factors. First, the 2050 MTP/TIP Update work plan focuses on resetting the baseline to consider major regulatory developments, such as passage of the Bipartisan Infrastructure Law, Inflation Reduction Act and Executive Order 14008, have significantly changed the funding assumptions for transportation in the short-term plan horizon. Second, societal changes related to the COVID-19 Pandemic – including inflation, public expectations for civic engagement, enhanced tools for virtual public involvement, and demographic changes – continue to influence the region in ways we do not yet fully understand. Thirdly, the 2050 MTP/TIP Update schedule was condensed for reasons outlined above. In short, this update is relatively modest in scope. It is best understood as an opportunity to establish a new benchmark, so that the next MTP/TIP Update will be poised to be a more ambitious effort that can get fully underway after the adoption of this update. This participation plan is also of modest proportions. It aims to provide a measured approach for working collaboratively with key stakeholders and building a foundation for a broad visionary outreach process in support of the next MTP/TIP Update.



MTP Participation Plan Constituents

THE ARC BOARD/BOARD COMMITTEES

The ARC Board and Transportation Air Quality Committee (TAQC) are the bodies that adopt the Metropolitan Transportation Plan. The participation of these policy makers in plan development is vital to ensure the MTP reflects regional priorities. Timely engagement and information sharing will allow for policy maker input to guide the Metropolitan Transportation Plan throughout its development.

LOCAL TRANSPORTATION STAFF

ARC also convenes the transportation staff of TAQC member counties at regular Transportation Coordinating Committee (TCC) Meetings. This body includes the staff members who plan for and manage transportation in their respective jurisdictions. They vote on recommendations that go forth to TAQC. TCC members will be ARC's primary partners in implementing the activities of this MTP Participation Plan and will be involved in both the formulation of the 2050 MTP/TIP Update and the execution of this MTP Participation Plan.

LOCAL ELECTED OFFICIALS

ARC attends and convenes meetings throughout the MPO area with local government officials. This constituent group is regarded as partners in transportation, and will be closely involved.

ARC ADVISORY GROUPS

ARC convenes a number of transportation-focused advisory groups and facilitates discussions around transportation topics, including freight, safety, travel demand management, technology for management and operations, and alternative transportation modes, such as bicycle/pedestrian and transit.

ARC also convenes a Transportation Equity Advisory Group (TEAG) to look at transportation processes and products, through the lens of equity. Given the increased regulatory prominence of equity, TEAG is an important resource for the 2050 MTP/TIP Update.

SPECIAL INTEREST GROUPS

Special interest and advocacy groups represent important perspectives that traditionally participate in the transportation planning process. These groups can represent

constituent groups rallied around a specific transportation mode or need or can include transportation in a broader set of focus issues.

CIVIC GROUPS

Existing civic groups, such as Kiwanis, Rotary Club, and Chambers of Commerce are also important audiences for transportation stakeholder engagement. These community groups serve different geographic areas and interests, thereby offering a traditional bridge to local stakeholders who are active in their communities.

EQUITY-FOCUSED GROUPS

Well-established groups, such as NAACP, Latin American Association and Urban League are important audiences for stakeholder engagement. Other existing or new community groups can often be found in disadvantaged communities when a concerted effort is made. These groups may have concentrated membership from churches or other religious communities, seniors, youth, disability groups, limited English proficiency (LEP), ethnic, minorities and low-income groups. They may also represent traditionally underrepresented groups, such as artists, students, and others.

GENERAL PUBLIC

Broad involvement and support from the general public in development of the MTP is also important. ARC identifies and solicits involvement of the general public using state-of-the-practice communication and engagement tools.

Discussions with these groups, that may have occurred either as part of this planning process or as part of a local or modal transportation plan, are key inputs that inform the policies and planning work of the 2050 MTP/TIP Update.



MTP Participation Plan Techniques

The participation techniques proposed for this MTP Participation Plan have been selected with keen attention to the schedule and pivotal timing of this update. This array of strategies has been selected from the menu of public involvement strategies outlined in USDOT's 2022 Guide, "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making".



Engagement Techniques to Inform

COMMUNICATION

- A 2050 MTP/TIP Update webpage will be constructed.
- Informational PowerPoint deck that can be tailored to geographies.
- Social media campaign to promote events/update milestones, support on-line survey and generate feedback on the draft plan.
- Collateral material to leave behind at briefings, with QR code to more information.
- Traditional Media (earned and paid) gained through proactive media outreach campaign to support feedback/public comment and to announce key decisions.

LOCAL GOVERNMENT BRIEFINGS

ARC Leadership will brief TAQC/ARC Board members and their local government commissions about the 2050 MTP/TIP planning process, with special attention to local transportation projects and priorities. These briefings will allow elected officials to ask questions specific to their concerns and will assist with relationship building and maintenance.

COMMUNITY PRESENTATIONS

ARC, working closely with transportation planning colleagues from TCC, will begin to develop a robust community engagement network to enhance reach and promote participation with members of MPO communities. ARC will be available to address civic groups, social clubs, business organizations, and other groups to better reach specific segments of the community. ARC will prioritize intentional outreach to members of historically underserved communities.



Engagement Techniques for Gathering Input

INTEGRATION OF PUBLIC INPUT FROM CONTRIBUTING PLANS

ARC will begin gathering input by looking to the public involvement that took place in local comprehensive transportation plans and regional plans/studies conducted since the last RTP/MTP Update. These plans are developed with participation of stakeholders, and they roll up into 2050 MTP/TIP Update. Public comment garnered during these plans is thus indirect but influential public input affecting and informing this MTP/TIP Update.

By looking at this input holistically, ARC will grow its understanding of individual community context. This work can then seed future infrastructure for public involvement, including a compilation of contacts and information about how many people are engaged, how often an individual is communicating with the organization, and other pertinent analytical data.

SURVEYS

Surveys will be a primary technique, used to gather feedback and opinions so that data that can be quantified. ARC will develop a robust set of policy and needs oriented questions for widespread distribution to existing agency contact lists associated with a variety of different programs, plans, projects and studies. In addition, ARC will partner with MPO jurisdiction representatives to access local community networks and identify digital outreach mechanisms.

Surveys may be used and disseminated in multiple languages with easy-to-understand questions to engage people who have not historically participated in transportation planning, who use languages other than English and who have varying levels of education.

FOCUS GROUPS

ARC will use equity-oriented focus groups to reach out to people in disadvantaged communities and listen to their concerns, needs, wants, and expectations. This will be a foundational source of data collection for understanding community perspectives and opinions. Participants will be selected to represent the full diversity of perspectives within a specific community and from a specific group of people. Focus groups will be held in different languages, as needed. Compensation of participants as well as a meal will be provided to encourage participation, when possible.

SMALL GROUP DISCUSSIONS

Virtual small group discussions may be piloted to learn about the concerns, needs, wants, and expectations of various stakeholder constituencies. The discussions will emphasize gathering perspectives, insights, and opinions of participants through conversation and will focus on transportation, community, climate and equity topics that may be relevant for the 2050 MTP/TIP Update and will definitely be rolled up into the next update. These discussions, if feasible, will be used alongside other input from quantitative surveys and qualitative focus groups to provide strategically focused supplemental input about specific topics. They will also be used to explore emerging policy direction and will be used in conjunction with scenario planning to refine long-range planning assumptions and future scenario alternatives for the next update.

COMMUNITY OUTREACH

Community outreach will be conducted prior to the public comment period to ensure that people have ample opportunity to participate before completion /adoption of the 2050 MTP/TIP Update. The outreach opportunities will allow members of the community to share their opinions, identify issues, and provide comments about the 2050 MTP/TIP Update.

PUBLIC COMMENT PERIOD AND PUBLIC HEARING

There will be an official public review and comment period from October 27 – December 8, 2023. Formal notice about the comment period will be published in legal organs and announced in all the communication channels noted in this participation plan. In addition, a formal public hearing will be held at the November 8th ARC Board/TAQC meeting. Comments will be officially recorded, summarized, and presented to ARC Boards and Committees. Transcripts will also be made public and will be included in the MTP/TIP documentation.

A second virtual public hearing will be held during the comment period. It is a pilot effort to explore the impact of Virtual Public Involvement on attendance and participation.



Documentation

A catalog of participation activities and comments will be prepared and included as Volume IV of the 2050 MTP/TIP compendium of documents.



APPENDIX 3

ARC BOARD / TAQC WORK SESSION SURVEY RESULTS

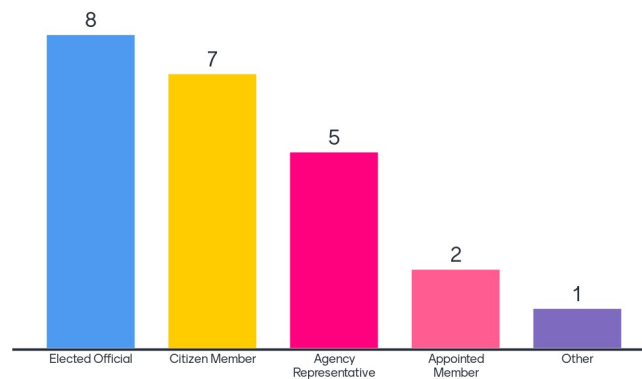


ARC Board/TAQC Work Session

Interactive Survey Results

April 12, 2023

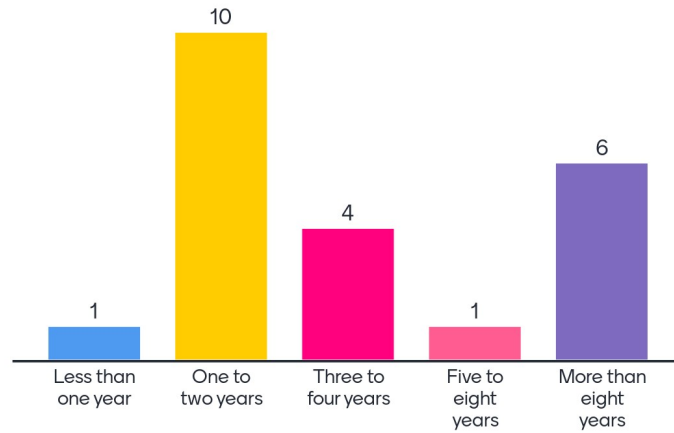
Please tell us about your current role working with the ARC on a committee or on our board. You are a:



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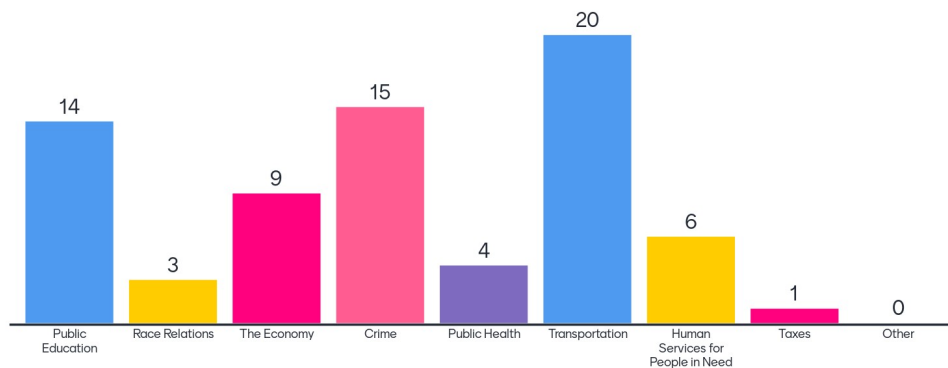
How long have you served in this role?



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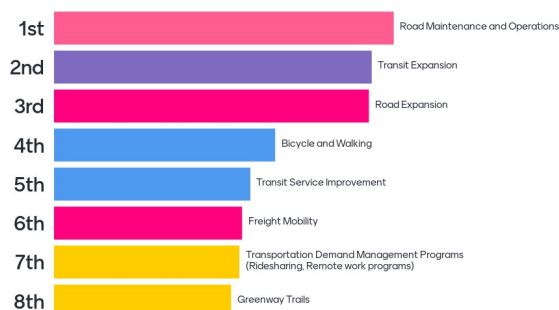
Which issues are the biggest problems facing residents in the Metro Atlanta area today? Select up to three.



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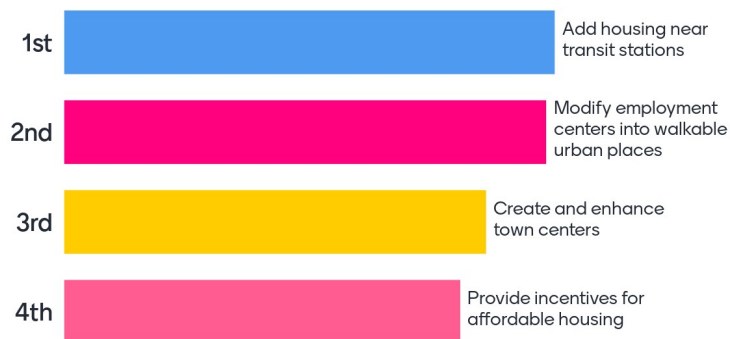
Which project categories most deserve increased transportation funding? Please rank order these investments, with highest priority on top.



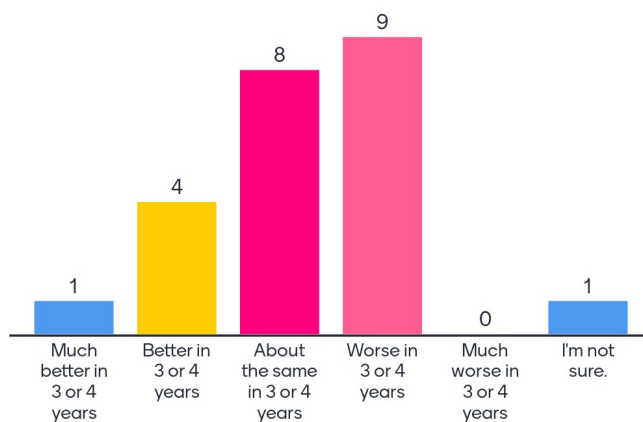
Livable Centers Initiative (LCI):

The ARC's Livable Centers Initiative (LCI) was created in 1999 as a program to reduce vehicle miles traveled and improve air quality. This program has contributed to the Atlanta region having among the most livable town centers in the Nation. The goals include utilizing transportation investment to create vibrant, walkable places and to support healthy lifestyles while providing improved access to jobs and services.

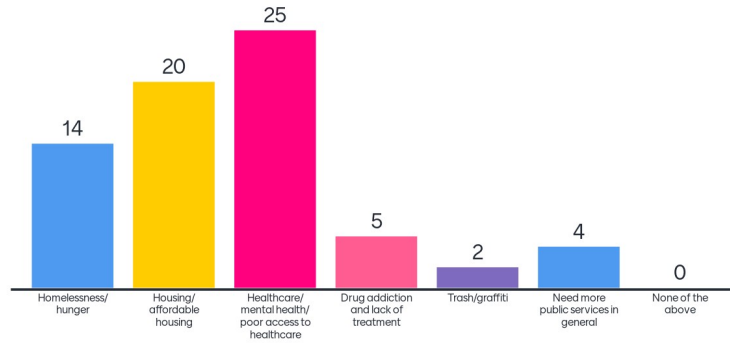
What should be included in an LCI program of the future? Please prioritize from most important to least important:



As you look ahead to the next 3 or 4 years, do you think living conditions in Metro Atlanta will be better, worse, or about the same as today?



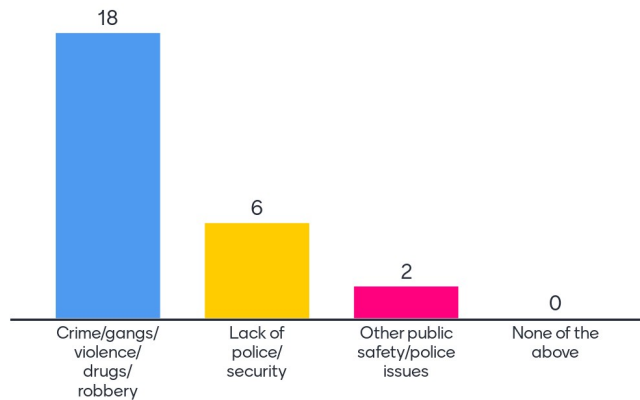
What are the most serious *community* issues that local government needs to address in the Atlanta region? Select up to three.



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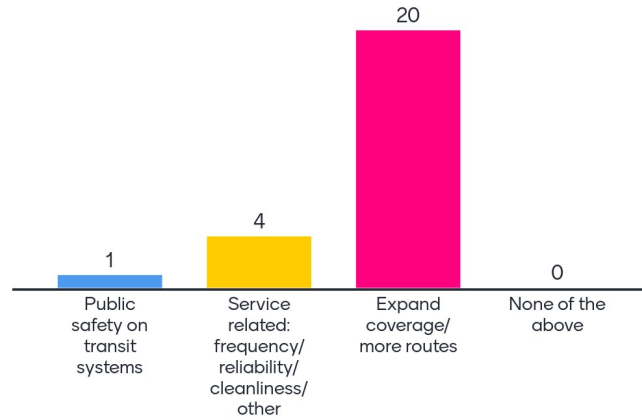
What is the most serious *crime and safety* issue that local government needs to address in the Atlanta region? Select one.



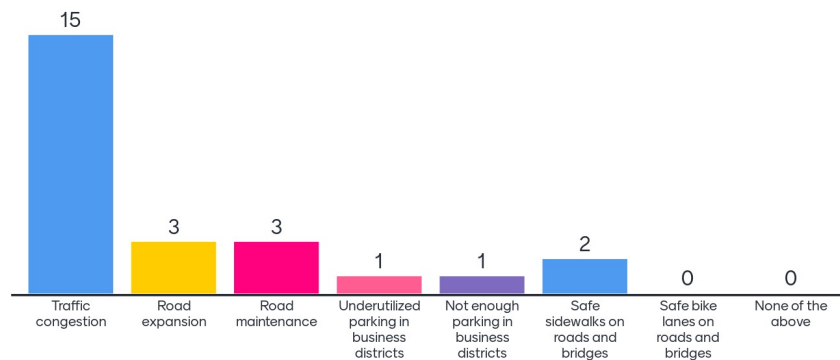
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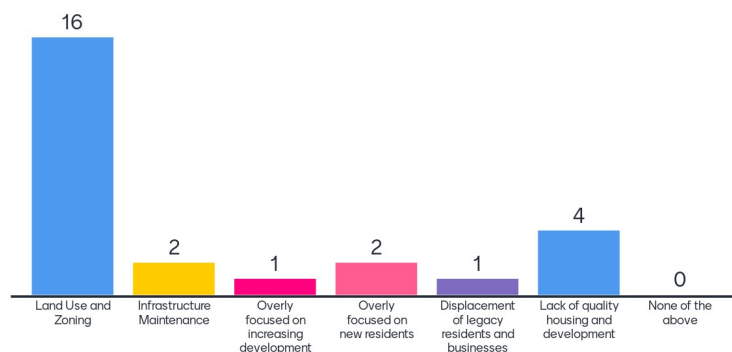
What is the most serious *public transportation* issue that government needs to address in the Atlanta region? Select one.

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What is the most serious *road/bridge/construction/parking* issue that government needs to address in the Atlanta region? Select one.

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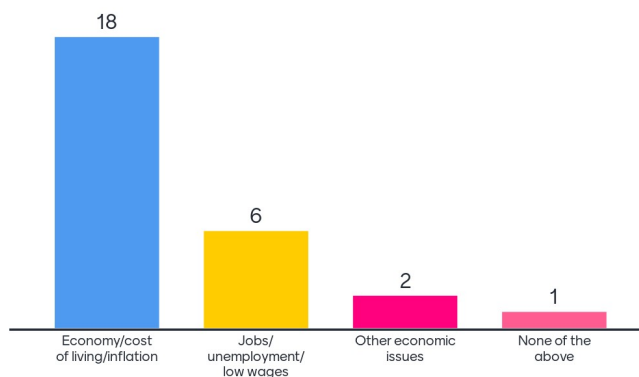
What is the most serious *growth and development* issue that local government needs to address in the Atlanta region? Select one.



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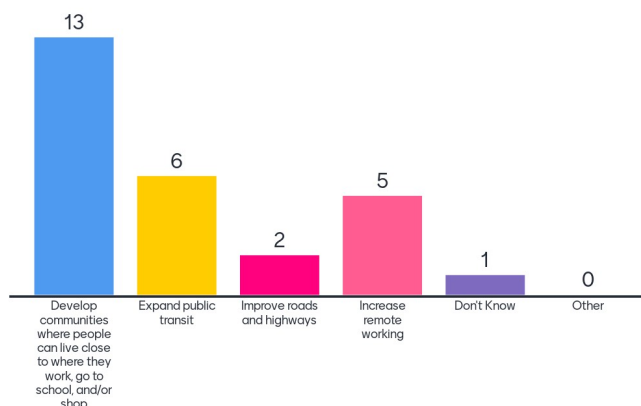
What is the most serious *economic and employment* issue that local government needs to address in the Atlanta region? Select one.



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A:C 27

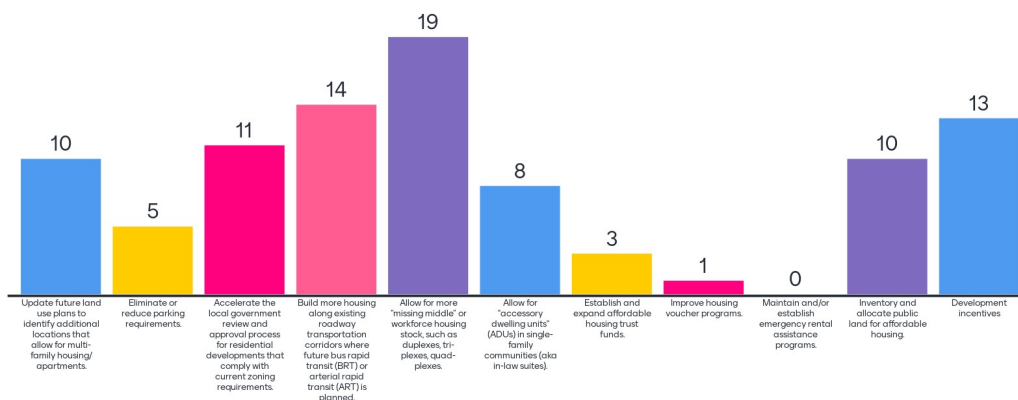
Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area?



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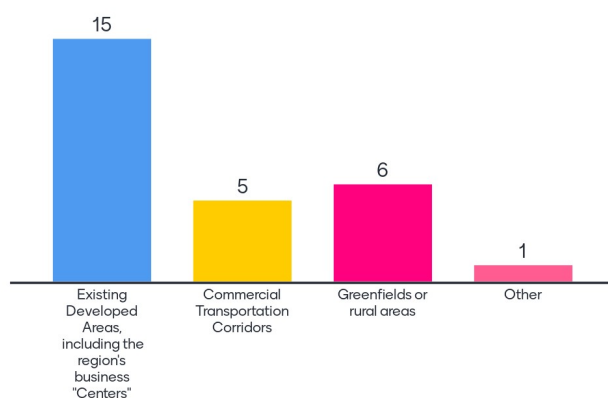
In thinking about what local governments can do to provide more affordable housing in their communities, what are the better solutions? Pick four.



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Considering development patterns, which of the following locations best accommodates new growth?

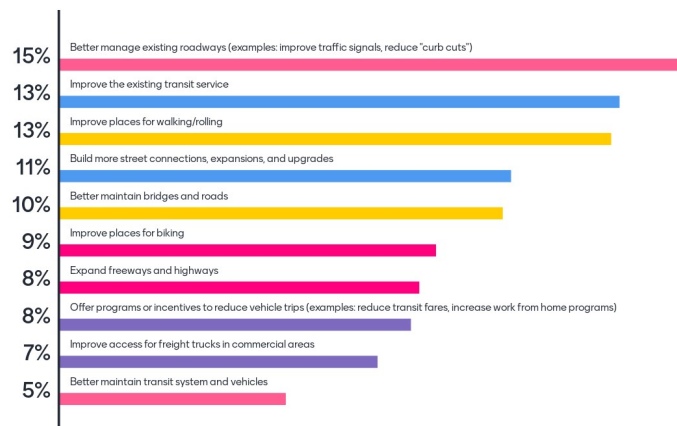


Investment Allocation

Assume you have 100 units to 'spend'.
How would you allocate investments into
the following budget categories over the
next 25 years?



Please allocate investments:

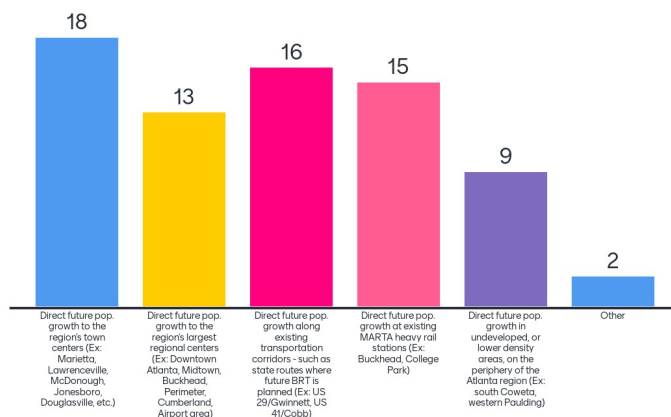


Responding to Expected Future Growth

The latest ARC population forecasts for the 20-county Metropolitan Planning Organization (MPO) indicate a future population of approximately 8 million people by 2050 – a significant increase from the 6 million today. This population increase is approximately equivalent to today's current population for metro Nashville, TN or metro Austin, TX. How should the region plan for this future growth?



Responding to Expected Future Growth.



Strategic Infrastructure Investment

Providing better transportation options
and securing a sustainable water
supply.

Rate the regional impact of the
following issues using a scale of 1 to 3,
with 3 being extremely impactful.

If you are unfamiliar with a topic, feel
free to select 'Skip'.

Strategic Infrastructure Investment



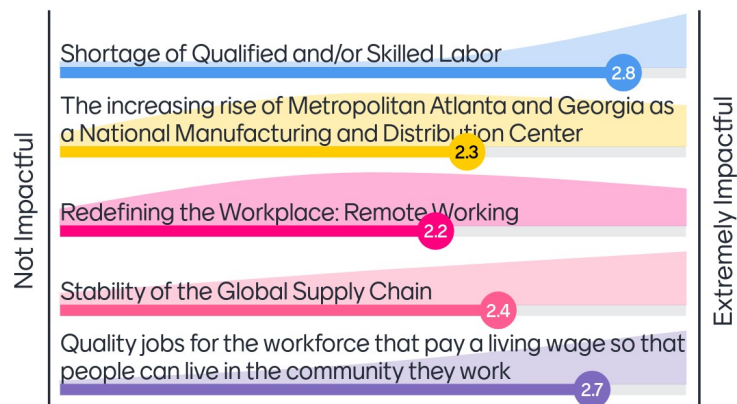
Competitive Economy

Building the region as a globally recognized hub of innovation and prosperity.

Rate the regional impact of the following issues using a scale of 1 to 3, with 3 being extremely impactful.

If you are unfamiliar with a topic, feel free to select 'Skip'.

Competitive Economy



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Competitive Economy, Part 2



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Healthy, Safe and Livable Communities

Improving quality of life for residents of all ages and abilities.

Rate the regional impact of the following issues using a scale of 1 to 3, with 3 being extremely impactful.

If you are unfamiliar with a topic, feel free to select 'Skip'.

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Healthy, Safe and Livable Communities



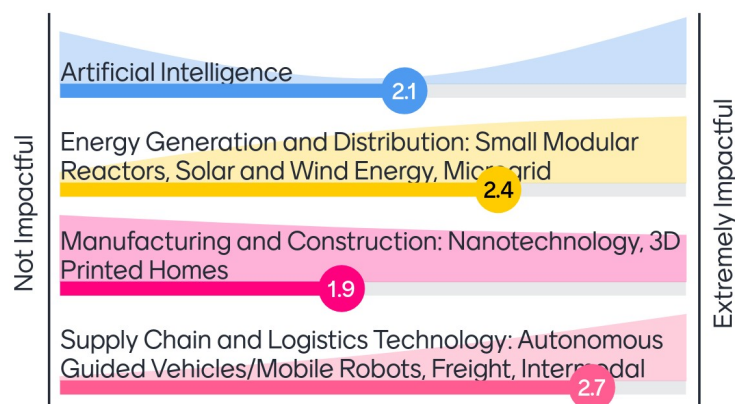
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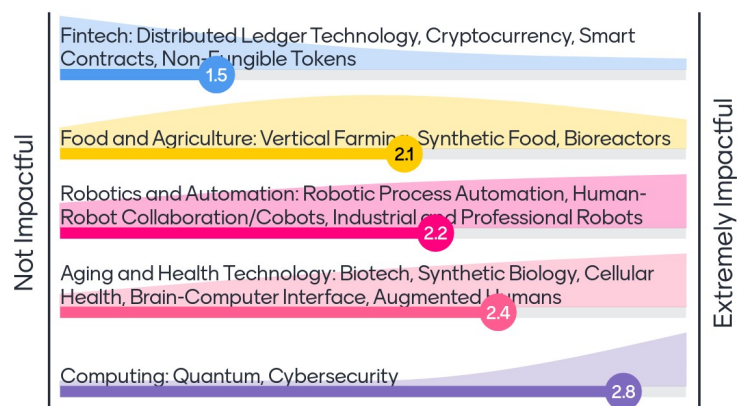
Healthy, Safe and Livable Communities, Part 2

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Science and Technology Topics

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Science and Technology Topics, Part 2



Housing Affordability and Availability in the Atlanta Region.

The Atlanta region is experiencing a significant housing affordability crisis. This challenge has intensified since the COVID-19 pandemic.

Compared to the 2000-2010 period, most communities are experiencing new household construction levels at only half of these previous levels, increasing the cost of housing. This has a major impact on transportation congestion and adversely impacts our quality of life. What is the biggest challenge in your community to increasing housing supply?



Housing Affordability and Availability in the Atlanta Region. 43 Answers

NYMBY	Zoning	Permitting timeline, zoning rules, financing
Land use and availability	Housing that fits with land use and zoning.	Zoning
Building codes and zoning regulations!	Constrained Land Availability to build more housing	Cost of land and development & interest rates/inflation

Housing Affordability and Availability in the Atlanta Region. 43 Answers

Redevelopment	High paying, quality jobs collocated with housing to attract development of the area	Quality housing that is within the income means of existing folks in the area.
Zoning and planning and bureaucracy.	Not enough housing for the increased service sector need.	Short time frames to bring communities to the public as well as allowing the market to dictate housing
Affordability	Available affordable land and shortage of building trades & crafts workers	Supply and demand

Housing Affordability and Availability in the Atlanta Region. 43 Answers

Building codes and zoning regulations

Accessibility to transportation

Balancing with commercial development

Need to reduce requirements/quotas for parking spaces

NimbyZoning that excludes optionsApartment management and security

Red tape and the extended permitting process. Staff shortages at local governments to manage demands of growth.

No tolerance to affordable housing. There needs to be an incentive not only for affordable housing but commercial and support services for those communities that add affordable housing.

Price of land and building supplied

Developers' antiquated formulas for where they invest

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Housing Affordability and Availability in the Atlanta Region. 43 Answers

The cost of supplies and land, updating ordinances and zoning changes to fit the needs,

Cost of construction, cost of land, building incentives

Housing and construction costs

Need to reduce requirements and quotas for parking spaces

Lack of rental properties affordable housing

NIMBY

Private investment firms buying up housing stock and jacking up prices beyond what is affordable

Building incentives

Need more homes built across entire region and diversity of product

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Housing Affordability and Availability in the Atlanta Region. 43 Answers

Putting development incentives in place.

Lack of land, high cost of existing land, resistance to apartments and other more dense housing options. Making affordable housing targeted to specific employment categories such as teachers, police

True transit oriented developments should not need large parking decks.

No tolerance to adding housing that increases density. People want to get in and close the door to others not realizing they contributed to the challenges they perceive are associated with density.

Affordability

Lack of land, cost of land, community resistance to apartments and other forms of affordable housing.

Affordability

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A:C 26 

Climate Change as a Federal Priority.

Climate change has been elevated by the federal government as a foundational element of regional transportation planning for organizations such as ARC. To what degree do you believe regional residents view climate change as a priority for the region? Understanding this question is critical as ARC responds to this new federal priority area.

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Climate Change as a Federal Priority. **31** Answers

Regional residents are concerned

Probably not as much as they should.

Very low

Not high priority by regional residents

Thought of as low priority

There's a lack of understanding of the importance of climate change and its impact on communities.

This is not a fundamental kitchen-table issue for our constituents.

A minority understand importance

Neutral now but growing.

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A:C Climate Change as a Federal Priority. **31** Answers

I think everyone has heard of the problem but aren't willing to make lifestyle changes or accept inconveniences to fix it.

Minimal. Most focus on the day yo day impact on their routine

Older residents view it as a minor issue and younger residents view it as a serious issue.

Residents don't fully grasp the issue and how it will affect their lives long term.

Medium to great. Solutions should be tailored to community concerns.

Some what still on the fence above close change

Until Feds declare a reachable targets for regions to attain, we shouldn't devote time and energy

I believe climate change policies are important. However; I'm not sure residents understand the importance/impact that climate change is having on the region or value the focus.

I think most people realize the connection when major weather events happen, but do not think about it on a daily basis.

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Climate Change as a Federal Priority. 31 Answers

Issue of climate change has become hyper partisan and polarized.	A minority deny existence	Depends on the community... Younger generations are all in.
Mixed bag. There is a sensitivity to stormwater issues which people see as more of a function of inadequate infrastructure/ poor planning than climate change.	People are generally concerned, but few are willing to change their own behaviors without additional incentives.	Not sure. There does not appear to be a lot of discussion about this subject in my area
The younger generation view climate change as a priority. The older generation not so much.	Medium	Not very highly. Issue is politicized. Younger residents more open to recognition of the need to recognize climate change.



Climate Change as a Federal Priority. 31 Answers

I believe residents view climate change as a federal priority	Unsure	Unsure
Unsure		



Remote Work, Work from Home, and the Impact on Your Community.

The expansion of remote work since the COVID-19 pandemic has disrupted normal travel patterns around that nation – and the Atlanta region. What is your overall opinion on the future of remote work and are current levels of working from home the “new normal”? How do you believe remote work has impacted your community? (Examples include increased/decreased population and job growth, impact on retail centers)



Remote Work from Home and the Impact on Your Community. 33 Answers

Hurts the Atlanta commercial real estate market.

Yes today is the new normal

Relatively empty buildings a big problem

Helps suburban tax collection.

Yes, there are far more remote workers post pandemic.

Favorable opinion of remote work. This is the new normal. Impacted my community with less traffic.

Remote work is here to stay, with some in-person/office time

We should promote and encourage remote work options
Will reduce traffic demands

I think remote work is here to stay. It has allowed growth in my community that would otherwise not have happened if remote work hadn't increased.



Remote Work from Home and the Impact on Your Community. **33** Answers

Has reduced some traffic congestion and improved quality of life.

Transit use down. A problem

Today is not new normal, but old normal never will be again. Future of office is not in skyscrapers but multiple satellite offices in town centers near where the workforce wants to live.

Today is the new normal

Remote work is the future and Atlanta should be leading the market in this area.

Yes. People are home, but there is a disconnectedness with those in the office and among people who are at home.

Yes. People are home, but there is a disconnectedness with those in the office and among people who are at home.

Younger employees expect they will work from home at least part time. CEOs worry that remote work interferes with knowledge transfer and cultural exchange

Impactful. Not the "new normal" yet. Will continue to evolve. Pluses and minuses.

ONE **great** REGION

A:C  25

Remote Work from Home and the Impact on Your Community. **33** Answers

Yes. People are home, but there is a disconnectedness with those in the office and among people who are at home.

It is a shifting, evolving landscape. Companies are bringing people back to the workplace. In addition, automation and AI will transform the workplace even more in the next 5 years.

Traffic patterns have shifted from traditional 9-5. Freight has increased traffic congestion throughout the day.

Broadband availability needed

This is still settling into a pattern. Not clear yet so not the new normal yet. Creating a surplus of commercial office space and changed traffic patterns so far.

Will office buildings be converted for housing? Impact on CID funding

Recession will force many back to office.

Very positive. Just the beginning of where we will be in future. See answer #2

I don't think today is the new normal. Matter of fact, I strongly dislike that term

ONE **great** REGION

A:C  25



Remote Work from Home and the Impact on Your Community. 33 Answers


It has impacted communities drastically. Some need WFH positions in order to be able to take care of their children during the day. It should be the new normal but it's not for all companies.

The shift to a hybrid work environment will only increase due to labor shortages. Remote work does help to solve our congestion issue and helps lower our carbon footprint.

Need to encourage all people to get back to work

I believe it benefits the community, it impacts traffic, less commuters, creates flexibility,

Today is about new normal. Impact on office building needs and retail businesses. Opportunity for Atlanta Region via a visit other large urban centers if we are smart enough to use it.

Flexibility is going to be critical for employers, but 100% virtual is not healthy for the mental health of individuals nor the community as a whole. Collaboration, connection, & loyalty suffer at 

ONE **great** REGION

A:C 25 

The Emergence of Metro Atlanta as a National Manufacturing and Distribution Hub.

The Atlanta region is one of the nation's most rapidly growing distribution centers in the United States, even leading the nation in industrial space absorption several times in 2022. Since the adoption of the Inflation Reduction Act, the region – and areas on the region's periphery such as eastern Newton County, Jackson County, Butts County, Dade County, and Bartow County, have experienced rapid growth in manufacturing.

Many of these manufacturers are focused on clean energy, electric battery manufacturing, and electric vehicle manufacturing. From a transportation, housing and overall future land use planning standpoint, how can our region's communities best prepare for the continuing growth in manufacturing and distribution centers?

ONE **great** REGION

A:C 2 



The Emergence of Metro Atlanta as a National Manufacturing and Distribution Hub.

30 Answers

Transit and sidewalks are needed in these areas.

Not my area of expertise.

Improve transportation options

Include manufacturing with future land use updates

Excellent public education k-12. Workforce housing availability.

Share the load. Don't put them all in communities of color and low income communities.

Provide the infrastructure to accommodate.

Site them where they are compatible with surrounding land use

Better traffic patterns

ONE great REGION

A:C  26

The Emergence of Metro Atlanta as a National Manufacturing and Distribution Hub.

30 Answers

Work with land owners and other stakeholders to plan for industrial districts that have limited impact on residential districts

Keep railroads for freight (don't use rail capacity for passenger rail)

Understand the broad economic boon and create direct employment and training to those proximate to communities.

Plan for a future shift and how those centers might be repurposed

Lane improvement for more space. More affordable housing development for employees to work near their homes.

Transportation trucks a hard on our roadways and often dangerous. Dedicated transportation lanes are important for these heavy vehicles.

Infrastructure upgrades and improvements would be good. Also transportation improvements.

Our challenge is keeping distribution centers from leaving our communities. We already lost a Target distribution center.

Intentional land use and town center planning to reduce the need on infrastructure networks for long commutes making more available for freight and logistics needs.

ONE great REGION

A:C  26



The Emergence of Metro Atlanta as a National Manufacturing and Distribution Hub.

30 Answers

Site proximal to freight corridors

Better transportation options to move freight into and out of region.

Expand the routes and networks to accommodate these industries further highlighting Atlanta's supply chain dominance.

Manufacturing is going outside the metro area due to land availability, but the metro area will remain a HQ and support center for the growth in manufacturing. So we must prepare for this dichotomy

Have better freight corridors as well as improve on current freight corridors

Emphasize the job being created. Increase walk ability to work sites. Help focus schools on prep for jobs. Increase green space as possible

Provide improved infrastructure to accommodate

Increase rail and air transport.

Planned infrastructure to accommodate the growth. Allow live work play

ONE **great** REGION

A:C  26

The Emergence of Metro Atlanta as a National Manufacturing and Distribution Hub.

30 Answers

Zoning and broad planning.

Good zoning in location

Land use and zoning. Don't mix high volume residential with warehousing.

ONE **great** REGION

A:C  26

What is the most serious problem the Atlanta Regional Commission should address?

27 Answers

Transportation projects besides road expansion

Crime

Crime

Transportation

Crime

Housing and Transportation.

Regional planning for housing inventory availability and accessibility of ownership-model housing for every metro-Atlantan.

Housing affordability Mobility

Mobility options to serve our growing population

ONE great REGION

A: C 

What is the most serious problem the Atlanta Regional Commission should address?

27 Answers

Transportation Accessibility and Expansion. It is very difficult to get around the city without a car. Mobile pollution is the highest contributor to ambient NOx emissions.

Transportation strategy to address the growth of projected future Counties populace.

Traffic congestion via infrastructure improvements and new projects.

Implement incentive driven programs that encourage quality planning and development practices amongst the region's municipalities

Education

Crime

Transportation options for people who are not in cars Aging services

Transportation

Traffic

ONE great REGION

A: C 



What is the most serious problem the Atlanta Regional Commission should address?

27 Answers

Transportation

Safety and EV infrastructure

Access to good, well funded public education and make sure the education leads to employment opportunities

Economy (Wages, Business Growth, Workforce, Disparate Educational Outcomes) v. Cost of Living; Quality of Life (Physical and Mental Health)

Crime

Race relations

Access to transportation and transit opportunities that increase employment opportunities

Crime

Economic mobility for younger generations is a problem.

ONE great REGION

A: C 

In your opinion, what items should ARC emphasize in this year's Metropolitan Transportation Plan Update?

23 Answers

Access to health care

Mobility options as our population grows

Mobility

Connectivity

Public transportation.

Bicycle and walking, greenway trails, road maintenance and operations

Accessing federal funds to the maximum extent

Greenway multiuse trailsTransit

Mobility

ONE great REGION

A: C 



In your opinion, what items should ARC emphasize in this year's Metropolitan Transportation Plan Update?

23 Answers

Transit expansion	Transit Oriented Development	Connectivity
Planning for live work play communities that reduce the need for long distance commuting.	Access to healthcare, Mobility and Connectivity	Express Transit
Express Buses/BRT	Freight movement	carbon reduction & green friendly infrastructure





APPENDIX 4

RESULTS OF THE MTP SURVEY



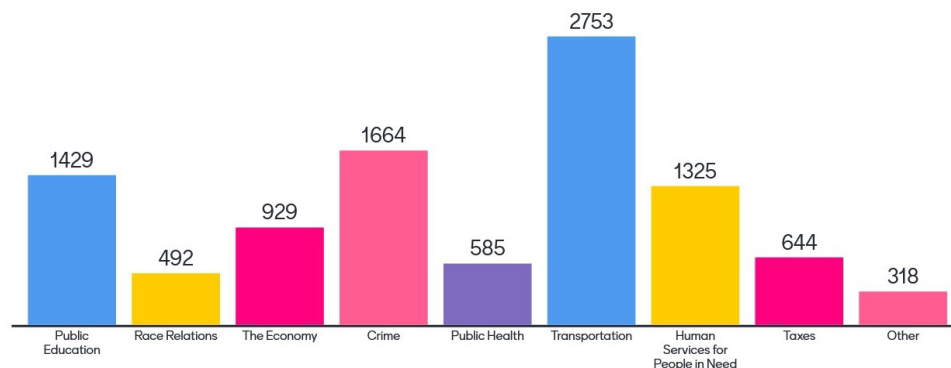


Atlanta Regional Commission Metropolitan Transportation Plan Public Survey

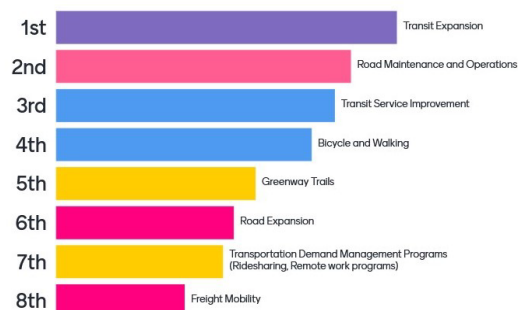
The Atlanta Regional Commission needs your input to support development of the long-range Metropolitan Transportation Plan (MTP). While the primary focus of the MTP is transportation, the overarching goal of the plan is to envision the future. This includes important related areas, such as housing, technology and the environment, that are key to understanding and planning for a vibrant metropolitan area. This survey covers a lot of ground and will take about 15 minutes.



Which issues are the biggest problems facing residents in the Metro Atlanta area today? Select up to three.



Which project categories most deserve increased transportation funding? Please rank order these investments, with highest priority on top.



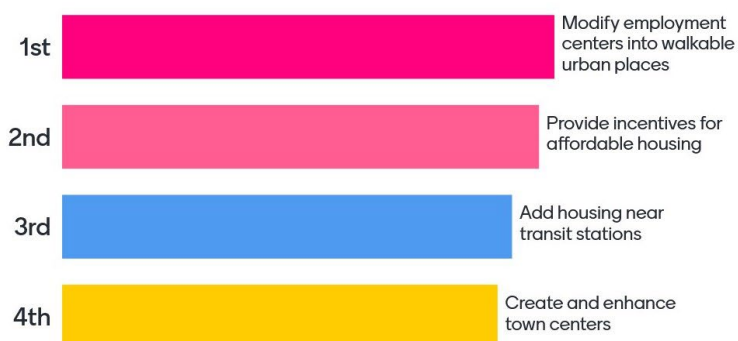
Livable Centers Initiative (LCI):

The ARC's Livable Centers Initiative (LCI) was created in 1999 as a program to reduce vehicle miles traveled and improve air quality. This program has contributed to the Atlanta region having among the most livable town centers in the Nation. The goals include utilizing transportation investment to create vibrant, walkable places and to support healthy lifestyles while providing improved access to jobs and services.

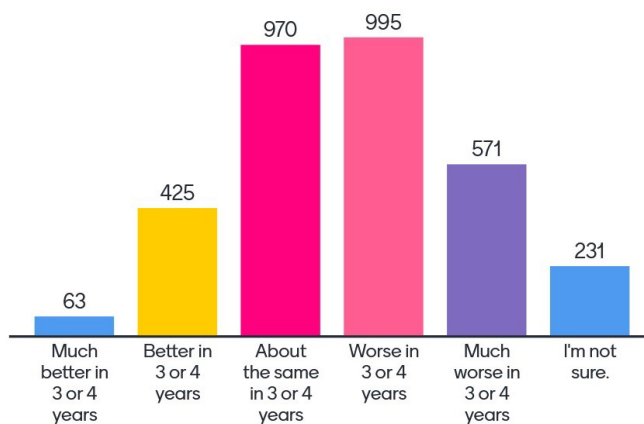
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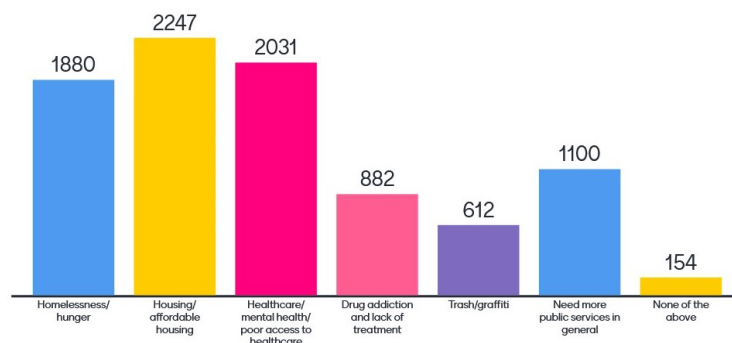
What should be included in an LCI program of the future? Please prioritize from most important to least important:



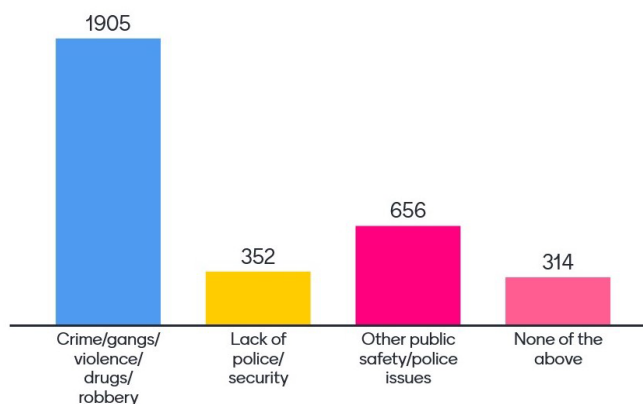
As you look ahead to the next 3 or 4 years, do you think living conditions in Metro Atlanta will be better, worse, or about the same as today?

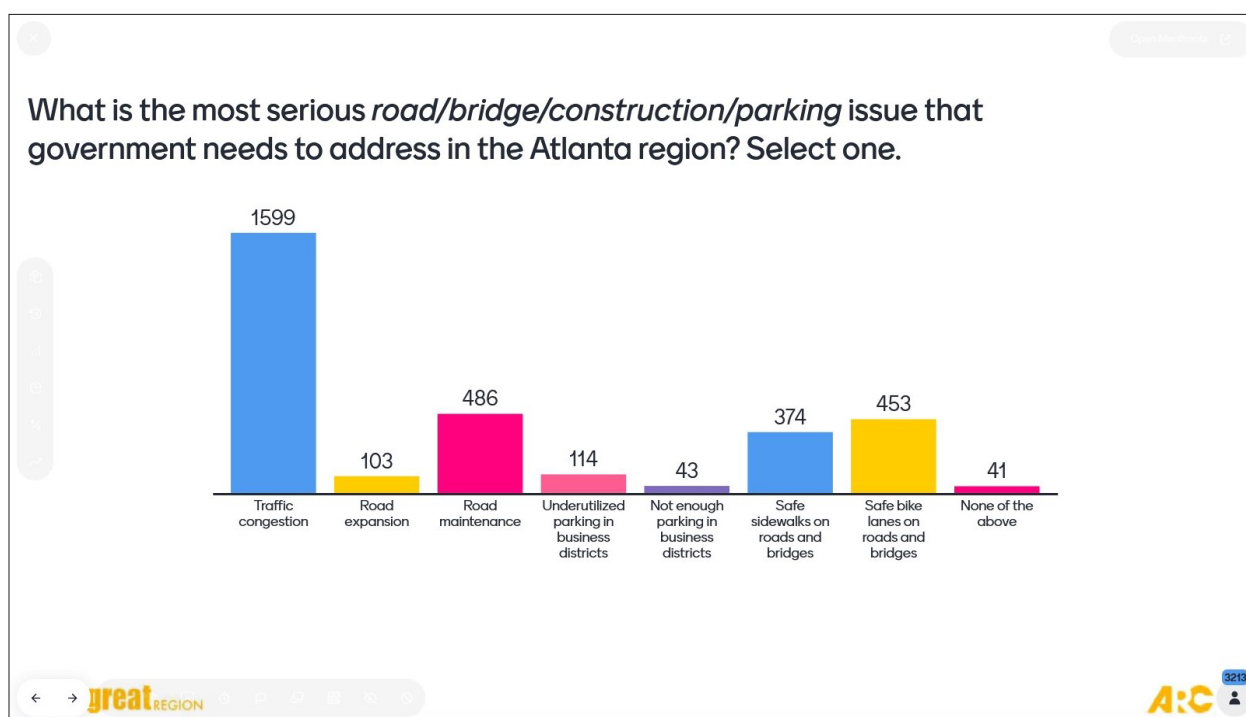
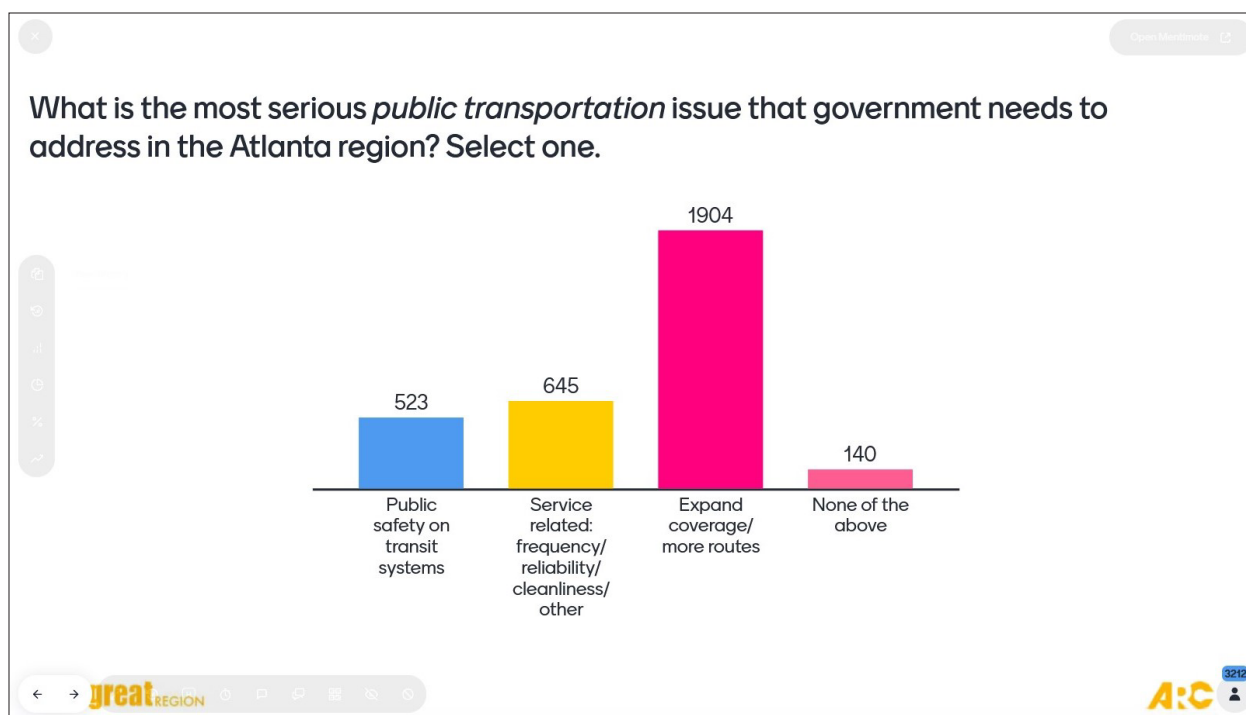


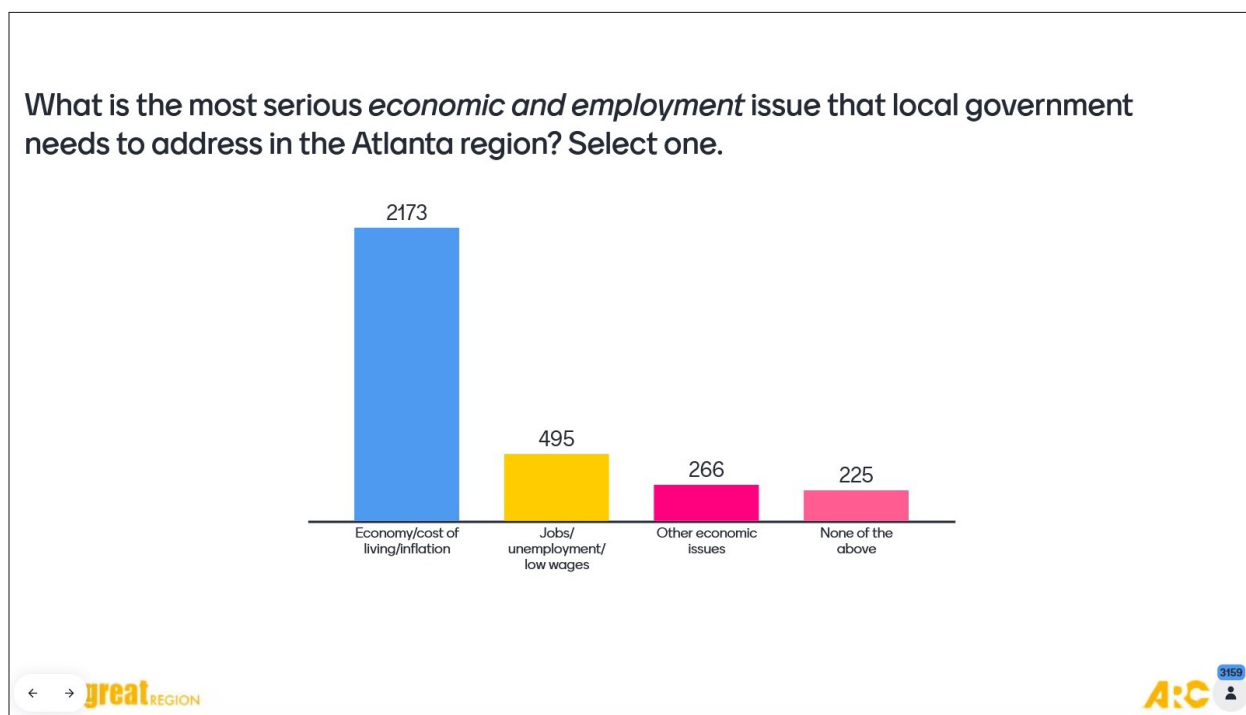
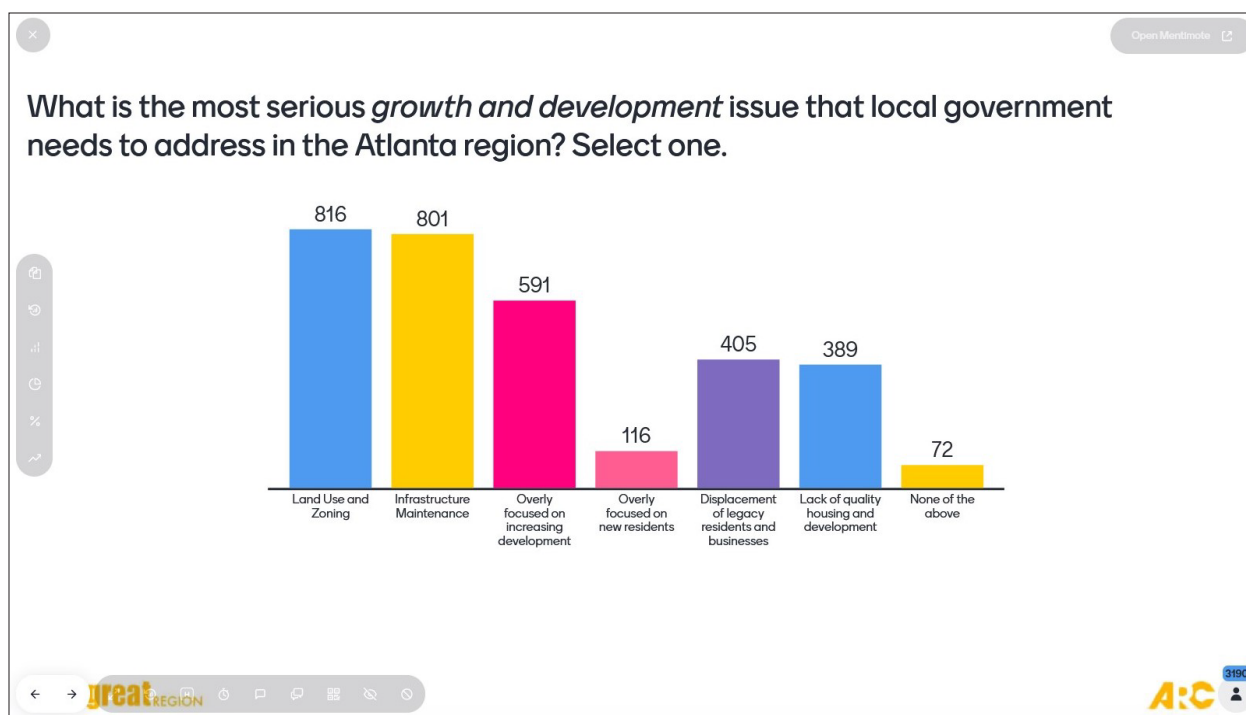
What are the most serious *community* issues that local government needs to address in the Atlanta region? Select up to three.



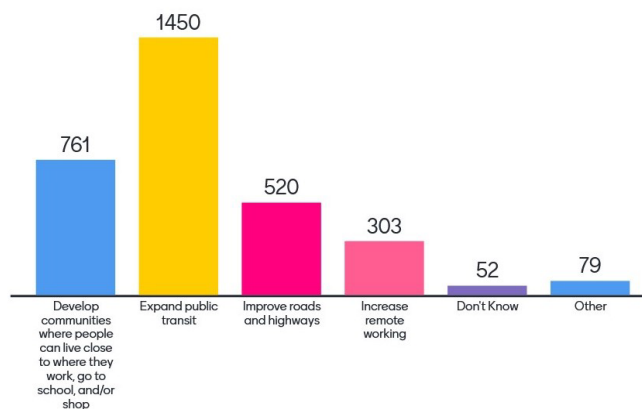
What is the most serious *crime and safety* issue that local government needs to address in the Atlanta region? Select one.



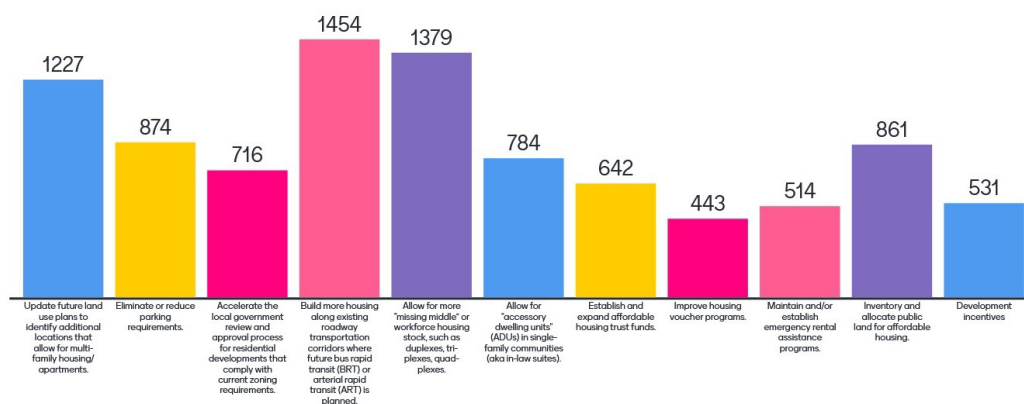




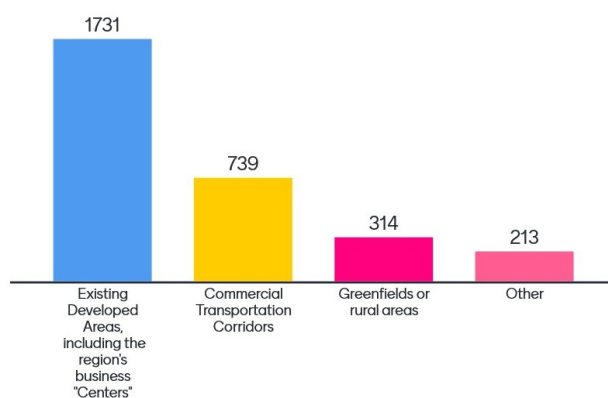
Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area?



In thinking about what local governments can do to provide more affordable housing in their communities, what are the better solutions? Pick four.



Considering development patterns, which of the following locations best accommodates new growth?



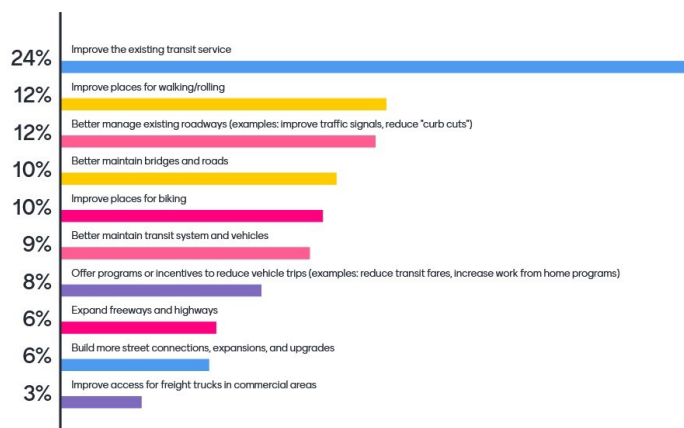
Responding to Expected Future Growth

The latest ARC population forecasts for the 20-county Metropolitan Planning Organization (MPO) indicate a future population of approximately 8 million people by 2050 – a significant increase from the 6 million today. This population increase is approximately equivalent to today's current population for metro Nashville, TN or metro Austin, TX. How should the region plan for this future growth?

Results are hidden
Press **H** to show results



Please allocate investments:

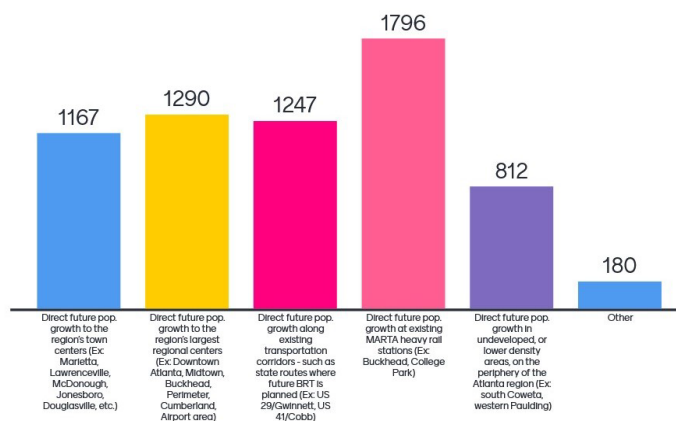


Responding to Expected Future Growth

The latest ARC population forecasts for the 20-county Metropolitan Planning Organization (MPO) indicate a future population of approximately 8 million people by 2050 – a significant increase from the 6 million today. This population increase is approximately equivalent to today's current population for metro Nashville, TN or metro Austin, TX. How should the region plan for this future growth?

Results are hidden
Press H to show results

Responding to Expected Future Growth.



Strategic Infrastructure Investment

Providing better transportation options
and securing a sustainable water
supply.

Rate the regional impact of the
following issues using a scale of 1 to 3,
with 3 being extremely impactful.

If you are unfamiliar with a topic, feel
free to select 'Skip'.

Results are hidden
Press H to show results

Strategic Infrastructure Investment



Competitive Economy

Building the region as a globally recognized hub of innovation and prosperity.

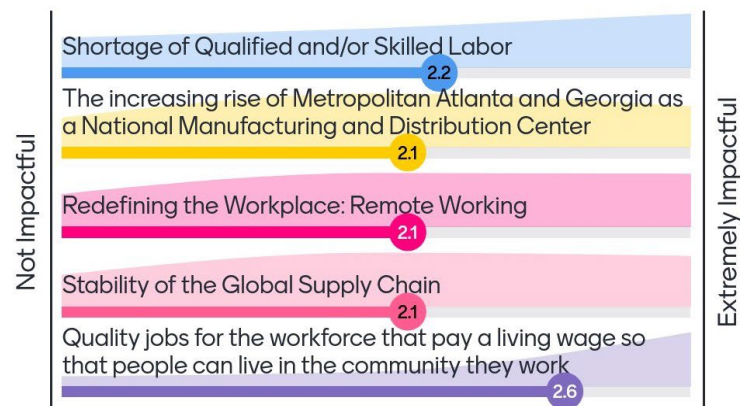
Rate the regional impact of the following issues using a scale of 1 to 3, with 3 being extremely impactful.

If you are unfamiliar with a topic, feel free to select 'Skip'.

Results are hidden
Press **H** to show results



Competitive Economy



Competitive Economy, Part 2



Healthy, Safe and Livable Communities

Improving quality of life for residents of all ages and abilities.

Rate the regional impact of the following issues using a scale of 1 to 3, with 3 being extremely impactful.

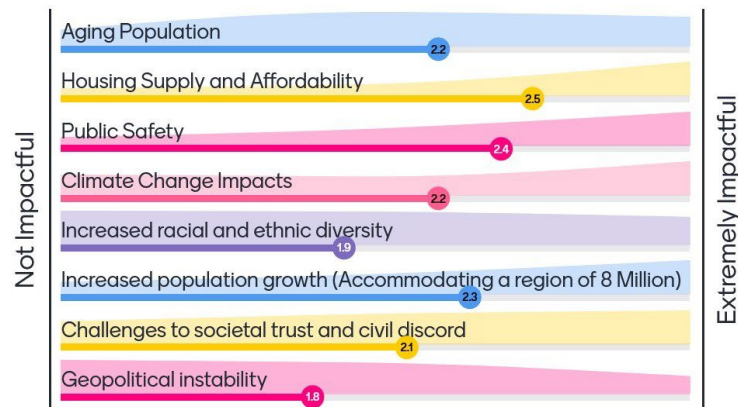
If you are unfamiliar with a topic, feel free to select 'Skip'.

Results are hidden
Press **H** to show results

← → great REGION

ARC 267

Healthy, Safe and Livable Communities



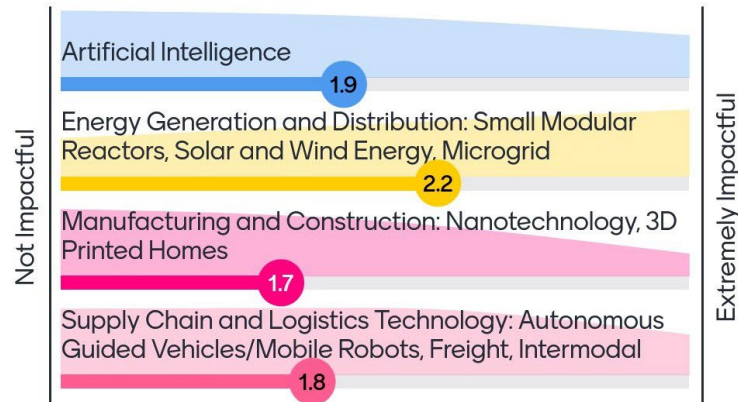
← → great REGION

ARC 2644

Healthy, Safe and Livable Communities, Part 2



Science and Technology Topics



Science and Technology Topics, Part 2



Housing Affordability and Availability in the Atlanta Region.

The Atlanta region is experiencing a significant housing affordability crisis. This challenge has intensified since the COVID-19 pandemic.

Compared to the 2000-2010 period, most communities are experiencing new household construction levels at only half of these previous levels, increasing the cost of housing. This has a major impact on transportation congestion and adversely impacts our quality of life. What is the biggest challenge in your community to increasing housing supply?

Results are hidden
Press H to show results

Open-ended Question, See Results for Responses

Housing Affordability and Availability in the Atlanta Region.

3324 responses

NIMBY-ism

No in my backyard stances

NIMBYism and lack of robust transit network that would obviate the push for car centric developments.

Lack of skilled labor, too much community input and slow

Developers don't have incentive or limits. So much apartment growth in Atlanta is on expensive Beltline property.

Cost. It's cost a lot to build and that cost is passed on to buyers. Also, I live in an est. suburban area that does not want more development.

affordability

NIMBY

NIMBYism and transportation limitations with a lack of public transit options that would obviate the need for car centric developments.

sprawl

Transportation projects roads and



Climate Change as a Federal Priority.

Climate change has been elevated by the federal government as a foundational element of regional transportation planning for organizations such as ARC. To what degree do you believe regional residents view climate change as a priority for the region? Understanding this question is critical as ARC responds to this new federal priority area.

Results are hidden
Press H to show results



Open-ended Question, See Results for Responses**Climate Change as a Federal Priority.**
2691 responses

Limited degree

In our area probably not viewed as a priority, BUT it needs to be. Responsible, thoughtful, and ethical growth is needed for our region.

highest priority

Very little

Barely at all. Climate change is an amorphous problem the Feds or UN will deal with. People don't know there are little things they can do at home that will not impact quality of life - plant native

If we don't address it, we will not have a future.

not near enough

Not enough

Climate change is the most prominent environmental concern in our lifetime.

Not enough

not very high

← → great REGION

ARC  2169

Remote Work, Work from Home, and the Impact on Your Community.

The expansion of remote work since the COVID-19 pandemic has disrupted normal travel patterns around that nation – and the Atlanta region. What is your overall opinion on the future of remote work and are current levels of working from home the “new normal”? How do you believe remote work has impacted your community? (Examples include increased/decreased population and job growth, impact on retail centers)

Results are hidden
Press **H** to show results

← → great REGION

ARC  2691

Open-ended Question, See Results for Responses

Remote Work from Home and the Impact on Your Community.

2449 responses

I think we have settled into the new normal.

I think if your job can be done from home you should be allowed to wfh. But with the option to work in an office space if wfh doesn't work for an individual.

Employers are pushing back on remote work

Today might be the new normal. Some hybrid of at home a couple days and in the office a couple days. 5 days a week in office for everyone might be over. Need more neighborhood lunch spots

Companies need to take advantage of remote work options which will help with traffic.

Yes. More connected to home

Yes for white collar work. Only a small percentage will be in the office daily.

Great option

I have worked from home since 2001 - love it!

 great REGION

 2088


Open Mentimeter

The Emergence of Metro Atlanta as a National Manufacturing and Distribution Hub.

The Atlanta region is one of the nation's most rapidly growing distribution centers in the United States, even leading the nation in industrial space absorption several times in 2022. Since the adoption of the Inflation Reduction Act, the region – and areas on the region's periphery such as eastern Newton County, Jackson County, Butts County, Dade County, and Bartow County, have experienced rapid growth in manufacturing.

Many of these manufacturers are focused on clean energy, electric battery manufacturing, and electric vehicle manufacturing. From a transportation, housing and overall future land use planning standpoint, how can our region's communities best prepare for the continuing growth in manufacturing and distribution centers?

Results are hidden
Press **H** to show results

 great REGION

 226


Open-ended Question, See Results for Responses

The Emergence of Metro Atlanta as a National Manufacturing and Distribution Hub.
2059 responses

Keep it clean and ensure living wages and affordable housing for workers

Thoughtfully plan where they will be developed. Include them in community centers so those who work there can live close.

Get a handle on traffic.

Dont build environmentally destructive crypto mining operations. Build strategically so trucks are not overwhelming the continually growing population

Create housing that supports the workforce.

Invest in related education and training.

Ways to live close to work

Streamline building process, help develop workforce pipeline for housing development

Upgrade transportation facilities to accommodate distribution of these goods, access to manufacturing locations, and housing for workers

great REGION

Arc 1786

Open-ended Question, See Results for Responses

What is the most serious problem the Atlanta Regional Commission should address?
1964 responses

Affordable housing for all.

Building a slate of technology infrastructure that is open source that can be used by all our counties and governments.

None

Affordable housing

Build more transit. Preserve existing green space. Particularly in Atlanta, there is plenty of old industrial property to build on rather than clear cutting woods on Atlanta Housing Authority property

Align resources to get federal grants and money. Help establish strategies for local communities that align with a "strong town" type approach. Support the growth of major pop. centers.

Affordable housing. Especially for seniors. Waiting lists are years long for restricted income housing and still too expensive in many cases.

Better balance growth with preserving the environment and historical and natural features (ie historical structures, tree canopy, community culture)

great REGION

Arc 1949

Open-ended Question, See Results for Responses

In your opinion, what items should ARC emphasize in this year's Metropolitan Transportation Plan Update?

1922 responses

Transit

Why not more transit? Why is transit so insanely expensive compared to other countries? Europe builds rail at a fraction of what we do.

Affordable housing, climate change, responsible growth.

Transit expansion from a regional perspective rather than a local one.

congestion management. smart growth. affordable housing

Better regional commuter options

Transit Oriented Development, Increased Housing along Corridors and Reduction of Surface Parking

Figure out ways to improve and expand existing infrastructure

Fix the 285 - 20 interchange

Afford housing

Destigmatizing buses

← → great REGION

ARC 1937

Demographic Questions

Thank you for participating in ARC's Metro Plan survey. These questions will help us better understand the data we get back.

Results are hidden
Press H to show results

← → great REGION


ARC 185



Open-ended Question, See Results for Responses

Please enter your ZIP Code:
2330 responses


30066	30315	30084
30087	30047	30084
30324	30307	30064
30101	30157	30044
30306	30180	30300

← → **great**REGION **A:R:C**  2330

Open-ended Question, See Results for Responses

If we may contact you regarding other planning efforts in the Metropolitan Atlanta Region, please include your email address:
Waiting for responses ...

Results are hidden
Press **H** to show results

← → **great**REGION **A:R:C**  1479

Thank you for participating in ARC's Metropolitan Transportation Plan Survey!

[See our website](#) to learn more about the transportation planning process and the metropolitan transportation plan.





APPENDIX 5

METRO ATLANTA SPEAKS FINAL REPORT



A.L. BURRUSS INSTITUTE OF PUBLIC SERVICE AND RESEARCH

METRO ATLANTA SPEAKS

2023 Atlanta Regional Commission Metro Atlanta Speaks Survey Results

Submitted by

A.L. Burruss Institute of Public Service and Research

Kennesaw State University

September 2023



A.L. BURRUSS INSTITUTE OF PUBLIC SERVICE AND RESEARCH

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A.L. BURRUSS INSTITUTE OF PUBLIC SERVICE AND RESEARCH

Introduction

In August 2023, the A.L. Burruss Institute of Public Service and Research at Kennesaw State University conducted the “Metro Atlanta Speaks” survey on behalf of the Atlanta Regional Commission (ARC). A total of 4,852 adult residents across eleven counties¹ in the metro area were included in the survey. The multi-mode survey incorporated both landline and cellphone samples in addition to an online panel component. The online panel consisted of a total of 1,496 respondents across the eleven counties (see Table 1), accounting for 30.8% of the sample. The remaining interviews were conducted using cell phone (2,685; 55.3%) and landline phone (671; 13.8%) samples. Table 1 illustrates the response type by county.

Respondents in DeKalb and Fulton counties were oversampled in order to obtain a sub-sample of residents of the City of Atlanta (n = 405). The final respondent total for DeKalb County was 510 (108 in the city of Atlanta), while the final respondent total for Fulton County was 710 (297 in the city of Atlanta).

Thus, a subset of Atlanta residents is available for separate analysis. Analyses of the metro wide data, as well as the individual results for Fulton and DeKalb counties, treat Atlanta residents as members of their respective counties. The results for the City of Atlanta included in the accompanying tables are based on a separate analysis of the subset of respondents from those two counties.

The results for the nine counties with 400 completed surveys (all but DeKalb and Fulton), as well as those for the city of Atlanta, have margins of error (MOE) within each of those entities of $\pm 5\%$. For DeKalb County, the MOE is $\pm 4.3\%$; in Fulton the MOE is $\pm 3.8\%$. For the metro region, the MOE is $\pm 1.5\%$.

Table 1: Interview Type by County				
	Interview Type			Total
	Landline	Cell Phone	Online	
Cherokee	72	283	50	405
Clayton	68	274	60	402
Cobb	35	140	225	400
DeKalb	31	126	353	510
Douglas	72	289	40	401
Fayette	78	306	20	404
Forsyth	79	300	30	409
Fulton	55	237	418	710
Gwinnett	32	128	240	400
Henry	73	292	40	405
Rockdale	76	310	20	406
Total	671 (13.8%)	2685 (55.3%)	1496 (30.8%)	4852

¹ Included in the survey were the 11 counties in the ARC’s service region: Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry and Rockdale counties.



A.L. BURRUSS INSTITUTE OF PUBLIC SERVICE AND RESEARCH

Within each individual county, the data were weighted to reflect the county's adult population distribution on gender, age, race, education and whether the respondent is Hispanic or Latino. After the data for all of the counties were weighted for these factors, the data were combined and then weighted to reflect the relative distribution of the population across the eleven counties. For the separate analyses of city of Atlanta residents, the data were weighted for the same characteristics as the individual counties with an additional weighting factor to reflect the City of Atlanta's relative population distribution across DeKalb and Fulton counties. Table 2 provides the weighting variable names which should be used in analysis by the geographic distribution associated with each weight. Data users should understand that percentages will be adjusted when examining geographies which include responses from more than one county as is the case for the City of Atlanta and the combined county, metro wide area.

Table 2: Weights by Geographic Jurisdiction

Weight variable name	Geographic Jurisdiction
cherokeewt	Cherokee County
claytonwt	Clayton County
cobbwt	Cobb County
dekalbwt	DeKalb County
douglaswt	Douglas County
fayettewt	Fayette County
forsythwt	Forsyth County
fultonwt	Fulton County
gwinnettwt	Gwinnett County
henrywt	Henry County
rockdalewt	Rockdale County
atlantawt	City of Atlanta
metrowt	Metro Atlanta Counties



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Comparison of Demographic Characteristics of Online and Telephone Respondents

Not surprisingly, a comparison of online and telephone respondents on selected demographic characteristics reveals that the online panel component provides significantly better access to younger respondents than does the telephone component (see Table 3). Online respondents were also more likely to be Hispanic/Latinx, less likely to be homeowners, and more likely to report lower income

Table 3: Demographic Characteristics by Interview Type (unweighted)

	Telephone	Online		Telephone	Online
Gender			Income Categories		
Male	47.5%	41.8%	Less than \$25,000	6.0%	13.2%
Female	46.3%	57.0%	\$25,000 - \$60,000	20.7%	33.4%
Nonbinary	.9%	.9%	\$60,000 - \$120,000	29.9%	29.8%
No Answer			\$120,000 - \$250,000		
	5.3%	.3%		19.9%	18.9%
			Over \$250,000	8.4%	4.8%
			DK/NA	1.8%	0.0%
			Refused	13.1%	9.0%
Race					
African American/Black	31.7%	39.0%			
Caucasian/White	49.0%	50.3%			
Asian/Pacific Islander					
	3.0%	4.1%			
American Indian	1.2%	0.7%			
Multi-racial	7.5%	4.0%			
Other	1.1%	1.9%			
DK/NA	6.5%				
Average Age			Length of time Living in Metro Atlanta		
Years (average)	55.9	47.0		29.9	21.6
Education Level			Employment Status		
High school/ GED or less	15.8%	20.4%	Full time		
Some college	28.7%	27.3%	Part time	47.5%	48.9%
BA, BS				7.6%	13.2%
	30.9%	31.6%	Unemployed/ looking for work	3.6%	11.2%
Graduate/ Professional Degree			Unemployed/ not looking for work		
	22.7%	19.7%		2.9%	3.7%
DK/NA	1.9%		Retired	34.8%	18.3%
Homeownership			Disabled	1.1%	3.3%
			Other	2.5%	1.3%
Homeowner	79.7%	59.4%			
Hispanic/ Latinx					
	5.4%	7.9%			

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levels. Telephone respondents were more likely to be retired and had a longer average tenure of residence within the Metro Atlanta Area.

Individual Item Frequencies and Cross-tabulations Weighted frequency distributions for each substantive question and the demographic characteristics of the metro-wide sample are provided below. These are followed by a series of tables (Tables 4 -24) comparing the responses to each substantive question by the various demographic subgroups. It should be noted that comparisons by county in Tables 4-24 are weighted by the county population to the Metro Atlanta Region. Comparisons for the City of Atlanta are weighted to the city only (not to the city as a proportion of the region). Regarding the comparison of demographic subgroups, most of the results are statistically significant at the .01 level. Any comparison which does not reflect statistical significance is noted by NS (not significant) in the table subheading. Statistical significance simply indicates the probability that observed differences between subgroups on any given question are not likely to be a function of chance. All tests of significance were conducted at the .05 level indicating that there is only a 5% probability that the observed differences are a function of random chance. The survey instrument is provided in the Appendix at the end of this document. Also included with this report is a weighted frequencies distribution for each county in excel format, a data file and associated documentation. County weighted results may differ slightly from county comparisons in Tables 4-24 due to individual county weights and overall region weights. A third appendix is included to illustrate responses to open ended questions which were included in the survey.



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Weighted Frequency Distributions

Of the following, which issue is the biggest problem facing residents in the Metro Atlanta area today? Is it...				
	Frequency	Percent	Valid Percent	Cumulative Percent
Transportation	527	10.9	10.9	10.9
Race Relations	188	3.9	3.9	14.8
The Economy	1183	24.4	24.4	39.1
Crime	1285	26.5	26.5	65.6
Public Health	236	4.9	4.9	70.5
Public Education	284	5.9	5.9	76.4
Human Services for People in Need	526	10.8	10.8	87.2
Taxes	290	6.0	6.0	93.2
Other	207	4.3	4.3	97.5
DK	124	2.5	2.5	100.0
Total	4850	100.0	100.0	

How important for Metro Atlanta's future is an improved public transit system, including buses and trains? Would you say an improved public transit system is...				
	Frequency	Percent	Valid Percent	Cumulative Percent
Very important	3202	66.0	66.0	66.0
Somewhat important	1226	25.3	25.3	91.3
Not important at all	343	7.1	7.1	98.4
DK	78	1.6	1.6	100.0
Total	4850	100.0	100.0	



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Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area? Would the best solution be...

	Frequency	Percent	Valid Percent	Cumulative Percent
Expand public transit	1765	36.4	36.4	36.4
Improve roads and highways	1428	29.5	29.5	65.9
Develop communities in which people can live very close to work	785	16.2	16.2	82.0
Increase teleworking options	649	13.4	13.4	95.4
Do nothing	121	2.5	2.5	97.9
DK	101	2.1	2.1	100.0
Total	4850	100.0	100.0	

If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from metro Atlanta?

	Frequency	Percent	Valid Percent	Cumulative Percent
Move to a different neighborhood in metro Atlanta	847	17.5	17.5	17.5
Stay where you are now	2793	57.6	57.6	75.1
Move away from metro Atlanta	1120	23.1	23.1	98.1
DK	90	1.9	1.9	100.0
Total	4850	100.0	100.0	



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As you look ahead to the next 3 or 4 years, do you think living conditions in the Metro Atlanta area THEN will be better, worse, or about the same as today?

	Frequency	Percent	Valid Percent	Cumulative Percent
Better in 3-4 years	1233	25.4	25.4	25.4
Worse in 3-4 years	1770	36.5	36.5	61.9
About the same as today	1695	34.9	34.9	96.9
DK/NA	152	3.1	3.1	100.0
Total	4850	100.0	100.0	

Some people have a hard time dealing with financial emergencies, while others are better able to handle these situations.... We'd like to get a feel for how people would deal with an unexpected financial emergency. Suppose you had to come up with \$400 for

	Frequency	Percent	Valid Percent	Cumulative Percent
You would pay for it with cash, check or debit card	2379	49.1	49.1	49.1
You would put it on a credit card	1103	22.8	22.8	71.8
You would borrow money from someone	421	8.7	8.7	80.5
You would sell or pawn something to get the money	229	4.7	4.7	85.2
You would not be able to get the money right now	603	12.4	12.4	97.6
DK/NA	115	2.4	2.4	100.0
Total	4850	100.0	100.0	



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"Future growth in the metro area should be focused...."

	Frequency	Percent	Valid Percent	Cumulative Percent
In areas where businesses are already concentrated	1066	22.0	22.0	22.0
Along transportation corridors that link existing business centers	1812	37.4	37.4	59.3
In currently undeveloped or more rural areas	1676	34.6	34.6	93.9
DK/NA	228	4.7	4.7	100.0
Total	4850	100.0	100.0	

"If I had to move right now, I could not afford to move to another house or apartment in the neighborhood where I currently live." Do you...

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly agree	1617	33.3	33.3	33.3
Agree	1461	30.1	30.1	63.5
Disagree	1046	21.6	21.6	85.1
Strongly disagree	637	13.1	13.1	98.2
DK	88	1.8	1.8	100.0
Total	4850	100.0	100.0	

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"I feel safe walking at night in my neighborhood " Do you...				
	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly agree	1333	27.5	27.5	27.5
Agree	2074	42.8	42.8	70.2
Disagree	967	19.9	19.9	90.2
Strongly disagree	387	8.0	8.0	98.2
DK	88	1.8	1.8	100.0
Total	4850	100.0	100.0	

"I frequently lack the transportation I need to get to places I need to go" Do you...				
	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly agree	526	10.8	10.8	10.8
Agree	871	18.0	18.0	28.8
Disagree	1736	35.8	35.8	64.6
Strongly disagree	1652	34.1	34.1	98.7
DK	65	1.3	1.3	100.0
Total	4850	100.0	100.0	

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"If I had to move right now, I could not afford to move to another house or apartment anywhere in the metro Atlanta area." Do you...

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly agree	1321	27.2	27.2	27.2
Agree	1385	28.6	28.6	55.8
Disagree	1322	27.3	27.3	83.0
Strongly disagree	733	15.1	15.1	98.2
DK	89	1.8	1.8	100.0
Total	4850	100.0	100.0	

"I am willing to pay more in taxes to fund expanded regional public transit that includes buses and rail." Do you...

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly agree	641	13.2	13.2	13.2
Agree	1586	32.7	32.7	45.9
Disagree	1459	30.1	30.1	76.0
Strongly disagree	1023	21.1	21.1	97.1
DK	140	2.9	2.9	100.0
Total	4850	100.0	100.0	

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"In the future, too many workers will lose their jobs to some type of automated process or artificial intelligence." Do you ...

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly agree	1351	27.9	27.9	27.9
Agree	2239	46.2	46.2	74.0
Disagree	867	17.9	17.9	91.9
Strongly disagree	196	4.1	4.1	96.0
DK	196	4.0	4.0	100.0
Total	4850	100.0	100.0	

"Low-wage workers employed by local businesses have no problem finding affordable housing in my community." Do you ...

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly agree	330	6.8	6.8	6.8
Agree	751	15.5	15.5	22.3
Disagree	1553	32.0	32.0	54.3
Strongly disagree	2018	41.6	41.6	95.9
DK	198	4.1	4.1	100.0
Total	4850	100.0	100.0	

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Which of the following actions would be most desirable to make affordable housing available in your community to a broad range of incomes?

	Frequency	Percent	Valid Percent	Cumulative Percent
Identify suitable locations for multifamily housing	1160	23.9	23.9	23.9
Change local zoning ordinances to allow for more housing options, like duplexes, triplexes, and apartments	993	20.5	20.5	44.4
Increase public financing to incentivize developers to build at lower prices than normal	2006	41.4	41.4	85.8
DK/NA	358	7.4	7.4	100.0
Total	4850	100.0	100.0	

Which of the following alternatives do you think would be most likely to attract and retain a skilled workforce to the metro Atlanta area? Would it be...

	Frequency	Percent	Valid Percent	Cumulative Percent
Providing more affordable housing options for future workers	1537	31.7	31.7	31.7
Creating more training and retraining opportunities in targeted industries	1216	25.1	25.1	56.8
Providing better transportation options to get to and from work	725	15.0	15.0	71.7
Improving K-12 education	597	12.3	12.3	84.0
Providing better access to higher education	628	12.9	12.9	97.0
Total	4850	100.0	100.0	

We'd like to ask you about electric vehicles Do you own an electric vehicle?

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	449	9.2	9.2	9.2
No	4401	90.8	90.8	100.0
Total	4850	100.0	100.0	



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Do you plan on buying an electric vehicle in next five years?

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	1503	31.0	31.0	31.0
No	3346	69.0	69.0	100.0
Total	4850	100.0	100.0	

Which of the following is the most important reason you have already bought or may buy an electric vehicle in the next five years?

<i>(Only asked of persons who had or planned to buy electric vehicles)</i>	Frequency	Percent	Valid Percent	Cumulative Percent
They are better for the environment	663	47.5	47.5	47.5
To take advantage of new technology	204	14.6	14.6	62.1
They are cheaper to operate than gas/diesel vehicles	367	26.3	26.3	88.4
They are more reliable	109	7.8	7.8	96.2
DK	21	1.5	1.5	100.0
Total	1396	100.0	100.0	



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Which of the following is the most important reason why you would not consider buying an electric vehicle?

(Only asked of persons who had not/were not planning to buy electric vehicles)

	Frequency	Percent	Valid Percent	Cumulative Percent
Electric vehicles are too expensive	916	26.5	26.5	26.5
You are not comfortable with the new technology associated with electric vehicles	315	9.1	9.1	35.6
The inconvenience of recharging the vehicle/hard to find places to recharge vehicle	853	24.7	24.7	60.3
You are not sure how reliable they are	540	15.6	15.6	75.9
They are NOT good for the environment/Batteries are bad for the environment	456	13.2	13.2	89.1
DK/NA	111	3.2	3.2	100.0
Total	3456	100.0	100.0	

Thinking about climate change, how serious of a global threat do you feel it will be in the next 10 years? Will climate change be

	Frequency	Percent	Valid Percent	Cumulative Percent
A major global threat	2869	59.2	59.2	59.2
A minor global threat	1150	23.7	23.7	82.9
No threat at all	669	13.8	13.8	96.7
DK/NA	161	3.3	3.3	100.0
Total	4850	100.0	100.0	



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How serious a threat do you think climate change will be to the Atlanta metro area over the next ten years? Will it be....

	Frequency	Percent	Valid Percent	Cumulative Percent
A major threat	2312	47.7	47.7	47.7
A minor threat, or	1619	33.4	33.4	81.1
No threat at all to the Atlanta metro area	747	15.4	15.4	96.5
DK/NA	171	3.5	3.5	100.0
Total	4850	100.0	100.0	

What is the highest level of education you completed? Was it...

	Frequency	Percent	Valid Percent	Cumulative Percent
11th grade	153	3.1	3.1	3.1
High school graduate or GED	1351	27.9	27.9	31.0
Some college	1290	26.6	26.6	57.6
BA, BS	1270	26.2	26.2	83.8
Graduate or Professional Degree	756	15.6	15.6	99.4
DK/NA	30	.6	.6	100.0
Total	4850	100.0	100.0	

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Which of the following best describes your current employment status? Are you...

	Frequency	Percent	Valid Percent	Cumulative Percent
Working full time	2590	53.4	53.4	53.4
Working part time	548	11.3	11.3	64.7
Unemployed & looking for work	491	10.1	10.1	74.8
Unemployed & not looking for work	171	3.5	3.5	78.3
Retired	858	17.7	17.7	96.0
Disabled	106	2.2	2.2	98.2
Total	4850	100.0	100.0	

As far as where you work, would you say that you...

	Frequency	Percent	Valid Percent	Cumulative Percent
Work remotely all of the time	768	15.8	24.5	24.5
Work remotely some of the time, and from a place of business at other times	805	16.6	25.7	50.1
Work at an office location or place of business all of the time	1495	30.8	47.6	97.8
DK/NA	70	1.4	2.2	100.0
Total	3138	64.7	100.0	

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Do you consider yourself to be Latinx or Hispanic?

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes	575	11.8	11.8	11.8
No	4207	86.8	86.8	98.6
DK/NA	68	1.4	1.4	100.0
Total	4850	100.0	100.0	

What is your race? Are you...

	Frequency	Percent	Valid Percent	Cumulative Percent
African American/Black...	1985	40.9	40.9	40.9
Caucasian/White...	2182	45.0	45.0	85.9
Asian/Pacific Islander...	163	3.4	3.4	89.3
American Indian, or...	38	.8	.8	90.1
Multi-racial?	254	5.2	5.2	95.3
Other	125	2.6	2.6	97.9
DK/NA	102	2.1	2.1	100.0
Total	4850	100.0	100.0	

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Do you....				
	Frequency	Percent	Valid Percent	Cumulative Percent
Own your own home (includes living with someone else who own	2839	58.5	58.5	58.5
Rent (includes living with someone else who pays rent)	1923	39.7	39.7	98.2
DK	88	1.8	1.8	100.0

I am going to read a number of income ranges; please stop me at the one that best describes your family's household income in 2022....				
	Frequency	Percent	Valid Percent	Cumulative Percent
Less than \$25,000	560	11.6	11.6	11.6
\$25,000 - \$60,000	1467	30.3	30.3	41.8
\$60,000 - \$120,000	1420	29.3	29.3	71.1
\$120,000 - \$250,000	814	16.8	16.8	87.9
Over \$250,000	287	5.9	5.9	93.8
DK/NA	47	1.0	1.0	94.8
REFUSED	254	5.2	5.2	100.0
Total	4850	100.0	100.0	

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Demographic Comparisons

Table 4: Most Important Problem Facing Metro Atlanta

	Of the following, which issue is the biggest problem facing residents in the Metro Atlanta area today? Is it...									
	Transportation	Race Relations	The Economy	Crime	Public Health	Public Education	Human Services	Taxes	Other	DK
County										
Cherokee	10.2%	3.9%	35.7%	17.6%	3.5%	11.0%	4.7%	7.8%	2.7%	2.7%
Clayton	6.9%	5.1%	31.4%	18.6%	5.1%	8.0%	11.3%	7.7%	3.6%	2.2%
Cobb	9.2%	2.8%	29.7%	28.0%	5.3%	3.8%	9.5%	4.2%	4.6%	2.9%
DeKalb	9.3%	2.2%	16.8%	30.4%	6.9%	5.5%	14.1%	6.2%	5.6%	3.0%
Douglas	8.6%	2.9%	26.4%	23.6%	5.7%	5.7%	9.3%	12.1%	3.6%	2.1%
Fayette	13.3%	6.2%	27.4%	23.9%	8.0%	5.3%	4.4%	3.5%	3.5%	4.4%
Forsyth	14.6%	2.1%	30.9%	18.9%	3.9%	4.7%	7.7%	7.3%	6.0%	3.9%
Fulton	11.6%	4.0%	18.8%	29.6%	4.4%	5.6%	13.5%	7.3%	3.1%	1.9%
Gwinnett	13.4%	5.4%	24.1%	27.2%	3.2%	5.9%	10.8%	3.5%	4.8%	1.8%
Henry	12.1%	6.0%	26.7%	19.8%	5.6%	8.2%	7.8%	6.9%	3.0%	3.9%
Rockdale	7.9%	4.5%	31.5%	28.1%	5.6%	5.6%	4.5%	6.7%	2.2%	3.4%
City of Atlanta	8.1%	2.9%	15.2%	31.2%	6.4%	5.2%	14.7%	10.2%	4.2%	2.0%
Metro Region	10.9%	3.9%	24.4%	26.5%	4.9%	5.9%	10.8%	6.0%	4.3%	2.5%
Gender										
Man	13.0%	3.9%	24.4%	26.6%	4.8%	5.6%	9.7%	5.9%	3.9%	2.4%
Woman	8.5%	3.8%	25.1%	26.3%	4.9%	6.0%	12.3%	6.1%	4.5%	2.5%
Non-binary	27.3%	4.5%	12.1%	21.2%	1.5%	12.1%	15.2%	1.5%	3.0%	1.5%
Tenure in Metro Atlanta										
5 Years or Less	9.7%	3.9%	23.0%	23.2%	4.6%	6.5%	14.0%	6.3%	4.2%	4.6%
6-10 Years	11.0%	3.7%	24.3%	27.1%	7.4%	4.6%	8.3%	6.3%	4.2%	3.1%
11-20 Years	15.1%	4.0%	21.4%	24.3%	4.2%	7.1%	12.8%	6.8%	3.5%	1.2%
21-30 Years	11.9%	3.3%	27.7%	27.0%	5.0%	4.3%	8.5%	7.0%	3.9%	1.5%
31 Years or more	8.0%	4.3%	25.7%	30.0%	4.4%	6.1%	10.4%	4.3%	4.5%	2.3%
Total	11.0%	3.9%	24.5%	26.5%	4.8%	5.9%	11.0%	6.0%	4.1%	2.4%
Interview Type										
Telephone	12.6%	3.6%	26.6%	21.4%	5.0%	7.9%	7.8%	6.8%	5.4%	2.9%
Online	9.1%	4.2%	22.1%	31.7%	4.7%	3.7%	14.0%	5.1%	3.1%	2.2%

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	Of the following, which issue is the biggest problem facing residents in the Metro Atlanta area today? Is it...									
	Transportation	Race Relations	The Economy	Crime	Public Health	Public Education	Human Services	Taxes	Other	DK
Education Level										
HS/GED or less	8.2%	4.2%	25.3%	30.1%	5.9%	4.5%	7.8%	6.6%	3.7%	3.7%
Some College	10.1%	3.3%	26.7%	24.6%	4.0%	5.6%	12.6%	6.0%	4.4%	2.6%
BA/BS	12.9%	4.6%	23.5%	23.8%	4.0%	6.9%	12.0%	5.3%	5.0%	1.8%
Graduate/Professional Degree	14.1%	2.8%	19.6%	27.1%	5.6%	7.4%	12.2%	6.0%	3.8%	1.5%
DNK/No Answer	12.9%	3.2%	32.3%	22.6%	6.5%	3.2%	3.2%	3.2%	9.7%	3.2%
Race (recoded)										
African American/ Black	8.2%	4.7%	25.5%	27.1%	5.7%	4.8%	11.4%	5.9%	4.1%	2.5%
White	12.2%	3.2%	24.3%	27.8%	4.4%	6.5%	10.6%	5.5%	3.6%	2.0%
Other	14.5%	3.7%	21.7%	20.6%	4.0%	6.7%	10.0%	7.8%	6.6%	4.5%
Hispanic/Latino										
Yes	14.6%	3.5%	22.8%	25.2%	4.9%	7.3%	10.4%	4.3%	4.0%	3.0%
No	10.4%	3.9%	24.8%	26.6%	4.9%	5.7%	10.9%	6.3%	4.1%	2.4%
DK/NA	7.5%	3.0%	13.4%	29.9%	6.0%	4.5%	7.5%	3.0%	17.9%	7.5%
Age Categories										
18 - 24	14.1%	5.1%	20.4%	24.6%	6.2%	5.6%	7.6%	9.5%	3.0%	4.0%
25 - 34	12.1%	2.5%	28.1%	20.2%	5.4%	6.5%	13.5%	5.1%	3.9%	2.6%
35 - 44	13.5%	2.1%	25.7%	22.2%	6.3%	5.3%	11.4%	7.0%	5.6%	1.0%
45 - 54	11.2%	2.7%	26.6%	27.9%	3.9%	8.3%	9.7%	5.6%	2.5%	1.6%
55 - 64	8.5%	5.8%	23.8%	26.8%	4.5%	4.7%	13.1%	5.4%	4.8%	2.6%
65 and older	6.9%	6.1%	20.3%	37.8%	3.1%	4.8%	9.1%	4.0%	4.2%	3.7%
Income Categories										
Less than \$25,000	6.1%	6.4%	22.0%	23.4%	8.6%	3.2%	13.2%	5.2%	7.1%	4.8%
\$25,000 - \$60,000	8.8%	3.3%	26.5%	28.2%	3.6%	5.3%	12.6%	5.0%	4.5%	2.1%
\$60,000 - \$120,000	13.2%	3.1%	26.2%	24.7%	4.7%	6.1%	9.9%	6.9%	3.5%	1.6%
\$120,000 - \$250,000	12.7%	3.6%	23.2%	25.9%	5.3%	7.5%	10.4%	6.4%	2.2%	2.8%
Over \$250,000	15.3%	6.3%	15.6%	33.0%	3.5%	6.3%	7.6%	6.3%	4.9%	1.4%
DK/NA	15.2%	4.3%	23.9%	28.3%	4.3%	4.3%	10.9%	6.5%	2.2%	
REFUSED	9.1%	3.5%	21.3%	27.2%	5.1%	8.3%	6.3%	6.7%	6.7%	5.9%
Homeownership										
Homeowner	11.9%	4.2%	23.3%	27.6%	4.2%	6.8%	9.1%	6.9%	3.6%	2.4%
Renter	9.6%	3.3%	26.3%	25.0%	5.6%	4.4%	13.5%	4.8%	5.0%	2.5%
DK	5.7%	4.6%	19.5%	25.3%	10.3%	6.9%	9.2%	3.4%	8.0%	6.9%

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Employment Status										
	Of the following, which issue is the biggest problem facing residents in the Metro Atlanta area today? Is it...									
	Transportation	Race Relations	The Economy	Crime	Public Health	Public Education	Human Services	Taxes	Other	DK
Working full time	12.9%	2.8%	25.3%	24.2%	4.8%	7.0%	10.5%	7.1%	3.9%	1.7%
Working part time	12.8%	5.7%	25.6%	22.2%	8.4%	5.1%	8.4%	5.1%	3.8%	2.7%
Unemployed & looking for work	9.4%	5.1%	27.9%	23.8%	5.5%	3.3%	12.6%	3.7%	5.3%	3.5%
Unemployed & not looking for work	7.1%	4.7%	21.3%	22.5%	5.3%	13.6%	12.4%	7.1%	1.8%	4.1%
Retired	6.3%	5.7%	20.9%	37.3%	2.7%	3.7%	10.5%	4.0%	5.4%	3.6%
Disabled	2.8%		22.4%	37.4%	2.8%	0.9%	22.4%	4.7%	2.8%	3.7%

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Table 5: Importance of Improved Public Transit

	How important for Metro Atlanta's future is an improved public transit system, including buses and trains? Would you say an improved public transit system is...			
	Very important	Somewhat important	Not important at all	DNK
County				
Cherokee	53.7%	31.8%	12.9%	1.6%
Clayton	76.2%	17.9%	4.4%	1.5%
Cobb	66.2%	25.1%	7.2%	1.4%
DeKalb	71.8%	21.3%	5.6%	1.3%
Douglas	55.0%	28.6%	14.3%	2.1%
Fayette	50.9%	30.4%	16.1%	2.7%
Forsyth	50.6%	34.3%	11.6%	3.4%
Fulton	72.0%	21.9%	4.3%	1.7%
Gwinnett	63.1%	28.5%	7.2%	1.1%
Henry	61.6%	28.4%	7.8%	2.2%
Rockdale	61.8%	28.1%	7.9%	2.2%
City of Atlanta	79.1%	17.4%	2.2%	1.4%
Metro Region	66.0%	25.3%	7.1%	1.6%
Gender				
Man	66.6%	23.4%	8.6%	1.5%
Woman	65.6%	27.9%	4.9%	1.6%
Non-binary	65.6%	15.6%	18.8%	
DK/NA	65.4%	16.5%	14.2%	3.9%
Tenure in Metro Atlanta				
5 Years or Less	68.7%	25.4%	3.7%	1.9%
6-10 Years	72.6%	20.4%	6.3%	2.3%
11-20 Years	68.3%	24.4%	6.4%	0.7%
21-30 Years	66.1%	25.9%	6.8%	1.0%
31 Years or more	59.0%	28.7%	10.4%	
Interview Type				
Telephone	1.00	64.0%	24.6%	9.6%
Online	2.00	68.1%	26.0%	4.5%

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		How important for Metro Atlanta's future is an improved public transit system, including buses and trains? Would you say an improved public transit system is...			
		Very important	Somewhat important	Not important at all	DNK
Education Level					
	Less than HS	60.5%	28.3%	8.6%	2.6%
	High school	69.4%	22.1%	6.7%	1.7%
	Some college	65.3%	26.3%	6.9%	1.5%
	BA, BS	62.6%	27.7%	8.0%	1.8%
	Graduate or Professional	67.8%	25.0%	6.1%	1.1%
	DK/NA	79.3%	13.8%	6.9%	
Race (Recoded)					
	African American/ Black	74.5%	20.5%	3.4%	1.5%
	White	58.2%	30.5%	9.4%	1.8%
	Other	66.3%	22.4%	10.1%	1.2%
Hispanic/ Latinx					
	Yes	69.9%	24.3%	5.2%	0.5%
	No	65.5%	25.4%	7.2%	1.8%
	DK/NA	63.2%	23.5%	13.2%	
Age Categories					
	18 - 24	66.8%	26.8%	5.3%	1.1%
	25 - 34	71.2%	23.9%	2.8%	2.1%
	35 - 44	70.6%	22.8%	5.9%	0.8%
	45 - 54	63.4%	25.3%	9.9%	1.4%
	55 - 64	66.8%	24.3%	7.2%	1.7%
	65 and older	57.9%	29.0%	10.8%	2.4%



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		How important for Metro Atlanta's future is an improved public transit system, including buses and trains? Would you say an improved public transit system is...			DNK
		Very important	Somewhat important	Not important at all	
Income Categories					
	Less than \$25,000	66.4%	25.0%	5.9%	2.7%
	\$25,000 - \$60,000	69.2%	24.7%	4.7%	1.4%
	\$60,000 - \$120,000	66.1%	25.7%	7.3%	0.9%
	\$120,000 - \$250,000	63.5%	26.5%	8.0%	2.0%
	Over \$250,000	63.9%	23.3%	12.2%	0.7%
	DK/NA	54.3%	30.4%	8.7%	6.5%
Homeownership					
	Homeowner	62.4%	27.0%	9.2%	1.4%
	Rent	71.5%	23.0%	3.7%	1.8%
	DK	64.0%	19.1%	13.5%	3.4%
Employment Status					
	Working full time	68.9%	23.2%	6.3%	1.6%
	Working part time	65.4%	29.7%	4.6%	0.4%
	Unemployed & looking for work	71.2%	24.5%	3.1%	1.2%
	Unemployed & not looking for work	60.5%	23.8%	14.0%	1.7%
	Retired	55.9%	30.1%	11.4%	2.6%
	Disabled	57.0%	31.8%	10.3%	0.9%

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Table 6: Best Long-Term Traffic Solution

	Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area? Would the best solution be...					
	Expand public transit	Improve roads and highways	Develop communities in which people can live very close to work	Increase teleworking options	Do nothing	DK
County						
Cherokee	28.1%	36.3%	12.5%	15.6%	3.9%	3.5%
Clayton	38.7%	33.2%	15.7%	8.4%	3.3%	0.7%
Cobb	34.7%	31.3%	14.6%	13.4%	2.6%	3.3%
DeKalb	38.0%	25.8%	16.6%	14.6%	2.7%	2.2%
Douglas	30.2%	30.2%	13.7%	20.9%	3.6%	1.4%
Fayette	32.7%	30.1%	12.4%	15.9%	5.3%	3.5%
Forsyth	34.3%	35.2%	13.7%	10.7%	3.4%	2.6%
Fulton	42.3%	23.5%	16.7%	14.1%	1.4%	2.0%
Gwinnett	35.0%	30.5%	19.2%	12.4%	2.1%	0.8%
Henry	29.3%	41.4%	15.1%	10.3%	2.6%	1.3%
Rockdale	33.7%	29.2%	20.2%	11.2%	2.2%	3.4%
City of Atlanta	47.7%	23.0%	15.7%	10.6%	1.9%	1.2%
Metro Region	36.4%	29.5%	16.2%	13.4%	2.5%	2.1%
Gender						
Man	37.3%	30.2%	16.6%	11.0%	3.1%	1.9%
Woman	36.7%	28.4%	15.8%	15.6%	1.5%	2.0%
Nonbinary	16.9%	41.5%	13.8%	18.5%	9.2%	
DK/NA	25.2%	29.9%	17.3%	11.8%	7.1%	8.7%
Tenure in Metro Atlanta						
5 Years or Less	32.9%	30.3%	17.8%	14.9%	1.9%	2.3%
6-10 Years	39.2%	26.7%	17.1%	11.6%	3.5%	1.8%
11-20 Years	40.9%	30.9%	14.8%	10.8%	0.9%	1.6%
21-30 Years	38.5%	28.6%	15.9%	14.4%	0.8%	1.7%
31 Years or more	33.9%	28.7%	16.1%	14.8%	4.3%	2.2%
Type of Interview						
Phone	1.00	36.2%	31.5%	14.3%	12.2%	
Online	2.00	36.6%	27.3%	18.2%	14.7%	



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		Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area? Would the best solution be...					
		Expand public transit	Improve roads and highways	Develop communities in which people can live very close to work	Increase teleworking options	Do nothing	DK
Education Level							
	Less than HS	28.8%	44.4%	6.5%	9.2%	9.2%	2.0%
	High school	30.7%	35.0%	20.6%	9.5%	2.1%	2.1%
	Some college	36.2%	31.0%	16.4%	11.5%	2.6%	2.2%
	BA, BS	39.4%	23.4%	14.8%	17.8%	2.4%	2.1%
	Graduate or Professional Degree	43.9%	23.9%	12.3%	17.0%	1.2%	1.7%
	DK/NA	17.2%	34.5%	13.8%	13.8%	17.2%	3.4%
Race (recoded)							
	African American/ Black	37.8%	27.9%	18.3%	12.4%	2.1%	1.5%
	White	36.3%	29.4%	15.0%	14.8%	2.1%	2.4%
	Other	32.8%	34.0%	13.6%	12.0%	4.8%	2.8%
Hispanic Latinx							
	Yes	36.8%	28.0%	17.8%	13.1%	2.4%	1.9%
	No	36.3%	29.6%	16.0%	13.5%	2.4%	2.1%
	DK/NA	37.3%	31.3%	11.9%	6.0%	10.4%	3.0%
Age Categories							
	18 - 24	35.6%	34.0%	20.0%	8.4%	1.1%	0.9%
	25 - 34	37.6%	29.2%	20.6%	9.0%	1.5%	2.1%
	35 - 44	38.3%	26.3%	14.5%	18.2%	1.3%	1.4%
	45 - 54	32.9%	28.9%	14.4%	18.8%	3.4%	1.6%
	55 - 64	36.8%	29.3%	14.9%	15.0%	2.7%	1.3%
	65 and older	36.5%	30.6%	13.9%	10.0%	4.6%	4.5%

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		Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area? Would the best solution be...					
		Expand public transit	Improve roads and highways	Develop communities in which people can live very close to work	Increase teleworking options	Do nothing	DK
Income Categories							
Less than \$25,000		35.8%	31.9%	18.9%	7.1%	2.5%	3.7%
\$25,000 - \$60,000		37.6%	29.0%	17.9%	11.9%	2.2%	1.5%
\$60,000 - \$120,000		36.3%	28.0%	16.3%	15.6%	2.3%	1.4%
\$120,000 - \$250,000		38.2%	28.2%	13.1%	17.5%	1.6%	1.3%
Over \$250,000		34.8%	32.1%	14.3%	11.8%	4.9%	2.1%
DK/NA		33.3%	33.3%	8.3%	8.3%	8.3%	8.3%
REFUSED		27.2%	35.4%	13.4%	12.6%	4.7%	6.7%
Homeownership							
Homeowner		34.5%	29.4%	15.8%	15.6%	2.8%	1.9%
Renter		39.1%	29.5%	16.9%	10.4%	1.8%	2.3%
DK		38.6%	30.7%	13.6%	8.0%	6.8%	2.3%
Employment Status							
Working full time		38.5%	27.3%	15.8%	15.0%	2.2%	1.3%
Working part time		35.8%	28.2%	22.9%	10.8%	1.5%	0.9%
Unemployed & looking for work		35.2%	32.2%	15.7%	14.5%	1.2%	1.2%
Unemployed & not looking for work		29.8%	36.3%	14.6%	14.6%	1.8%	2.9%
Retired		34.1%	33.5%	13.7%	9.9%	4.2%	4.5%
Disabled		29.2%	27.4%	19.8%	14.2%	5.7%	3.8%



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Table 7: Move From Current Neighborhood

	If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from Metro Atlanta?			
	Move to a different neighborhood in Metro Atlanta?	Stay where you are now	Move away from Metro Atlanta	DNK
County				
Cherokee	8.6%	65.5%	24.7%	1.2%
Clayton	17.6%	50.9%	30.4%	1.1%
Cobb	18.7%	57.4%	21.8%	2.1%
DeKalb	22.6%	53.3%	22.1%	2.0%
Douglas	15.0%	58.6%	25.0%	1.4%
Fayette	5.3%	68.1%	26.5%	
Forsyth	7.3%	66.2%	24.4%	2.1%
Fulton	20.7%	58.7%	19.7%	1.0%
Gwinnett	17.4%	57.7%	21.8%	3.1%
Henry	11.7%	51.5%	34.6%	2.2%
Rockdale	11.1%	56.7%	30.0%	2.2%
City of Atlanta	25.0%	53.7%	20.7%	0.5%
Metro Region	17.5%	57.6%	23.1%	1.9%
Gender				
Man	17.0%	58.8%	22.1%	2.1%
Woman	18.6%	55.4%	24.4%	1.6%
Nonbinary	12.1%	62.1%	22.7%	3.0%
DK/NA	6.3%	76.2%	15.9%	1.6%
Tenure in Metro Atlanta				
5 Years or Less	20.4%	52.7%	21.6%	5.3%
6-10 Years	24.1%	53.1%	22.6%	0.2%
11-20 Years	19.1%	57.7%	21.6%	1.5%
21-30 Years	17.2%	59.2%	22.3%	1.3%
31 Years or more	12.9%	59.9%	26.3%	0.9%
Interview Type				
Telephone	9.7%	63.5%	25.5%	1.3%
Online	25.6%	51.4%	20.6%	2.4%
Education Level				
Less than HS	11.1%	53.6%	23.5%	11.8%
High school	19.0%	56.8%	21.8%	2.4%
Some college	15.3%	54.3%	29.4%	1.1%
BA, BS	16.8%	61.1%	20.9%	1.3%
Graduate or Professional Degree	21.2%	58.9%	18.8%	1.1%
DK/NA	10.0%	76.7%	13.3%	



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	If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from Metro Atlanta?			
	Move to a different neighborhood in Metro Atlanta?	Stay where you are now	Move away from Metro Atlanta	DNK
Race (recoded)				
African American/ Black	22.6%	56.6%	19.1%	1.6%
White	14.3%	58.2%	26.1%	1.4%
Other	12.7%	58.3%	24.9%	4.1%
Hispanic Latinx				
Yes	15.8%	58.1%	22.8%	3.3%
No	17.9%	57.2%	23.2%	1.7%
DK/NA	2.9%	75.0%	22.1%	
Age Categories				
18 - 24	19.4%	54.5%	23.1%	3.0%
25 - 34	25.6%	53.0%	19.6%	1.8%
35 - 44	22.8%	52.0%	24.1%	1.1%
45 - 54	16.8%	56.8%	23.5%	3.0%
55 - 64	14.9%	57.5%	26.4%	1.2%
65 and older	5.6%	70.6%	22.5%	1.4%
Income Categories				
Less than \$25,000	19.3%	45.4%	31.3%	4.1%
\$25,000 - \$60,000	20.8%	53.6%	23.2%	2.4%
\$60,000 - \$120,000	16.4%	59.5%	22.6%	1.5%
\$120,000 - \$250,000	18.8%	60.2%	20.3%	0.7%
Over \$250,000	12.2%	66.9%	20.2%	0.7%
DK/NA		72.3%	27.7%	
Homeownership				
Homeowner	13.5%	63.3%	22.1%	1.1%
Renter	23.3%	49.1%	24.6%	3.0%
DK	18.2%	60.2%	20.5%	1.1%



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	If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from metro Atlanta?			
	Move to a different neighborhood in metro Atlanta?	Stay where you are now	Move away from metro Atlanta	DNK
Employment Status				
Working full time	18.8%	57.7%	22.0%	1.4%
Working part time	24.5%	49.3%	24.5%	1.8%
Unemployed & looking for work	22.6%	50.1%	24.6%	2.6%
Unemployed & not looking for work	18.1%	60.2%	19.3%	2.3%
Retired	5.7%	68.3%	24.4%	1.6%
Disabled	13.2%	53.8%	31.1%	1.9%

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Table 8: 3-4 Year Outlook

		As you look ahead to the next 3 or 4 years, do you think living conditions in the Metro Atlanta area THEN will be better, worse, or about the same as today?			
		Better in 3-4 years	Worse in 3-4 years	About the same as today	DNK
County					
	Cherokee	20.8%	45.5%	32.5%	1.2%
	Clayton	28.9%	30.0%	40.3%	0.7%
	Cobb	23.3%	38.6%	35.1%	3.0%
	DeKalb	26.4%	34.2%	33.7%	5.6%
	Douglas	27.1%	40.0%	29.3%	3.6%
	Fayette	12.3%	43.9%	42.1%	1.8%
	Forsyth	16.3%	42.1%	39.5%	2.1%
	Fulton	34.0%	30.1%	32.7%	3.2%
	Gwinnett	22.0%	39.5%	35.7%	2.9%
	Henry	18.5%	41.4%	37.5%	2.6%
	Rockdale	22.5%	40.4%	34.8%	2.2%
	City of Atlanta	39.4%	27.4%	31.3%	1.8%
	Metro Region	25.4%	36.5%	34.9%	3.1%
Gender					
	Man	28.0%	34.7%	35.2%	2.1%
	Woman	22.9%	38.6%	34.4%	4.1%
	Nonbinary	36.9%	23.1%	40.0%	
	DK/NA	18.9%	37.0%	37.8%	6.3%
Tenure in Metro Atlanta					
	5 Years or Less	32.0%	31.8%	32.3%	3.9%
	6-10 Years	32.4%	30.9%	33.0%	3.7%
	11-20 Years	29.1%	34.0%	33.8%	3.1%
	21-30 Years	19.9%	38.1%	39.2%	2.7%
	31 Years or more	19.2%	43.1%	35.0%	2.7%
Interview Type					
	Phone	21.5%	36.0%	41.1%	1.4%
	Online	29.5%	37.1%	28.5%	4.9%
Education Level					
	Less than HS	33.6%	32.2%	31.6%	2.6%
	High school	27.9%	33.7%	34.9%	3.6%
	Some college	24.5%	38.1%	33.8%	3.6%
	BA, BS	22.7%	37.9%	37.1%	2.3%
	Graduate or Professional Degree	25.0%	37.8%	34.1%	3.0%
	DK/NA	36.7%	26.7%	33.3%	3.3%

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	As you look ahead to the next 3 or 4 years, do you think living conditions in the Metro Atlanta area THEN will be better, worse, or about the same as today?			
	Better in 3-4 years	Worse in 3-4 years	About the same as today	DNK
Race (recoded)				
African American/Black	32.6%	30.2%	33.7%	3.5%
White	20.3%	41.6%	35.6%	2.6%
Other	21.1%	38.5%	36.7%	3.8%
Hispanic Latinx				
Yes	30.8%	30.3%	36.9%	1.9%
No	24.8%	37.3%	34.6%	3.2%
DK/NA	16.2%	38.2%	36.8%	8.8%
Age Categories				
18 - 24	30.2%	28.1%	37.9%	3.9%
25 - 34	33.3%	31.6%	31.0%	4.2%
35 - 44	27.8%	39.3%	31.5%	1.3%
45 - 54	18.9%	39.7%	38.9%	2.5%
55 - 64	22.6%	40.8%	34.2%	2.5%
65 and older	20.8%	36.7%	37.9%	4.6%
Income Categories				
Less than \$25,000	27.7%	33.4%	32.7%	6.3%
\$25,000 - \$60,000	25.8%	38.2%	33.3%	2.7%
\$60,000 - \$120,000	24.2%	37.0%	35.9%	2.8%
\$120,000 - \$250,000	25.7%	36.7%	35.1%	2.5%
Over \$250,000	26.8%	33.8%	37.6%	1.7%
DK/NA	27.1%	25.0%	41.7%	6.3%
REFUSED	22.4%	34.6%	39.0%	3.9%
Homeownership				
Homeowner	22.5%	38.3%	36.3%	2.9%
Renter	29.9%	33.9%	32.6%	3.6%
DK	20.7%	35.6%	42.5%	1.1%

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		As you look ahead to the next 3 or 4 years, do you think living conditions in the Metro Atlanta area THEN will be better, worse, or about the same as today?			
		Better in 3-4 years	Worse in 3-4 years	About the same as today	DNK
Employment Status					
	Working full time	26.3%	36.8%	34.8%	2.1%
	Working part time	29.4%	35.5%	33.8%	1.3%
	Unemployed & looking for work	25.9%	35.2%	33.6%	5.3%
	Unemployed & not looking for work	25.1%	28.1%	42.7%	4.1%
	Retired	20.2%	38.6%	37.1%	4.2%
	Disabled	24.8%	41.9%	24.8%	8.6%

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Table 9: Emergency Expenditure Response

		Some people have a hard time dealing with financial emergencies, while others are better able to handle these situations.... We'd like to get a feel for how people would deal with an unexpected financial emergency. Suppose you had to come up with \$400					
		You would pay for it with cash, check or debit card	You would put it on a credit card	You would borrow money from someone	You would sell or pawn something to get the money	You would not be able to get the money right now	DK/N A
County							
	Cherokee	62.9%	22.3%	5.5%	2.0%	6.3%	1.2%
	Clayton	42.6%	20.6%	8.8%	5.1%	20.6%	2.2%
	Cobb	47.2%	20.7%	8.0%	6.4%	14.5%	3.2%
	DeKalb	42.7%	23.5%	13.3%	3.8%	14.6%	2.0%
	Douglas	47.9%	21.4%	9.3%	5.7%	13.6%	2.1%
	Fayette	59.3%	23.0%	3.5%	0.9%	11.5%	1.8%
	Forsyth	55.6%	26.9%	3.4%	3.8%	8.5%	1.7%
	Fulton	51.1%	25.4%	6.5%	5.0%	9.3%	2.7%
	Gwinnett	46.3%	21.8%	11.5%	5.6%	12.3%	2.6%
	Henry	58.4%	18.6%	6.9%	1.3%	12.1%	2.6%
	Rockdale	49.4%	19.1%	6.7%	5.6%	19.1%	
	City of Atlanta	49.6%	20.3%	9.4%	6.0%	12.9%	1.7%
	Metro Region	49.1%	22.8%	8.7%	4.7%	12.4%	24%
Gender							
	Man	55.7%	20.8%	7.9%	4.6%	9.1%	1.9%
	Woman	42.6%	24.9%	9.7%	4.7%	15.3%	2.7%
	Nonbinary	53.1%	17.2%	4.7%	7.8%	15.6%	1.6%
	DK/NA	46.0%	20.6%	6.3%	5.6%	16.7%	4.8%
Tenure In Metro Atlanta							
	5 Years or Less	39.0%	23.5%	12.8%	6.6%	15.3%	2.7%
	6-10 Years	48.2%	23.6%	9.2%	5.0%	11.8%	2.2%
	11-20 Years	51.8%	22.5%	7.5%	4.1%	12.1%	1.9%
	21-30 Years	49.8%	23.2%	8.3%	4.0%	13.3%	1.4%
	31 Years or more	54.6%	22.2%	6.8%	4.2%	10.0%	2.2%
Interview Type							
	Phone	53.9%	21.9%	6.2%	4.1%	11.9%	2.0%
	Online	44.0%	23.6%	11.3%	5.3%	13.0%	2.7%

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Some people have a hard time dealing with financial emergencies, while others are better able to handle these situations.... We'd like to get a feel for how people would deal with an unexpected financial emergency. Suppose you had to come up with \$400						
	You would pay for it with cash, check or debit card	You would put it on a credit card	You would borrow money from someone	You would sell or pawn something to get the money	You would not be able to get the money right now	DK/N A
Education Level						
Less than HS	17.8%	16.4%	15.1%	11.2%	37.5%	2.0%
High school	43.6%	16.2%	10.4%	8.0%	18.5%	3.4%
Some college	43.8%	22.9%	11.1%	5.0%	15.0%	2.2%
BA, BS	56.6%	27.9%	6.5%	2.3%	5.1%	1.6%
Graduate or Professional Degree	61.9%	27.2%	4.2%	0.9%	4.5%	1.2%
DK/NA	36.7%	13.3%	15.1%	11.2%	13.3%	30.0 %
Race (recoded)						
African American/ Black	43.1%	19.1%	11.3%	5.3%	18.2%	2.9%
White	56.3%	25.4%	6.7%	3.3%	7.0%	1.2%
Other	43.2%	24.6%	7.5%	7.3%	13.0%	4.4%
Hispanic Latinx						
Yes	43.4%	22.3%	14.5%	4.7%	12.9%	2.3%
No	49.8%	22.9%	8.0%	4.7%	12.3%	2.3%
DK/NA	50.7%	14.9%	1.5%	4.5%	17.9%	10.4 %
Age Categories						
18 - 24	48.1%	15.3%	10.5%	9.6%	13.2%	3.3%
25 - 34	38.7%	25.7%	12.5%	7.2%	14.0%	1.9%
35 - 44	48.9%	24.1%	8.6%	4.9%	12.6%	1.0%
45 - 54	46.6%	23.5%	9.2%	4.3%	14.1%	2.3%
55 - 64	58.1%	20.2%	5.8%	1.9%	11.6%	2.3%

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		Some people have a hard time dealing with financial emergencies, while others are better able to handle these situations.... We'd like to get a feel for how people would deal with an unexpected financial emergency. Suppose you had to come up with \$400					
		You would pay for it with cash, check or debit card	You would put it on a credit card	You would borrow money from someone	You would sell or pawn something to get the money	You would not be able to get the money right now	DK/NA
Income Categories							
Less than \$25,000		28.4%	15.2%	11.3%	7.3%	32.5%	5.4%
\$25,000 - \$60,000		37.7%	24.1%	12.5%	6.8%	16.6%	2.3%
\$60,000 - \$120,000		54.0%	25.1%	7.3%	4.6%	8.0%	1.0%
\$120,000 - \$250,000		66.9%	23.2%	4.9%	1.2%	2.7%	1.1%
Over \$250,000		73.8%	17.8%	3.1%	1.7%	2.1%	1.4%
DK/NA		46.8%	19.1%	10.6%		17.0%	6.4%
REFUSED		47.8%	23.3%	5.9%	2.8%	11.5%	8.7%
Homeownership							
Homeowner		57.6%	24.9%	6.0%	2.3%	7.4%	1.7%
Renter		36.5%	19.9%	13.0%	8.0%	19.7%	3.0%
DK		47.2%	15.7%	2.2%	10.1%	14.6%	10.1%
Employment Status							
Working full time		53.7%	22.9%	8.4%	3.7%	10.1%	1.2%
Working part time		44.2%	24.5%	11.9%	5.8%	11.5%	2.2%
Unemployed & looking for work		28.7%	20.4%	11.0%	13.0%	22.0%	4.9%
Unemployed & not looking for work		43.5%	22.9%	12.4%	4.7%	15.3%	1.2%
Retired		53.6%	25.8%	5.3%	1.5%	10.3%	3.6%
Disabled		31.4%	5.7%	10.5%	6.7%	42.9%	2.9%

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Table 10: Future Growth Focus

	"Future growth in the metro area should be focused...."			
	In areas where businesses are already concentrated	Along transportation corridors that link existing business centers	In currently undeveloped or more rural areas.	DNK
County				
Cherokee	28.3%	30.7%	33.1%	6.3%
Clayton	24.2%	31.1%	39.9%	4.0%
Cobb	20.0%	38.1%	34.7%	5.4%
DeKalb	19.0%	41.3%	32.5%	5.8%
Douglas	29.3%	30.0%	33.6%	6.4%
Fayette	31.0%	35.4%	25.7%	7.1%
Forsyth	27.9%	36.9%	30.5%	3.4%
Fulton	18.9%	43.1%	32.9%	4.4%
Gwinnett	23.7%	32.9%	37.7%	3.2%
Henry	22.6%	34.8%	38.3%	3.5%
Rockdale	21.3%	31.5%	41.6%	5.6%
City of Atlanta	24.6%	36.0%	33.2%	5.0%
Metro Region	22.0%	37.4%	34.6%	4.7%
Gender				
Man	22.6%	38.7%	32.6%	4.1%
Woman	21.0%	37.2%	36.3%	4.9%
Nonbinary	33.8%	18.5%	46.2%	
DK/NA	24.6%	24.6%	33.3%	
Tenure In Metro Atlanta				
5 Years or Less	17.8%	36.6%	40.2%	4.4%
6-10 Years	23.9%	29.8%	42.2%	3.1%
11-20 Years	21.6%	37.5%	36.9%	3.4%
21-30 Years	22.4%	42.6%	28.0%	5.4%
31 Years or more	23.1%	38.9%	30.2%	5.5%
Interview Type				
Phone	26.3%	33.2%	35.3%	4.2%
Online	17.5%	41.7%	33.7%	5.2%

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	"Future growth in the metro area should be focused...."			
	in areas where businesses are already concentrated	along transportation corridors that link existing business centers	in currently undeveloped or more rural areas.	DNK
Education Level				
Less than HS	32.0%	25.5%	31.4%	11.1%
High school	23.7%	30.1%	39.9%	4.5%
Some college	20.9%	38.1%	35.1%	4.9%
BA, BS	21.6%	41.2%	31.0%	4.8%
Graduate or Professional Degree	19.1%	46.1%	30.2%	2.9%
Race (recoded)				
African American/ Black	18.2%	35.1%	41.2%	4.0%
White	25.2%	40.4%	27.9%	5.0%
Other	22.4%	34.2%	36.5%	5.4%
Hispanic Latinx				
Yes	27.1%	37.7%	32.3%	2.3%
No	21.2%	37.5%	35.0%	4.9%
DK/NA	26.5%	27.9%	27.9%	11.8%
Age Categories				
18 - 24	26.5%	31.6%	39.6%	2.3%
25 - 34	15.7%	37.2%	42.4%	4.1%
35 - 44	21.0%	39.2%	35.0%	2.4%
45 - 54	27.0%	35.3%	31.0%	5.3%
55 - 64	22.5%	39.7%	30.4%	5.8%
65 and older	21.3%	40.4%	29.2%	7.3%
Income Categories				
Less than \$25,000	20.4%	34.5%	34.5%	8.9%
\$25,000 - \$60,000	22.3%	35.8%	36.0%	4.8%
\$60,000 - \$120,000	20.6%	38.6%	36.1%	3.2%
\$120,000 - \$250,000	22.1%	43.4%	30.6%	2.6%
Over \$250,000	23.3%	40.3%	31.6%	3.1%
DK/NA	20.8%	16.7%	45.8%	16.7%
REFUSED	29.2%	27.3%	32.8%	9.1%

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	"Future growth in the metro area should be focused...."			
	in areas where businesses are already concentrated	along transportation corridors that link existing business centers	in currently undeveloped or more rural areas.	DNK
Homeownership				
Homeowner	23.5%	38.9%	31.7%	4.5%
Renter	19.2%	35.9%	38.7%	4.9%
DK	36.0%	20.9%	37.2%	4.7%
Employment Status				
Working full time	22.5%	38.0%	35.3%	3.1%
Working part time	23.9%	38.1%	35.2%	2.4%
Unemployed & looking for work	12.4%	36.3%	43.1%	5.1%
Unemployed & not looking for work	27.5%	33.3%	32.2%	7.0%
Retired	24.0%	36.9%	29.3%	7.9%
Disabled	17.9%	31.1%	31.1%	17.9%

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Table 11: Neighborhood Affordability

		"If I had to move right now, I could not afford to move to another house or apartment in the neighborhood where I currently live." Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
County						
	Cherokee	37.3%	26.3%	20.4%	14.5%	1.6%
	Clayton	36.5%	29.9%	23.4%	10.2%	
	Cobb	34.1%	30.8%	19.1%	14.6%	1.4%
	DeKalb	34.2%	28.7%	21.6%	13.2%	2.4%
	Douglas	30.7%	30.7%	24.3%	12.1%	2.1%
	Fayette	22.8%	26.3%	29.8%	18.4%	2.6%
	Forsyth	29.6%	26.6%	27.5%	15.5%	0.9%
	Fulton	35.1%	29.6%	21.4%	12.1%	1.8%
	Gwinnett	32.0%	34.0%	19.1%	12.6%	2.3%
	Henry	26.4%	31.6%	27.7%	12.6%	1.7%
	Rockdale	37.5%	26.1%	23.9%	11.4%	1.1%
	City of Atlanta	37.3%	29.6%	20.0%	12.0%	1.1%
	Metro Region	33.3%	30.1%	21.6%	13.1%	1.8%
Gender						
	Man	27.2%	32.7%	23.9%	14.9%	1.3%
	Woman	40.2%	27.6%	19.3%	10.9%	2.0%
	Nonbinary	27.3%	39.4%	19.7%	13.6%	
	DK/NA	20.6%	27.0%	23.8%	21.4%	7.1%
Tenure in Metro Atlanta						
	5 Years or Less	37.1%	34.8%	20.2%	6.2%	1.7%
	6-10 Years	36.3%	32.0%	18.8%	11.6%	1.3%
	11-20 Years	33.1%	30.0%	21.3%	14.1%	1.5%
	21-30 Years	34.2%	29.2%	21.0%	12.9%	2.7%
	31 Years or more	30.5%	27.2%	23.9%	17.0%	1.4%
Interview Type						
	Phone	31.5%	27.5%	25.0%	14.7%	1.3%
	Online	35.3%	32.8%	17.9%	11.5%	2.4%
Education Level						
	Less than HS	42.8%	34.9%	15.1%	5.3%	2.0%
	High school	41.1%	31.1%	17.7%	8.3%	1.9%
	Some college	36.4%	30.2%	20.5%	10.9%	2.2%
	BA, BS	25.3%	30.6%	26.5%	15.7%	1.9%
	Graduate or Professional Degree	26.6%	26.1%	23.4%	23.2%	0.7%
	DK/NA	16.7%	40.0%	26.7%	6.7%	10.0%
Race (recoded)						
	African American/ Black	37.1%	30.7%	20.7%	10.4%	1.2%
	White	31.0%	28.9%	22.5%	16.0%	1.6%
	Other	30.1%	32.6%	21.1%	12.0%	4.3%

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	"If I had to move right now, I could not afford to move to another house or apartment in the neighborhood where I currently live." Do you...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
Hispanic Latinx					
Yes	32.3%	39.1%	15.0%	12.5%	1.0%
No	33.6%	29.0%	22.3%	13.2%	1.9%
DK/NA	23.5%	23.5%	32.4%	14.7%	5.9%
Age Categories					
18 - 24	37.7%	31.4%	19.1%	8.9%	2.8%
25 - 34	40.9%	32.5%	17.4%	7.2%	2.0%
35 - 44	37.6%	33.6%	17.7%	10.0%	1.1%
45 - 54	34.1%	32.0%	20.9%	11.8%	1.2%
55 - 64	29.5%	25.7%	25.0%	18.1%	1.7%
65 and older	22.5%	25.1%	27.9%	22.6%	1.9%
Income Categories					
Less than \$25,000	47.8%	29.8%	14.1%	4.8%	3.6%
\$25,000 - \$60,000	41.3%	35.4%	15.5%	6.1%	1.7%
\$60,000 - \$120,000	30.6%	30.8%	25.4%	11.6%	1.5%
\$120,000 - \$250,000	23.6%	26.2%	26.0%	23.3%	0.9%
Over \$250,000	17.4%	15.3%	26.8%	40.1%	0.3%
DK/NA	31.3%	35.4%	18.8%	8.3%	6.3%
REFUSED	20.2%	24.5%	32.0%	18.6%	4.7%
Homeownership					
Homeowner	28.6%	27.7%	24.9%	17.1%	1.8%
Renter	40.5%	33.6%	16.9%	7.3%	1.8%
DK	31.5%	34.8%	15.7%	13.5%	4.5%

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	"If I had to move right now, I could not afford to move to another house or apartment in the neighborhood where I currently live." Do you...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
Employment Status					
Working full time	30.9%	33.0%	21.8%	13.2%	1.1%
Working part time	40.4%	31.0%	16.8%	11.1%	0.7%
Unemployed & looking for work	50.0%	28.0%	14.7%	5.1%	2.2%
Unemployed & not looking for work	39.2%	22.2%	21.6%	14.0%	2.9%
Retired	23.5%	25.2%	28.8%	19.7%	2.8%
Disabled	53.8%	21.7%	13.2%	9.4%	1.9%

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Table 12: Feel Safe Walking

	"I feel safe walking at night in my neighborhood " Do you...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
County					
Cherokee	41.6%	40.8%	13.3%	3.9%	0.4%
Clayton	19.4%	45.8%	24.9%	8.8%	1.1%
Cobb	27.6%	46.5%	17.0%	6.6%	2.4%
DeKalb	17.8%	40.1%	28.3%	11.4%	2.5%
Douglas	35.0%	38.6%	14.3%	10.7%	1.4%
Fayette	37.2%	43.4%	15.9%	2.7%	0.9%
Forsyth	47.0%	37.2%	7.7%	6.8%	1.3%
Fulton	28.2%	41.0%	19.3%	9.4%	2.1%
Gwinnett	23.9%	45.9%	21.7%	6.6%	2.0%
Henry	34.3%	41.3%	18.3%	5.7%	0.4%
Rockdale	28.1%	43.8%	18.0%	9.0%	1.1%
City of Atlanta	22.9%	35.0%	26.7%	12.8%	2.5%
Metro Region	27.5%	42.8%	19.9%	8.0%	1.8%
Gender					
Man	34.4%	44.2%	14.8%	5.6%	1.0%
Woman	21.0%	42.6%	23.9%	10.2%	2.2%
Nonbinary	20.0%	13.8%	53.8%	7.7%	4.6%
DK/NA	24.6%	35.7%	23.0%	7.9%	8.7%
Tenure in Metro Atlanta					
5 Years or Less	21.8%	43.0%	24.7%	8.0%	2.6%
6-10 Years	27.9%	44.9%	17.5%	8.5%	1.3%
11-20 Years	30.1%	40.2%	20.0%	7.6%	2.0%
21-30 Years	29.7%	45.0%	16.4%	8.1%	0.7%
31 Years or more	27.7%	42.9%	19.8%	7.8%	1.7%
Interview Type					
Phone	32.4%	41.7%	17.2%	7.7%	1.0%
Online	22.4%	43.8%	22.8%	8.3%	2.7%
Education Level					
Less than HS	14.4%	34.0%	34.6%	13.7%	3.3%
High school	25.7%	42.7%	21.1%	8.5%	2.1%
Some college	25.7%	40.1%	21.7%	10.2%	2.3%
BA, BS	29.5%	45.5%	18.9%	5.4%	0.7%
Graduate or Professional Degree	33.3%	44.4%	14.2%	6.2%	1.9%
DK/NA	23.3%	43.3%	10.0%	16.7%	6.7%



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		"I feel safe walking at night in my neighborhood " Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
Race (recoded)						
African American/ Black		25.0%	41.3%	21.5%	10.3%	2.0%
White		31.2%	44.6%	17.0%	5.7%	1.5%
Other		23.0%	41.1%	24.7%	8.6%	2.5%
Hispanic Latinx						
Yes		24.5%	40.2%	28.2%	4.9%	2.3%
No		28.1%	43.2%	18.7%	8.3%	1.7%
DK/NA		14.9%	38.8%	25.4%	13.4%	7.5%
Age Categories						
18 - 24		24.4%	38.6%	23.7%	10.9%	2.5%
25 - 34		24.4%	43.3%	20.8%	9.2%	2.3%
35 - 44		30.5%	44.9%	17.2%	6.6%	0.8%
45 - 54		32.9%	38.4%	21.1%	6.5%	1.0%
55 - 64		28.0%	45.5%	17.3%	6.8%	2.3%
65 and older		24.6%	44.2%	21.3%	8.4%	1.5%
Income Categories						
Less than \$25,000		17.5%	39.5%	26.4%	12.9%	3.8%
\$25,000 - \$60,000		20.7%	41.9%	26.4%	9.7%	1.4%
\$60,000 - \$120,000		26.9%	47.3%	16.9%	7.7%	1.2%
\$120,000 - \$250,000		40.2%	43.5%	12.2%	2.8%	1.4%
Over \$250,000		48.6%	32.6%	9.7%	5.9%	3.1%
DK/NA		25.5%	31.9%	29.8%	8.5%	4.3%
REFUSED		27.7%	41.5%	19.8%	7.9%	3.2%
Homeownership						
Homeowner		32.3%	43.1%	16.9%	6.1%	1.7%
Renter		20.3%	42.4%	24.4%	10.8%	2.0%
DK		27.6%	37.9%	21.8%	9.2%	3.4%
Employment Status						
Working full time		31.5%	44.1%	16.2%	7.3%	0.9%
Working part time		20.7%	44.4%	28.3%	5.7%	0.9%
Unemployed & looking for work		22.0%	38.3%	24.4%	13.2%	2.0%
Unemployed & not looking for work		30.4%	40.9%	17.0%	8.2%	3.5%
Retired		24.4%	42.1%	21.7%	8.0%	3.8%
Disabled		21.7%	34.0%	26.4%	14.2%	3.8%

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Table 13: Frequently Lack Transportation

		"I frequently lack the transportation I need to get to places I need to go"				
		Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
County						
	Cherokee	8.6%	16.0%	29.3%	44.5%	1.6%
	Clayton	13.2%	25.6%	38.1%	22.7%	0.4%
	Cobb	10.5%	17.1%	33.7%	36.7%	2.0%
	DeKalb	10.8%	20.2%	37.1%	29.9%	2.0%
	Douglas	8.5%	16.3%	31.9%	41.1%	2.1%
	Fayette	9.7%	15.0%	31.9%	41.6%	1.8%
	Forsyth	8.2%	17.2%	31.3%	42.5%	0.9%
	Fulton	14.4%	16.0%	33.0%	35.8%	0.8%
	Gwinnett	9.6%	17.9%	43.2%	28.1%	1.2%
	Henry	6.1%	17.3%	37.2%	38.5%	0.9%
	Rockdale	9.0%	22.5%	32.6%	34.8%	1.1%
	City of Atlanta	23.0%	21.2%	27.3%	27.6%	0.9%
	Metro Region	10.8%	18.0%	35.8%	34.1%	1.3%
Gender						
	Man	10.7%	18.4%	35.5%	34.8%	0.6%
	Woman	10.9%	17.1%	35.9%	34.4%	1.7%
	Nonbinary	21.2%	34.8%	16.7%	24.2%	3.0%
	DK/NA	6.3%	16.7%	50.0%	19.0%	7.9%
Tenure In Metro Atlanta						
	5 Years or Less	19.1%	21.7%	36.6%	20.7%	2.0%
	6-10 Years	11.9%	23.3%	34.6%	28.3%	1.8%
	11-20 Years	10.0%	19.1%	34.4%	35.1%	1.4%
	21-30 Years	7.8%	15.8%	36.5%	39.3%	0.6%
	31 Years or more	8.1%	13.7%	35.2%	42.5%	0.5%
Interview Type						
	Phone	7.5%	16.8%	37.0%	37.9%	0.8%
	Online	14.4%	19.2%	34.5%	30.1%	1.8%
Education Level						
	Less than HS	21.1%	34.2%	32.9%	7.9%	3.9%
	High school	14.0%	24.5%	35.5%	24.4%	1.6%
	Some college	9.8%	16.1%	38.5%	33.9%	1.6%
	BA, BS	8.0%	14.5%	36.2%	40.6%	0.8%
	Graduate or Professional Degree	9.9%	12.2%	31.4%	46.1%	0.4%
	DK/NA	3.4%	13.8%	44.8%	31.0%	6.9%



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		"I frequently lack the transportation I need to get to places I need to go" Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
Race (recoded)						
	African American/ Black	14.8%	20.9%	35.3%	28.0%	1.1%
	White	8.0%	14.3%	34.6%	42.1%	1.1%
	Other	8.3%	21.2%	41.1%	26.2%	3.1%
Hispanic Latinx						
	Yes	10.3%	25.3%	36.4%	26.8%	1.2%
	No	10.9%	16.7%	35.8%	35.3%	1.3%
	DK/NA	11.6%	31.9%	29.0%	20.3%	7.2%
Age Categories						
	18 - 24	17.9%	22.2%	31.5%	25.6%	2.8%
	25 - 34	15.1%	21.6%	36.7%	24.8%	1.9%
	35 - 44	11.3%	21.4%	33.4%	33.9%	
	45 - 54	8.3%	13.7%	37.2%	39.9%	0.8%
	55 - 64	7.1%	15.1%	37.8%	39.1%	0.9%
	65 and older	7.0%	14.1%	36.3%	40.8%	1.7%
Income Categories						
	Less than \$25,000	21.8%	30.0%	29.8%	15.4%	3.0%
	\$25,000 - \$60,000	13.3%	20.6%	38.8%	26.4%	1.0%
	\$60,000 - \$120,000	7.4%	15.6%	37.3%	38.7%	1.1%
	\$120,000 - \$250,000	7.6%	11.3%	31.0%	49.3%	0.7%
	Over \$250,000	7.3%	8.7%	31.0%	51.6%	1.4%
	DK/NA	4.3%	19.1%	48.9%	25.5%	2.1%
	REFUSED	7.5%	20.5%	42.1%	26.8%	3.1%
Homeownership						
	Homeowner	8.6%	13.5%	35.7%	41.0%	1.2%
	Renter	14.1%	24.1%	36.3%	24.1%	1.4%
	DK	11.5%	27.6%	29.9%	28.7%	2.3%

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		"I frequently lack the transportation I need to get to places I need to go"				
		Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
		Employment Status				
	Working full time	10.0%	16.4%	36.9%	36.2%	0.4%
	Working part time	14.4%	23.6%	31.1%	29.6%	1.3%
	Unemployed & looking for work	16.1%	25.3%	37.7%	19.3%	1.6%
	Unemployed & not looking for work	14.6%	9.9%	29.2%	43.3%	2.9%
	Retired	7.0%	14.2%	36.8%	39.6%	2.3%
	Disabled	14.0%	38.3%	25.2%	19.6%	2.8%

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Table 14: Metro Atlanta Affordability

		"If I had to move right now, I could not afford to move to another house or apartment anywhere in the metro Atlanta area." Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
County						
	Cherokee	26.7%	27.8%	27.1%	16.5%	2.0%
	Clayton	33.9%	33.6%	23.4%	8.8%	0.4%
	Cobb	27.6%	30.1%	24.1%	15.7%	2.5%
	DeKalb	29.4%	27.8%	26.9%	14.5%	1.3%
	Douglas	28.4%	26.2%	26.2%	16.3%	2.8%
	Fayette	18.6%	21.2%	36.3%	22.1%	1.8%
	Forsyth	27.0%	23.6%	30.9%	17.6%	0.9%
	Fulton	23.6%	27.9%	30.6%	15.8%	2.2%
	Gwinnett	28.7%	30.5%	24.6%	14.1%	2.2%
	Henry	25.1%	25.5%	32.0%	16.5%	0.9%
	Rockdale	32.6%	30.3%	23.6%	12.4%	1.1%
	City of Atlanta	28.3%	31.4%	23.4%	15.9%	0.9%
	Metro Region	27.2%	28.6%	27.3%	15.1%	1.8%
Gender						
	Man	30.6%	17.4%	22.8%	28.0%	1.3%
	Woman	23.5%	13.1%	31.4%	29.9%	2.0%
	Nonbinary	40.9%	19.7%	24.2%	15.2%	
	DK/NA	30.4%	8.8%	31.2%	20.8%	8.8%
Tenure In Metro Atlanta						
	5 Years or Less	30.4%	35.9%	21.4%	10.0%	2.4%
	6-10 Years	29.2%	32.5%	23.5%	12.7%	2.0%
	11-20 Years	28.0%	26.2%	28.8%	15.8%	1.2%
	21-30 Years	27.8%	25.4%	29.5%	15.1%	2.2%
	31 Years or more	22.8%	26.8%	29.7%	19.2%	1.4%
Interview Type						
	Phone	25.8%	24.4%	30.5%	17.9%	1.4%
	Online	28.7%	32.9%	23.8%	12.2%	2.4%
Education Level						
	Less than HS	34.2%	42.1%	13.8%	7.9%	2.0%
	High school	35.0%	30.3%	23.5%	8.7%	2.4%
	Some college	30.7%	29.8%	25.2%	12.9%	1.4%
	BA, BS	21.1%	26.5%	32.0%	18.3%	2.1%
	Graduate or Professional Degree	16.4%	24.1%	32.3%	26.6%	0.7%
	DK/NA	26.7%	23.3%	26.7%	10.0%	13.3%

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	"If I had to move right now, I could not afford to move to another house or apartment anywhere in the metro Atlanta area." Do you...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
Race (recoded)					
African American/ Black	30.9%	30.3%	25.5%	11.9%	1.4%
White	23.7%	27.7%	28.4%	18.5%	1.7%
Other	27.9%	26.2%	28.9%	13.6%	3.4%
Hispanic Latinx					
Yes	29.9%	32.3%	25.2%	11.5%	1.0%
No	26.7%	28.2%	27.6%	15.6%	1.9%
DK/NA	33.8%	19.1%	23.5%	14.7%	8.8%
Age Categories					
18 - 24	30.3%	30.8%	25.9%	10.7%	2.3%
25 - 34	33.4%	33.5%	22.8%	8.3%	2.0%
35 - 44	30.1%	29.0%	25.6%	14.5%	0.9%
45 - 54	26.1%	28.0%	27.8%	16.9%	1.3%
55 - 64	26.4%	24.5%	29.4%	17.7%	2.1%
65 and older	17.5%	26.5%	32.5%	21.7%	1.9%
Income Categories					
Less than \$25,000	37.7%	36.1%	17.1%	6.3%	2.9%
\$25,000 - \$60,000	35.8%	32.9%	22.0%	8.0%	1.2%
\$60,000 - \$120,000	23.9%	27.9%	32.7%	13.4%	2.1%
\$120,000 - \$250,000	17.7%	23.6%	31.7%	26.2%	0.9%
Over \$250,000	13.2%	12.5%	29.2%	43.8%	1.4%
DK/NA	20.8%	29.2%	35.4%	14.6%	
REFUSED	20.9%	24.4%	31.5%	17.7%	5.5%

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		"If I had to move right now, I could not afford to move to another house or apartment anywhere in the metro Atlanta area." Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
Homeownership						
	Homeowner	22.1%	25.7%	30.7%	19.8%	1.6%
	Renter	34.4%	33.0%	22.3%	8.4%	1.9%
	DK	35.2%	22.7%	25.0%	9.1%	8.0%
Employment Status						
	Working full time	26.2%	28.6%	28.7%	15.8%	0.7%
	Working part time	29.7%	31.6%	27.4%	10.0%	1.3%
	Unemployed & looking for work	42.2%	30.2%	18.6%	7.1%	1.8%
	Unemployed & not looking for work	32.7%	24.0%	14.0%	25.7%	3.5%
	Retired	17.9%	27.2%	31.1%	21.1%	2.7%
	Disabled	37.7%	34.0%	16.0%	3.8%	8.5%

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Table 15: Taxes to Fund Regional Public Transit

	"I am willing to pay more in taxes to fund expanded regional public transit that includes buses and rail." Do you...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
County					
Cherokee	11.8%	29.8%	31.4%	26.7%	0.4%
Clayton	8.4%	34.3%	34.3%	22.3%	0.7%
Cobb	13.5%	33.5%	31.7%	17.9%	3.4%
DeKalb	15.6%	32.3%	32.7%	16.3%	3.1%
Douglas	12.9%	27.9%	27.9%	28.6%	2.9%
Fayette	9.6%	21.1%	36.0%	32.5%	0.9%
Forsyth	11.2%	29.6%	27.0%	29.6%	2.6%
Fulton	15.9%	35.6%	26.6%	18.3%	3.7%
Gwinnett	11.7%	33.4%	29.5%	21.5%	3.9%
Henry	11.3%	30.3%	29.0%	29.4%	
Rockdale	6.7%	27.0%	34.8%	30.3%	1.1%
City of Atlanta	22.1%	35.8%	21.2%	16.7%	4.2%
Metro Region	13.2%	32.7%	30.1%	21.1%	2.9%
Gender					
Man	15.7%	35.5%	26.8%	20.5%	1.6%
Woman	11.1%	30.3%	33.2%	21.3%	4.0%
Nonbinary	13.8%	32.3%	24.6%	27.7%	1.5%
DK/NA	7.1%	27.0%	34.9%	25.4%	5.6%
Tenure In Metro Atlanta					
5 Years or Less	15.8%	33.1%	30.2%	15.8%	5.2%
6-10 Years	15.0%	36.0%	27.9%	17.6%	3.5%
11-20 Years	15.3%	37.5%	26.1%	18.1%	3.0%
21-30 Years	15.2%	31.5%	30.0%	21.3%	2.0%
31 Years or more	8.2%	29.5%	33.0%	27.4%	1.8%
Interview Type					
Phone	12.3%	32.3%	28.9%	25.7%	0.8%
Online	14.2%	33.2%	31.4%	16.3%	5.1%
Education Level					
Less than HS	9.1%	33.8%	39.0%	14.9%	3.2%
High school	14.2%	29.0%	32.7%	20.7%	3.5%
Some college	10.8%	33.7%	30.0%	23.0%	2.5%
BA, BS	12.9%	35.1%	28.3%	20.8%	2.9%
Graduate or Professional Degree)	17.0%	34.2%	26.8%	19.9%	2.3%
DK/NA	13.3%	13.3%	33.3%	36.7%	3.3%
Race (recoded)					
African American/ Black	14.3%	33.5%	30.3%	18.7%	3.2%
White	13.3%	32.2%	30.0%	22.0%	2.5%
Other	9.8%	31.9%	29.9%	25.2%	3.2%

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		"I am willing to pay more in taxes to fund expanded regional public transit that includes buses and rail." Do you...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
Hispanic Latinx						
Yes		17.8%	38.3%	27.5%	12.2%	4.2%
No		12.7%	32.1%	30.4%	22.2%	2.7%
DK/NA		7.5%	25.4%	34.3%	29.9%	3.0%
Age Categories						
18 - 24		18.0%	37.3%	27.8%	11.6%	5.3%
25 - 34		20.7%	33.2%	27.4%	15.1%	3.7%
35 - 44		14.7%	35.2%	26.4%	21.3%	2.3%
45 - 54		10.4%	32.6%	30.6%	24.8%	1.7%
55 - 64		9.3%	32.0%	30.9%	24.8%	3.0%
65 and older		7.4%	27.8%	37.1%	25.5%	2.2%
Income Categories						
Less than \$25,000		13.5%	28.9%	31.9%	18.7%	7.0%
\$25,000 - \$60,000		12.4%	32.5%	33.5%	18.2%	3.4%
\$60,000 - \$120,000		13.4%	33.3%	29.1%	22.0%	2.3%
\$120,000 - \$250,000		15.6%	35.4%	26.2%	21.1%	1.7%
Over \$250,000		16.4%	34.8%	21.6%	26.5%	0.7%
DK/NA		6.4%	40.4%	29.8%	23.4%	
REFUSED		5.9%	26.8%	34.6%	31.5%	1.2%
Homeownership						
Homeowner		12.4%	30.9%	30.8%	23.8%	2.1%
Renter		14.3%	35.7%	29.4%	16.6%	4.0%
DK		15.9%	27.3%	23.9%	29.5%	3.4%
Employment Status						
Working full time		15.0%	35.1%	27.6%	20.4%	1.9%
Working part time		15.4%	36.6%	27.6%	16.8%	3.7%
Unemployed & looking for work		13.9%	30.0%	34.5%	16.9%	4.7%
Unemployed & not looking for work		18.1%	25.7%	32.7%	18.7%	4.7%
Retired		5.8%	27.9%	35.0%	28.9%	2.4%
Disabled		12.4%	26.7%	33.3%	21.9%	5.7%

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Table 16: Workers Lose Jobs to Automated Processes

	"In the future, too many workers will lose their jobs to some type of automated process or artificial intelligence." Do you ...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
County					
Cherokee	26.4%	46.9%	20.9%	2.8%	3.1%
Clayton	35.9%	48.0%	11.0%	3.7%	1.5%
Cobb	25.6%	47.7%	15.7%	5.0%	6.1%
DeKalb	30.5%	43.9%	16.6%	3.9%	5.1%
Douglas	34.8%	44.0%	15.6%	2.1%	3.5%
Fayette	21.1%	50.0%	20.2%	5.3%	3.5%
Forsyth	21.5%	47.6%	24.5%	4.7%	1.7%
Fulton	31.0%	44.4%	17.2%	3.4%	4.0%
Gwinnett	23.1%	47.7%	21.0%	4.0%	4.2%
Henry	26.4%	46.3%	20.3%	5.6%	1.3%
Rockdale	32.6%	44.9%	14.6%	5.6%	2.2%
City of Atlanta	33.7%	43.0%	14.7%	3.8%	4.8%
Metro Region	27.9%	46.2%	17.9%	4.1%	4.0%
Gender					
Man	26.2%	47.1%	18.5%	4.9%	3.3%
Woman	29.5%	46.3%	16.6%	2.9%	4.7%
Nonbinary	30.3%	30.3%	28.8%	6.1%	4.5%
DK/NA	26.2%	34.1%	25.4%	7.9%	6.3%
Tenure In Metro Atlanta					
5 Years or Less	28.9%	49.8%	13.9%	3.3%	4.2%
6-10 Years	27.0%	47.2%	16.2%	5.9%	3.7%
11-20 Years	26.6%	42.4%	22.3%	4.3%	4.4%
21-30 Years	28.3%	45.0%	18.4%	3.9%	4.3%
31 Years or more	27.7%	48.2%	17.0%	3.4%	3.6%
Interview Type					
Phone	26.7%	46.1%	19.8%	5.1%	2.2%
Online	29.0%	46.3%	15.8%	2.9%	5.9%
Education Level					
Less than HS	32.0%	49.7%	13.1%	3.3%	2.0%
High school	29.7%	44.5%	16.9%	3.8%	5.1%
Some college	31.7%	47.3%	14.3%	3.7%	2.9%
BA, BS	23.6%	46.1%	21.3%	4.6%	4.5%
Graduate or Professional Degree	23.7%	47.0%	21.1%	4.4%	3.8%
DK/NA	41.9%	38.7%	16.1%	3.2%	

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		"In the future, too many workers will lose their jobs to some type of automated process or artificial intelligence." Do you ...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
Race (recoded)						
African American/ Black		33.7%	44.1%	14.7%	4.6%	3.0%
White		22.8%	49.5%	19.4%	3.6%	4.7%
Other		26.9%	41.8%	22.2%	3.9%	5.1%
Hispanic Latinx						
Yes		21.4%	48.5%	24.3%	2.6%	3.1%
No		28.6%	45.9%	17.0%	4.3%	4.2%
DK/NA		35.3%	42.6%	17.6%		4.4%
Age Categories						
18 - 24		30.0%	41.6%	22.8%	2.1%	3.5%
25 - 34		26.5%	50.1%	14.0%	5.1%	4.3%
35 - 44		31.4%	42.9%	20.1%	3.9%	1.8%
45 - 54		29.6%	47.7%	15.7%	4.4%	2.6%
55 - 64		30.1%	43.2%	17.3%	3.5%	5.8%
65 and older		20.6%	50.9%	18.4%	4.2%	5.8%
Income Categories						
Less than \$25,000		32.7%	37.9%	16.8%	6.1%	6.6%
\$25,000 - \$60,000		29.8%	49.5%	14.1%	3.2%	3.4%
\$60,000 - \$120,000		26.4%	47.5%	18.9%	3.3%	3.9%
\$120,000 - \$250,000		26.0%	47.0%	18.7%	4.7%	3.7%
Over \$250,000		23.0%	41.8%	24.7%	7.0%	3.5%
DK/NA		27.7%	44.7%	25.5%		2.1%
REFUSED		25.2%	40.6%	25.2%	3.9%	5.1%
Homeownership						
Homeowner		25.6%	47.6%	18.5%	4.2%	4.1%
Renter		30.9%	44.2%	17.0%	3.8%	4.1%
DK		35.2%	43.2%	15.9%	3.4%	2.3%

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	"In the future, too many workers will lose their jobs to some type of automated process or artificial intelligence." Do you ...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
Employment Status					
Working full time	27.6%	47.1%	18.6%	3.6%	3.1%
Working part time	25.7%	48.5%	19.9%	3.5%	2.6%
Unemployed & looking for work	36.5%	39.6%	16.7%	4.3%	2.9%
Unemployed & not looking for work	28.2%	37.6%	18.8%	9.4%	5.9%
Retired	23.1%	49.4%	16.8%	4.5%	6.2%
Disabled	43.9%	40.2%	2.8%	3.7%	9.3%

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Table 17: Low-Wage Workers Finding Affordable Housing

		"Low-wage workers employed by local businesses have no problem finding affordable housing in my community." Do you ...				
		Strongly agree	Agree	Disagree	Strongly disagree	DK
County						
	Cherokee	5.9%	16.9%	33.7%	39.2%	4.3%
	Clayton	6.2%	17.9%	34.4%	39.6%	1.8%
	Cobb	7.2%	16.1%	31.2%	41.1%	4.5%
	DeKalb	7.1%	15.6%	28.4%	45.5%	3.4%
	Douglas	7.9%	15.7%	32.9%	40.0%	3.6%
	Fayette	2.6%	17.5%	36.0%	39.5%	4.4%
	Forsyth	3.9%	17.6%	33.9%	41.2%	3.4%
	Fulton	9.3%	12.1%	30.1%	43.0%	5.5%
	Gwinnett	5.6%	15.3%	35.8%	39.5%	3.8%
	Henry	3.0%	19.5%	33.8%	39.8%	3.9%
	Rockdale	6.7%	21.1%	26.7%	42.2%	3.3%
	City of Atlanta	11.6%	20.7%	26.7%	37.1%	4.0%
	Metro Region	6.8%	15.5%	32.0%	41.6%	4.1%
Gender						
	Man	6.2%	17.5%	35.1%	37.5%	3.6%
	Woman	7.4%	13.5%	28.5%	46.2%	4.5%
	Nonbinary	9.1%	10.6%	53.0%	25.8%	1.5%
Tenure In Metro Atlanta						
	5 Years or Less	10.4%	20.9%	33.0%	31.1%	4.6%
	6-10 Years	8.3%	19.3%	31.0%	37.4%	4.0%
	11-20 Years	4.9%	14.5%	32.8%	44.6%	3.2%
	21-30 Years	5.2%	13.8%	29.8%	46.3%	5.0%
	31 Years or more	6.4%	12.5%	31.9%	45.6%	3.6%
Interview Type						
	Phone	4.4%	15.3%	33.2%	45.2%	1.9%
	Online	9.3%	15.7%	30.7%	37.9%	6.4%
Education Level						
	Less than HS	17.8%	15.1%	42.8%	21.1%	3.3%
	High school	7.7%	19.4%	33.4%	35.5%	4.0%
	Some college	5.3%	15.1%	30.2%	44.8%	4.6%
	BA, BS	5.2%	13.5%	32.2%	44.9%	4.2%
	Graduate or Professional Degree	8.1%	12.7%	30.2%	46.0%	3.0%
	DK/NA	9.7%	12.9%	32.3%	32.3%	12.9%



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	"In the future, too many workers will lose their jobs to some type of automated process or artificial intelligence." Do you ...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
Race (recoded)					
African American/ Black	8.7%	15.2%	29.9%	42.4%	3.8%
White	5.2%	15.6%	33.0%	41.6%	4.6%
Other	6.6%	15.8%	35.1%	39.4%	3.1%
Hispanic Latinx					
Yes	8.9%	18.1%	31.9%	37.8%	3.3%
No	6.5%	15.0%	32.1%	42.3%	4.2%
DK/NA	10.3%	19.1%	30.9%	33.8%	5.9%
Age Categories					
18 - 24	10.5%	21.2%	31.4%	32.5%	4.4%
25 - 34	7.9%	20.8%	26.2%	41.0%	4.1%
35 - 44	8.5%	16.6%	31.3%	41.0%	2.7%
45 - 54	5.2%	10.0%	34.9%	46.2%	3.8%
55 - 64	4.7%	11.4%	30.5%	49.3%	4.1%
65 and older	4.7%	12.5%	38.4%	39.2%	5.2%
Income Categories					
Less than \$25,000	9.1%	20.4%	24.8%	38.2%	7.5%
\$25,000 - \$60,000	7.8%	14.7%	33.9%	39.6%	4.0%
\$60,000 - \$120,000	5.6%	13.6%	32.8%	45.5%	2.5%
\$120,000 - \$250,000	6.6%	16.1%	28.8%	44.0%	4.4%
Over \$250,000	5.9%	14.3%	33.4%	43.6%	2.8%
DK/NA	4.3%	25.5%	36.2%	29.8%	4.3%
REFUSED	4.7%	17.0%	40.3%	31.6%	6.3%
Homeownership					
Homeowner	6.0%	15.3%	33.6%	41.2%	3.8%
Renter	8.0%	15.7%	29.6%	42.3%	4.4%
DK	6.8%	15.9%	33.0%	38.6%	5.7%

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	"In the future, too many workers will lose their jobs to some type of automated process or artificial intelligence." Do you ...				
	Strongly agree	Agree	Disagree	Strongly disagree	DK
Employment Status					
Working full time	6.3%	16.5%	31.2%	43.2%	2.7%
Working part time	10.6%	20.5%	31.4%	34.9%	2.6%
Unemployed & looking for work	8.8%	11.2%	29.9%	45.6%	4.5%
Unemployed & not looking for work	4.1%	12.9%	32.7%	46.2%	4.1%
Retired	5.0%	12.9%	36.6%	38.6%	6.9%
Disabled	8.4%	12.1%	26.2%	44.9%	8.4%

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Table 18: Actions to Make Housing Available

	Which of the following actions would be most desirable to make affordable housing available in your community to a broad range of incomes?			
	Identify suitable locations for multifamily housing	Change local zoning ordinances to allow for more housing options	Increase public financing to incentivize developers to build at lower prices than normal	DK
County (NS)				
Cherokee	24.0%	16.5%	44.1%	6.3%
Clayton	22.7%	24.9%	43.6%	5.9%
Cobb	21.2%	21.3%	41.3%	9.1%
DeKalb	23.5%	20.5%	42.0%	8.1%
Douglas	20.7%	20.7%	44.3%	7.1%
Fayette	29.5%	17.9%	33.9%	8.9%
Forsyth	28.8%	21.0%	33.9%	6.9%
Fulton	24.6%	22.2%	39.5%	6.9%
Gwinnett	24.3%	17.4%	43.8%	7.4%
Henry	25.0%	19.8%	42.7%	6.5%
Rockdale	24.4%	23.3%	44.4%	3.3%
City of Atlanta	25.3%	21.6%	42.5%	5.3%
Metro Region	23.9%	20.5%	41.4%	7.4%
Gender				
Man	23.9%	20.6%	40.7%	7.3%
Woman	24.0%	20.7%	41.8%	7.1%
Nonbinary	17.2%	21.9%	51.6%	1.6%
DK/NA	25.4%	11.9%	41.3%	16.7%
Tenure In Metro Atlanta				
5 Years or Less	21.1%	24.7%	42.3%	9.2%
6-10 Years	20.6%	25.9%	42.3%	7.2%
11-20 Years	23.6%	21.1%	45.6%	4.8%
21-30 Years	24.6%	19.1%	40.9%	5.9%
31 Years or more	26.9%	16.3%	37.1%	9.0%
Interview Type				
Phone	24.7%	20.3%	44.2%	5.2%
Online	23.1%	20.6%	38.4%	9.6%
Education Level				
Less than HS	25.7%	20.4%	43.4%	7.9%
High school	20.1%	21.8%	41.4%	10.7%
Some college	25.0%	19.6%	42.5%	7.8%
BA, BS	25.9%	19.8%	40.2%	5.2%
Graduate or Professional Degree	25.3%	20.4%	41.1%	4.4%
DK/NA	23.3%	26.7%	36.7%	7.9%

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	Which of the following actions would be most desirable to make affordable housing available in your community to a broad range of incomes?			
	Identify suitable locations for multifamily housing	Change local zoning ordinances to allow for more housing options	Increase public financing to incentivize developers to build at lower prices than normal	DK
Race (recoded)				
African American/ Black	22.5%	23.2%	44.7%	5.8%
White	25.9%	18.0%	37.7%	8.0%
Other	21.8%	20.4%	43.3%	10.0%
Hispanic Latinx				
Yes	23.1%	17.4%	48.5%	6.8%
No	24.0%	20.9%	40.6%	7.3%
DK/NA	26.9%	22.4%	26.9%	16.4%
Age Categories				
18 - 24	22.1%	23.6%	43.6%	8.4%
25 - 34	16.3%	25.2%	47.9%	6.8%
35 - 44	21.4%	24.6%	43.0%	4.2%
45 - 54	27.3%	17.5%	41.4%	9.6%
55 - 64	27.0%	16.6%	40.8%	6.1%
65 and older	30.3%	14.8%	32.8%	9.1%
Income Categories				
Less than \$25,000	21.9%	19.1%	42.2%	11.6%
\$25,000 - \$60,000	21.8%	21.7%	43.1%	8.4%
\$60,000 - \$120,000	23.5%	21.2%	43.2%	5.6%
\$120,000 - \$250,000	28.0%	19.3%	39.0%	5.3%
Over \$250,000	27.2%	20.9%	34.1%	4.9%
DK/NA	20.8%	10.4%	41.7%	12.5%
REFUSED	26.8%	18.1%	35.0%	10.6%
Homeownership				
Homeowner	28.0%	18.0%	37.7%	7.2%
Renter	17.9%	24.4%	46.7%	7.6%
DK	22.5%	14.6%	42.7%	9.0%

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	Which of the following actions would be most desirable to make affordable housing available in your community to a broad range of incomes?			
	Identify suitable locations for multifamily housing ...	Change local zoning ordinances to allow for more housing opt	Increase public financing to incentivize developers to build	DK
Employment Status				
Working full time	23.4%	20.8%	44.6%	5.8%
Working part time	23.0%	25.2%	38.8%	6.2%
Unemployed & looking for work	20.4%	20.4%	46.8%	7.6%
Unemployed & not looking for work	19.4%	25.3%	40.0%	7.1%
Retired	30.0%	15.2%	32.9%	9.4%
Disabled	20.8%	26.4%	31.1%	17.0%

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Table 19: Electric Vehicle Ownership

		We'd like to ask you about electric vehicles Do you own an electric vehicle?	
		Yes	No
County			
Cherokee		9.4%	90.6%
Clayton		4.8%	95.2%
Cobb		11.1%	88.9%
DeKalb		8.2%	91.8%
Douglas		7.1%	92.9%
Fayette		6.2%	93.8%
Forsyth		6.0%	94.0%
Fulton		12.4%	87.6%
Gwinnett		8.3%	91.7%
Henry		8.2%	91.8%
Rockdale		4.4%	95.6%
City of Atlanta		15.2%	84.8%
Metro Region		9.2%	90.8%
Gender (NS)			
Man		9.7%	90.3%
Woman		8.9%	91.1%
Nonbinary		13.6%	86.4%
DK/NA		4.8%	95.2%
Tenure In Metro Atlanta			
5 Years or Less		16.7%	83.3%
6-10 Years		15.3%	84.7%
11-20 Years		9.1%	90.9%
21-30 Years		5.8%	94.2%
31 Years or more		4.9%	95.1%
Interview Type			
Phone		3.9%	96.1%
Online		14.8%	85.2%
Education Level			
Less than HS		5.9%	94.1%
High school		10.3%	89.7%
Some college		5.9%	94.1%
BA, BS		7.7%	92.3%
Graduate or Professional Degree		16.4%	83.6%
DK/NA		10.0%	90.0%

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	We'd like to ask you about electric vehicles Do you own an electric vehicle?	
	Yes	No
Race (recoded)		
African American/ Black	7.9%	92.1%
White	10.7%	89.3%
Other	8.5%	91.5%
Hispanic Latinx		
Yes	13.4%	86.6%
No	8.8%	91.2%
DK/NA	2.9%	97.1%
Age Categories		
18 - 24	16.8%	83.2%
25 - 34	13.3%	86.7%
35 - 44	14.6%	85.4%
45 - 54	5.6%	94.4%
55 - 64	2.7%	97.3%
65 and older	3.5%	96.5%
Income Categories		
Less than \$25,000	9.1%	90.9%
\$25,000 - \$60,000	8.0%	92.0%
\$60,000 - \$120,000	6.3%	93.7%
\$120,000 - \$250,000	15.6%	84.4%
Over \$250,000	19.4%	80.6%
DK/NA		100.0%
REFUSED	2.8%	97.2%
Homeownership		
Homeowner	11.1%	88.9%
Renter	6.7%	93.3%
DK	5.7%	94.3%
Employment Status		
Working full time	10.7%	89.3%
Working part time	14.6%	85.4%
Unemployed & looking for work	7.5%	92.5%
Unemployed & not looking for work	9.9%	90.1%
Retired	2.9%	97.1%
Disabled	5.7%	94.3%

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Table 20: Plans to Buy Electric Vehicle

		Do you plan on buying an electric vehicle in next five years?	
		Yes	No
County			
	Cherokee	20.4%	79.6%
	Clayton	27.7%	72.3%
	Cobb	30.8%	69.2%
	DeKalb	37.8%	62.2%
	Douglas	22.1%	77.9%
	Fayette	16.8%	83.2%
	Forsyth	21.0%	79.0%
	Fulton	36.8%	63.2%
	Gwinnett	29.9%	70.1%
	Henry	26.0%	74.0%
	Rockdale	24.7%	75.3%
	City of Atlanta	39.5%	60.5%
	Metro Region	31.0%	69.0%
Gender			
	Man	35.9%	64.1%
	Woman	26.8%	73.2%
	Nonbinary	43.1%	56.9%
	DK/NA	13.5%	86.5%
Tenure In Metro Atlanta			
	5 Years or Less	42.2%	57.8%
	6-10 Years	41.1%	58.9%
	11-20 Years	34.9%	65.1%
	21-30 Years	28.3%	71.7%
	31 Years or more	19.5%	80.5%
Interview Type			
	Phone	24.0%	76.0%
	Online	38.3%	61.7%
Education Level			
	Less than HS	31.6%	68.4%
	High school	28.9%	71.1%
	Some college	26.6%	73.4%
	BA, BS	32.5%	67.5%
	Graduate or Professional Degree	40.3%	59.7%
	DK/NA	16.7%	83.3%

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		Do you plan on buying an electric vehicle in next five years?	
		Yes	No
Race (recoded)			
	African American/ Black	36.7%	63.3%
	White	25.2%	74.8%
	Other	33.1%	66.9%
Hispanic Latinx			
	Yes	40.8%	59.2%
	No	29.9%	70.1%
	DK/NA	13.2%	86.8%
Age Categories			
	18 - 24	35.6%	64.4%
	25 - 34	41.0%	59.0%
	35 - 44	40.2%	59.8%
	45 - 54	30.3%	69.7%
	55 - 64	24.8%	75.2%
	65 and older	14.7%	85.3%
Income Categories			
	Less than \$25,000	26.8%	73.2%
	\$25,000 - \$60,000	29.2%	70.8%
	\$60,000 - \$120,000	30.9%	69.1%
	\$120,000 - \$250,000	40.0%	60.0%
	Over \$250,000	40.8%	59.2%
	DK/NA	12.8%	87.2%
	REFUSED	14.2%	85.8%
Homeownership			
	Homeowner	29.8%	70.2%
	Renter	33.2%	66.8%
	DK	22.7%	77.3%
Employment Status			
	Working full time	35.3%	64.7%
	Working part time	36.7%	63.3%
	Unemployed & looking for work	33.8%	66.2%
	Unemployed & not looking for work,	25.1%	74.9%
	Retired	15.9%	84.1%
	Disabled	20.8%	79.2%



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Table 21: Reasons Bought Electric Vehicle

	Which of the following is the most important reason you have already bought or may buy an electric vehicle in the next five years?				
	They are better for the environment	To take advantage of new technology	They are cheaper to operate than gas/diesel vehicles	They are more reliable	DK
County					
Cherokee	43.1%	27.6%	22.4%	6.9%	
Clayton	41.0%	17.9%	28.2%	11.5%	
Cobb	43.2%	22.6%	22.6%	8.6%	1.2%
DeKalb	43.6%	15.7%	26.0%	9.9%	1.6%
Douglas	43.2%	13.5%	29.7%	8.1%	5.4%
Fayette	41.7%	8.3%	29.2%	12.5%	4.2%
Forsyth	49.1%	10.9%	32.7%	3.6%	
Fulton	44.2%	18.9%	22.9%	10.3%	1.2%
Gwinnett	36.6%	11.0%	35.9%	14.5%	2.1%
Henry	46.8%	14.5%	27.4%	8.1%	
Rockdale	50.0%	12.5%	29.2%	4.2%	4.2%
City of Atlanta	38.8%	23.5%	24.8%	11.2%	
Metro Region	42.6%	16.8%	26.9%	10.3%	1.4%
Gender					
Man	40.9%	19.4%	26.4%	10.0%	1.0%
Woman	46.0%	14.8%	25.6%	10.0%	1.9%
Nonbinary	18.2%		63.6%	18.2%	
DK/NA	40.9%		36.4%	13.6%	9.1%
Tenure In Metro Atlanta					
5 Years or Less	35.9%	19.4%	27.8%	13.8%	0.7%
6-10 Years	38.7%	21.0%	27.7%	11.8%	0.8%
11-20 Years	39.9%	18.8%	27.4%	10.7%	1.8%
21-30 Years	47.1%	13.7%	27.5%	6.9%	1.4%
31 Years or more	55.3%	10.5%	23.3%	7.3%	1.1%
Interview Type					
Phone	47.1%	11.6%	33.3%	4.9%	1.7%
Online	39.7%	20.1%	22.8%	13.8%	1.2%
Education Level					
Less than HS	17.0%	11.3%	50.9%	15.1%	5.7%
High School	35.6%	19.1%	27.7%	14.4%	2.3%
Some college	46.2%	15.9%	24.7%	7.3%	2.2%
BA, BS	45.6%	16.6%	25.4%	9.8%	0.5%
Graduate or Professional Degree	47.7%	16.2%	26.0%	8.3%	0.3%
DK/NA	42.9%		42.9%	14.3%	

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	Which of the following is the most important reason you have already bought or may buy an electric vehicle in the next five years?				
	They are better for the environment	To take advantage of new technology	They are cheaper to operate than gas/diesel vehicles	They are more reliable	DK
Race (recoded)					
African American/ Black	41.7%	17.6%	25.4%	11.1%	2.2%
White	48.2%	18.2%	21.5%	9.2%	0.7%
Other	32.1%	10.7%	44.8%	10.3%	0.8%
Hispanic Latinx					
Yes	27.3%	16.1%	40.1%	15.3%	1.2%
No	45.3%	16.9%	24.6%	9.4%	1.5%
DK/NA	40.0%	10.0%	40.0%	10.0%	
Age Categories					
18 - 24	27.6%	23.0%	29.3%	16.7%	1.7%
25 - 34	38.2%	17.0%	29.5%	13.7%	
35 - 44	44.4%	18.3%	23.8%	10.3%	0.8%
45 - 54	44.1%	13.8%	34.4%	4.5%	1.2%
55 - 64	52.2%	12.9%	24.9%	5.0%	4.0%
65 and older	61.8%	12.5%	12.5%	8.8%	2.2%
Income Categories					
Less than \$25,000	36.1%	20.7%	24.3%	13.6%	5.3%
\$25,000 - \$60,000	41.5%	16.7%	27.4%	10.0%	1.5%
\$60,000 - \$120,000	43.0%	15.3%	28.8%	10.4%	0.2%
\$120,000 - \$250,000	45.3%	16.8%	25.1%	9.8%	0.8%
Over \$250,000	45.2%	17.8%	28.9%	8.1%	
DK/NA	33.3%		16.7%	50.0%	
REFUSED	48.7%	12.8%	25.6%	5.1%	7.7%
Homeownership (NS)					
Homeowner	45.3%	15.2%	25.2%	11.3%	1.3%
Renter	38.6%	19.2%	29.4%	9.0%	1.6%
DK	54.5%	9.1%	27.3%	9.1%	

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	Which of the following is the most important reason you have already bought or may buy an electric vehicle in the next five years?				
	They are better for the environment	To take advantage of new technology	They are cheaper to operate than gas/diesel vehicles	They are more reliable	DK
Employment Status					
Working full time	42.4%	17.6%	29.7%	7.6%	0.2%
Working part time	31.0%	17.5%	27.5%	23.6%	0.4%
Unemployed & looking for work	47.2%	13.1%	28.4%	4.5%	5.7%
Unemployed & not looking for work	40.7%	18.5%	16.7%	16.7%	1.9%
Retired	56.4%	13.4%	15.4%	8.1%	6.0%
Disabled	50.0%	19.2%	11.5%	19.2%	

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Table 22: Reasons Not Consider Electric Vehicle

	Which of the following is the most important reason why you would not consider buying an electric vehicle?					
	Electric vehicles are too expensive	You are not comfortable with the new technology	The inconvenience of recharging the vehicle	You are not sure how reliable they are	They are NOT good for the environment/ Batteries	DK
County						
Cherokee	25.0%	5.6%	24.5%	15.8%	19.4%	2.6%
Clayton	30.6%	10.2%	19.4%	31.6%	1.5%	1.5%
Cobb	29.2%	7.9%	24.4%	15.1%	10.1%	5.6%
DeKalb	23.1%	11.2%	26.2%	14.8%	7.5%	6.6%
Douglas	25.2%	12.6%	21.4%	21.4%	10.7%	3.9%
Fayette	28.1%	7.9%	20.2%	12.4%	19.1%	3.4%
Forsyth	27.9%	8.4%	20.7%	11.7%	21.2%	2.8%
Fulton	25.6%	11.0%	30.9%	12.2%	8.4%	3.9%
Gwinnett	33.0%	7.9%	25.6%	14.7%	12.2%	1.5%
Henry	26.8%	9.5%	21.4%	18.5%	16.7%	2.4%
Rockdale	27.3%	19.7%	25.8%	12.1%	4.5%	1.5%
City of Atlanta	19.9%	15.2%	22.9%	13.5%	12.8%	4.8%
Metro Region	27.8%	9.5%	25.3%	15.5%	11.0%	3.7%
Gender						
Man	27.6%	7.1%	25.5%	15.2%	13.6%	3.8%
Woman	27.1%	11.7%	26.2%	15.9%	8.4%	3.1%
Nonbinary	39.4%	12.1%	6.1%	12.1%	24.2%	
DK/NA	36.9%	5.8%	12.6%	14.6%	10.7%	11.7%
Tenure In Metro Atlanta						
5 Years or Less	27.9%	13.5%	20.6%	15.2%	9.4%	6.0%
6-10 Years	31.5%	8.9%	27.9%	15.4%	5.6%	4.6%
11-20 Years	25.8%	8.3%	25.2%	19.2%	10.4%	4.0%
21-30 Years	26.1%	8.7%	29.2%	12.9%	14.4%	2.7%
31 Years or more	27.6%	9.5%	25.2%	15.6%	11.3%	2.2%
Interview Type						
Phone	29.1%	8.1%	23.7%	16.7%	12.8%	2.4%
Online	26.0%	11.2%	27.5%	13.9%	8.5%	5.4%



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		Which of the following is the most important reason why you would not consider buying an electric vehicle?					
		Electric vehicles are too expensive	You are not comfortable with the new technology	The inconvenience of recharging the vehicle	You are not sure how reliable they are	They are NOT good for the environment/ Batteries	DK
Education Level							
	Less than HS	15.8%	5.9%	23.8%	25.7%	9.9%	12.9%
	High school	29.6%	12.7%	21.3%	17.7%	8.1%	5.9%
	Some college	29.1%	10.2%	24.2%	15.5%	12.0%	2.6%
	BA, BS	26.3%	7.0%	29.4%	12.7%	13.3%	2.8%
	Graduate or Professional Degree	26.3%	6.8%	29.4%	14.2%	11.4%	0.9%
	DK/NA	36.4%	4.5%	18.2%	13.6%	9.9%	
Race (recoded)							
	African American/ Black	26.4%	13.1%	27.0%	19.1%	3.8%	4.8%
	White	28.1%	7.3%	26.5%	11.0%	15.9%	2.5%
	Other	30.4%	7.7%	16.0%	21.8%	13.5%	4.4%
Hispanic Latinx							
	Yes	36.3%	11.5%	20.8%	16.6%	7.9%	1.2%
	No	26.8%	9.4%	26.0%	15.6%	11.3%	3.7%
	DK/NA	24.6%	1.8%	15.8%	5.3%	15.8%	15.8%
Age Categories							
	18 - 24	38.8%	8.2%	19.1%	17.3%	9.4%	4.8%
	25 - 34	27.8%	12.3%	22.3%	17.7%	8.4%	5.6%
	35 - 44	29.0%	9.3%	27.9%	15.3%	10.4%	1.4%
	45 - 54	24.7%	8.2%	27.6%	14.8%	13.4%	4.0%
	55 - 64	23.7%	9.8%	28.6%	15.7%	13.6%	3.1%
	65 and older	26.3%	9.5%	24.9%	14.7%	9.4%	3.6%



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		Which of the following is the most important reason why you would not consider buying an electric vehicle?					
		Electric vehicles are too expensive	You are not comfortable with the new technology	The inconvenience of recharging the vehicle	You are not sure how reliable they are	They are NOT good for the environment/ Batteries	DK
Income Categories							
	Less than \$25,000	33.9%	9.9%	14.0%	20.2%	5.1%	10.2%
	\$25,000 - \$60,000	28.5%	10.5%	27.9%	16.1%	8.5%	2.5%
	\$60,000 - \$120,000	27.2%	10.4%	25.6%	15.9%	10.3%	3.2%
	\$120,000 - \$250,000	21.4%	5.9%	32.2%	13.5%	18.1%	2.6%
	Over \$250,000	18.4%	13.2%	27.6%	8.6%	17.1%	1.3%
	DK/NA	41.0%	5.1%	12.8%	17.9%	15.4%	
	REFUSED	33.0%	5.6%	18.1%	10.7%	15.8%	4.7%
Homeownership							
	Homeowner	24.4%	9.4%	27.7%	14.5%	13.7%	2.5%
	Renter	32.4%	9.9%	22.1%	17.3%	6.8%	5.2%
	DK	38.8%	3.0%	14.9%	11.9%	11.9%	7.5%
Employment Status							
	Working full time	27.5%	9.3%	26.7%	15.5%	11.8%	2.7%
	Working part time	35.7%	7.2%	21.6%	18.2%	11.6%	2.2%
	Unemployed & looking for work	26.3%	11.4%	24.1%	16.8%	9.8%	4.4%
	Unemployed & not looking for work	33.3%	12.8%	16.2%	14.5%	10.3%	4.3%
	Retired	24.2%	9.7%	27.4%	14.4%	10.2%	3.2%
	Disabled	32.5%	13.8%	20.0%	12.5%	1.3%	17.5%

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Table 23: Climate Change as Global Threat

		Thinking about climate change, how serious of a global threat do you feel it will be in the next 10 years? Will climate change be			
		A major global threat	A minor global threat	No threat at all	DK
County					
	Cherokee	40.4%	35.7%	22.4%	1.6%
	Clayton	69.2%	22.0%	7.3%	1.5%
	Cobb	54.3%	26.6%	13.3%	5.8%
	DeKalb	66.1%	20.3%	9.5%	4.1%
	Douglas	61.4%	20.0%	16.4%	2.1%
	Fayette	42.1%	32.5%	21.9%	3.5%
	Forsyth	41.0%	33.3%	23.9%	1.7%
	Fulton	66.3%	21.5%	7.8%	4.5%
	Gwinnett	58.3%	20.4%	19.9%	1.3%
	Henry	55.2%	25.2%	17.0%	2.6%
	Rockdale	61.8%	24.7%	13.5%	
	City of Atlanta	69.8%	21.6%	4.9%	3.7%
	Metro Region	59.2%	23.7%	13.8%	3.3%
Gender					
	Man	56.4%	24.8%	16.6%	2.3%
	Woman	62.5%	23.1%	10.4%	4.0%
	Nonbinary	59.1%	18.2%	19.7%	3.0%
	DK/NA	47.2%	19.7%	23.6%	9.4%
Tenure In Metro Atlanta					
	5 Years or Less	59.8%	25.0%	10.8%	4.4%
	6-10 Years	60.4%	24.7%	12.2%	2.8%
	11-20 Years	64.0%	22.5%	11.0%	2.5%
	21-30 Years	63.5%	21.6%	11.8%	3.1%
	31 Years or more	51.7%	25.7%	19.2%	3.4%
Interview Type					
	Phone	59.9%	22.8%	15.5%	1.8%
	Online	58.3%	24.7%	12.0%	5.0%
Education Level					
	Less than HS	63.2%	16.4%	11.2%	9.2%
	High school	53.4%	24.8%	16.7%	5.0%
	Some college	59.8%	23.3%	13.6%	3.3%
	BA, BS	60.5%	25.9%	12.2%	1.4%
	Graduate or Professional Degree	66.1%	20.5%	11.4%	2.0%
	DK/NA	36.7%	20.0%	36.7%	6.7%

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		Thinking about climate change, how serious of a global threat do you feel it will be in the next 10 years? Will climate change be			
		A major global threat	A minor global threat	No threat at all	DK
Race (recoded)					
African American/ Black		68.4%	19.4%	8.4%	3.8%
White		50.3%	28.7%	18.6%	2.4%
Other		60.5%	20.5%	14.2%	4.8%
Hispanic Latinx					
Yes		72.3%	16.7%	9.4%	1.6%
No		57.4%	24.8%	14.2%	3.5%
DK/NA		55.9%	14.7%	25.0%	4.4%
Age Categories					
18 - 24		63.3%	26.8%	6.0%	3.9%
25 - 34		65.9%	22.9%	7.1%	4.1%
35 - 44		57.9%	25.7%	14.6%	1.8%
45 - 54		58.1%	24.0%	14.9%	3.0%
55 - 64		59.1%	21.0%	16.6%	3.4%
65 and older		52.7%	23.3%	21.3%	2.7%
Income Categories					
Less than \$25,000		54.6%	24.5%	12.5%	8.4%
\$25,000 - \$60,000		63.0%	22.8%	10.9%	3.3%
\$60,000 - \$120,000		58.3%	24.7%	14.5%	2.5%
\$120,000 - \$250,000		61.2%	23.0%	14.4%	1.5%
Over \$250,000		59.0%	24.0%	16.3%	0.7%
DK/NA		55.3%	29.8%	12.8%	2.1%
REFUSED		47.0%	23.3%	24.5%	5.1%
Homeownership					
Homeowner		56.4%	25.1%	15.8%	2.6%
Renter		63.5%	21.5%	10.7%	4.3%
DK		52.9%	26.4%	17.2%	3.4%



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	Thinking about climate change, how serious of a global threat do you feel it will be in the next 10 years? Will climate change be			
	A major global threat	A minor global threat	No threat at all	DK
Employment Status				
Working full time	61.5%	23.8%	12.7%	2.0%
Working part time	55.6%	28.8%	13.5%	2.2%
Unemployed & looking for work	65.5%	17.6%	11.4%	5.5%
Unemployed & not looking for work	55.6%	27.5%	11.1%	5.8%
Retired	50.9%	24.2%	20.2%	4.7%
Disabled	66.0%	17.9%	9.4%	6.6%

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Table 24: Climate Change as Threat to Atlanta

		How serious a threat do you think climate change will be to the Atlanta metro area over the next ten years? Will it be....			
		A major global threat	A minor global threat	No threat at all	DK
County					
	Cherokee	34.0%	39.1%	26.2%	0.8%
	Clayton	61.7%	29.9%	6.2%	2.2%
	Cobb	41.9%	34.1%	18.6%	5.4%
	DeKalb	56.4%	29.9%	9.0%	4.7%
	Douglas	46.8%	35.5%	15.6%	2.1%
	Fayette	38.1%	35.4%	23.9%	2.7%
	Forsyth	29.6%	41.6%	27.0%	1.7%
	Fulton	53.2%	31.7%	11.0%	4.2%
	Gwinnett	44.7%	34.2%	18.3%	2.8%
	Henry	42.4%	37.2%	18.6%	1.7%
	Rockdale	55.1%	27.0%	15.7%	2.2%
	City of Atlanta	51.2%	36.7%	8.6%	3.5%
	Metro Region	47.7%	33.4%	15.4%	3.5%
Gender					
	Man	43.0%	35.7%	19.0%	2.3%
	Woman	53.2%	31.3%	11.1%	4.4%
	Nonbinary	21.5%	46.2%	29.2%	3.1%
	DK/NA	43.3%	23.6%	23.6%	9.4%
Tenure in Metro Atlanta					
	5 Years or Less	49.2%	32.9%	12.4%	5.5%
	6-10 Years	51.7%	32.4%	13.1%	2.8%
	11-20 Years	49.4%	35.3%	12.1%	3.2%
	21-30 Years	48.8%	33.3%	14.8%	3.2%
	31 Years or more	42.7%	33.6%	21.2%	2.4%
Interview Type					
	Phone	46.2%	35.9%	16.4%	1.5%
	Online	49.2%	30.8%	14.4%	5.6%
Education Level					
	Less than HS	53.9%	26.3%	14.5%	5.3%
	High school	42.8%	35.7%	16.1%	5.4%
	Some college	49.8%	31.6%	15.7%	2.9%
	BA, BS	47.2%	34.8%	15.4%	2.5%
	Graduate or Professional Degree	52.4%	32.0%	13.4%	2.2%
	DK/NA	43.3%	23.3%	23.3%	10.0%



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		How serious a threat do you think climate change will be to the Atlanta metro area over the next ten years? Will it be....			
		A major global threat	A minor global threat	No threat at all	DK
Race (recoded)					
African American/ Black		57.2%	29.6%	9.0%	4.3%
White		39.2%	36.3%	21.9%	2.6%
Other		47.1%	35.2%	13.5%	4.2%
Hispanic Latinx					
Yes		51.7%	35.5%	9.7%	3.1%
No		47.2%	33.1%	16.3%	3.4%
DK/NA		40.3%	34.3%	10.4%	14.9%
Age Categories					
18 - 24		44.7%	40.5%	10.9%	3.9%
25 - 34		52.7%	33.3%	8.3%	5.7%
35 - 44		49.2%	34.4%	14.8%	1.7%
45 - 54		45.9%	32.7%	18.2%	3.2%
55 - 64		48.6%	29.1%	18.9%	3.4%
65 and older		43.0%	33.4%	21.3%	2.3%
Income Categories					
Less than \$25,000		46.3%	30.5%	14.8%	8.4%
\$25,000 - \$60,000		52.4%	31.5%	12.7%	3.4%
\$60,000 - \$120,000		46.1%	35.2%	15.5%	3.2%
\$120,000 - \$250,000		45.3%	36.7%	16.7%	1.2%
Over \$250,000		48.1%	30.7%	19.9%	1.4%
DK/NA		48.9%	36.2%	14.9%	
REFUSED		38.6%	32.3%	22.8%	6.3%
Homeownership					
Homeowner		45.7%	34.2%	17.8%	2.3%
Renter		50.4%	32.6%	11.9%	5.1%
DK		51.1%	26.1%	14.8%	8.0%

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		How serious a threat do you think climate change will be to the Atlanta metro area over the next ten years? Will it be....			
		A major global threat	A minor global threat	No threat at all	DK
Employment Status					
Working full time		49.0%	34.4%	14.2%	2.4%
Working part time		49.0%	35.5%	13.8%	1.6%
Unemployed & looking for work		49.8%	30.2%	13.5%	6.5%
Unemployed & not looking for work		39.5%	32.6%	22.1%	5.8%
Retired		42.9%	32.8%	20.2%	4.2%
Disabled		45.8%	26.2%	20.6%	7.5%

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Appendices

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Appendix A: Questionnaire

Metro Atlanta Speaks 2023

BIGPROB

Of the following, which issue is the biggest problem facing residents in the Metro Atlanta area today? Is it...

(Programming note: The first 8 items below should be randomly ordered for each respondent)

Transportation
Race Relations
The economy
Crime
Public Health
Public Education
Human Services for People in Need
Taxes
(Do not read) Other (specify)
DK

TRANSIT

How important for Metro Atlanta's future is an improved public transit system, including buses and trains? Would you say an improved public transit system is...

1. Very important...
2. Somewhat important, or...
3. Not important at all...for Atlanta's future?
4. DK

FIXTRAF

Which of the following would be the best long-term solution to the traffic problems in the Metro Atlanta area? Would the best solution be...

(Programming note: the first four items below should be randomly ordered for each respondent)

1. Expand public transit...
2. Improve roads and highways...
3. Develop communities in which people can live very close to where they work...
4. Increase teleworking options...
5. or, do nothing
6. DK

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MOVE

If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from metro Atlanta?

1. Move to a different neighborhood in metro Atlanta?
2. Stay where you are now
3. Move away from metro Atlanta
4. DK

LKAHEAD

As you look ahead to the next 3 or 4 years, do you think living conditions in the Metro Atlanta area THEN will be better, worse, or about the same as today?

1. Better in 3-4 years
2. Worse in 3-4 years
3. About the same as today
4. DK/NA

EMERGENCY

Some people have a hard time dealing with financial emergencies, while others are better able to handle these situations....

We'd like to get a feel for how people would deal with an unexpected financial emergency. Suppose you had to come up with \$400 for such an emergency. Which of the following best describes how you would handle such a situation?

1. You would pay for it with cash, check or debit card...
2. You would put it on a credit card...
3. You would borrow money from someone...
4. You would sell or pawn something to get the money, or...
5. You would not be able to get the money right now?
6. DK/NA

Note to supervisors/interviewers: If respondents express hesitation or suspicion on EMERGENCY, reassure them that you are NOT asking for money or any kind of payment in any way. This is strictly a theoretical question being used for research purposes only.

GROWTH2

"Future growth in the metro area should be focused...."

- 1.in areas where businesses are already concentrated
2. along transportation corridors that link existing business centers, or...
- 3.in currently undeveloped or more rural areas.

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4.(Respondent offers) Other (specify)

5.DK/NA

SEGUE1

Please tell me if you ***strongly agree, agree, disagree, or strongly disagree*** with the following statements:

NOMOVENHOOD

"If I had to move right now, I could not afford to move to another house or apartment in the neighborhood where I currently live." Do you...

1. Strongly agree...
2. Agree...
3. Disagree, or...
4. Strongly disagree with that statement?
5. DK

Note to programmers: The following questions NHOODSAFE through HOUSE1 should be randomly ordered

NHOODSAFE

"I feel safe walking at night in my neighborhood " Do you...

1. Strongly agree
2. Agree
3. Disagree
4. Strongly disagree with that statement?
5. DK

TRANSPORT

"I frequently lack the transportation I need to get to places I need to go" Do you...

1. Strongly agree
2. Agree
3. Disagree
4. Strongly disagree with that statement?
5. DK

NOMOVEMETRO

"If I had to move right now, I could not afford to move to another house or apartment anywhere in the metro Atlanta area." Do you...

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1. Strongly agree...
2. Agree...
3. Disagree, or...
4. Strongly disagree with that statement?
5. DK

TRANSPFUND

"I am willing to pay more in taxes to fund expanded regional public transit that includes buses and rail." Do you...

1. Strongly agree
2. Agree
3. Disagree
4. Strongly disagree with that statement?
5. DK

ROBOT2

"In the future, too many workers will lose their jobs to some type of automated process or artificial intelligence." Do you ...

1. Strongly agree...
2. Agree...
3. Disagree, or...
4. Strongly disagree with that statement?
5. DK

HOUSE1

"Low-wage workers employed by local businesses have no problem finding affordable housing in my community." Do you ...

1. Strongly agree...
2. Agree...
3. Disagree, or...
4. Strongly disagree with that statement?
5. DK

HOUSE2

Which of the following actions would be most desirable to make affordable housing available in your community to a broad range of incomes?

(Programming note: First three options below should be randomly rotated for each respondent)

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Identify suitable locations for multifamily housing ...
 Change local zoning ordinances to allow for more housing options like duplexes, triplexes, and apartments...
 Increase public financing to incentivize developers to build at lower prices than normal...
 (Respondent offers) Do nothing/ None of those (No other options offered)
 (Respondent offers) Other options (specify)
 DK/NA

WORKFORCE

Which of the following alternatives do you think would be **most likely** to attract and retain a skilled workforce to the metro Atlanta area? Would it be...

Programming note: the first five options will be randomly ordered for each respondent

Creating more affordable housing options for future workers
 Providing more training and retraining opportunities in targeted industries
 Providing better transportation options to get to and from work
 Improving K-12 education
 Providing better access to higher education
 DK/NA

EV1a

We'd like to ask you about electric vehicles
 Do you own an electric vehicle?
 Yes
 No

EV1b

Do you plan on buying an electric vehicle in next five years?
 Yes
 No

If respondent says "Yes" to EITHER EV1a or EV1b, continue with EVYES

If respondent says "No" to BOTH EV1a and EV1b, skip to EVNO

EVYES

Which of the following is the most important reason you have already bought or may buy an electric vehicle in the next five years?

(Programmer note: First 4 response options should be randomly rotated for each respondent)

They are better for the environment...
 To take advantage of new technology...
 They are cheaper to operate than gas/diesel vehicles...
 They are more reliable...



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(Respondent offers) Other (specify)

DK

SKIP TO CLIMATE1

EVNO

Which of the following is the **most important** reason why you would not consider buying an electric vehicle?

(Programmer note: First 5 response options should be randomly rotated for each respondent)

Electric vehicles are too expensive...

You are not comfortable with the new technology associated with electric vehicles...

The inconvenience of recharging the vehicle/hard to find places to recharge vehicle...

You are not sure how reliable they are...

They are NOT good for the environment/Batteries are bad for the environment...

(Respondent offers) Reasons related to advanced age/no longer driving

(Respondent offers) Other

DK/NA

CLIMATE1

Thinking about climate change, how serious of a global threat do you feel it will be in the next 10 years? Will climate change be

1.a major global threat...

2.a minor global threat, or...

3.no threat at all?

4.DK/NA

CLIMATE2

How serious a threat do you think climate change will be to the Atlanta metro area over the next ten years? Will it be....

1.A major threat...

2.A minor threat, or...

3.No threat at all to the Atlanta metro area?

4.DK/NA

DEMOGS

We have almost completed the survey. The last few questions are used for statistical purposes only.

YRBORN

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In what year were you born?

(INTERVIEWERS: Record year of birth. DK/NA = 2006)

EDUC

What is the highest level of education you completed? Was it

1. 11th grade or less (without graduating)...
2. High school graduate or GED...
3. Some college (associate's degree, tech or vocational)...
4. College graduate (BA, BS)...
5. Graduate or Professional Degree (MA, MS, PHD, MD, Law etc)
6. (Do not read) DK/NA

LATINO

Do you consider yourself to be Latino/Latina or Hispanic?

1. Yes
2. No
3. DK/NA

RACE

What is your race? Are you...

1. African American/Black...
2. Caucasian/White...
3. Asian/Pacific Islander...
4. American Indian, or...
5. Multi-racial?
6. (DO NOT READ) Other (specify
7. (Do not read) DK/NA

EMPLOY

Which of the following best describes your current employment status? Are you...

1. Working full time
2. Working part time
3. Unemployed & looking for work
4. Unemployed & not looking for work, or...
5. Retired?
6. (RESPONDENT OFFERS) Disabled
7. (Do not read) DK/NA/REFUSED

(Programmer: If EMPLOY > 2, skip to KIDS)

TWORK

As far as where you work, would you say that you...



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1. Work remotely all of the time...
2. Work remotely some of the time, and from a place of business at other times, or...
3. Work at an office location or place of business all of the time?
4. DK/NA

OWNRENT

Do you....

1. Own your own home *(includes living with someone else who owns/pays mortgage)*
2. Rent *(includes living with someone else who pays rent)*
3. (Do not read) DK

TENURE

How long have you lived in the Metro Atlanta area?

(Code number of years. Code 0-11 months as "1" year. Code DK=999.)

INCOME

I am going to read a number of income ranges; please stop me at the one that best describes your household income in 2022....

1. Less than \$25,000...
2. \$25,000 - \$60,000...
3. \$60,000 - \$120,000...
4. \$120,000 - \$250,000, or...
5. Over \$250,000?
6. (Do not read) DK/NA
7. (Do not read) REFUSED

GENDER

Do you describe yourself as a man, a woman, or in some other way?

- 1.Man
- 2.Woman
- 3.Some other way ("non-binary" "transgender" "genderfluid" etc.)
4. DK/NA

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Appendix B: Data Dictionary

Variable Values

Value		Label
QPTYPE	1	Landline
	2	Cell Phone
	3	Online
QINTRO	1	Continue
	2	Callback/Not Available
	3	Refused
QCHECK	1	Yes, 18 or older
	2	No, not over 18
QCHECK2	1	Yes
	2	No
QCOUNTY	1	Cherokee
	2	Clayton
	3	Cobb
	4	DeKalb
	5	Douglas
	6	Fayette
	7	Forsyth
	8	Fulton
	9	Gwinnett
	10	Henry
	11	Rockdale
	12	Other
	13	DK
QATLANTA	1	Lives in city of Atlanta
	2	Does not live in Atlanta (lives in some other part of DeKalb
	3	DK
QBIGPROB	1	Transportation
	2	Race Relations
	3	The Economy
	4	Crime
	5	Public Health
	6	Public Education

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	7	Human Services for People in Need
	8	Taxes
	9	COVID-19/Coronavirus
	10	Other
	11	DK
QTRANSIT	1	Very important...
	2	Somewhat important, or...
	3	Not important at all...for Atlanta's future?
	4	DK
QFIXTRAF	1	Expand public transit...
	2	Improve roads and highways...
	3	Develop communities in which people can live very close to w
	4	Increase teleworking options...
	5	or, do nothing
	6	DK
QMOVE	1	Move to a different neighborhood in metro Atlanta?
	2	Stay where you are now
	3	Move away from metro Atlanta
	4	DK
QLKAHEAD	1	Better in 3-4 years
	2	Worse in 3-4 years
	3	About the same as today
	4	DK/NA
QEMERGENCY	1	You would pay for it with cash, check or debit card...

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	2	You would put it on a credit card...
	3	You would borrow money from someone...
	4	You would sell or pawn something to get the money, or...
	5	You would not be able to get the money right now?
	6	DK/NA
QGROWTH2	1	in areas where businesses are already concentrated
	2	along transportation corridors that link existing business c
	3	in currently undeveloped or more rural areas.
	5	DK/NA
QNOMOVNHOD	1	Strongly agree...
	2	Agree...
	3	Disagree, or...
	4	Strongly disagree with that statement?
	5	DK
QNHOOBSAFE	1	Strongly agree
	2	Agree
	3	Disagree
	4	Strongly disagree with that statement?
	5	DK
QTRANSPORT	1	Strongly agree
	2	Agree
	3	Disagree
	4	Strongly disagree with that statement?
	5	DK
	1	Strongly agree...

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QNOMOVEMET R	2	Agree...
	3	Disagree, or...
	4	Strongly disagree with that statement?
	5	DK
QTRANSPFUN D	1	Strongly agree
	2	Agree
	3	Disagree
	4	Strongly disagree with that statement?
	5	DK
QROBOT2	1	Strongly agree...
	2	Agree...
	3	Disagree, or...
	4	Strongly disagree with that statement?
	5	DK
QHOUSE1	1	Strongly agree...
	2	Agree...
	3	Disagree, or...
	4	Strongly disagree with that statement?
	5	DK
QHOUSE2	1	Identify suitable locations for multifamily housing ...
	2	Change local zoning ordinances to allow for more housing opt
	3	Increase public financing to incentivize developers to build
	6	DK/NA
QWORKFRCE	1	Providing more affordable housing options for future workers
	2	Creating more training and retraining opportunities in target

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	3	Providing better transportation options to get to and from w
	4	Improving K-12 education
	5	Providing better access to higher education
QEV1A	1	Yes
	2	No
QEV1B	1	Yes
	2	No
QEVYES	1	They are better for the environment...
	2	To take advantage of new technology...
	3	They are cheaper to operate than gas/diesel vehicles...
	4	They are more reliable...
	6	DK
QEVNO	1	Electric vehicles are too expensive...
	2	You are not comfortable with the new technology associated w
	3	The inconvenience of recharging the vehicle/hard to find pla
	4	You are not sure how reliable they are...
	5	They are NOT good for the environment/Batteries are bad for
	8	DK/NA
QCLIMATE1	1	a major global threat...
	2	a minor global threat, or...

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	3	no threat at all...
	4	DK/NA
QCLIMATE2	1	A major threat...
	2	A minor threat, or...
	3	No threat at all to the Atlanta metro area?
	4	DK/NA
qyrbornxR1	2006	DK/NA
QEDUC	1	11th grade or less (without graduating)...
	2	High school graduate or GED...
	3	Some college (associate's degree, tech or vocational)...
	4	College graduate (BA, BS)...
	5	Graduate or Professional Degree (MA, MS, PHD, MD, Law etc)
	6	DK/NA
QEMPLOY	1	Working full time
	2	Working part time
	3	Unemployed & looking for work
	4	Unemployed & not looking for work, or...
	5	Retired?
	6	Disabled
QWORK	1	work remotely all of the time...
	2	work remotely some of the time, and from a place of business
	3	work at an office location or place of business all of the t
	4	DK/NA
QLATINO	1	Yes
	2	No

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QRACE	3	DK/NA
	1	African American/Black...
	2	Caucasian/White...
	3	Asian/Pacific Islander...
	4	American Indian, or...
	5	Multi-racial?
	6	Other
QOWNRENT	7	DK/NA
	1	Own your own home (includes living with someone else who own
	2	Rent (includes living with someone else who pays rent)
QINCOME	3	DK
	1	Less than \$25,000...
	2	\$25,000 - \$60,000...
	3	\$60,000 - \$120,000...
	4	\$120,000 - \$250,000, or...
	5	Over \$250,000?
	6	DK/NA
qtenurexR1	999	REFUSED
QGENDER	1	DK
	2	Man
	3	Woman
	4	Some other way ("non-binary" "transgender" "genderfluid" etc
agegroup2	4	DK/NA
	1.00	18 - 24
	2.00	25 - 34
	3.00	35 - 44
	4.00	45 - 54
	5.00	55 - 64
agegroup3	6.00	65 and older
	1.00	18-34

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	2.00	35-49
	3.00	50-64
	4.00	65 and older
inmetro	1.00	5 years or less
	2.00	6-10 years
	3.00	11-19 years
	4.00	21-30 years
	5.00	over 30 years
RACE2	1.00	African American/ Black
	2.00	White
	3.00	Other
educ	2.00	HS/GED or less
	3.00	Some College/AA/Tech School
	4.00	BA/BS
	5.00	Graduate/Professional Degree
	6.00	DNK/No Answer
Tenurecat	1.00	5 Years or Less
	2.00	6-10 Years
	3.00	11-20 Years
	4.00	21-30 Years
	5.00	31 Years or more

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Appendix C: Responses to Open Ended Questions

Of the following, which issue is the biggest problem facing residents in the Metro Atlanta area today? Is it

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4645	95.7	95.7	95.7
Abundance of White southern people	1	.0	.0	95.8
Abusive government	1	.0	.0	95.8
affordable housing	2	.0	.0	95.8
Affordable housing	3	.1	.1	95.9
Affordable Housing	1	.0	.0	95.9
All	4	.1	.1	96.0
All of it	1	.0	.0	96.0
All of the above	7	.1	.1	96.1
All of them	4	.1	.1	96.2
Anything financial	1	.0	.0	96.2
Bad Cops	1	.0	.0	96.3
Biden	2	.0	.0	96.3
Climate change	1	.0	.0	96.3
Construction	1	.0	.0	96.4
Construction company	1	.0	.0	96.4
Cop city	1	.0	.0	96.4
COP CITY	1	.0	.0	96.4
Corrupt government	1	.0	.0	96.4
Cost of living	6	.1	.1	96.6
Cost of living, people can't afford to live here	1	.0	.0	96.6
Crime and Race relations	1	.0	.0	96.6
Crime and taxes	1	.0	.0	96.6
Democratic control	1	.0	.0	96.6
Democrats	2	.0	.0	96.7
Democrats are too worried about social issues.	1	.0	.0	96.7
Drugs	1	.0	.0	96.7



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Economic housing	1	.0	.0	96.7
elected officials	1	.0	.0	96.8
Election fraud	1	.0	.0	96.8
Environmental issues, including climate change	1	.0	.0	96.8
Equal opportunity, poverty	1	.0	.0	96.8
Everything	1	.0	.0	96.8
Evictions	1	.0	.0	96.9
Financial	1	.0	.0	96.9
Food	1	.0	.0	96.9
Food prices	1	.0	.0	96.9
Gas and food prices	1	.0	.0	96.9
Gasoline prices	1	.0	.0	97.0
Georgia's gun law	1	.0	.0	97.0
Getting rid of cops in the city	1	.0	.0	97.0
Government corruption	1	.0	.0	97.0
Greed	1	.0	.0	97.1
Growth rate is too high.	1	.0	.0	97.1
Gun control	1	.0	.0	97.1
Gun problem	1	.0	.0	97.1
Guns	1	.0	.0	97.1
health care	1	.0	.0	97.2
Health care	1	.0	.0	97.2
Health for caregivers for elderly	1	.0	.0	97.2
High cost of housing	1	.0	.0	97.2
Homeless	1	.0	.0	97.2
Homeless population	1	.0	.0	97.3
homelessness	1	.0	.0	97.3
Homelessness	3	.1	.1	97.3
housing	1	.0	.0	97.4
Housing	15	.3	.3	97.7
Housing and employment	1	.0	.0	97.7
Housing costs	1	.0	.0	97.7
Housing rent	1	.0	.0	97.7
Housing, we need more of it and better locations	1	.0	.0	97.8
Houy	1	.0	.0	97.8
illegal immigration	1	.0	.0	97.8

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Increase of housing prices	1	.0	.0	97.8
Inflation	11	.2	.2	98.0
Inflation - Cost of Living	1	.0	.0	98.1
infrastructur	1	.0	.0	98.1
Infrastructure	3	.1	.1	98.1
Jobs	2	.0	.0	98.2
Jobs, hiring people	1	.0	.0	98.2
Joe Biden existence	1	.0	.0	98.2
Lack of businesses	1	.0	.0	98.2
Law enforcement, problem with injustice	1	.0	.0	98.3
Loss of legal rights/freedoms	1	.0	.0	98.3
Making the changes need to be ready for future.	1	.0	.0	98.3
Medical services	1	.0	.0	98.3
Money	1	.0	.0	98.4
No comment	1	.0	.0	98.4
non affordable housing	1	.0	.0	98.4
None	2	.0	.0	98.4
None of the above	1	.0	.0	98.5
Not getting enough money	1	.0	.0	98.5
Out of control for rent	1	.0	.0	98.5
Overbuilding	1	.0	.0	98.5
Overcrowding	1	.0	.0	98.5
People being inconsiderate	1	.0	.0	98.6
Political nature	1	.0	.0	98.6
Politics, getting the right person in office	1	.0	.0	98.6
Population	1	.0	.0	98.6
Poverty	2	.0	.0	98.7
price	1	.0	.0	98.7
Price	1	.0	.0	98.7
Public housing	1	.0	.0	98.7
Public service	2	.0	.0	98.8
Race and transportation	1	.0	.0	98.8
Racism	1	.0	.0	98.8
Rent	1	.0	.0	98.8
Rent increases	1	.0	.0	98.8

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Rent is too high	1	.0	.0	98.9
Rent prices	1	.0	.0	98.9
Rising cost of living	1	.0	.0	98.9
Roads	1	.0	.0	98.9
Robo calls	1	.0	.0	98.9
Sidewalks	1	.0	.0	99.0
So much crowd everywhere or poorly zoned	1	.0	.0	99.0
Southern border being wide open	1	.0	.0	99.0
Spam calls	1	.0	.0	99.0
Spiritual, people don't know the Lord	1	.0	.0	99.1
Stay at home	1	.0	.0	99.1
Systemic racism	1	.0	.0	99.1
Take all of them	1	.0	.0	99.1
The community is less informed within the city	1	.0	.0	99.1
The cost of living	3	.1	.1	99.2
The Democrats	1	.0	.0	99.2
The government	1	.0	.0	99.2
The government is crooked	1	.0	.0	99.3
The high cost of rent for housing	1	.0	.0	99.3
The idiot in the White House	1	.0	.0	99.3
The lack of Christian influence in the county	1	.0	.0	99.3
The lack of service to the underserved area	1	.0	.0	99.3
The residents in the area	1	.0	.0	99.4
Too many kids	1	.0	.0	99.4
Too much building	1	.0	.0	99.4
too much homeless	1	.0	.0	99.4
traffic	2	.0	.0	99.5
Traffic	20	.4	.4	99.9
Traffic and homelessness	1	.0	.0	99.9
Traffic in Metro Atlanta area and education	1	.0	.0	99.9

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Transportation, crowded street, problems of cars	1	.0	.0	99.9
Wage	1	.0	.0	100.0
We don't have any problems here in Metro Atlanta.	1	.0	.0	100.0
Women's right	1	.0	.0	100.0
Total	4852	100.0	100.0	

"Future growth in the metro area should be focused...." -

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4785	98.6	98.6	98.6
All areas	2	.0	.0	98.7
All of the above	1	.0	.0	98.7
All should be focused	1	.0	.0	98.7
All three are important. I could not pick one	1	.0	.0	98.7
America and its major cities after Fall 2026 bad	1	.0	.0	98.7
Both	1	.0	.0	98.8
Both rural and existing business are important	1	.0	.0	98.8
combination	1	.0	.0	98.8
communities	1	.0	.0	98.8
Communities	1	.0	.0	98.8
controlling traffic	1	.0	.0	98.9
Delta flies both ways - - go back	1	.0	.0	98.9
Depends on the land to put it together	1	.0	.0	98.9
Develop the vacant business in Atlanta	1	.0	.0	98.9
Develop transportation areas	1	.0	.0	98.9
Development could be distributed to Atlanta	1	.0	.0	99.0
Dispersed systematically	1	.0	.0	99.0
Expand public transportation	1	.0	.0	99.0

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Fix up abandoned & run down areas.	1	.0	.0	99.0
Fixing homes	1	.0	.0	99.1
Greater educational and financial opportunities	1	.0	.0	99.1
Growth of Atlanta depends on people not being sho.	1	.0	.0	99.1
Homelessness	1	.0	.0	99.1
Housing the homeless in vacant businesses	1	.0	.0	99.1
I really don't know how to answer	1	.0	.0	99.2
improve roads outward of the areas	1	.0	.0	99.2
In areas that have good potential but are underdev	1	.0	.0	99.2
In expanding the outlying counties	1	.0	.0	99.2
In the areas that are already developed	1	.0	.0	99.2
in the city limits	1	.0	.0	99.3
Innovation, build Rivians lead the way	1	.0	.0	99.3
It should expand to our rural areas.	1	.0	.0	99.3
Let the economy grow	1	.0	.0	99.3
Light rail should be expanded.	1	.0	.0	99.3
Linking where people work and live	1	.0	.0	99.4
melding work and living	1	.0	.0	99.4
Moratorium on expansion until transpo issues are	1	.0	.0	99.4
Need more roads	1	.0	.0	99.4
None of the above	1	.0	.0	99.4
Not anywhere	1	.0	.0	99.5
Outer beltway	1	.0	.0	99.5
Planning	1	.0	.0	99.5

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Private sector controls opportunity for growth.	1	.0	.0	99.5
Redevelop outdated shopping centers etc	1	.0	.0	99.5
Redevelopment	1	.0	.0	99.6
Respect and thankful for God and honesty	1	.0	.0	99.6
Revaluate our current businesses	1	.0	.0	99.6
Stay in Metro Atlanta, do not expand	1	.0	.0	99.6
Stay where they are	1	.0	.0	99.6
Support small business	1	.0	.0	99.7
The homeless	1	.0	.0	99.7
They are purposely for the people to get work	1	.0	.0	99.7
They need fix the ghetto	1	.0	.0	99.7
To have more people work from home	1	.0	.0	99.8
Too many variables to resolve with just one choice	1	.0	.0	99.8
Transportation corridors & rural areas	1	.0	.0	99.8
Transportation corridors and underdeveloped areas	1	.0	.0	99.8
Using closed shopping mall an strips to build over	1	.0	.0	99.8
We are overbuilt and overcrowded	1	.0	.0	99.9
We don't have to develop	1	.0	.0	99.9
We need more jobs	1	.0	.0	99.9
Where businesses are located	1	.0	.0	99.9
Where people go, it is their choice	1	.0	.0	99.9
Where the person originating the business	1	.0	.0	100.0
Wherever is it, stop building	1	.0	.0	100.0

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wherever market conditions take it	1	.0	.0	100.0
Total	4852	100.0	100.0	

Which of the following actions would be most desirable to make affordable housing available in your community to a broad range of incomes? -

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4762	98.1	98.1	98.1
Affordable housing for low income	1	.0	.0	98.2
Affordable multifamily w/public transportation	1	.0	.0	98.2
All of the above	1	.0	.0	98.2
Allow free market to which is viable	1	.0	.0	98.2
Apartments need to go down	1	.0	.0	98.2
Be more appealing in general	1	.0	.0	98.3
Build affordable housing and set price caps	1	.0	.0	98.3
Build for rent at affordable rents	1	.0	.0	98.3
Build more affordable housing.	1	.0	.0	98.3
Build more housing	1	.0	.0	98.4
Build Pod style housing for family and bachelor's	1	.0	.0	98.4
Build smaller, more affordable houses.	1	.0	.0	98.4
control apartment and rental home prices..	1	.0	.0	98.4
Control information and greedy markups	1	.0	.0	98.4
deed restricted communities	1	.0	.0	98.5
Developers must build equal % high and low-priced	1	.0	.0	98.5
Do not need more affordable housing in my area	1	.0	.0	98.5

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Do nothing; don't want to make it more affordable	1	.0	.0	98.5
Don't build anymore, use the old housing	1	.0	.0	98.5
Don't want to build for low income	1	.0	.0	98.6
Drop the housing prices and to come down the price	1	.0	.0	98.6
Elect Trump as President	1	.0	.0	98.6
Find a way to lower property taxes	1	.0	.0	98.6
Get Biden out of office	1	.0	.0	98.6
Get inflation down	1	.0	.0	98.7
Get rid of the companies in the capitalism, Airbnb	1	.0	.0	98.7
Getting economy interest down and inflation down	1	.0	.0	98.7
Giving people job opportunities	1	.0	.0	98.7
I don't want to build around it at all.	1	.0	.0	98.7
I have no idea	1	.0	.0	98.8
Idk how to challenge inflation	1	.0	.0	98.8
Incentivize multi-generational housing	1	.0	.0	98.8
Increase education and skills set	1	.0	.0	98.8
Increasing wages	1	.0	.0	98.8
Interest, the lower rate	1	.0	.0	98.9
Invite more businesses for people to work	1	.0	.0	98.9
Just trustworthy and thankful for God will always	1	.0	.0	98.9
Keeping inflation under control	1	.0	.0	98.9
Leave it the way it is, single dwelling residence	1	.0	.0	98.9
Less government, less taxes, and illegal immigrant	1	.0	.0	99.0
Let the government stay out of it.	1	.0	.0	99.0

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Limit new growth and cap rental rates	1	.0	.0	99.0
Local communities	1	.0	.0	99.0
Low-income housing for seniors	1	.0	.0	99.1
Lower taxes	1	.0	.0	99.1
Lower taxes and stop discriminating amongst lower	1	.0	.0	99.1
Lower the cost of living	1	.0	.0	99.1
make a law that they cannot raise prices	1	.0	.0	99.1
Make a unified country transportation system	1	.0	.0	99.2
Make affordable housing contingent upon working	1	.0	.0	99.2
Make homestake available for more people	1	.0	.0	99.2
Make people accountable for price gouging.	1	.0	.0	99.2
Mixed use at outdated malls and incl affordable	1	.0	.0	99.2
More affordable housing	1	.0	.0	99.3
No additional housing	1	.0	.0	99.3
No easy answer	1	.0	.0	99.3
No need for low-income housing	1	.0	.0	99.3
None	1	.0	.0	99.3
Not allowing foreign entity to buy out the housing	1	.0	.0	99.4
Other development incentives besides public finance	1	.0	.0	99.4
Prevent increasing rentals and the cost to build	1	.0	.0	99.4
Put limitation of number people per square mile	1	.0	.0	99.4
Putting in legislation to cap the price	1	.0	.0	99.4
Raise minimum wage so a can make more money	1	.0	.0	99.5
Reduce inflation	1	.0	.0	99.5

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Reduce regulations and make it easier for builders	1	.0	.0	99.5
Reduce taxes and reform of housing and rental cost	1	.0	.0	99.5
Reduce the price of rent	1	.0	.0	99.5
Renovate existing unoccupied/abandoned places so t	1	.0	.0	99.6
Rent caps	1	.0	.0	99.6
rent control	1	.0	.0	99.6
rent control among other actions to protect renter	1	.0	.0	99.6
Rent control ordinances	1	.0	.0	99.6
Repurpose homes that have been abandoned	1	.0	.0	99.7
stop overcharging for homes to buy and or rent	1	.0	.0	99.7
Stop the building	1	.0	.0	99.7
Supply and demand, stop the government to do thing	1	.0	.0	99.7
Tell the damn people to go to work	1	.0	.0	99.8
Tenant protection laws	1	.0	.0	99.8
The builders should find a way	1	.0	.0	99.8
The building needs to stop.	1	.0	.0	99.8
The cost of living is going up. The wages are not.	1	.0	.0	99.8
The economy MUST change interest rate, pricing etc	1	.0	.0	99.9
The rent is too high, too expensive for people	1	.0	.0	99.9
They are overcharging rental apartments.	1	.0	.0	99.9
They should build more houses.	1	.0	.0	99.9
They should fund more affordable housing.	1	.0	.0	99.9
To build more affordable housing	1	.0	.0	100.0

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To make housing affordable so people can purchase	1	.0	.0	100.0
Use taxes wisely	1	.0	.0	100.0
Total	4852	100.0	100.0	

Which of the following is the most important reason you have already bought or may buy an electric vehicle in the next five years? -

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4820	99.3	99.3	99.3
Affordable	1	.0	.0	99.4
All of the above options	1	.0	.0	99.4
All of them	1	.0	.0	99.4
better battery and more convenient in price	1	.0	.0	99.4
Better for local air quality, makes less noise	1	.0	.0	99.4
Better for the economy	1	.0	.0	99.5
Cost of electric vehicles, gas	1	.0	.0	99.5
Environment, efficiency, MPG-infrastructure exists	1	.0	.0	99.5
Environmentally friendly + cheaper to operate	1	.0	.0	99.5
Everyone will move to electric if AU gets support	1	.0	.0	99.5
Experience	1	.0	.0	99.6
Gas Prices are making gas vehicle ownership costly	1	.0	.0	99.6
Got a good deal	1	.0	.0	99.6
Happen to like the vehicle	1	.0	.0	99.6
Hybrid	1	.0	.0	99.6
I can be independent from gas company	1	.0	.0	99.7
I don't believe they are	1	.0	.0	99.7
It is cool	1	.0	.0	99.7
It is the way the future is moving	1	.0	.0	99.7
It makes sense	1	.0	.0	99.8

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Just want one	1	.0	.0	99.8
Just want something cool	1	.0	.0	99.8
Less expensive to purchase in maintaining	1	.0	.0	99.8
My nephew works for Tesla.	1	.0	.0	99.8
None	1	.0	.0	99.9
None of the above	1	.0	.0	99.9
Not relying on expensive gas	1	.0	.0	99.9
Not to buy yet	1	.0	.0	99.9
save money	1	.0	.0	99.9
Sometime ago I wanted an electric vehicle.	1	.0	.0	100.0
Tax credits upon purchase/lease	1	.0	.0	100.0
They go really fast very quickly and are silent	1	.0	.0	100.0
Total	4852	100.0	100.0	

Which of the following is the most important reason why you would not consider buying an electric vehicle?

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4646	95.8	95.8	95.8
1 thru 5	1	.0	.0	95.8
All of the above	11	.2	.2	96.0
All of the above and more.	1	.0	.0	96.0
All of the options	1	.0	.0	96.0
All of them	1	.0	.0	96.1
All the same, I don't trust them yet	1	.0	.0	96.1
Batteries need to provide a longer range	1	.0	.0	96.1
Bought a new brand new vehicle	1	.0	.0	96.1
Break down, unreliable	1	.0	.0	96.1
Can't afford	1	.0	.0	96.2
Can't afford, high cost of repairing it	1	.0	.0	96.2
Cars I have are fine, don't need one anymore	1	.0	.0	96.2
Components on automotive for electric cars	1	.0	.0	96.2
Cost	2	.0	.0	96.3
Could not use one, need a truck	1	.0	.0	96.3
Current electric car designs are not appealing	1	.0	.0	96.3
Dangerous electric vehicles can cause fire	1	.0	.0	96.3
Disable and hard to go anywhere	1	.0	.0	96.4
Disagree with e-cars	1	.0	.0	96.4
Do not anticipate needing another vehicle	1	.0	.0	96.4
Do not drive	1	.0	.0	96.4
Do not like it, another form of gov't control	1	.0	.0	96.4
Don't have money to buy any car in the next 5 year	1	.0	.0	96.5
Don't have money to buy it	1	.0	.0	96.5
Don't intend to buy another vehicle	1	.0	.0	96.5

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Don't intend to buy new car	1	.0	.0	96.5
Don't know enough	1	.0	.0	96.5
Don't need a car	1	.0	.0	96.6
Don't need a car right now	1	.0	.0	96.6
Don't need another car	1	.0	.0	96.6
Don't need e-vehicle	1	.0	.0	96.6
Don't need one, I have a car	1	.0	.0	96.6
Don't want another car payment	1	.0	.0	96.7
Driving range is too short	1	.0	.0	96.7
EV cars are cheap. Batteries are expensive	1	.0	.0	96.7
EVs don't surpass gas vehicle capabilities yet	1	.0	.0	96.7
Expecting public transportation to improve/expand	1	.0	.0	96.7
Government, don't want them to tell me	1	.0	.0	96.8
Hope current owned car last 5 more years	1	.0	.0	96.8
Hope to not need a new car for more than five year	1	.0	.0	96.8
I am not looking for an electric vehicle.	1	.0	.0	96.8
I am not looking to buy a new car.	1	.0	.0	96.8
I am too old to buy a new car.	1	.0	.0	96.9
I bought a car already.	1	.0	.0	96.9
I do not have a license	1	.0	.0	96.9
I do not know enough about electric vehicle	1	.0	.0	96.9
I don't drive	1	.0	.0	96.9
I don't drive.	1	.0	.0	97.0
I don't have a driver's license.	1	.0	.0	97.0
I don't have the money to afford.	1	.0	.0	97.0
I don't know much about them and their efficiency	1	.0	.0	97.0
I don't know the market to resell	1	.0	.0	97.1

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I don't like the economic impact that they have.	1	.0	.0	97.1
I don't like the idea of having an e-vehicle	1	.0	.0	97.1
I don't like them.	1	.0	.0	97.1
I don't like them. I like muscle cars.	1	.0	.0	97.1
I don't need a new car because I already have.	1	.0	.0	97.2
I don't need a new car in the next 5 years.	1	.0	.0	97.2
I don't need it	1	.0	.0	97.2
I don't need to purchase a vehicle of any kind.	1	.0	.0	97.2
I don't really need it right now.	1	.0	.0	97.2
I don't think they are reliable.	1	.0	.0	97.3
I don't trust it at all	1	.0	.0	97.3
I don't trust them.	1	.0	.0	97.3
I don't want an electric vehicle.	1	.0	.0	97.3
I don't want it because I'm 85 years old.	1	.0	.0	97.3
I don't want one.	2	.0	.0	97.4
I drive a hybrid	1	.0	.0	97.4
I had one - parts and service were a problem	1	.0	.0	97.4
I have a car that is working fine.	1	.0	.0	97.4
I have a horse trailer, not enough power	1	.0	.0	97.5
I have to drive long distances frequently. Hybrid	1	.0	.0	97.5
I haven't thought of buying e-vehicle.	1	.0	.0	97.5
I just bought a hybrid car	1	.0	.0	97.5
I just bought a new car	1	.0	.0	97.5
I just bought a new car.	1	.0	.0	97.6
I just brought a brand-new car.	1	.0	.0	97.6
I just don't like it.	1	.0	.0	97.6
I just don't like the options	1	.0	.0	97.6

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I just don't need a new vehicle	1	.0	.0	97.7
I just don't need right now	1	.0	.0	97.7
I just don't want one.	1	.0	.0	97.7
I just like to drive old vehicles	1	.0	.0	97.7
I just like to use gasoline	1	.0	.0	97.7
I just purchase new vehicles 2 months ago	1	.0	.0	97.8
I just purchased one last year.	1	.0	.0	97.8
I just won't need a car in the next 5 years	1	.0	.0	97.8
I keep my cars for 10 years, and I just got mine	1	.0	.0	97.8
I like gas	1	.0	.0	97.8
I like gas engine cars	1	.0	.0	97.9
I like my gas, stick with what I use	1	.0	.0	97.9
I love gas	1	.0	.0	97.9
I owned a Bolt and couldn't believe the recalls	1	.0	.0	97.9
I recently bought a car.	1	.0	.0	97.9
I travel long distances	1	.0	.0	98.0
I use the car that I have now	1	.0	.0	98.0
I want to live in a walkable city.	1	.0	.0	98.0
I will keep my car in the next five years.	1	.0	.0	98.0
I would not buy.	1	.0	.0	98.0
I would not consider buying	1	.0	.0	98.1
I'm already happy with what I have right now.	1	.0	.0	98.1
I'm in a horse farm. I don't think it will work	1	.0	.0	98.1
I'm just afraid of it	1	.0	.0	98.1
I'm just not car shopping in the next 5 years	1	.0	.0	98.1
I'm not familiar with it at all	1	.0	.0	98.2
I'm not in a market to purchase a vehicle right no	1	.0	.0	98.2
I'm not interested of it yet.	1	.0	.0	98.2

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I'm not planning on buying any vehicle	1	.0	.0	98.2
I'm not planning on buying right now	1	.0	.0	98.2
In the long run what will we do with the batteries	1	.0	.0	98.3
Inefficiency	1	.0	.0	98.3
Initial expense for a safe reliable vehicle	1	.0	.0	98.3
Involving child labor in order to mine the material	1	.0	.0	98.3
It is okay what we have right now	1	.0	.0	98.4
It is really noisy	1	.0	.0	98.4
It will still take at least 5 years	1	.0	.0	98.4
Just bought a car. I don't need another car.	1	.0	.0	98.4
Just bought vehicle	1	.0	.0	98.4
Lack of infrastructure for charging	1	.0	.0	98.5
Limited range	1	.0	.0	98.5
Longer and complicated	1	.0	.0	98.5
LT effects of EVs are unknown	1	.0	.0	98.5
milage anxiety	1	.0	.0	98.5
My car is low mileage and works great	1	.0	.0	98.6
My car is new, and I am planning to drive that car	1	.0	.0	98.6
My car is relevantly good economically	1	.0	.0	98.6
My car is still working and paid off	1	.0	.0	98.6
Neither, I just like sports cars	1	.0	.0	98.6
Never considered getting one	1	.0	.0	98.7
No electric grid	1	.0	.0	98.7
No idea how it will affect electric vehicles	1	.0	.0	98.7
No interest	1	.0	.0	98.7

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No interest with electric cars	1	.0	.0	98.7
No place to charge	1	.0	.0	98.8
No power, generator of power to support electric	1	.0	.0	98.8
No reason to get one	1	.0	.0	98.8
None	1	.0	.0	98.8
None of the above	3	.1	.1	98.9
None of the answers really fit.	1	.0	.0	98.9
None of them	1	.0	.0	98.9
None of those	2	.0	.0	99.0
None of those, I just don't want another loan.	1	.0	.0	99.0
Not anticipating buying a car any time soon.	1	.0	.0	99.0
Not big enough for the family	1	.0	.0	99.0
Not buying a new car	1	.0	.0	99.1
Not capable to what I do	1	.0	.0	99.1
Not comfortable with the technology	1	.0	.0	99.1
Not considering in the next 5 yrs	1	.0	.0	99.1
Not good for anything, not safe	1	.0	.0	99.1
Not good for health	1	.0	.0	99.2
not in need of a car in a couple of years	1	.0	.0	99.2
Not in the market to buy electric vehicles	1	.0	.0	99.2
Not in the market to buy right now	1	.0	.0	99.2
Not interested	1	.0	.0	99.2
Not interested in any vehicles	1	.0	.0	99.3
Not interested in buying	1	.0	.0	99.3
Not interested with electric vehicle	1	.0	.0	99.3
Not large enough for my family and trunk base	1	.0	.0	99.3
Not necessary	1	.0	.0	99.3

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Not sustainable. Use gas to create charging energy	1	.0	.0	99.4
Offers limited range I	1	.0	.0	99.4
prefer a hybrid auto	1	.0	.0	99.4
Range	1	.0	.0	99.4
Rewire the house	1	.0	.0	99.4
Slave labor to mine ore for the batteries	1	.0	.0	99.5
Still need power to charge batteries and can't go a	1	.0	.0	99.5
Still paying off my mini	1	.0	.0	99.5
Support using the electric vehicle	1	.0	.0	99.5
Technology is not reliable	1	.0	.0	99.5
The gathering of materials for the batteries.	1	.0	.0	99.6
The mileage, not able to go further	1	.0	.0	99.6
The number of miles per charge is not enough	1	.0	.0	99.6
The power can't keep up the demand	1	.0	.0	99.6
The repair of electrical vehicles is so high	1	.0	.0	99.6
The repair of the vehicle	1	.0	.0	99.7
They are impractical and not reliable.	1	.0	.0	99.7
They are lithium batteries.	1	.0	.0	99.7
They are not economical.	1	.0	.0	99.7
They are not reliable.	1	.0	.0	99.8
They don't make one that is suitable for me	1	.0	.0	99.8
They limit reasonable travel options	1	.0	.0	99.8
Too much problem	1	.0	.0	99.8
Too old	1	.0	.0	99.8
Trying to get rid of vehicles, build and maintain	1	.0	.0	99.9

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Unfamiliar with the vehicle	1	.0	.0	99.9
We don't need a car.	1	.0	.0	99.9
We don't need a new car.	1	.0	.0	99.9
We just bought a new car a few years ago.	1	.0	.0	99.9
What the effects are in the population	1	.0	.0	100.0
Won't buy any car for the next years	1	.0	.0	100.0
You can't travel many miles.	1	.0	.0	100.0
Total	4852	100.0	100.0	