




CBMPO Metropolitan Transportation Plan Update

2050 Update

COVERING BARTOW COUNTY AND THE CITIES OF ADAIRSVILLE, CARTERSVILLE, EMERSON, EUHARLEE, KINGSTON, TAYLORSVILLE AND WHITE

Adopted February 7, 2024

RESOLUTION BY THE POLICY COMMITTEE

OF THE

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION

WHEREAS, as a result of the 2010 Census Bartow County met the definition of an urbanized area large enough to be designated as a Metropolitan Planning Organization, and

WHEREAS, the Cartersville-Bartow Metropolitan Planning Organization (CBMPO) was designated by the Governor of the State of Georgia on February 11, 2013, and

WHEREAS, the CBMPO, working with the local governments situated within Bartow County, agreed to have Bartow County serve as the boundary for its jurisdiction,

WHEREAS, federal regulations require the CBMPO to update its twenty-year Long-Range Transportation Plan and its four year Transportation Improvement Program every four years and

WHEREAS, the CBMPO Technical Coordinating Committee in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has prepared and updated the FY 2020-2050 Metropolitan Transportation Plan, and

Whereas, the CBMPO Technical Coordinating Committee also prepared updates to the FY 24-27 CBMPO Transportation Improvement Program, and

WHEREAS, the Technical Coordinating Committee a joint February 7, 2024 meeting recommended the approval of the CBMPO 2050 Metropolitan Transportation Plan Update and the FY 2024-2027 Transportation Improvement Program;

NOW, THEREFORE, BE IT RESOLVED that the CBMPO Policy Committee concurs with the recommendation of the Technical Coordinating Committee that the FY 2020-2050 CBMPO Metropolitan Transportation Plan Update and the FY 2024-2027 Transportation Improvement Program be approved, this Seventh day of February, 2024.

CERTIFICATION

Peter Olson,
Policy Committee Chairman

ATTEST:

Mark Cox, P.E.
CBMPO Executive Director

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Introduction

Bartow County has continued to experience significant growth over the past decade. This growth has spurred the need to conduct more planning to ensure that new development is supported by the necessary infrastructure.

Federal law requires the establishment of a formal transportation planning and coordinating body when the urban population of an area becomes larger than 50,000. Bartow County surpassed this threshold by the 2010 Census; in February 2013 Governor Deal designated Bartow County Community Development to serve as the Metropolitan Planning Organization (MPO) for the Cartersville Bartow Urbanized Area.

The growth that created a need for an MPO is likely to continue. By 2050, Bartow County's population is expected to grow to over 150,000 residents. To maintain the quality of life in the community, new transportation infrastructure is needed to support the growing population.

The CBMPO created its first long-range transportation plan (LRTP) in 2015, which was subsequently updated in 2020. Since the last update, the Federal Highway Administration (FHWA) has begun referring to long range plans as Metropolitan Transportation Plan (MTP) in place of LRTP. This report provides the final list of prioritized projects for the 2023 MTP update. The 2023 MTP update reevaluates the recommendations of the previous plan considering the most recent data, growth trends, and changing conditions that have an impact on the county's transportation system.

As of May 2023, all of Georgia MPOs must publish a System Performance Report (SPR) as part of any MTP. The purpose of the SPR is to evaluate the condition and performance of the transportation system with respect to Federal and State performance targets. The SPR associated with this update of the MTP for Bartow County is included in the 2024-2027 Transportation Improvement Program (TIP).

The projects in this report reflect the results of the existing conditions analysis, public engagement process, goals and objectives, and needs assessments of the MTP. The recommended project lists include financial considerations to help the county with decisions regarding implementation. The recommendations include both immediate, short-term, and long-term project lists to ensure the transportation network adequately meets the needs of the county residents for the 2050 planning horizon.

Existing Conditions

This section outlines the existing land use and demographics of Bartow County, and the current conditions of the transportation infrastructure. Previous planning efforts in the county are also included in the analysis.

General Area Characteristics

Bartow County is located in the State of Georgia, about 30 miles northwest of Atlanta. The county has an area of 470 square miles, ranking it the 36th largest in the state. It is nestled between seven other Georgia counties: Gordon County to the north, Pickens County to the northeast, Cherokee County to the

east, Cobb County to the southeast, Paulding County to the south, Polk County to the southwest and Floyd County to the west.

Bartow County contains seven cities. Cartersville is the largest city in both size and population and serves as the county seat. The city is in the southeast portion of the county, adjacent to Paulding and Cobb Counties at the edge of the Atlanta metropolitan area. Cartersville is the main hub for transportation corridors in the county: it is serviced by I-75, US 41/SR 3 (Joe Frank Harris Parkway), US 411 (Rome Highway and Canton Highway), SR 61 (North Tennessee Street), SR 113 (East Main Street), SR 293 (Cassville Road), and SR 20 (Canton Highway).

Adairsville is the second largest city in population in Bartow County. It is located in the northwestern corner and is intersected by I-75. Other routes bisecting the city include US 41/SR 3 (Joe Frank Harris Parkway) and SR 140 (Adairsville Highway).

Euharlee is a city located in the southwest portion of Bartow County, just north of Plant Bowen. As the third most populated city in the county, it is three miles south of US 411, and a mile north of SR 113 (Rockmart Highway).

Located southeast of Cartersville is the City of Emerson, the fourth most populated city in the county. Interstate 75 (I-75), US 41/SR 3 (Joe Frank Harris Parkway) and SR 293 (Main Street) all run through Emerson. The city also acts as a gateway to Red Top Mountain State Park and Lake Allatoona, a popular tourist destination in Bartow County. Lake Point Sporting Community is also located in the City of Emerson. Lake Point is an active 1,300-acre state-of-the-art sports complex with on-site hotels and entertainment.

The City of Kingston is located in western Bartow along US 411. Kingston is the fifth largest city in population. SR 293 (Kingston Highway) also passes through the city leading to Rome, Georgia to the west and Cartersville to the east.

The City of White is located two miles northeast of Cartersville on US 411. It is the smallest city in population. The city sits west of the Pine Log Wildlife Management Area.

Taylorsville is a town located in both Bartow County and Polk County. The town is accessible via SR 113 (Cartersville Highway), which leads northeast to Cartersville and southwest to the City of Rockmart in Polk County.

Other unincorporated communities within the county include Allatoona, Atco, Cassville, Center, Folsom, Funkhouser, Pine Log, Rowland Springs, Rydal, and Stilesboro. The unincorporated area encompasses 416 square miles and represents about ninety percent of the county's land and approximately seventy percent of its population.

The Cartersville-Bartow Urbanized Area (UZA) primarily comprises the Cities of Cartersville, Emerson, and Euharlee, along with the unincorporated communities of Atco, Cassville, Grassdale, McCallie, and Stilesboro.

Air Quality

While the CBMPO is responsible for coordinating transportation planning activities for the urbanized area, it must also coordinate with the Atlanta Regional Commission (ARC) to ensure air quality conformity. This is because Bartow County is located within the Atlanta maintenance area, which is required to have and implement a plan to meet air quality standards.

A non-attainment area does not meet the national primary or secondary ambient air quality standards for pollutants. At the time of the initial CBMPO LRTP, the Atlanta region was designated as non-attainment for ground level ozone and fine particulate matter (PM 2.5), two of the six pollutants regulated through the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act per the Georgia Department of Natural Resources Environmental Protection Division (EPD). The Atlanta area attained the 1997 ozone standard and was redesignated to attainment (maintenance) effective January 2, 2014 (69 FR 23857) and attained the 2008 standard and was redesignated to attainment (maintenance) effective June 2, 2017 (82 FR 25523). The 1997 ozone standard (0.08ppm) was revoked on April 6, 2015 (80 FR 12264) and 1997 PM2.5 standard on October 24, 2016 (81 FR 58010), but for ozone, conformity and maintenance plans were reinstated for the 1997 ozone standard in February 2018 as a result of a federal lawsuit (*South Coast Air Quality Management District v. EPA (South Coast II), 882 F.3d 1138, 1143 (D.C. Cir. 2018*)). No regional emissions analysis is required for the 1997 ozone standard and the other conformity requirements for the 1997 ozone standard are covered by conformity conducted for the 2008 ozone standard which applies to Bartow County as it is in that maintenance area as well. In August 2018, seven Atlanta area counties including Bartow County were designated marginal nonattainment for the newest ozone standard, the 2015 ozone standard (83 FR 25776). Then on October 17, 2022 (87 FR 62733), the Atlanta non-attainment area was officially redesignated to attainment (maintenance) status.

A Conformity Determination Report (CDR) is a required document that accompanies this MTP and the 2024-2027 TIP. The CDR demonstrates that the projects contained in the MTP conform to air quality standards. Whenever major changes are made to MTP or TIP project lists, a new CDR must be produced. The United States Department of Transportation (USDOT) and the Environmental Protection Agency (EPA) review MTPs to determine conformity to air quality standards. It should be noted that not completing the conformity determination according to federal requirements could lead to a conformity lapse. In the event of a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. The ARC's CDR includes the CBMPO region. As of the publication of this report, the draft version of the CDR is available for download on the ARC's website. Once finalized, the CDR will be included in **Appendix A**.

Previous Studies and Plans

Joint Comprehensive Plan 2018-2028

In 2018, Bartow County and the Cities of Adairsville, Cartersville, Emerson, Euharlee, Kingston, Taylorsville, and White adopted their Joint Comprehensive Plan. The State of Georgia requires that local governments prepare and maintain Comprehensive Plans in order to keep their Qualified Local Government Status (QLG), which makes local governments eligible for project funding from the state. The county and each municipality developed a vision and mission statement with the themes of community, quality services, economic development, and supportive infrastructure. The Comprehensive Plan also includes Future Land Use maps, showing where each jurisdiction is expecting growth in the next ten years. The Comprehensive Plan also includes short-term work programs for each of the jurisdictions. These work programs include projects that are anticipated to happen in the coming five years, many of which are transportation based.

Bartow County Transit Development Plan

In February of 2017 the CBMPO completed its Transit Development Plan, which was developed in two parts: Data Analysis and a New Services Memo. The Data Analysis section looked at demographics, land use, propensity to support transit, existing transit service in the county, and peer transit systems. It identified key barriers to transit, including service coverage and schedule; multimodal travel; the physical and built environment; availability of funding; and the community's perception of transit. The New Services Memo recommended three new fixed routes serving destinations from three transfer centers in the City of Cartersville; paratransit; and a new commuter bus service.

Northwest Georgia Regional Plan

In 2018 and 2019, the Northwest Georgia Regional Commission developed an update to its Northwest Georgia Regional Plan. The plan is a high-level document intended to guide the region's development and conservation of land, and helps align planning at the local, regional, and state levels. Its broad transportation goal is to: "Ensure coordinated transportation planning within this region and with adjacent regions to provide access to work, housing, healthcare and education for all residents and to serve regionally important economic development objectives." The plan also contains two goals specific to transportation: to encourage walking, biking, car- pooling and alternative transportation choices, and to target transportation improvements that support the desired development patterns of the region.

Cartersville Downtown Master Plan 2024

The Downtown Master Plan, adopted in November 2013, was developed for the City Council and Downtown Development Authority (DDA) leaders to enhance downtown and encourage private investment. The plan was created through community-based processes involving residents, downtown merchants and property owners. The plan compiled a recommendations list based on survey results, stakeholder comments, and DDA representative input, and focused on smaller scaled projects that improve the pedestrian environment.

Allatoona-Glade Road Urban Redevelopment Plan

The previous LRTP's environmental justice component identified the Glade Road corridor in southeast Bartow County as an area that needed additional investment. In response, Bartow County completed the Allatoona-Glade Road Urban Redevelopment Plan. The purpose of the plan was to develop a revitalization strategy for the neighborhoods along the Glade Road corridor; it noted the lack of bus service and sidewalks in the area, and that many roads are in poor condition.

North Bartow County Interchange Feasibility Study

The Cartersville-Bartow MPO, in cooperation with the City of Adairsville and the Georgia Department of Transportation (GDOT) completed an interchange feasibility study for northern Bartow County. With rapid commercial and residential growth occurring along I-75 between Exits 296 and 306, a new interchange is needed to support economic development and ensure safe and efficient access and mobility for commuters in this region. The purpose of this feasibility study was to determine the best location for a new interchange along I-75 in northern Bartow County. The study examined existing and future traffic patterns, projected development trends and opportunities, topography, land ownership, utilities, and environmental factors.

Tennessee Street Corridor

The Tennessee Street Corridor project is a 2.4-mile stretch of roadway improvements from West Avenue to Felton Street. The goal of this project was to improve mobility/accessibility, create a network for pedestrian safety, improve the image of corridor/encourage revitalization, traffic calming/speed control, reduce congestion, reduce speeds, and to reduce car and pedestrian conflicts. The study is under review by the City of Cartersville to consider possible future incremental implementation.

Socio-Economic Data and Demographics

In order to make informed long range transportation investment decisions, it is important to understand the unique demographic makeup of the county. The following section provides a summary of the most current demographic information available for Bartow County. Demographic sources include the 2021 American Community Survey 5-Year Estimates and the ARC Modeling Platform for future and existing estimates.

Population

Figure 1 shows the existing population densities by Traffic Analysis Zones (TAZ). The highest population densities are in and around the City of Cartersville, City of Adairsville, and the southeast corner of the county.

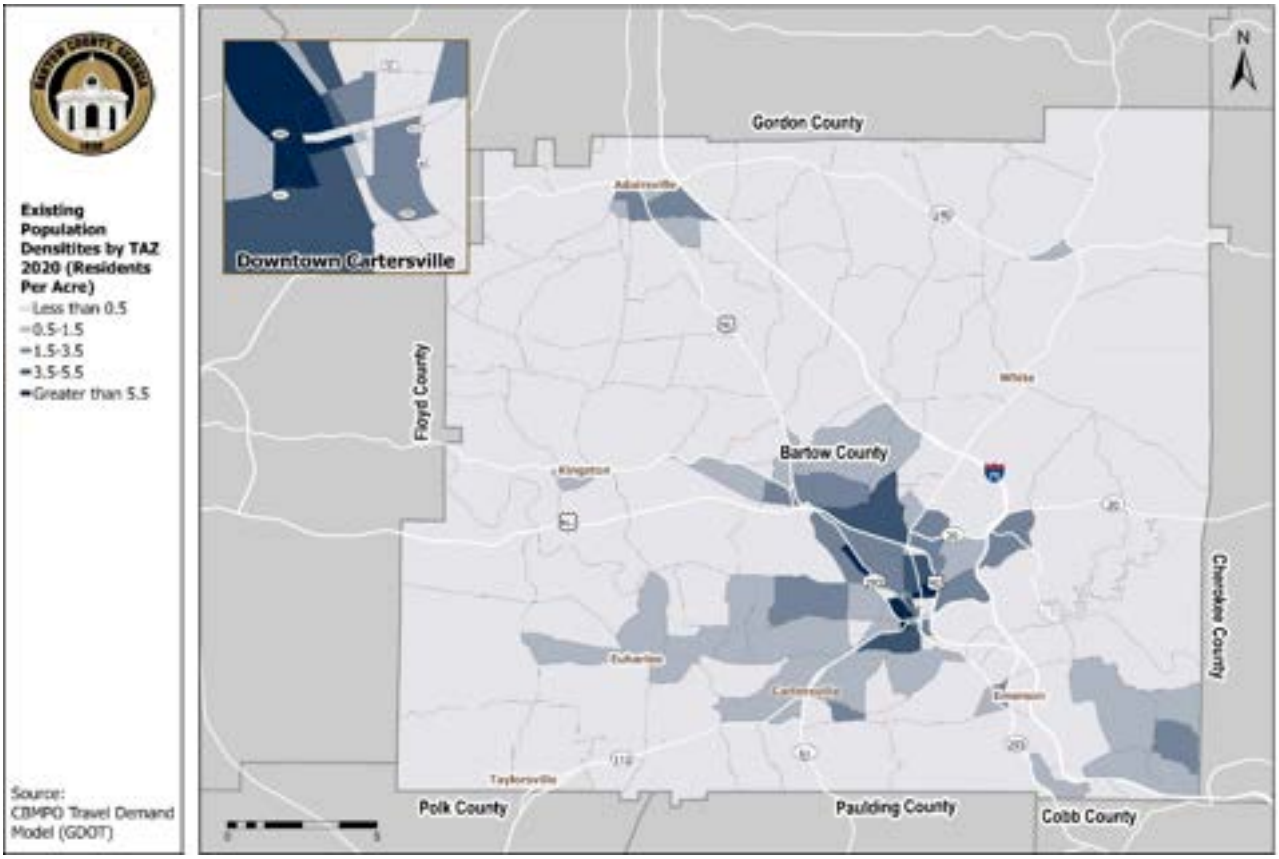


Figure 1: Existing Population Densities 2020

Figure 2 shows the projected future population density by Traffic Analysis Zones. Population overall is projected to increase density throughout the county. Density is projected to spread centered around the City of Cartersville, with the greatest density increase occurring in the downtown Cartersville area. The City of Adairsville and Euharlee are also projected to experience an increase in population density. As shown in **Table 1**, overall population is projected to increase by 38 percent for a total population of 150,479 in 2050.

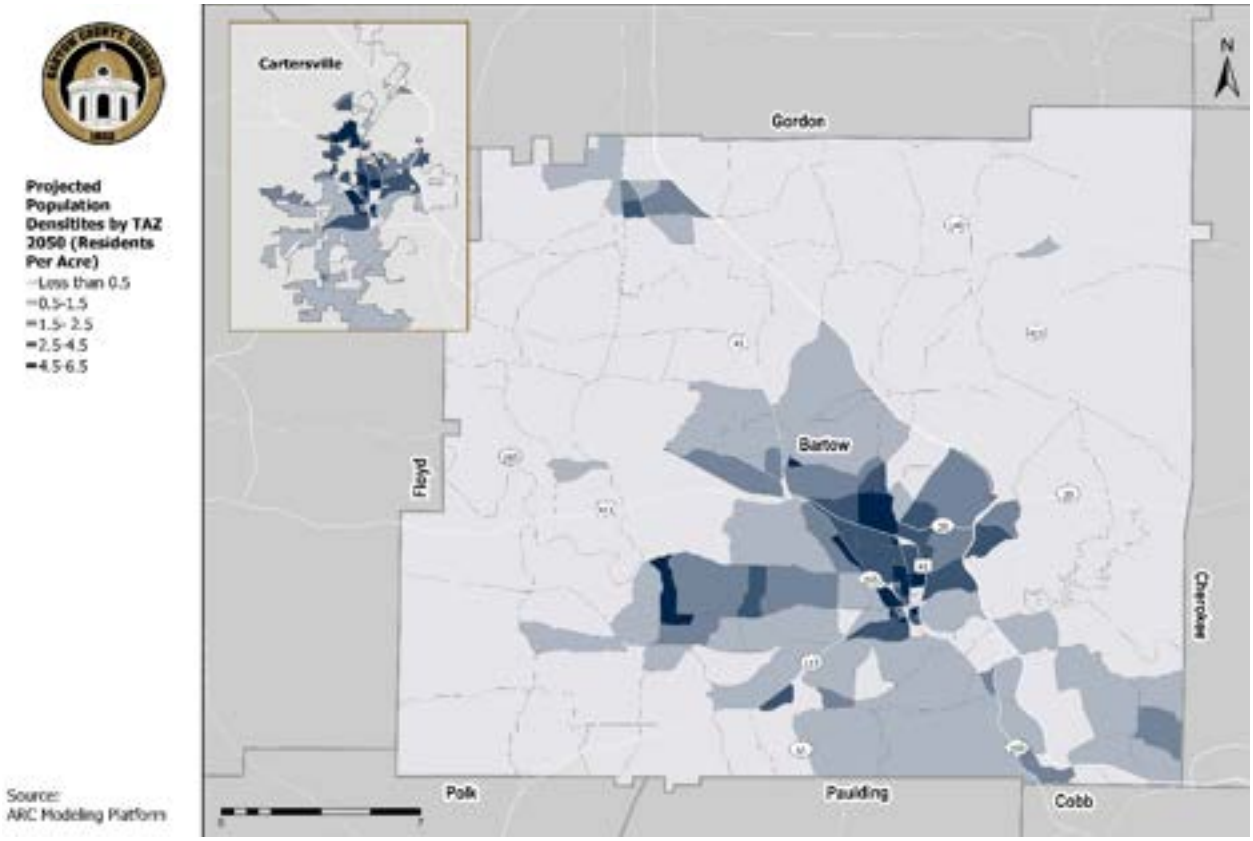


Figure 2: Projected Population Density 2050

Table 1: Total Population

Total Population	
2020	108,901
2050	150,479
% Increase	38.18%

Age

Table 2 represents Bartow County's age distribution according to the 2017 and 2021 American Community Survey (ACS) estimates. Overall, Bartow County's age distribution is increasing in age as shown in **Figure 3.** The most noticeable changes between the 2017 and 2021 ACS estimates are a 45% increase in the 60-64 year-old age group, a 32% increase in teenagers aged 15-19, and an 11% decrease in children under five.

Table 2: Total Population by Age

	2017 Estimates		2021 Estimates		2017-2021 Change
Age	Total	% Distribution	Total	% Distribution	% Total Change
Under 5 years	6,689	6.52%	5,922	5.34%	-11.47%
5 to 9 years	7,215	7.03%	6,551	5.91%	-9.20%
10 to 14 years	7,242	7.06%	7,835	7.07%	8.19%
15 to 19 years	6,984	6.81%	9,242	8.34%	32.33%
20 to 34 years	19,598	19.11%	19,951	18.00%	1.80%
35 to 44 years	13,766	13.42%	15,459	13.95%	12.30%
45 to 54 years	15,091	14.71%	15,262	13.77%	1.13%
55 to 59 years	7,649	7.46%	7,372	6.65%	-3.62%
60 to 64 years	5,024	4.90%	7,264	6.55%	44.59%
65 to 74 years	8,528	8.31%	10,487	9.46%	22.97%
75 to 84 years	3,600	3.51%	4,574	4.13%	27.06%
85 years and over	1,177	1.15%	924	0.83%	-21.50%
Total:	102,563		110,843		8.07%

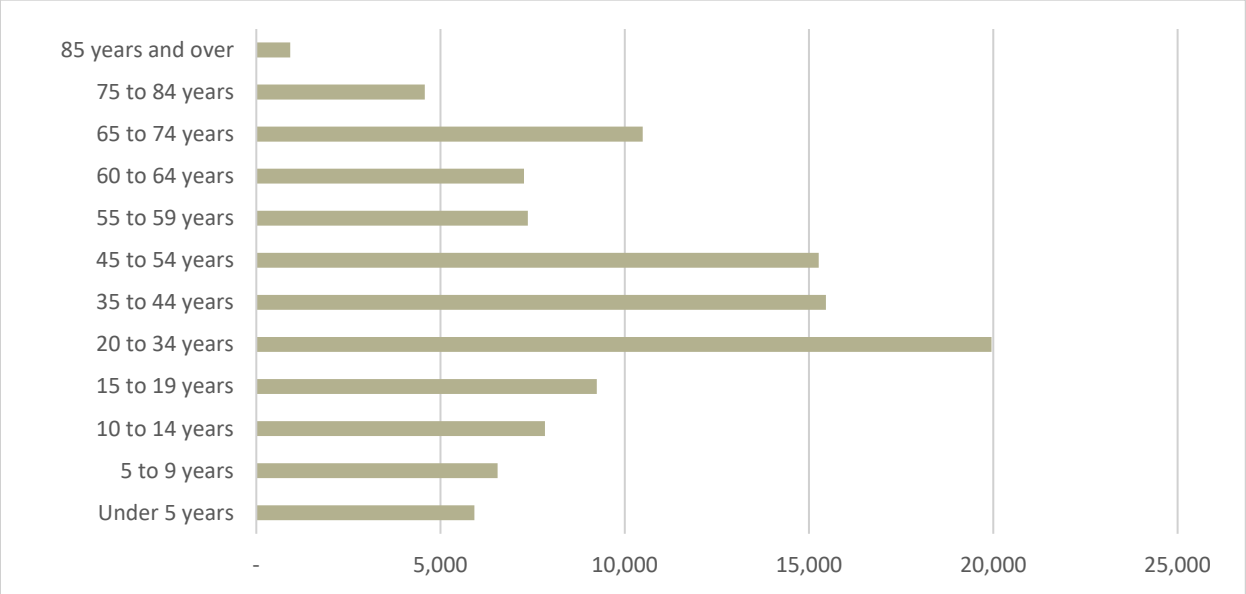


Figure 3: Age in Bartow County

Race

The information shown in **Table 3** displays the estimated racial makeup of Bartow County compared to the State of Georgia in 2021 based on the 2021 American Community Survey. The white population is the largest in the county, accounting for 75.6% percent of the population. The second largest racial group in the county is black or African American, representing 10.2% of the population. The Hispanic or Latino community represents approximately 9.8% of the population in Bartow County. The three largest populations in Bartow County match those in the State of Georgia, though the percentages differ, as seen in **Table 3**.

Table 3: Race in Bartow County

	Bartow County		State of Georgia	
2021 Race Estimates	Total	% Distribution	Total	% Distribution
Hispanic or Latino (of any race)	10,879	9.8%	1,083,524	10.0%
White alone	83,826	75.6%	5,424,226	50.2%
Black or African American alone	11,357	10.2%	3,283,699	30.4%
American Indian or Alaska Native alone	0	0.0%	18,480	0.2%
Asian alone	1,188	1.1%	462,008	4.3%
Native Hawaiian and Other Pacific Islander alone	604	0.5%	4,509	0.0%
Other	129	0.1%	55,060	0.5%
Two or more races	2,860	2.6%	468,060	4.3%
Total	110,843		10,799,566	

Households

Bartow County, Georgia is projected to experience a significant increase in household population from 2020 to 2050 as shown in **Table 4** according to the CBMPO projected data, the number of households is expected to grow from 37,905 to 58,825, which is a 55 percent increase. This growth will have a significant impact on the county's land use and zoning regulations, as well as its transportation plans. The county will need to ensure that its infrastructure and services can accommodate the growing population, while maintaining the balance between development and preservation of natural resources. It will also be important to consider the needs of the new residents, such as housing, employment, and recreational opportunities, as the county continues to evolve and grow.

Table 4: Total Households

Total Households	
2020	37,905
2050	58,825
% Increase	55.19%

Education

Table 5 and **Figure 4** depict the educational attainment of the population in Bartow County, compared to the State of Georgia. A significant portion of the population has completed high school or some college/associate's degree. Approximately 39% of the population has a high school diploma or equivalent, while 26% has completed some college or an associate's degree. A smaller percentage of the population has completed a bachelor's degree (17%) or a graduate or professional degree (9%). For comparison, the State of Georgia overall is achieving higher rates of higher education, with the largest percentage of the population having some college or an associate's degree. These statistics highlight the importance of education in the county and the need for continued investment in educational opportunities to support the growth and development of the community.

Table 5: Educational Attainment

	Bartow County		State of Georgia	
Educational Attainment	Total	% Distribution	Total	% Distribution
Total population at least 25 years of age	75,612		7,234,271	
Less than high school graduate	8,592	11.4%	797,877	11.0%
High school graduate (includes equivalency)	27,791	36.8%	1,930,376	26.7%
Some college or associate's degree	19,904	26.3%	2,000,942	27.7%
Bachelor's degree	12,641	16.7%	1,514,014	20.9%
Graduate or professional degree	6,684	8.8%	991,062	13.7%

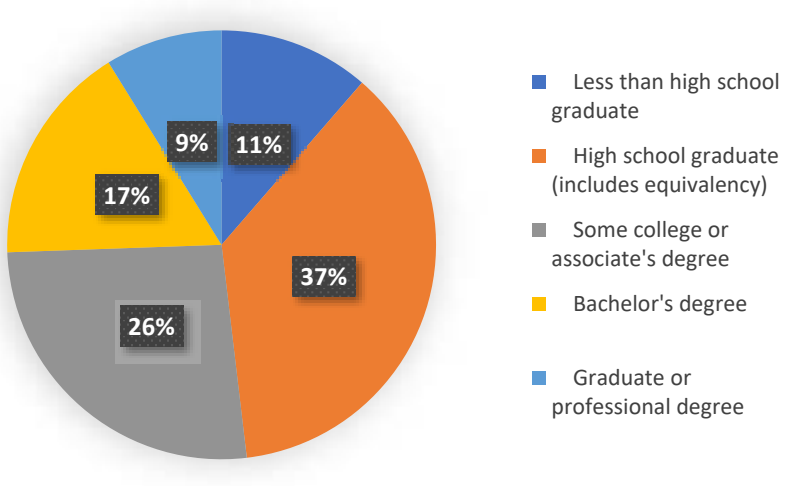


Figure 4: Educational Attainment

Income

Table 6 illustrates household income in Bartow County according to the 2021 American Community Survey 5-Year Estimates. The median income for 2021 is $65,559, which represents approximately a 25 percent overall increase in income compared to the 2017 estimates. Between 2017-2021 households with incomes below $75,000 have decreased and income ranges above $75,000 have all increased. The most significant increase is the income range of $150,000-$199,000 by 107% change. The most significant decrease is the income range of $15,000-$24,999 which experienced a -38% change. The percent changes in income from 2017-2021 suggest Bartow County households are experiencing a trend of increasing incomes. However, the difference between the median and mean income has increased since 2017 which may indicate a possible trend towards greater income inequality in the county.

Table 6: Household Income

Income	2017 Estimates	2021 Estimates	% Change
Total Households	37,120	38,029	2.45%
Less than $10,000	6.2	6.2	0.00%
$10,000 to $14,999	4.9	4.0	-18.37%
$15,000 to $24,999	11.9	7.4	-37.82%
$25,000 to $34,999	10.4	8.8	-15.38%
$35,000 to $49,999	14.1	12.0	-14.89%
$50,000 to $74,999	20.8	18.9	-9.13%
$75,000 to $99,999	13.3	15.6	17.29%
$100,000 to $149,999	12.8	16.8	31.25%
$150,000 to $199,999	2.9	6.0	106.90%
$200,000 or more	2.5	4.2	68.00%
Median income (dollars)	52,393	65,559	25.13%
Mean income (dollars)	66,938	79,015	18.04%

Employment

Figure 5 represents the geographical distribution of 2020 employment density by jobs per acre for Bartow County. The highest levels of employment density are in downtown Cartersville. There is sparse employment density throughout other municipalities, including Adairsville, Emerson, and the surrounding edges of Cartersville. Employment density ranges from less than 1 job per acre to as high as 55 per acre in Downtown Cartersville.

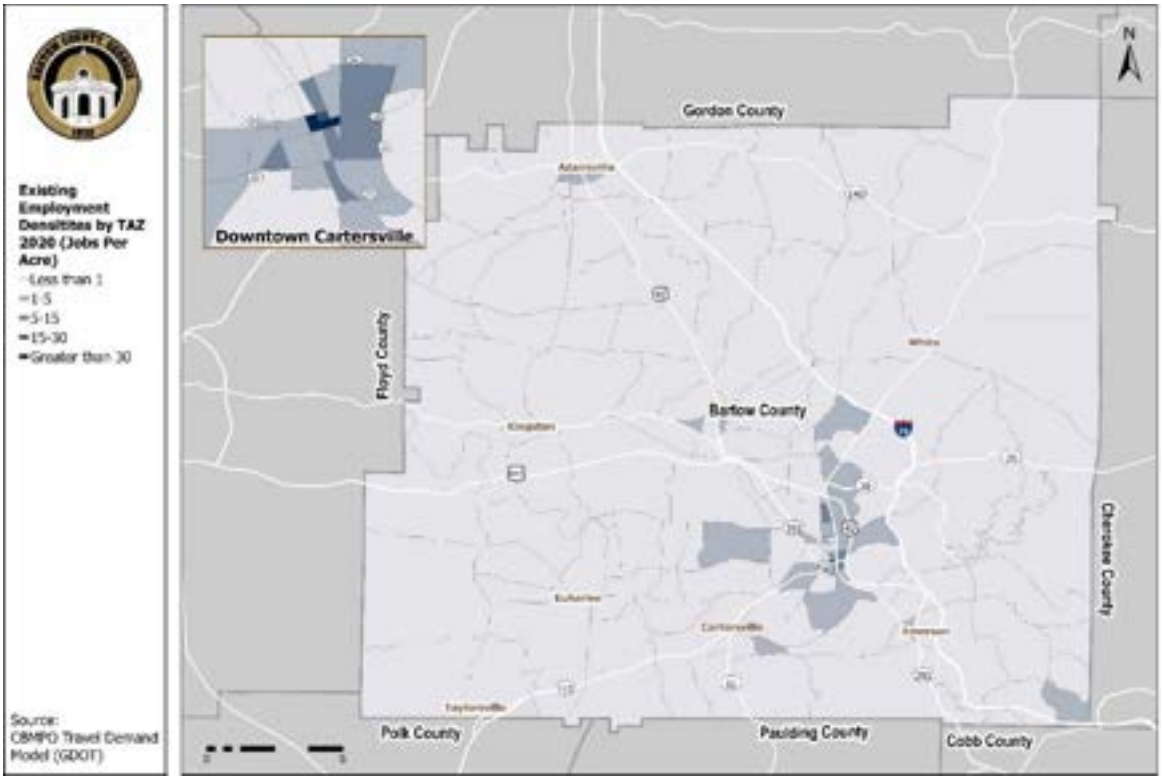


Figure 5: Existing Employment Densities 2020

Table 7 represents employment by sector for Bartow County for the 42,332 of reported total employment. The majority of employment within the county is within the service sector, approximately 45%. The manufacturing, transportation, communications, utility and warehouse sector represents 37% of the employment population. The retail and agricultural, mining, and construction sectors represent less than 20% of total employment.

Table 7: Employment by Sector

	2021 Estimates	% Distribution
Total Employment	42,332	
Manufacturing, Transportation, Communications, Utility and Warehouse	15,499	36.61%
Service	19,200	45.36%
Retail	4,832	11.41%
Agricultural, Mining, and Construction	2,801	6.62%

Figure 6 represents the projected employment density of Bartow County in 2050. Employment trends are similar to 2020 estimates. Downtown Cartersville is projected to remain the densest point of employment; however, employment density is expected to increase in the north and south directions of downtown Cartersville. Employment density ranges as low as 1 job per acre to as high as 115 jobs per acre, which is an approximate 109% increase in employment density. As shown in **Table 8**, overall employment from 2020 is expected to increase by 46.9% to a total employment of 62,185 by 2050.

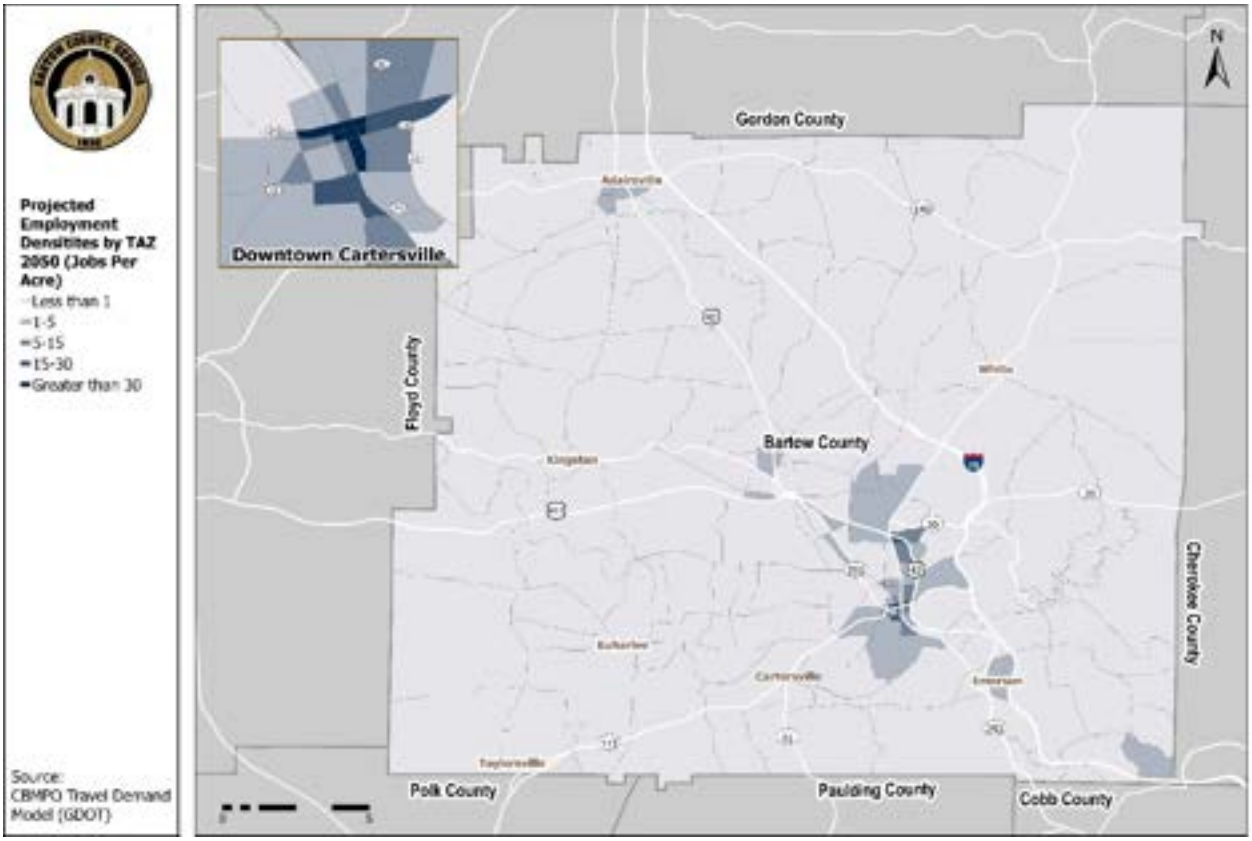


Figure 6: Projected Employment Densities 2050

Table 8: Total Employment

Total Employment	
2020	42,332
2050	62,185
% Increase	46.90%

Environmentally Sensitive Areas

An environmentally sensitive area (ESA) is a protected area for environmental, historic, or cultural resources that would otherwise be easily disturbed or degraded by human development. Figure 7 below shows ESAs within Bartow County, including state parks, wildlife management areas, waterways, reservoirs, historic resources, community facilities, and schools.

Two large greenspaces are on the eastern border of Bartow County. The Pine Log Wildlife Management Area supports healthy game populations and includes other recreational activities, such as hiking, biking, and horseback riding. Allatoona Lake surrounds Red Top Mountain State Park; these natural spaces provide visitors with swimming, fishing, hiking. The park is also home to Allatoona Pass Battlefield, a historically significant battlefield from the American Civil War.

Historic resources throughout Bartow County are shown in Figure 7, which include historic residential properties, churches, and cemeteries; downtown Cartersville has a high concentration of historic resources. Community facilities within Bartow County include the Cartersville Medical Center, North Bartow Community Services Center, LakePoint, and Allatoona Resource Center. These facilities provide important community functions to Bartow County residents, such as medical services, recreational activities, and food pantries.

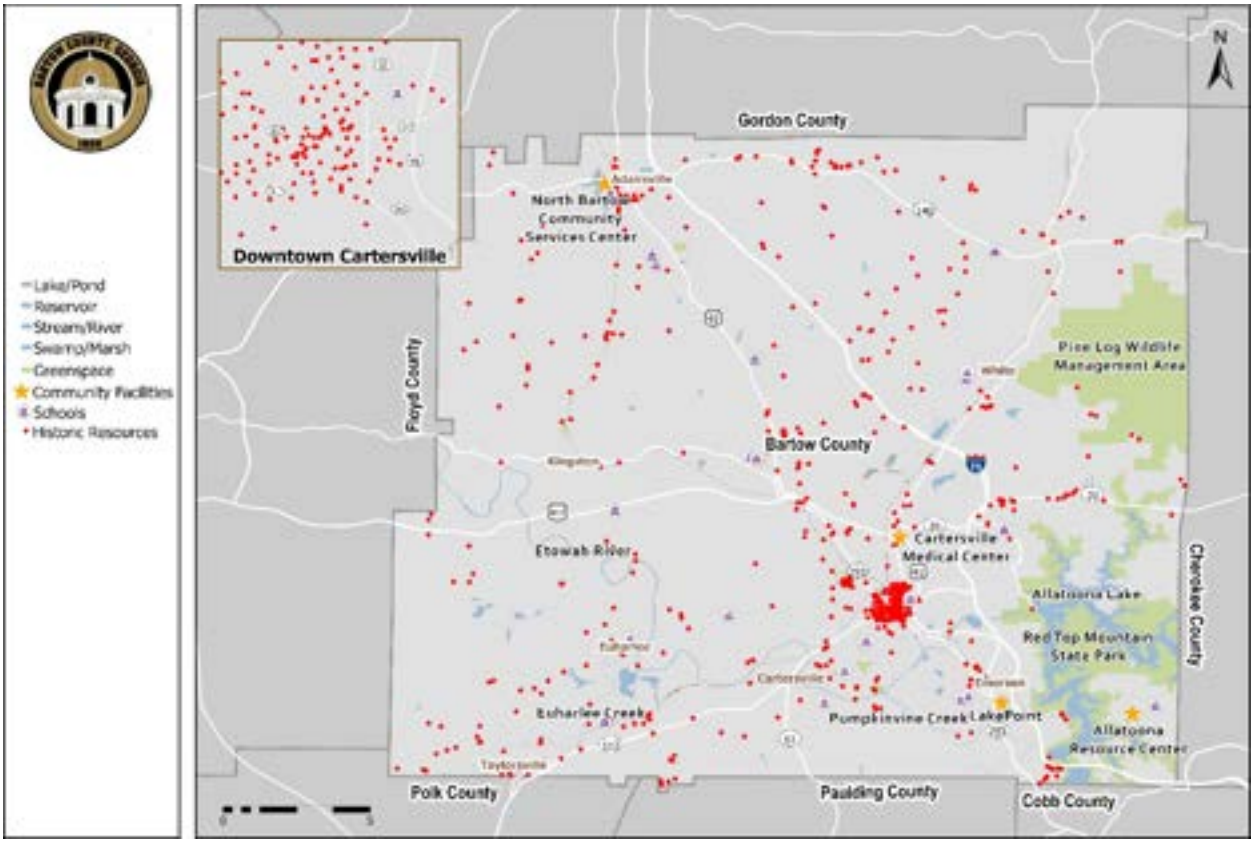


Figure 7: Environmentally Sensitive Areas

Development Patterns

Existing Land Use

Figure 8 shows Bartow County's existing land use. The existing land use map breaks down land use into 11 categories. The primary land uses in unincorporated Bartow County are agriculture/forestry, residential, and parks/recreation/conservation.

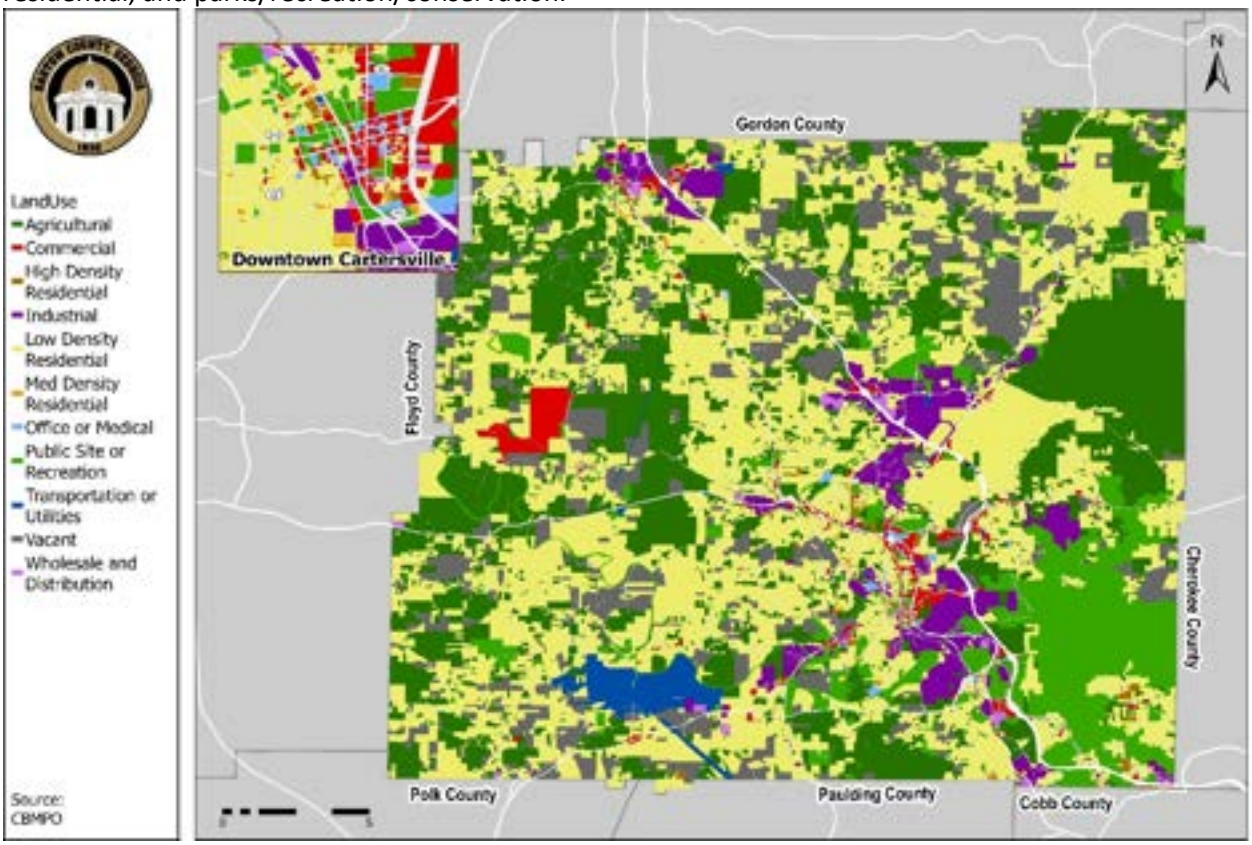


Figure 8: Existing Land Use

Table 9 displays the zoning classifications for unincorporated Bartow County. Zoning differs from land use in that it does not indicate the current use of the land, but rather how the land can be developed. Unincorporated Bartow County has two special zoning districts: the Conservation Subdivision and the Etowah Valley Historic District. The Conservation Subdivision district aims to increase green space and preserve open land in the community while maintaining development levels. This is typically achieved through smaller residential lots with larger shared open spaces. The Etowah Valley Historic District is a large area established to protect historic and cultural resources associated with the Creek and Cherokee Nations. Any development in this district that is not a single-family residence requires an archeological survey.

Table 9: Zoning Classification

Zone	Description	Typical Land Uses
A-1	Agricultural District	Low density residential, agricultural
C-1	General business	Low or medium density commercial, often retail
CN	Neighborhood business	Low density commercial, often retail
I-1	General industrial	Low or medium intensity industrial
I-2	Heavy industrial	High intensity industrial
M-1	Mining	Mining, utilities
O/I	Office and institutional	Offices, service facilities
PUD	Planned unit development	Mixed use, low and medium density residential
R-1	Residential (conventional or industrialized single family)	Low density residential
R-2	Residential (conventional or industrialized duplexes, triplexes, or quadplexes)	Low density residential
R-3	Residential (multi-family conventional or industrialized housing)	Medium/high density residential
R-4	Residential (conventional, manufactured, or industrialized single family)	Low density residential
RE-1	Rural estate (conventional or industrialized single-family)	Low density residential
RE-2	Rural estate (conventional, manufactured or industrialized single-family)	Low density residential

Future Land Use

Figure 9 displays the future land use map, which does not impact existing zoning regulations. However, Bartow County aims to maintain consistency between zoning districts and future land use map classifications. Transportation plans should align with this vision for future land use. The primary nodal areas in Bartow County are centered around major cities, with industrial and mining activities concentrated in the northern and southern regions of Cartersville and near Euharlee. Rural estate and low-density residential uses make up nearly half (49.35 percent) of unincorporated Bartow County. The southeastern quadrant is dominated by parks, recreation, and conservation due to the presence of Red Top Mountain State Park and Allatoona Lake. Commercial uses are situated along major transportation corridors, such as US 41/SR 3 (Joe Frank Harris Parkway) from Cartersville to Adairsville. Other stretches of commercial use include a portion of SR 113 (Rockmart Highway), south of Euharlee and east of Taylorsville; a small stretch along US 411, from Cartersville to White City; and around Lake Point, south of Emerson. Significant mixed uses are located between US 411 and SR 293, near Kingston and northwest of Cartersville.

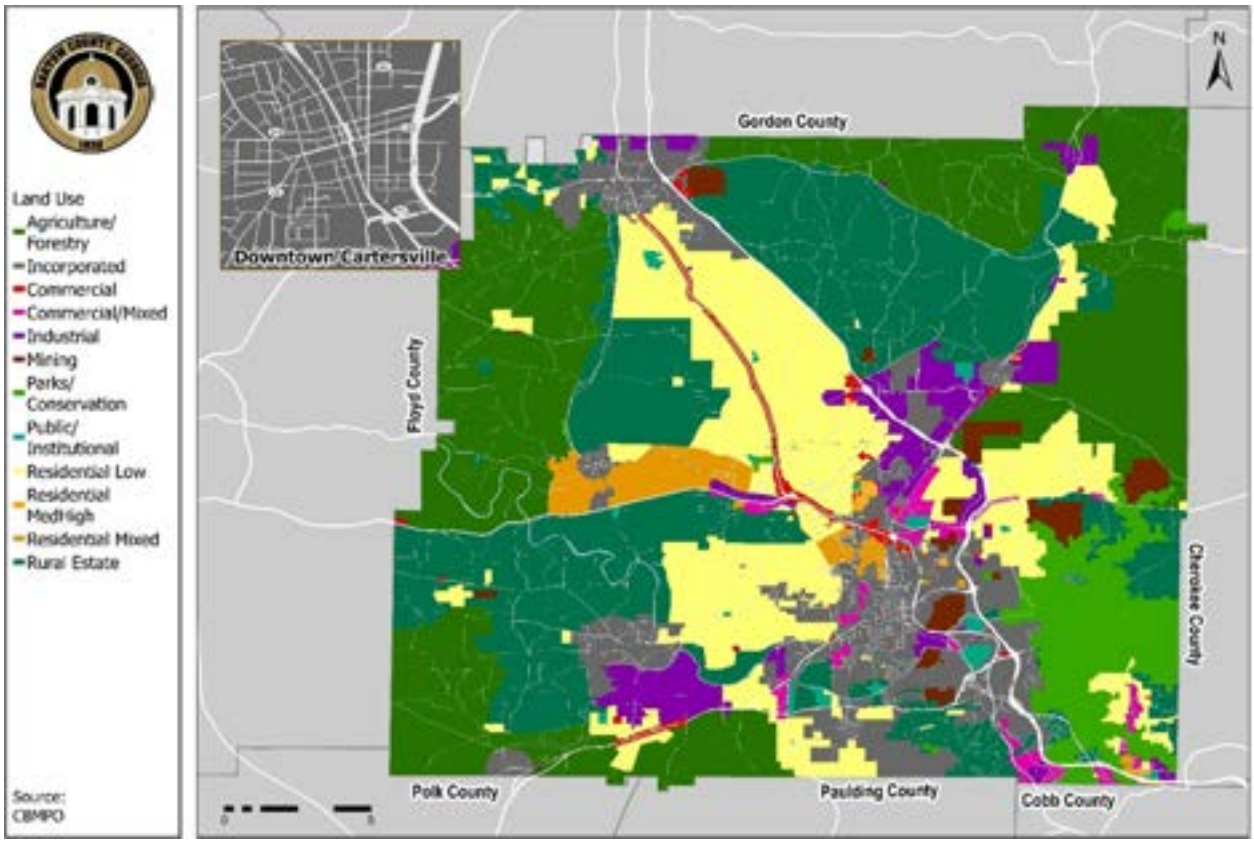


Figure 9: Future Land Use

Travel Patterns

Outputs from the CBMPO travel demand model were analyzed to interpret possible travel patterns within Bartow County and between bordering counties. **Figure 10** displays travel flows that begin or end in Bartow County; internal trips (e.g., Cartersville to Cartersville) and pass-through trips (e.g., Cobb County to Gordon County) are not represented. These trips do not represent the observed AADTs within the county. Larger segments represent greater daily trips between super districts and counties. Within Bartow County, the greatest number of trips occur between Cartersville and the other super districts. The fewest trips within the county occur between Southwest Bartow and Northeast Bartow. The greatest number of trips occurred with Cherokee and Gordon counties. Floyd and Cobb counties see fewer trips that begin or end in Bartow County, and the least occur with Douglas and DeKalb counties. The Cartersville super district carries the most trips between each of the external counties.

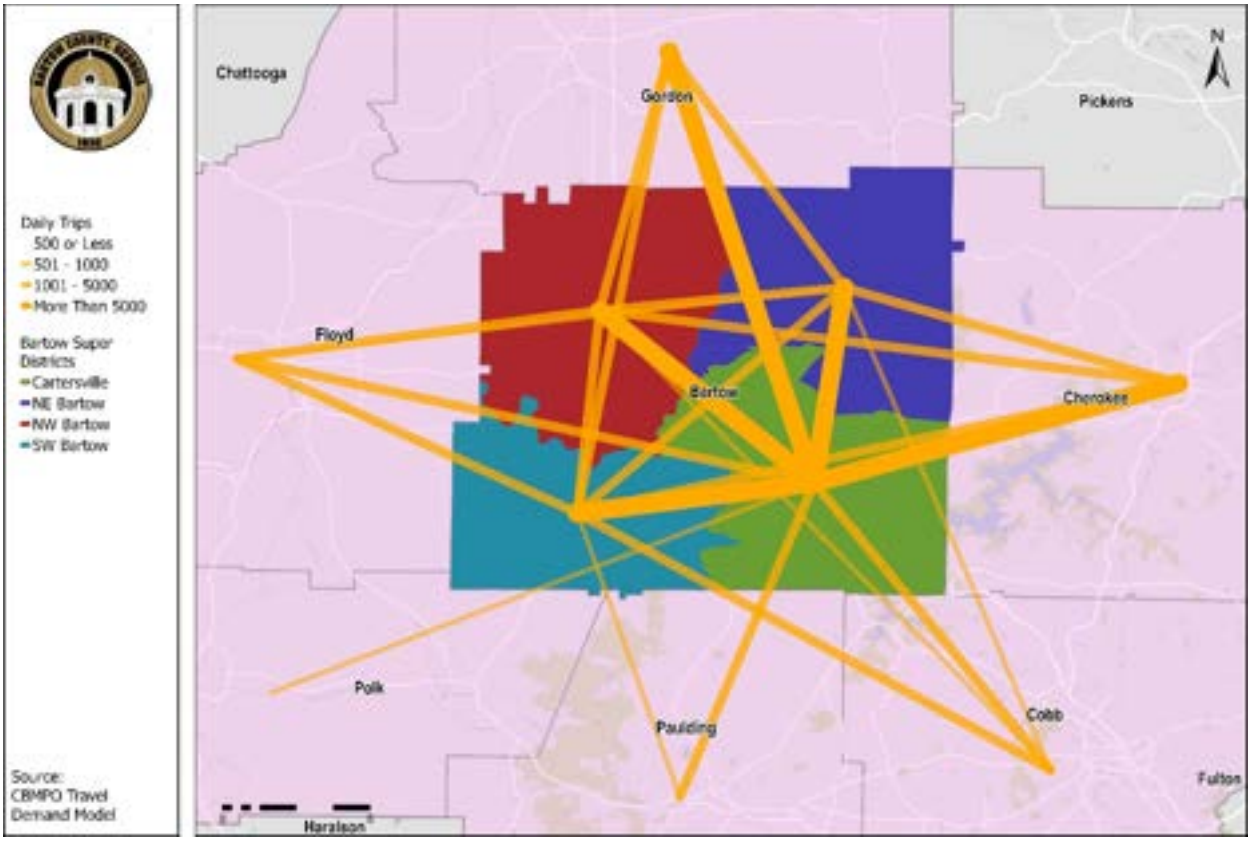


Figure 10: Travel Flows

The daily trips, including internal and pass-through trips, that occur within Bartow County and between its neighboring counties are shown in Table 10. Trips that begin and end in Cartersville represent 26% of the total trips in Bartow County. The greatest amount of pass-through trips occur between Cherokee County and Gordon County.

Table 10: Daily Trips in Bartow County

To/From Region	NW Bartow	NE Bartow	SW Bartow	Cartersville	Floyd	Polk	Paulding	Cobb	Cherokee	Gordon
NW Bartow	6,610	2,519	2,077	11,864	1,581	251	278	766	1,814	3,106
NE Bartow	2,519	5,054	1,296	10,429	610	114	152	557	1,621	1,826
SW Bartow	2,077	1,296	5,155	15,669	1,458	465	554	1,189	2,884	2,177
Cartersville	11,864	10,429	15,669	104,862	3,356	911	1,309	4,367	10,250	7,287
Floyd	1,581	610	1,458	3,356	-	515	500	1,007	4,531	1,771
Polk	251	114	465	911	515	-	54	419	2,810	441
Paulding	278	152	554	1,309	500	54	10	1,501	1,220	90
Cobb	766	557	1,189	4,367	1,007	419	1,501	22	10,698	1,581
Cherokee	1,814	1,621	2,884	10,250	4,531	2,810	1,220	10,698	4,268	21,989
Gordon	3,106	1,826	2,177	7,287	1,771	441	90	1,581	21,989	236

Table 11 presents the mode choice of users for each Bartow super district and the county overall. For all trips in Bartow County, about 71% drive alone and 24% carpool. Each super district within Bartow has similar mode choices overall; the two super districts that have the greatest percentage of walking trips are Cartersville and Northwest Bartow (5% each). About 1% of trips occurred by bike, and less than 1% of trips used public transportation.

Table 11: Travel Mode

Region	Drive Alone	Carpool	Transit	Walk	Bike
NW Bartow	67%	27%	0%	5%	1%
NE Bartow	72%	26%	0%	1%	0%
SW Bartow	70%	28%	0%	2%	1%
Cartersville	71%	23%	0%	5%	1%
Bartow	*71%*	*24%*	*0%*	*5%*	*1%*

Roadways

National Highway System

The National Highway System corridors are shown in **Figure 11**. The NHS consists of roadways important to the nation's economy, defense, and mobility. It includes the following subsystems of roadways: Interstate, Other Principal Arterials, Strategic Highway Network (STRAHNET) and Intermodal Connectors. A specific highway route may be more than one of the listed subsystems.

In Bartow County there are five corridors that are part of the NHS:

- I-75 throughout the entire county
- US 411 extending from Floyd County and ending at the City of White
- US 41/SR 3 (Joe Frank Harris Parkway) from Cobb County to Gordon County
- SR 113 from US 41/SR 3 (Joe Frank Harris Parkway) to I-75
- SR 20 from US 411 to Cherokee County

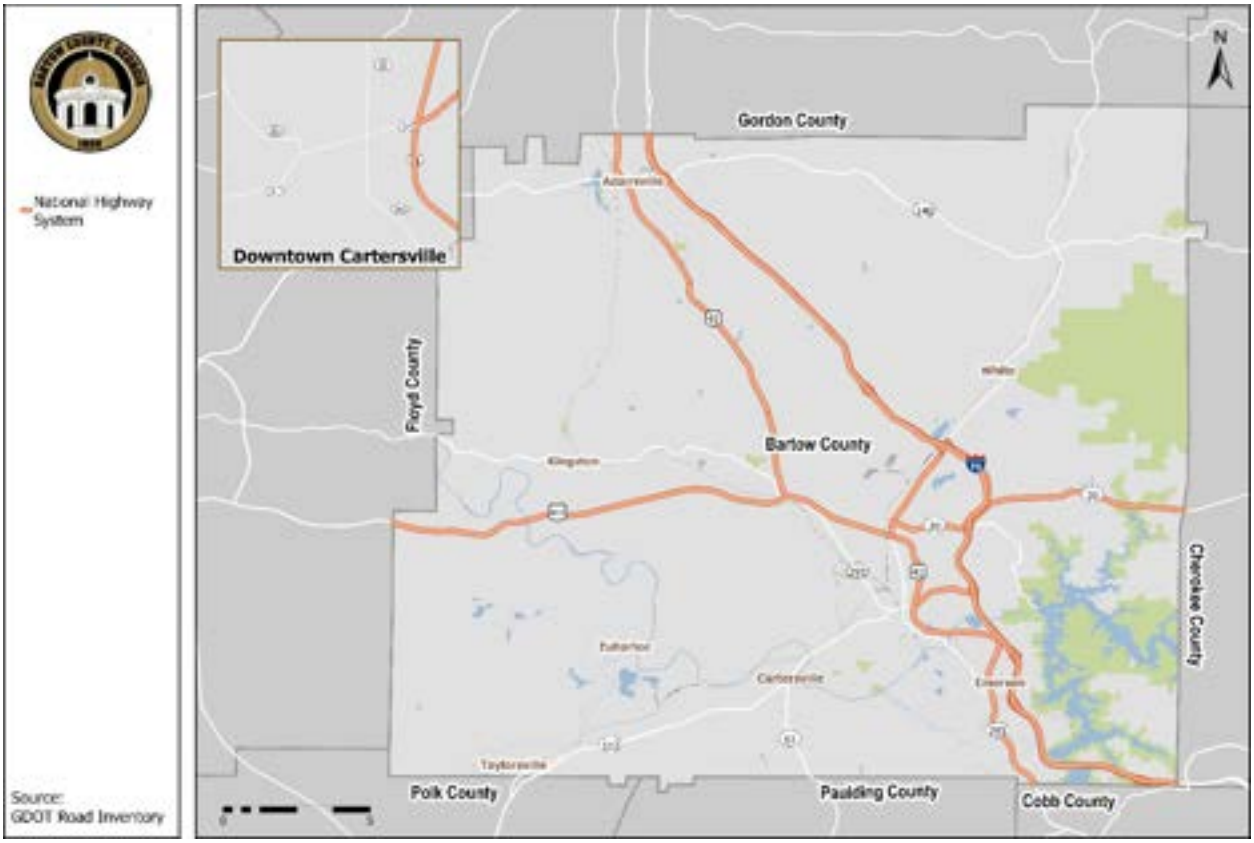


Figure 11: National Highway System

Road Network Functional Classification

Functional classification of the road network establishes the role that a roadway serves, such as carrying local trips versus longer distance travel. The functional classification can influence roadway design as it relates to degrees of access to adjacent land and the development patterns along a corridor. **Figure 12** shows Bartow County's current roadway functional classification. According to GDOT's 2021 report on mileage by route type and functional classification, there are 30 miles of Interstate and 46 miles of other principal arterials, which tend to carry longer trips. At 926 miles, local roads that carry shorter trips make up 72 percent of the system.

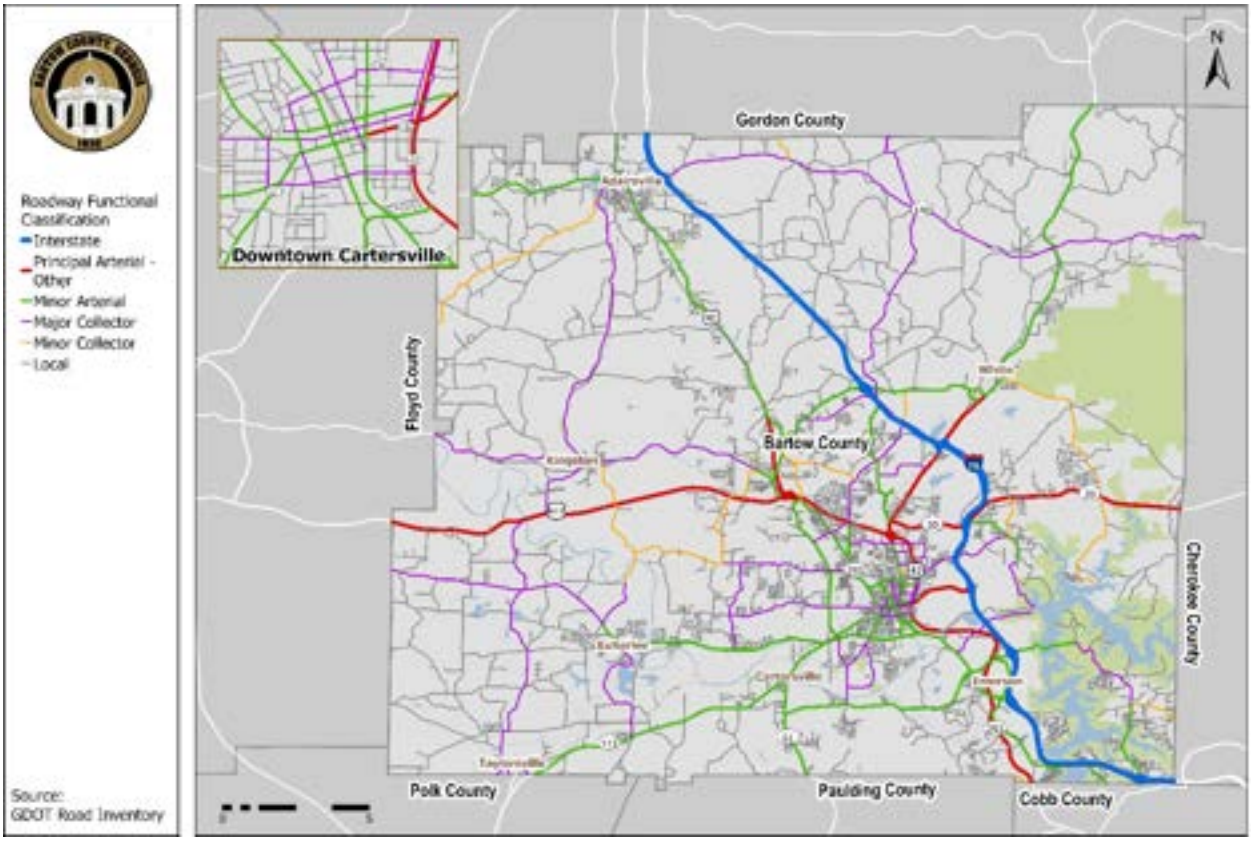


Figure 12: Roadway Classification

Bridges

Bridge data was collected from the 2022 National Bridge Inventory (NBI)[1], a database prepared by the FHWA that includes data on all bridges and tunnels in the US. The NBI nomenclature for communicating the condition of bridges is Good (G), Fair (F), or Poor (P) based on a cumulative rating of each bridge's deck, superstructure, substructure or culvert condition. There are 219 bridges in Bartow County owned by the State, County or Municipalities, that are listed in the NBI, but only 3 bridges are classified as being in "Poor" condition (**Table 12** and **Figure 13**).

[1] https://infobridge.fhwa.dot.gov/Data

Table 12: Bridges

Bridge ID	Features Intersected	Facility Carried by Structure	Year Built	Average Daily Traffic	Structure Length (ft.)
015-5032-0	Crow Springs Branch	Crow Springs Rd	1960	600	28.9
015-5056-0	Chamlee Creek	Old Dixie Highway	1929	600	60
015-5098-0	Swamp Creek Tributary	Twin Bridge Road	1998	370	33.1

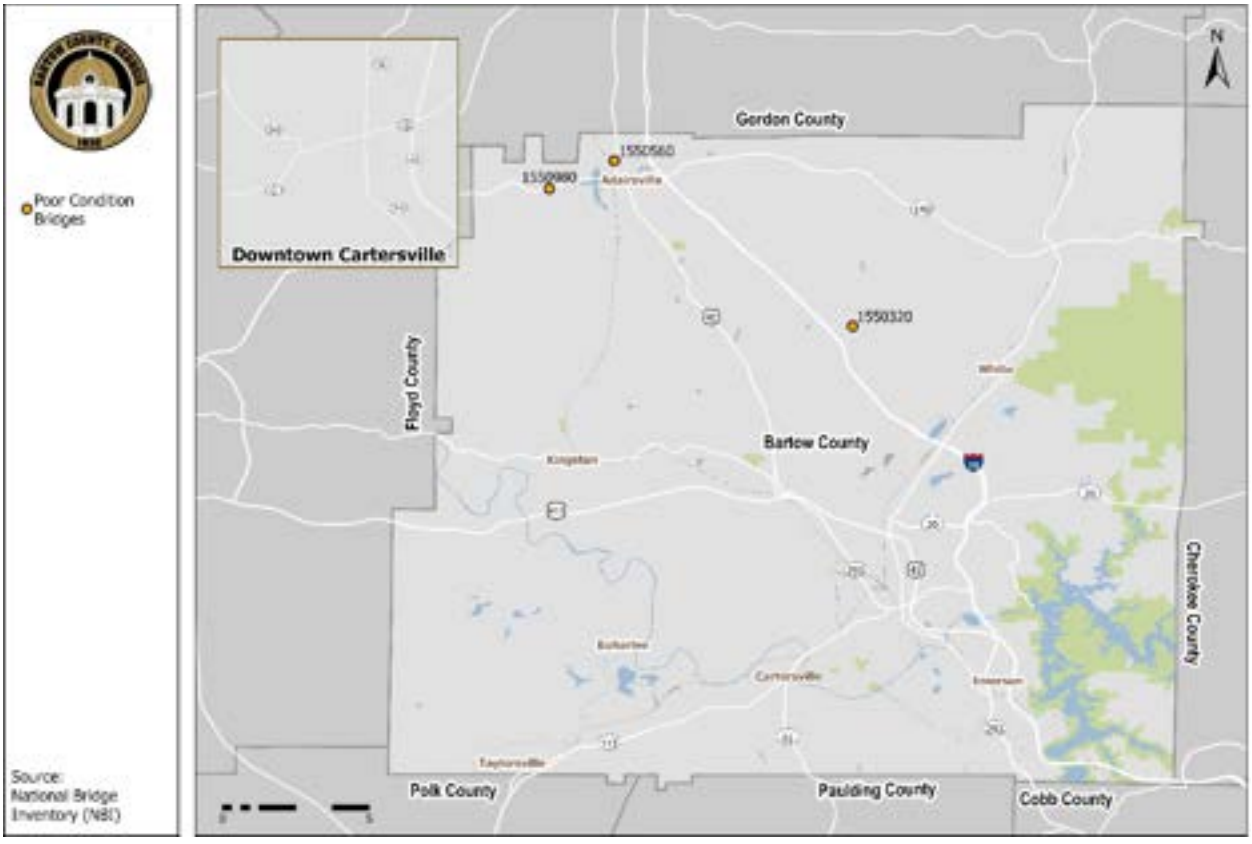


Figure 13: Poor Condition Bridges

Posted Bridges

Road signs are posted to indicate the type of truck and its corresponding weight limits over a posted bridge. **Table 13** presents the posted bridges in Bartow County.

A letter dated July 31, 2023 from GDOT Commissioner Russell McMurry to Bartow County Commissioner Steve Taylor described changes to weight limits on bridges due to House Bill 189, passed on May 3, 2023. The letter indicates the bridges within Bartow County, which are bolded in **Table 13**, that now require load postings or posting changes with their associated maximum loads. The Code of Federal Regulations § 23 CFR 350.313(l)(2) requires that posting be made no later than 30 days after notification.

Table 13: Posted Bridges

Structure Number	Features Intersected	Facility Carried by Structure	Weight Limit (T) by Truck Type				
			H-Mod	HS-Mod	Type 3	Type 3s2	Timber
015-0112-0	**Two Run Creek**	**Reynolds Br Road**	**21**	**-**	**21**	**-**	**30**
015-0113-0	Oothkalooga Creek	Hall Station Road	16	-	16	-	23
015-0115-0	Etowah River	Euharlee Road	18	-	18	-	23
015-0118-0	Nancy Creek	Sugar Valley Road	13	16	13	20	18
015-0120-0	Pettit Creek	Mission Road	19	-	19	-	23
015-0125-0	South Fork Creek	White-Cassville Rd	16	24	16	24	20
015-5003-0	Euharlee Creek	Old Alabama Road	17	21	17	22	22
015-5016-0	**Dry Creek**	**Barnsley Ch Road**	**18**	**-**	**18**	**-**	**23**
015-5017-0	Connesena Creek	Connesena Road	13	-	13	19	17
015-5028-0	Nancy Creek	Mac Johnson Road	11	17	11	18	14
015-5030-0	Two Run Creek	Brown Loop Road	13	18	12	19	15
015-5032-0	Crow Springs Branch	Crow Springs Rd	19	-	19	-	37
015-5034-0	Pine Log Creek	Mt. Pleasant Road	19	-	19	-	25
015-5040-0	Cedar Creek	Old Mill Road	10	-	-	-	-
015-5044-0	**Pettit Creek**	**Jones Mill Road**	**21**	**-**	**21**	**-**	**30**
015-5047-0	Boston Creek	Stamp Creek Road	15	-	15	23	21
015-5055-0	Oothkalooga Creek Trib	Old Dixie Highway	18	-	19	-	27
015-5056-0	**Chamlee Creek**	**Old Dixie Highway**	**18**	**-**	**19**	**-**	**24**
015-5071-0	**Ballard Creek**	**Folsom-Glade Rd**	**21**	**-**	**17**	**-**	**27**
015-5072-0	Pettit Creek	Industrial Park Rd	19	-	19	-	25
015-5085-0	Etowah River Trib	Milam Bridge Rd	18	-	17	-	24
015-5102-0	Spring Creek	Spring Creek Cir	11	-	13	20	19

Freight System

Bartow County's infrastructure plays a critical role in the truck and rail freight system in Georgia.

Figure 14 illustrates the regional truck routes and rail infrastructure in Bartow County.

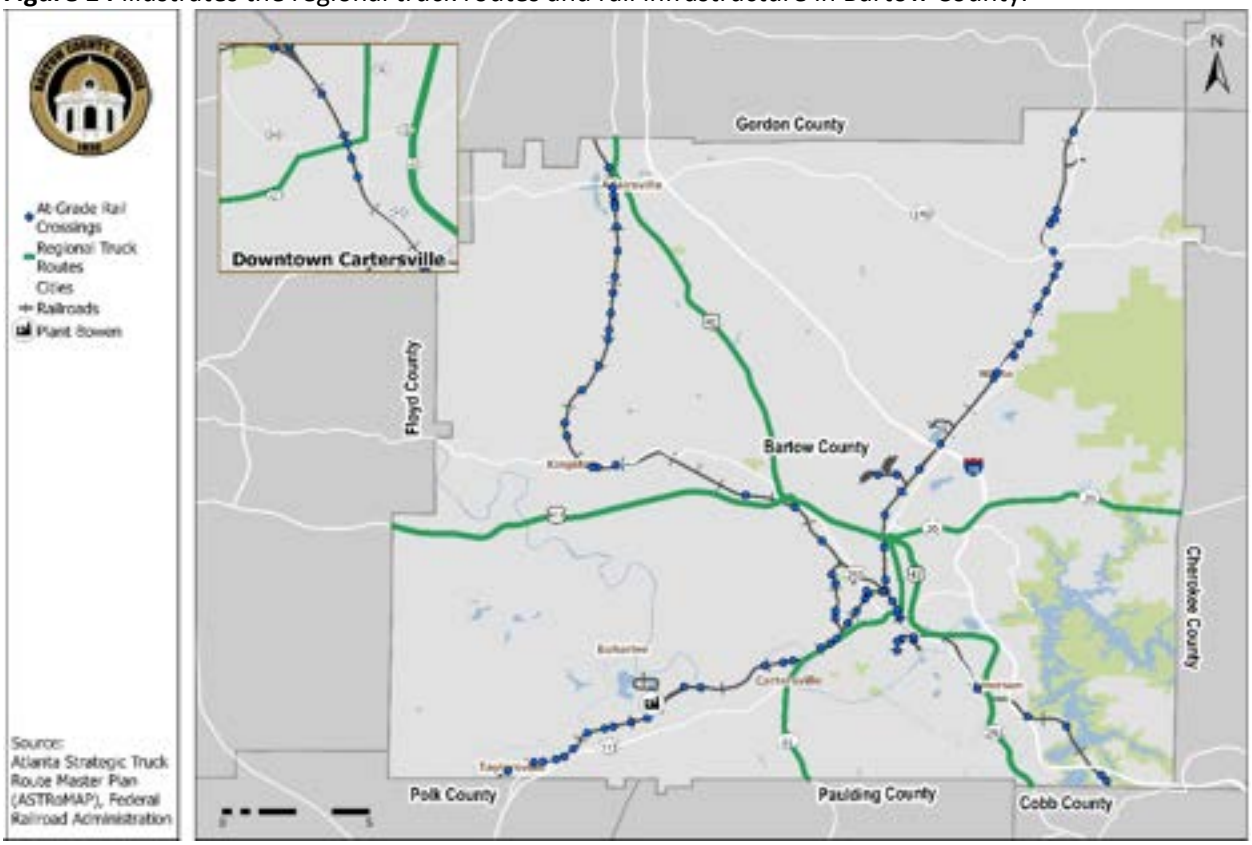


Figure 14: Truck and Rail Infrastructure

Rail Infrastructure

Bartow County had 468,000 tons of origin and destination warehouse and distribution cargo in 2019, according to GDOT's Georgia Freight Plan, approved in April 2023. Among Georgia counties, Bartow had the second highest tonnage of energy tonnage at 5.5 million tons (12 percent of Georgia's total) in 2019, which was predominantly coal. Plant Bowen, located in Euharhee, is the ninth largest coal-fired power plant in the US, according to Georgia Power. The CSX railroad between Taylorsville and Cartersville has a direct connection to Plant Bowen.

According to the Federal Railroad Administration, Bartow County has 29 grade-separated rail crossings and 91 at-grade highway-rail crossings, none of which are "silent" crossings. The at-grade rail crossings are shown in **Figure 14**.

Truck Route

Road freight in Bartow is economically important to the county. Bartow County was included in the Atlanta Strategic Truck Route Master Plan (ASTRoMAP), which is the Atlanta Regional Commission's

official truck route network. It identifies I-75 as part of Interstate/Expressway system, SR 20 as an east-west corridor, and SR 3/US 41 and SR 61/US 411 (in southern Bartow County) as north-south corridors.

According to the 2020 CBMPO travel demand model, approximately 49,300 truck trips occur in Bartow County per day. Of these truck trips, 26,900 truck trips originate from within Bartow County and 22,400 begin outside of the county. Of the trips originating outside of the county, 13,900 trucks pass through Bartow County without stopping.

Crashes

Table 14 presents the number of crashes by year in Bartow County, as well as injuries and fatalities. The greatest number of crashes, injuries, and fatalities occurred during 2021. A common trend during the COVID-19 pandemic was an increase in crashes, despite lowered volumes on roadways. It will be important to monitor crashes in future years, as workers return to the office and traffic volumes increase.

Table 14: Crashes

Year	Total Crashes	Injury Crashes	Fatality Crashes	Total Injuries	Total Fatalities
2017	3495	1027	17	1520	18
2018	3859	1097	23	1553	27
2019	3181	852	19	1193	21
2020	3369	935	27	1283	28
2021	4177	1171	32	1648	32
Total	**18081**	**5082**	**118**	**7197**	**126**

Figure 15 shows the spatial distribution of crashes in the county between 2017 and 2021. Crashes are clustered around the major highways in the county including I-75 and US 41. Peaks tend to occur at the intersection between major highways, like the I-75 & SR 20 interchange and the US 41 & SR 61 interchange. The City of Cartersville also has high crash density, especially along the streets downtown.

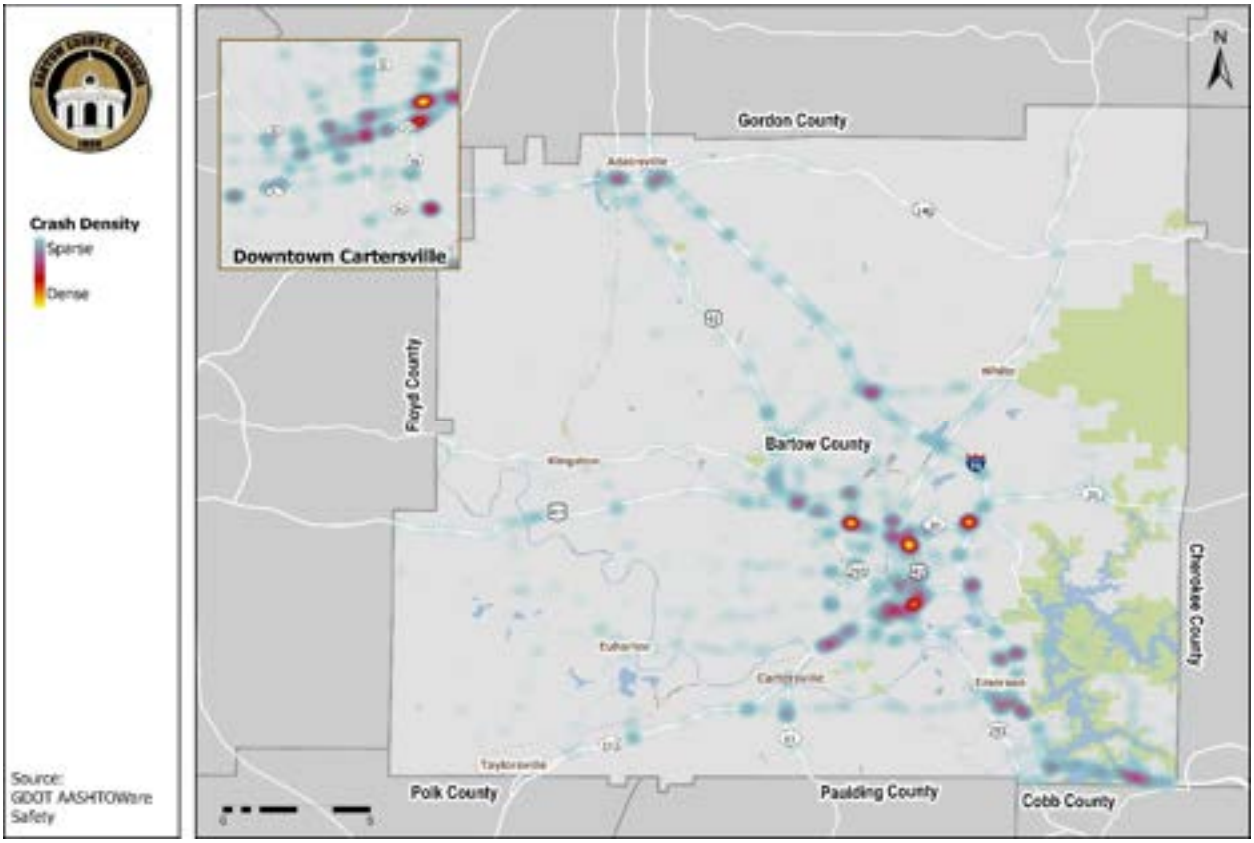


Figure 15: Crash Heat Map (2017-2021)

Public Transportation

Demand Response Service

Bartow County Transit is the lead agency of general public transportation services in the county, serving both incorporated and unincorporated areas. It offers a demand-response service, which is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. This included services provided by public entities, nonprofits and private providers.

The Bartow County Transit service is open to the public for non-emergency transportation. The cost is currently $1 per trip for ages six and above. It is $5 per trip to Rome, Georgia. The service is available Monday through Friday. Thirteen vehicles are in use, seven of which are ADA accessible. Standard vehicles hold up to 13 passengers and vans with wheelchair lifts hold up to 10 passengers. Some areas of Bartow County are not served by the transit service.

Transit Development Plan

In February 2017, the Cartersville-Bartow MPO completed the Bartow Transit Development Plan. The plan found that there are several barriers to developing transit in the county including service coverage and schedule; a physical and built environment that is not conducive to supporting transit; lack of funding; and a poor local perception of transit. Despite these challenges, the plan did recommend

developing a limited amount of transit service. Three new fixed routes for local bus service were recommended in the Cartersville area:

- Route 1: A north-south route, Route 1 would travel mostly on North Tennessee Street from Cartersville Medical Center to Brook Drive, then on South Dixie Ave to East Main Street connecting to the Kroger Marketplace, Routes 2, and 3
- Route 2: Starting at Atco village, Route 2 would travel predominantly on Cassville Road, Church Street, and East Main Street connecting to the Kroger Market Place, and Routes 1 and 3
- Route 3: Operating primarily along Grassdale Road, Joe Frank Harris Parkway, Canton Highway and Cassville Road, the proposed route would connect Atco village, Cartersville Medical Center, Wal-Mart, the Bartow College and Career Academy, Route 1, and Route 2

In addition to expanded local service, the plan recommended a new Commute Route option from a potential future park-and-ride located near Cartersville Medical Center. This express route would travel south along I-75 to the Acworth park-and-ride with connections into Atlanta. Additional paratransit services were also recommended.

Human Services Transportation Providers

Listed below are human services transportation providers in Bartow County, including statewide services offered through the Department of Human Services (DHS) and Medicaid. These are secondary services which provide trips for people already in the DHS or Medicaid systems.

Total Care Transportation

Total Care Transportation provides transportation to non-emergency medical appointments, social events, and other trips. They offer personalized services, door-to-door assistance, 24/7 transportation services, a Ride 4 Free Program, and interpretation services. Other accommodations include folding wheelchair accessibility and curb-to-curb service. There is no restriction on eligibility.

Atlanta Veterans Administration Medical Center

The Atlanta Veterans Administration Medical Center offers transportation to medical appointments for veterans with disabilities in Bartow County. The service does not require advance notice to book a trip. Accommodations include folding wheelchair accessibility, motorized wheelchair accessibility, stretcher accessibility, wheelchair lift, door-to-door service, and curb-to-curb service.

Department of Human Services

The Georgia DHS provides transportation services to consumers within the DHS, Department of Behavioral Health and Developmental Disabilities, and the Vocational Rehabilitation Agency. Bartow County lies within Region 1 of the coordinated transportation system. Providers within the regions are a mix of governmental, for-profit, and non-profit organizations. DHS partners with Bartow County Transit, among others, to administer transportation services within Region 1.

Medicaid

The Georgia Department of Community Health (DCH) provides non-emergency transportation to medical appointments for Medicaid members that have no other means of transportation available. Transportation is only provided to those medical services that are covered by under the Medicaid program.

Airports

The Cartersville Airport (VPC) is a public airport located three nautical miles southwest of Cartersville. It is owned by the Cartersville-Bartow County Airport Authority.

The facility covers an area of 185 acres and has an elevation of 759 feet above sea level. It has one asphalt runway measuring 5,760 feet by 100 feet.

For the year ending December 31, 2022, the Cartersville Airport averaged 138 aircraft operations per day. Fifty percent of the operations were local general aviation, 40 percent were transient general aviation, 10 percent air taxi and 1 percent military. A total of 68 aircraft are based at the field, including 41 single engine airplanes, 5 multi-engine airplanes, 21 jet airplanes, and 1 helicopter.

The runway was repaved and upgraded in 2021 to allow for corporate jets up to 100,000 pounds to safely use the airport. The runway blast pad has also been extended before the start of the runway to 575 feet, which prevents jet blast from eroding the ground and damaging the runway.

An Engineered Materials Arresting System (EMAS) has been constructed at both ends of the runway to stop aircraft in the event of a runway excursion. The EMAS are 165 feet from the ends of the runway and have an area of 32,500 square feet. The addition of the EMAS at both ends of the runway brings the Cartersville Airport into Class C compliance.

Active Transportation

The following recent projects in Bartow County include active transportation improvements:

- PI 0012599: Sidewalk construction along Glade Rd from Wildflower Trail to Camp Dr
- PI 0016627: Sidewalk construction along Glade Rd from Camp Dr to New Hope Church Road and New Hope Church Rd to Allatoona Elementary School
- PI 0016628: Sidewalk construction along Grassdale Rd from SR 293/Cassville Rd to SR 3/SR 20/US 41/Joe Harris Pkwy
- PI 0018339: North Bartow County Interchange Feasibility Study, I-75 between Exits 296 and 306
- Sidewalk Inventory (2015-2017)

A map of the bicycle and pedestrian infrastructure is shown in **Figure 16**. Sidewalks are provided in more urban areas, such as Downtown Cartersville and Adairsville. Bike routes can be seen between major cities in Bartow County, which provide bicyclists with a safer alternative to riding along major roadways.

Recreational hiking trails are found in the southeast corner of Bartow County, near Lake Allatoona. Planned trails would connect Lake Allatoona to the nearby City of Emerson.

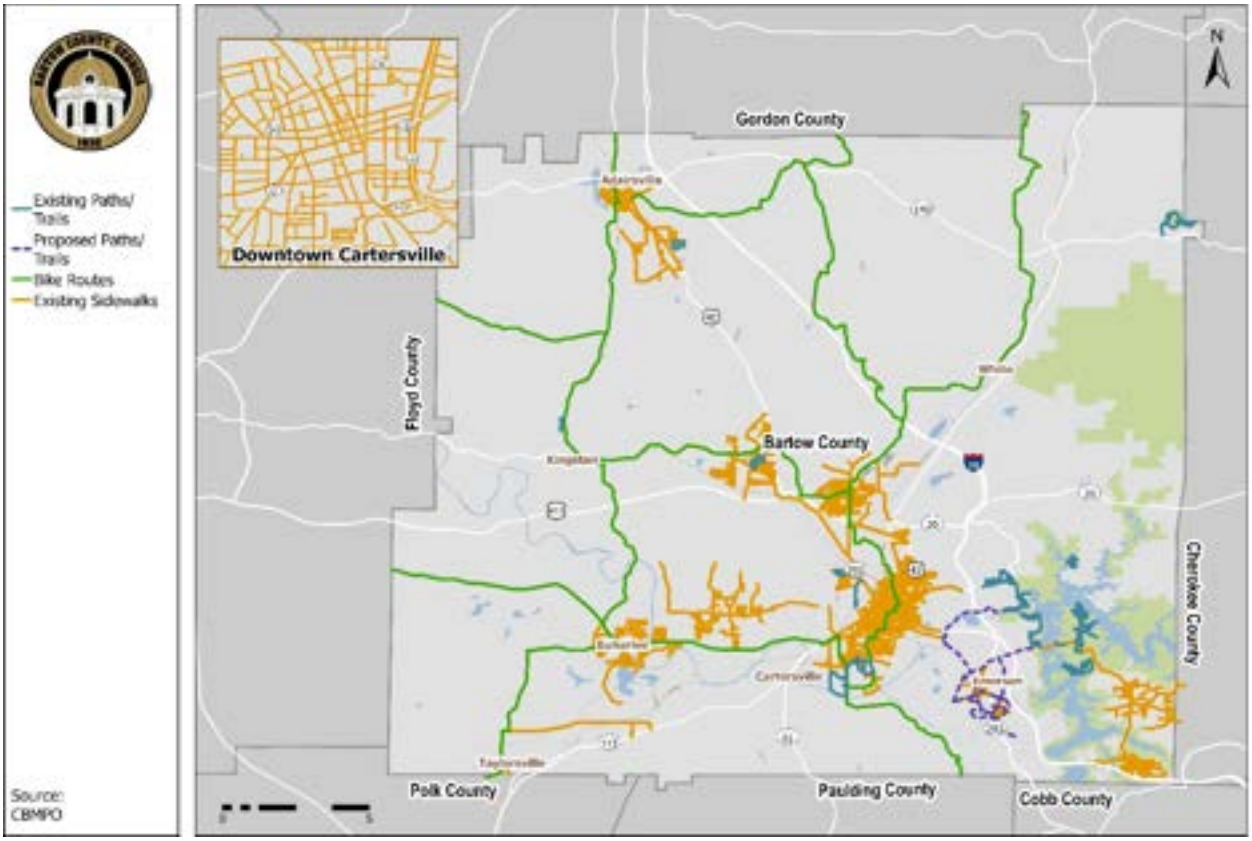


Figure 16: Active Transportation Map

Public Engagement

Feedback from people who live and work in Bartow County was an important factor in developing the final recommendations of the MTP update. Bartow County hosted two public open houses and published a survey to solicit feedback and ensure constituent needs were being addressed. The following sections discuss the participation and results of the public engagement.

Public Meetings

The Cartersville Bartow MPO hosted the first open house on June 20, 2023, to introduce the MTP update process, to discuss existing conditions, to present initial public input, and to solicit comments about types of transportation improvements. The open house was advertised by a variety of means, including distribution of a press release, a geocoded Facebook advertisement, and flyer distribution to the project database. A total of 36 individuals attended the open house. Photos from the event can be seen below, in **Figure 17**.



Figure 17: First Public Meeting

There were several interactive stations for members of the public to provide input. At the map station, attendees were invited to write their concerns on sticky notes and place them on the map. At another station, attendees were asked to place a dot on their highest priority transportation improvement. The top three priority improvements were:

- Improve intersections
- Road maintenance
- Improve truck traffic flow

The second open house was held on October 10, 2023, with the goal of presenting a list of short, medium, and long-range projects for members of the public to review and provide comments. The open house was advertised through an email blast to the study database, flyer distribution through key stakeholders, a geocoded Facebook advertisement, and media coordination resulting in an article in the Daily Tribune published on October 5, 2023. A total of 28 members of the public attended the open house, as well as representatives from the Daily Tribune and WBHF radio station. Two written comments were received at this meeting, both concerning continuing and completing the widening of Cass-White Road.

Survey

As part of the MTP public engagement effort, a survey was developed and distributed to members of the public electronically via our Social Pinpoint website and paper copies. A copy of the survey questions, and the responses, can be found in **Appendix B.** The following sections provide a summary of the responses and comments received.

The respondents voted both “making our roadways safer” and “road maintenance, resurfacing, striping, & signage” were the highest priority items by average score. Respondents voted on “maximizing the use of emerging technologies (e.g., electric vehicle charging stations, intelligent transportation systems integration, etc.)” as the lowest priority item.

The respondent's top three preferences for performance measurement criteria are:

1) "how much a project will improve traffic congestion?"
2) "high crash location: would the project make a dangerous part of a road, sidewalk, or trail safer?"
3) "impact of streams, historic facilities, state parks: is the project likely going to have negative impacts on unique environmental or historic places?"

The respondent's least preferred performance measurement criteria are:

1) "improvement to the bicycle/pedestrian environment: if it’s a bike/pedestrian project, does it connect with existing trails or schools?"
2) "project is part of the National Highway System or a freight corridor: is the project regionally important does it improve the movement of goods?"
3) "incentivizes economic development within the county?”

More than three-quarters of respondents (76%) rated transit expansion in the county as either important or somewhat important. Nearly half of those respondents indicated that additional transit

services are important, and that it would be good to provide expanded accessibility through a new demand-response vehicle service commute/vanpool and/or fixed route transit services. 24% of respondents indicated that additional transit services are not important and that the current level of transit services is adequate.

129 respondents provided additional comments on the survey in which several key themes emerged. 16% of respondents requested that Bartow County expand its public transportation options in some capacity, with preferences ranging from full connectivity to the wider Atlanta metropolitan area to more limited services for residents to crucial health or community service facilities. 15% of respondents expressed concern with the extent of commercial, industrial, and residential development coming to their county in the form of warehouses, new subdivisions, and higher density housing options.

The following themes were mentioned by 10-15% of respondents:

- Requesting more protection for the natural environment of the county for both its human and animal inhabitants (14%)
- Advocating for wider roads along several key corridors such as Joe Frank Harris Parkway and Douthit Ferry Road (13%)
- Expressing frustration with the current amount of traffic congestion along their commutes and wishing to see a reduction in traffic as soon as possible (12%)
- Requesting that additional maintenance be completed along existing roadways and that this maintenance be prioritized over the development of new roadways (11%)
- Reporting specific intersection or operational issues or complaints, such as the need for a roundabout at particular intersections or new traffic signals needed (10%)

All of the comments received can be found in **Appendix B.**

MTP Goals and Objectives

The purpose of this section of the Metropolitan Transportation Plan (MTP) is to present the goals and objectives that drive the overall policy and improvement recommendations of the MTP. This section also provides the background that shapes these goals to be consistent with federal, state and local policy documents. The latest federal transportation bills, Moving Ahead for Progress in the 21st Century (MAP-21) Act, the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) emphasize the need for performance-based planning in developing MTPs and MPO work programs. Between 2016 and 2019, the FHWA and Federal Transit Administration (FTA) developed guidelines to establish performance measures in support of the MAP-21 and FAST Act. As a result, the MPO is required to publish a System Performance Report (SPR) for performance targets. This SPR is included in the TIP document.

Per the FHWA, goals and objectives and are defined as follows:

- Goal – A broad statement that describes a desired end state
- Objective – A specific, measurable statement that supports achievement of a goal

Policy Framework

On December 4, 2015, the FAST Act was signed into law. The FAST Act authorized $305 billion nationwide between 2016-2020 for roadway construction, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and statistics programs. The FAST Act maintains the FHWA focus on safety, keeps intact the established structure of the various highway-related programs managed by FHWA, continues efforts to streamline project delivery, and, for the first time, provides a dedicated source of federal dollars for freight projects.

The FAST Act revolves around achieving the following national goals:

- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Maintain the highway infrastructure asset system in a state of good repair
- Achieve a significant reduction in congestion on the National Highway System
- Improve the efficiency of the surface transportation system
- Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

In addition, the FAST Act continues the emphasis raised in MAP-21 on performance-based outcomes, requiring that the metropolitan transportation planning process provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- "Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism." [23 USC 450.306]

In November 2021, the IIJA/BIL was signed into law; it is the largest long-term investment in infrastructure and the economy in our nation's history. IIJA/BIL 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. The IIJA/BIL reaffirmed the same national goals and planning factors as the FAST Act and continues the fundamental requirements for metropolitan transportation planning in place since the early 1990s. In addition, updated Planning Emphasis Areas (PEAs) were jointly issued by the FHWA and FTA in December 2021 for use in the development of metropolitan and statewide planning and research work programs. These PEAs are listed and summarized below:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
    - Transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system for all users, and undertake actions to prepare for and adapt to the impacts of climate change.
- Equity and Justice40 in Transportation Planning
    - Advance racial equity and support for underserved and disadvantaged communities.
    - The Justice40 Initiative provides a goal of 40 percent of Federal investments to flow to disadvantaged communities.
- Complete Streets
    - Review current policies, rules, and procedures to determine their impact on safety for all road users, particularly those outside automobiles.
    - Complete streets are unique and are designed to best serve its community context and primary role in the network.
- Public Involvement
    - Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process.

    - Integrate Virtual Public Involvement tools and ensure participation from individuals without access to computers or mobile devices.
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
    - Coordination between MPOs and State DOTs on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- Federal Land Management Agency (FLMA) Coordination
    - Coordination between MPOs and State DOTs on infrastructure and connectivity needs for public roads that connect to Federal lands.
- Planning and Environment Linkages (PEL)
    - Implement PEL as part of the transportation planning and environmental review processes.
    - Consider environmental, community, and economic goals early in the transportation planning process to inform the environmental review process.
- Data in Transportation Planning
    - Incorporate data sharing and consideration into the transportation planning process to efficiently use resources and improve policy and decision-making for all parties.

GA 2050 Statewide Transportation Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP)

The 2050 Statewide Transportation Plan (SWTP) and 2021 Statewide Strategic Transportation Plan (SSTP) provide a current snapshot of transportation issues and investment needs in Georgia projected through 2050. It forecasts available funding for transportation investment and develops a set of strategic, financially constrained investment recommendations to meet the transportation demands of the State. It was a collaborative effort between GDOT, MPOs, individual cities and counties, and port, airport, and transit authorities. Unlike typical transportation plans, the SSTP considered economic growth to assess the State's future transportation needs through 2050. The SSTP is organized into three major investment categories:

- Statewide freight and logistics
- People mobility in Metro Atlanta
- People mobility in emerging metros and rural Georgia

CBMPO 2050 MTP Goals

The 2050 MTP reflects the goals and objectives that are important to the CBMPO region. A final step in developing the draft goals was the review of the goals from the previous LRTP and to reflect the complete linkage between federal, local, and state policy:

Goal: Promote Multimodal, Efficient and Affordable Travel Choices

Related Objectives:

- Enhance or maintain transit services, amenities, and facilities.
- Improve the number, connectivity, and condition of bicycle and pedestrian facilities.
- Improve efficient movement of goods and services within and through the region.
- Increase commute and freight options to Cobb County and the Atlanta Region.

Goal: Manage Congestion and Increase System Reliability

Related Objectives:

- Move people and goods with minimal congestion and time delay, and greater predictability.
- Promote strategies to reduce SOV travel – including ridesharing, carpool, vanpool and ATL commute services.
- Enhance Intelligent Transportation Systems (dynamic signal phasing and vehicle detection systems) for autos, transit, and freight.

Goal: Improve Air Quality, Enhance Quality of Life, and Promote Sustainable Land Uses that Reduces Auto Trips and/or Auto Trip Length

Related Objectives:

- Reduce mobile source emissions, GHG, and energy consumption.
- Reduce the impact on the natural and cultural resources.
- Reduce the impacts to traditionally underserved (EJ) populations.
- Promote compact and sustainable land uses that promote shorter trips and the use of alternative modes.

Goal: Access to Essential Services

Related Objectives:

- Increase connectivity of citizens to jobs, education, medical services, and other destinations through all modes of travel

Goal: Promote and Prioritize State of Good Repair

Related Objectives:

- Increase proportion of highways and highway assets in ‘Good’ condition
- Maintain transit vehicles, facilities and amenities in the best operating condition
- Improve the condition of bicycle and pedestrian facilities and amenities

Goal: Increase Safety, Health, Security, and Equity

Related Objectives:

- Increase proportion of highways and highway assets in 'Good' condition
- Maintain transit vehicles, facilities and amenities in the best operating condition
- Improve the condition of bicycle and pedestrian facilities and amenities
- Promote equity through transportation choices by providing safe and efficient options for all users

Goal: Support Economic Vitality

Related Objectives:

- Improve freight movement
- Increase funding and funding sources for all transportation modes
- Improve project delivery for all modes

Goal: Improve Resiliency and Reduce Storm Water Impacts

Related Objectives:

- Identify bridges and roadways vulnerable to natural disaster that will need special attention for resiliency
- Prioritize roadway and bridge enhancements that serve as potential parallel relievers to regionally significant facilities (I-75, US 41, etc.)

Goal: Enhance Travel and Tourism

Related Objectives:

- Work with economic development to identify and prioritize improvements that connect residents and visitors alike to trails, entertainment venues and other destinations to promote the regional economy

Goals and Objectives

In considering the policy documents described in this section, the updated 2050 MTP goals and objectives are presented in **Table 15**. The goals and objectives are aligned with the federal and state guidance discussed in the policy framework.

Table 15: Goals and Objectives

IIJA/BIL National Planning Factors	IIJA/BIL National Goals	IIJA/BIL Planning Emphasis Areas	GA 2050 SWTP/ 2021 SSTP State Goals	2050 MTP Update Goals	2050 MTP Update Objectives
Increase the accessibility and mobility of people and for freight	• To achieve a significant reduction in congestion on the National Highway System • To improve the efficiency of the surface transportation system	• Complete Streets • Public Involvement • Data in Transportation Planning	• Modernize freight infrastructure and operations • Maintain and improve freight infrastructure for safety and performance • Improve rural Georgians' access to transportation facilities, jobs, and services in Metro Atlanta	Promote Multimodal, Efficient and Affordable Travel Choices	• Enhance or maintain transit services, amenities, and facilities • Improve the number, connectivity, and condition of bicycle and pedestrian facilities • Improve efficient movement of goods and services within and through the region • Increase commute and freight options to Cobb County and the Atlanta Region
Promote efficient system management and operation	• To achieve a significant reduction in congestion on the National Highway System • To improve the efficiency of the surface transportation system • To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	• Tackling the Climate Crisis • Public Involvement • Data in Transportation Planning	• Expand use of existing and new data and technologies to support freight and logistics • Evaluate options for improved connectivity and increased capacity within current revenue streams based on return-on-investment analysis • Improve operation and reliability of existing infrastructure through cost effective advanced technologies	Manage Congestion and Increase System Reliability	• Move people and goods with minimal congestion and time delay, and greater predictability • Promote strategies to reduce SOV travel – including ridesharing, carpool, vanpool and ATL commute services • Enhance Intelligent Transportation Systems (dynamic signal phasing and vehicle detection systems) for autos, transit, and freight
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	• To enhance the performance of the transportation system while protecting and enhancing the natural environment	• Tackling the Climate Crisis • Equity and Justice40 • Public Involvement • Data in Transportation Planning	Not applicable	Improve Air Quality, Enhance Quality of Life, and Promote Sustainable Land Uses that Reduces Auto Trips and/or Auto Trip Lengths	• Reduce mobile source emissions, GHG, and energy consumption • Reduce the impact on the natural and cultural resources • Reduce the impacts to traditionally underserved (EJ) populations • Promote compact and sustainable land uses that promote shorter trips and the use of alternative modes

IIJA/BIL National Planning Factors	IIJA/BIL National Goals	IIJA/BIL Planning Emphasis Areas	GA 2050 SWTP/ 2021 SSTP State Goals	2050 MTP Update Goals	2050 MTP Update Objectives
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	• To achieve a significant reduction in congestion on the National Highway System • To improve the efficiency of the surface transportation system	• STRAHNET/DOD Coordination • FLMA Coordination • Public Involvement • Data in Transportation Planning	• Modernize freight infrastructure and operations • Maintain and improve freight infrastructure for safety and performance • Coordinate GDOT investments on State routes with other modes and local visions and plans • Support GRAD site development and Georgia Ports Authority identified rail intermodal "inland ports"	Access to Essential Services	• Increase connectivity of citizens to jobs, education, medical services, and other destinations through all modes of travel
Emphasize the preservation of the existing transportation system	• To maintain the highway infrastructure asset system in a state of good repair	• Complete Streets • Public Involvement • Data in Transportation Planning	• Maintain and improve freight infrastructure for safety and performance • Improve operation and reliability of existing infrastructure through cost effective advanced technologies	Promote and Prioritize State of Good Repair	• Increase proportion of highways and highway assets in 'Good' condition • Maintain transit vehicles, facilities and amenities in the best operating condition • Improve the condition of bicycle and pedestrian facilities and amenities
Increase the safety of the transportation system for motorized and nonmotorized users. Increase the security of the transportation system for motorized and nonmotorized users	• To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	• Equity and Justice40 • Complete Streets • Public Involvement • Data in Transportation Planning	• Maintain infrastructure for safety and performance • Improve safety and security of commercial vehicle and freight movements • Improve highway safety	Increase Safety, Health, Security, and Equity	• Increase safety for travelers of all auto, bicycle, pedestrian and other last mile modes (i.e., scooters, e-bikes, etc.) • Promote public health through transportation choices through the provision of opportunities for increased active transportation • Promote equity through transportation choices by providing safe and efficient options for all users
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	• To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. • To achieve a significant reduction in congestion on the National Highway System • To improve the efficiency of the surface transportation system	• Planning and Environment Linkages • Public Involvement • Data in Transportation Planning	• Improve access to jobs • Provide transportation connectivity to strengthen Atlanta's position as a global business hub • Increase access to jobs, goods, and services throughout emerging metros and rural Georgia • Expand use of existing and new data and technologies to support freight and logistics • Support growth in manufacturing, agriculture, and distribution • Support strategic economic development (e.g., GRAD sites)	Support Economic Vitality	• Improve freight movement • Increase funding and funding sources for all transportation modes • Improve project delivery for all modes

IIJA/BIL National Planning Factors	IIJA/BIL National Goals	IIJA/BIL Planning Emphasis Areas	GA 2050 SWTP/ 2021 SSTP State Goals	2050 MTP Update Goals	2050 MTP Update Objectives
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	• To maintain the highway infrastructure asset system in a state of good repair. • To enhance the performance of the transportation system while protecting and enhancing the natural environment	• Tackling the Climate Crisis • STRAHNET/DOD Coordination • Public Involvement • Data in Transportation Planning	• Support efforts to reduce the cost and time of goods delivery and to increase the resilience of supply chains	Improve Resiliency and Reduce Storm Water Impacts	• Identify bridges and roadways vulnerable to natural disaster that will need special attention for resiliency • Prioritize roadway and bridge enhancements that serve as potential parallel relievers to regionally significant facilities (I-75, US 41, etc.)
Enhancing travel and tourism	• To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	• Planning and Environment Linkages • Public Involvement • Data in Transportation Planning	Not applicable	Enhance Travel and Tourism	• Work with economic development to identify and prioritize improvements that connect residents and visitors alike to trails, entertainment venues and other destinations to promote the regional economy

Needs Assessment

The Needs Assessment provides an overview of the areas identified in the county for improvement based on different needs categories. These categories include travel demand, safety, and goods movement. This information served as the foundation for further analysis, leading to the development of the prioritized project list.

Travel Demand Model

Outputs from the Cartersville-Bartow travel demand model, which is maintained by the GDOT Office of Planning, are summarized below by the total centerline miles and volume-to-capacity (v/c) ratio. The v/c ratio is a measure of congestion, relative to how much traffic a roadway can accommodate.

The tables below further separate the output by each functional classification of the roadway. **Table 16** presents the Base (2020) model, **Table 17** presents the Do Nothing (2050) model, and **Table 18** presents the MTP (2050) model.

Table 16: Total Centerline Miles by Volume-to-Capacity Ratio (Base, 2020)

Functional Class	v/c < 0.70	v/c 0.7 0- 0.85	v/c 0.85 – 1.00	v/c > 1.00	Total
Interstate	18.5	37.0	11.7	1.5	68.7
Principal Arterial	75.0	8.4	7.4	3.0	93.7
Minor Arterial	150.6	46.1	23.9	8.8	229.4
Major Collector	192.0	39.5	8.3	4.4	244.2
Minor Collector	71.4	4.4	0.1	0.0	75.9
Local	163.3	3.6	4.3	5.3	176.6
Total	**670.8**	**139.1**	**55.8**	**23.0**	**888.7**

Table 17: Total Centerline Miles by Volume-to-Capacity Ratio (Do Nothing, 2050)

Functional Class	v/c < 0.70	v/c 0.70 – 0.85	v/c 0.85 – 1.00	v/c > 1.00	Total
Interstate	5.1	14.2	36.0	13.4	68.7
Principal Arterial	36.6	28.0	19.7	9.5	93.7
Minor Arterial	111.0	45.9	48.5	24.1	229.4
Major Collector	116.5	50.0	44.7	33.0	244.2
Minor Collector	46.0	18.8	5.8	5.4	75.9
Local	154.6	10.9	1.6	10.7	177.8
Total	**469.7**	**167.8**	**156.2**	**96.1**	**889.8**

Table 18: Total Centerline Miles by Volume-to-Capacity Ratio (MTP, 2050)

Functional Class	v/c < 0.70	v/c 0.70 – 0.85	v/c 0.85 – 1.00	v/c > 1.00	Total
Interstate	8.7	29.4	27.0	3.7	68.7
Principal Arterial	44.3	37.0	18.8	0.6	100.7
Minor Arterial	124.5	52.1	35.8	17.0	229.4
Major Collector	137.2	47.2	29.8	30.1	244.2
Minor Collector	60.3	5.5	6.6	3.5	75.9
Local	160.3	5.0	4.9	7.5	177.8
Total	**535.4**	**176.2**	**122.9**	**62.4**	**896.8**

The difference between the MTP and Do-Nothing models is presented in **Table 19**. Approximately 67 miles of roadway transfer from high v/c (greater than 0.85) to low v/c ratios. The roadway classifications that experience the greatest decrease in v/c are interstates, minor arterials, and major collectors. Approximately 13 miles of minor collectors decrease their v/c from the 0.70-0.85 range to less than 0.70.

Table 19: Difference in Total Centerline Miles by Volume-to-Capacity Ratio (MTP vs Do Nothing, 2050)

Functional Class	v/c < 0.70	v/c 0.70 – 0.85	v/c 0.85 – 1.00	v/c > 1.00	Total
Interstate	+3.6	+15.2	-9.0	-9.7	0.0
Principal Arterial	+7.7	+9.0	-0.9	-8.9	+7.0
Minor Arterial	+13.5	+6.2	-12.7	-7.1	0.0
Major Collector	+20.7	-2.8	-14.9	-2.9	0.0
Minor Collector	+14.3	-13.3	+0.8	-1.9	0.0
Local	+5.7	-5.9	+3.3	-3.2	0.0
Total	**+65.7**	**+8.4**	**-33.3**	**-33.7**	**+7.0**

Safety

A table of seven high crash segments in Bartow County is shown below in **Table 20.** The fatality, injury, and total crashes are listed for each segment from 2017 to 2021.

Table 20: High Crash Segments

Segment	Fatality Crashes	Injury Crashes	Total Crashes
US 41/SR 3/Joe Frank Harris Parkway NE within Adairsville City Limits	1	39	155
SR 140/Adairsville Highway within Adairsville City Limits	2	64	267
US 41/SR 3/Joe Frank Harris Parkway SE from US 411 to SR 61/Hwy 11/N. Tennessee Street	2	218	709
US 41/SR 3/Joe Frank Harris Parkway SE from Martin Luther King Drive to Old River Road	3	76	243
SR 20/Canton Hwy from US 411/SR 61 to SR 20/CR 294N	3	112	357
US 411/SR 61/N. Tennessee Street from US 41/SR 3/Joe Frank Harris Parkway to SR 61/SR 113/Main Street	2	127	380
E Main St from S Bartow St to E Church St/Liberty Dr	0	36	251

Freight and Truck Routes

Existing truck percentages for major roadways are displayed, along with the existing land uses related to freight traffic (industrial, transportation/utilities, wholesale/distribution, and agricultural) are displayed in **Figure 18.**

The proposed regional truck routes and truck restrictions are shown in **Figure 19**. Potential new truck route designations could be considered for SR 140 and SR 61/US 411 (in northern Bartow County), both of which exceed 25% truck traffic along much of their routes and have surrounding land uses which would increase freight traffic. SR 140 would serve as an alternate east-west connection from Floyd County to Cherokee County, and SR 61/US 411 would provide an alternate north-south route from central Bartow County to Gordon County.

High percentages of truck traffic are also seen along Martin Rd and Old Martin Rd, north of Cartersville to US 411. These are minor collectors in primarily low-density residential areas. Truck restrictions would alleviate traffic on these roadways, which currently do not serve trucks in their surrounding land uses. Alternatively, freight traffic could utilize the designated truck routes SR 61/US 411 and SR 20.

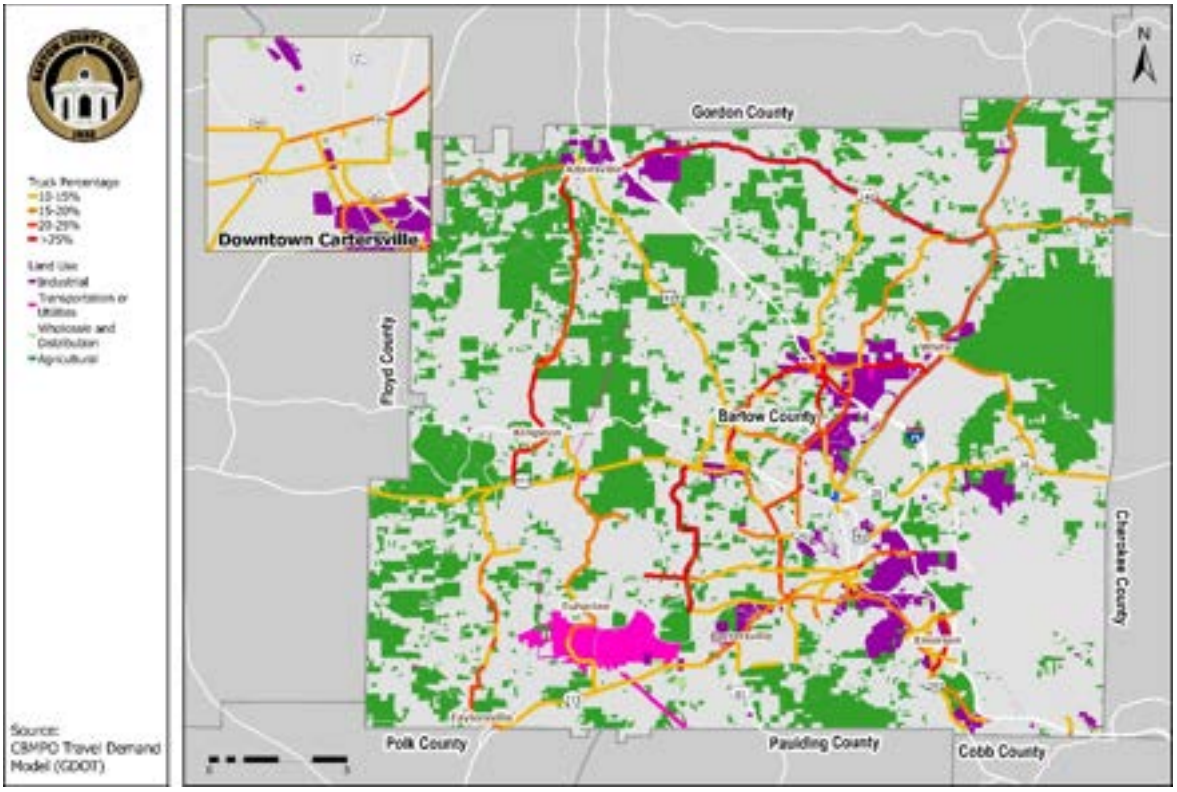


Figure 18: Existing Truck Percentages and Land Uses

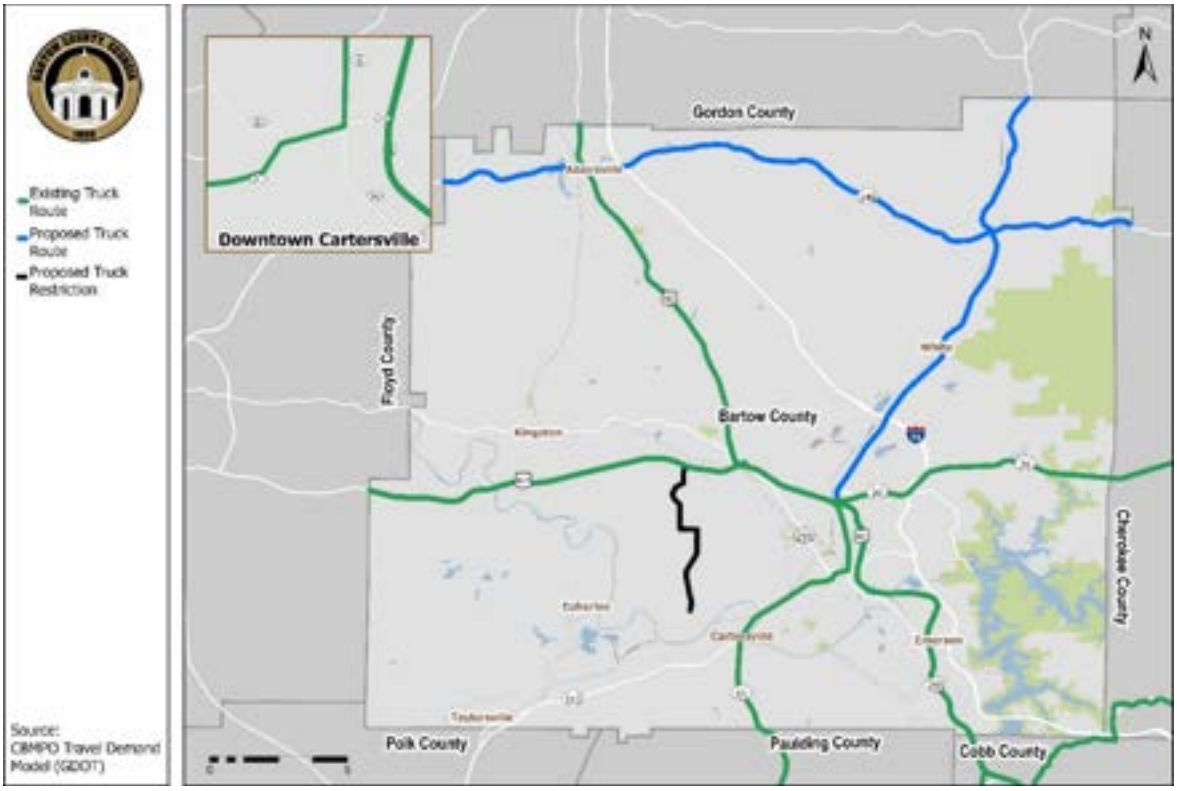


Figure 19: Proposed Regional Truck Routes and Truck Restrictions

Project Evaluation and Prioritization

For this 2050 MTP, the CBMPO followed a similar performance-based planning approach to the one followed in the preparation of the previous LRTP. This section provides an outline of the process used for selecting projects that follow the MPO's goals and objectives, which will ultimately provide the greatest benefits to the MPO area.

CBMPO Project-Level Evaluation Process

Figure 20 shows the steps taken to develop the recommended projects for the CBMPO.

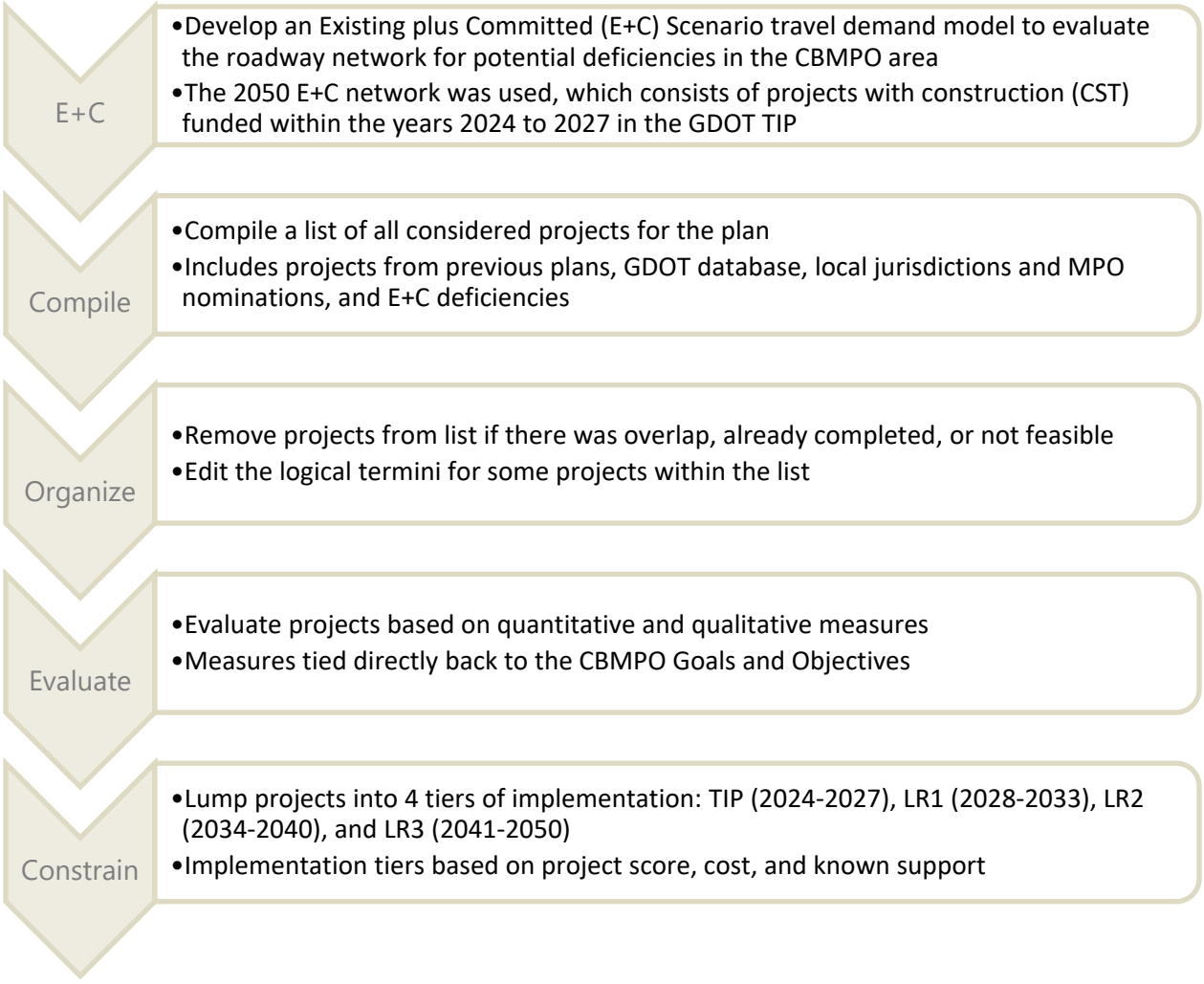


Figure 20: MTP Project Evaluation Process

E+C

An E+C Scenario was developed to evaluate the change and effect of the currently committed transportation projects. The main objective of this scenario was to assess and understand what the roadway operating conditions would be without the implementation of projects other than those already committed. The E+C Scenario used was the 2050 Existing plus Committed (E+C), developed by

GDOT in cooperation/coordination with the CMBPO, and is comprised of the existing transportation infrastructure with the addition of projects included in the 2024-2027 TIP. This scenario was also used to identify deficiencies and need for new projects to be tested in the build scenario.

Compile

A list including all projects identified throughout the MTP process was developed. This includes projects that are currently in the GDOT Project Database, past studies and plans, feedback from the public involvement phases, nominations from MPO staff and local jurisdictions, or any projects identified from the assessment of needs as a result of the Base Scenario evaluation.

Organize

A key step during the process is the identification of projects that are not necessary to carry forward to the evaluation steps. These include projects that have already been built, are not feasible due to policy or physical constraint, or have been removed based on discussions with the MPO or local jurisdictions. Projects were also organized for consistency purposes, with the objective of removing overlapping projects and adjustments for logical termini.

CBMPO Project-Level Performance Measures

The purpose of the Performance Measure Evaluation is to objectively score the MTP projects based on measurable data that can be related back to the CBMPO's MTP Goals and Objectives. Measures were provided for four categories of transportation projects:

- Roadway Capacity
- Safety & Operations
- Bicycle & Pedestrian
- Equity & Resiliency

In this evaluation, data from the following sources was used:

- Project locations
- Travel demand model outputs
- Roadway, environmental, and community features
- GDOT crash data from Numetric
- Past studies and plans
- Climate and Economic Justice Screening Tool
- Community engagement input

Total technical evaluation scores were calculated for each project and then organized into high, medium, and low tiers. Each project category (Roadway Capacity, Safety & Operations, Bicycle & Pedestrian, and Equity & Resiliency) was evaluated, scored, and tiered separately. Many of these measures were carried over from the previous 2050 plan. The Equity & Resiliency category, which determines if the project is within a disadvantaged community, was added to this MTP Update. The Climate and Economic Justic Screening Tool compiles data to determine burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Table 21 – Table 24 show the methods and criteria used to score each project type and the complete project evaluation is included in **Appendix C**. Many of the scores are based on how well the project performs compared to others. For example, the Volume/Capacity (V/C) scoring is based on being in the Top third, Middle third, or Lowest third. This means that when all projects' V/C measures are listed from best to worst, the projects in the top third of the list get 3 points, projects in the middle third get 2 points, and the bottom third projects get 1 point.

Table 21: Roadway Capacity Measures

Performance Measure	Description	Scoring
Volume/Capacity (V/C)	Prioritizes projects with a greater difference in V/C ratio from 2050 No Build Network and Unconstrained Transportation Plan Network.	3 = Top third 2 = Middle third 1 = Lowest third
Vehicle Hours of Delay (VHD)	Prioritizes projects with a greater difference in VHD ratio from 2050 No Build Network and Unconstrained Transportation Plan Network.	3 = Top third 2 = Middle third 1 = Lowest third
NHS Highway or Freight Corridor	Prioritizes projects that are on the NHS or freight corridors identified in previous plans.	3 = NHS and freight corridor 2 = NHS or freight corridor 1 = Neither
High Crash Location	Prioritizes projects that are at or intersect high crash locations.	3 = High crash rate 2 = Medium crash rate 1 = Low rate/no crashes
Proximity to Community Resources	Project is within a half mile of a city, Cartersville Medical Center, LakePoint, Schools, Allatoona Resource Center, or North Bartow Community Services Center	3 = 3+ community resources 2 = 2 community resources 1 = 0 or 1 community resources
Impacts to Environmental or Historical Resources	Prioritizes projects that have limited potential environmental or historical resource impacts	3 = No impacts 2 = 1 impact 1 = 2+ impacts
Population Served	Prioritizes projects that will affect the most amount of people, using traffic volumes as a proxy	3 = Top third 2 = Middle third 1 = Lowest third
State or National Highway Connection	Prioritizes projects that connect directly to a state or the national highway system	3 = On a state/national highway 2 = Connected to state/national highway 1 = No connection to state/national highway

Table 22: Safety & Operations Measures

Performance Measure	Description	Scoring
V/C	Prioritizes projects that are on or adjacent to a facility with a high V/C in the 2050 No Build Network.	3 = V/C greater than 1.0 2 = V/C between 0.7 and 1.0 1 = V/C less than 0.7
Congested Travel Time to Free Flow Travel Time Ratio	Prioritizes projects that have a high ratio of congested travel time to free flow travel time in the 2050 No Build Network.	3 = Ratio of 3 or more 2 = Ratio between 2 and 3 1 = Ratio of 2 or less
NHS Highway or Freight Corridor	Prioritizes projects that are on the NHS or freight corridors identified in previous plans.	3 = NHS and freight corridor 2 = NHS or freight corridor 1 = Neither
High Crash Location	Prioritizes projects that are at or intersect high crash locations.	3 = High crash rate 2 = Medium crash rate 1 = Low rate/no crashes
Population Served	Prioritizes projects that will affect the most amount of people, using traffic volumes as a proxy	3 = Top third 2 = Middle third 1 = Lowest third
Alignment with Existing Plans	Prioritizes projects that are included in existing planning documents or supportive of goals, objectives, and future land use	3 = Supportive 2 = Neutral 1 = In conflict
Rail Traffic Conflict	Prioritizes projects that decrease the conflict between rail and roadways	3 = Reduces rail conflict 2 = Maintains existing infrastructure that reduces conflict 1 = No direct impact
Public Support	Prioritizes projects that address a need identified in the public engagement process	3 = Addresses need identified 5+ times 2 = Addresses need identified 2 to 4 times 1 = Addresses need identified 0 or 1 time

Table 23: Bicycle & Pedestrian Measures

Measure	Description	Scoring
Bike/Ped Trail or School Connections	Prioritizes projects that connect to more existing bike/pedestrian facilities, and schools.	3 = 2+ connections 2 = 1 connection 1 = No connections
High Crash Location	Prioritizes projects that are at or intersect high crash locations.	3 = High crash location 1 = Not a high crash location
Proximity to Community Resources	Project is within a half mile of a city, Cartersville Medical Center, LakePoint, Schools, Allatoona Resource Center, or North Bartow Community Services Center	3 = 3+ community resources 2 = 2 community resources 1 = 0 or 1 community resources
Impacts to Environmental or Historical Resources	Prioritizes projects that have limited potential environmental or historical resource impacts	3 = No impacts 2 = 1 impact 1 = 2+ impacts
Population Served	Prioritizes projects that will affect the most amount of people, using traffic volumes as a proxy	3 = Top third 2 = Middle third 1 = Lowest third

Table 24: Equity & Resiliency Measures

Measure	Description	Scoring
Disadvantaged Communities	Prioritizes projects that are within disadvantaged communities, according to the Climate and Economic Justice Tool	3 = Completely within disadvantaged community 2 = Partially within disadvantaged community 1 = Not within disadvantaged community

Constrained Project List

The final process was to develop a constrained project list that fits within four implementation tiers:

- TIP (2024-2027),
- Long-Range 1 (2028-2033),
- Long-Range 2 (2034-2040), and
- Long Range 3 (2041-2050)

In addition, three inputs were used to generate the projects and their implementation tier:

- Technical score based on measurable criteria
- Cost, and
- Support from local jurisdictions and the MPO

Funding and Revenue Projections

The surface transportation capital improvement program identified in the CBMPO 2024-2050 MTP is funded through three general revenue sources, Federal, State and Local. Both costs and revenues in surface transportation have changed since the most recent MTP update. A number of factors have resulted in higher project costs and higher revenues projections. Revenue increases and the assumptions related to revenue projections for the plan period are discussed below. Detailed revenue projections (year-by-year) are shown in **Appendix D**.

Federal/State Funding

In the prior MTP, to estimate the share of future federal funding available to the CBMPO, the Georgia Department of Transportation provided a 10-year historic average that was inflated 1% per year from 2009-2018. The federal expenditures for the fiscal years 2009-2018 totaled $119,526,357, yielding a yearly average of $11,952,636. This timeframe included several early years within the great recession, reducing the average yearly expenses. In the abundance of caution, a conservative base year (2020) funding amount of $10,000,000 was utilized for capital improvements.

Federal expenditures obtained from GDOT for the most recent 10 years (2013-2022) support the consideration of a significantly higher baseline revenue amount for 2024. Total federal funding for this period was $127,583,029, excluding unusually high expenditure years of 2016 and 2020. This resulted in average yearly federal funding over those eight years of just over $15.9 million per year. As with the prior MTP, out of an abundance of caution to provide a conservative baseline for 2024, the yearly average was reduced by approximately $1.5 million to a baseline amount of $14.4 million.

In addition to the establishment of a conservative baseline estimate, an annual multiplier to be applied each year for the entire plan period was determined. This multiplier is made up of two separate factors, inflation and growth. Regarding the selection of a rate of inflation, it is important to provide consistency across the region and to utilize the combined deliberations of the ARC and the Interagency Consultation Group. ARC has provided data from the March Interagency Consultation Group meeting regarding fiscal constraint assumptions. Recent annual rates of increase in federal funding including the spike from 2021 to 2022 from the Infrastructure Investment and Jobs Act (IIJA) were considered as were both historical

and recent inflation (Consumer Price Index) rates. A decision to use a 2.5% inflation rate was made for the ARC MTP and this rate is used for the CBMPO rate as well.

Bartow County experienced a population growth rate of approximately 0.9% from 2010 to 2020 according to US Census data. The Governor's Office of Planning and Budget shows continued population growth in the county through the plan period, with over 10% growth from 2020 to 2030 and over 12% growth from 2030 to 2040. Employment in the county from 2010 to 2020 grew at an annual rate of almost 2.5%. This jobs growth should support higher population growth over time as well. Increases in federal highway apportionments resulting from the IIJA is not reflected in the 10-year historical growth discussed above, but, in addition to population growth, federal funding available to local governments should increase due to expanded federal highway apportionments. It is estimated that, due to IIJA initiatives, the region could expect actual increases in revenues across all programs of approximately 22%. These increases are assumed to continue beyond 2026 when the IIJA will be replaced. It is reasonable to assume that Bartow County and its cities will benefit not only from formula funds increase, but will participate in some capacity in additional discretionary grant funding. Given the population and employment growth discussed above, funding increases through IIJA, and CBMPO's location within northwest Georgia, it is reasonable to expect apportionments to increase. For these reasons, a 1.5% growth factor has been used. Using the inflation and growth factors discussed above, an overall multiplier of 4% has been applied annually to the estimated federal funding growth over the plan period. A summary of the federal funding can be found in **Appendix E**.

State funding levels are assumed to be equal to Georgia DOT Construction Work Program HB170 funding programmed on Bartow County projects, plus 20% state match on federally funded projects on State Routes in the MTP. **Table 25** below summarizes the projected federal and state funding available to Bartow County based on the discussion above.

Table 25: Federal and State Funding Projections

Tier	Projected Available Federal Funding	Projected Available State Funding
TIP (2024-2027)	$171,708,492	$46,055,186
LR1 (2028-2033)	$111,738,861	$27,085,412
LR2 (2034-2040)	$168,356,236	$14,746,047
LR3 (2041-2050)	$336,768,509	$39,527,194
MTP Total	$788,572,098	$127,413,838

Local Funding

Bartow County collects a 1% Special Purpose Local Option Sales Tax for various capital improvements including transportation. County and Georgia Department of Revenue historical SPLOST collection data were reviewed to establish a baseline collection amount for 2024. Inflation as well as retail growth contributed to a significant increase in yearly SPLOST collections between 2019 and 2023. Collections for 2019 and 2020 were $22,519,781 and 22,797,834, respectively. It is notable that collections during the

COVID pandemic year of 2020 were not materially impacted. Beginning in 2021, the yearly increase in collections is quite large, with year over year increases in 2021 and 2022 of 16% and 25%, respectively. Using the first six months of 2023 collections and projecting the final six months, a more modest increase of 12% was arrived at. A 5% increase was assumed from 2023 to 2024, resulting in an overall collection in 2024 of approximately $38.6 million.

Bartow County has allocated 27% of its SPLOST dollars to transportation needs in the past. While this allocation is below averages for the metro Atlanta region, it is typical of some of the growing, but more rural counties that have many competing capital needs including water and sewer, public safety facilities and equipment, parks, municipal facilities, stormwater management infrastructure, and community services facilities. A continuation of the 27% allocation for transportation capital needs was assumed to continue through the plan period. This may result in a somewhat conservative long-term estimate. This results in a SPLOST baseline amount of approximately $10.4 million. When combined with an additional locally administered county and city LMIG formula dollars as well as other limited local funds (normally made up of general Fund dollars) in the amount of approximately $3.4 million, a local baseline of about $13.8 million dollars is estimated to be available in 2024. Transportation SPLOST, LMIG, and other locally administered funds are used for several purposes including both capital improvement and improvements related to the state of good repair. It is assumed that funding will be split 50% to capital and 50% to state of good repair, or approximately $6.9 million to each. Given the long-term importance of maintaining infrastructure, this is an important assumption to make and implement over time.

As with federal funds, an assumption has been made regarding annual increases to local revenue streams. Several factors support a somewhat lower assumption for local revenue dollar increases. The baseline for local SPLOST and LMIG dollars fully accounts for recent increases discussed above. SPLOST revenue projections for this plan assume that both consumer spending and cost increases due to inflation are likely to level off significantly from the peak distributions seen in the most recent three-year period. Also, SPLOST is entirely dependent on both retail spending and regular voter approval of a SPLOST referendum. Collections can be impacted from consumer spending pullbacks during times of recession. And even a single year lapse in funding due to a temporary lack of voter approval can significantly impact total collections over a longer term. For these reasons, an overall increase of 10% every five years is made for these funding sources. **Table 26** below summarizes the estimated local funding available for the transportation projects in Bartow County.

Table 26: Local Funding Projections

Tier	Projected Available Local Funding
TIP (2024-2027)	$27,622,712
LR1 (2028-2033)	$44,886,907
LR2 (2034-2040)	$60,162,266
LR3 (2041-2050)	$100,370,714
MTP Total	$233,042,599

Transit Funding

Capital and operating costs for Bartow Transit within the CBMPO planning area is shown below in **Table 27** and **Table 28**, respectively for the year 2024 through 2050. The Operating (5307) and Capital (5311) dollar amounts include a 4% growth rate to account for inflation, regional growth, and higher baseline in federal funding. The FTA Formula and Discretionary funds account for 60 percent of federal funding in the CBMPO region. In addition, a 2.5% annual growth rate was assumed for Transit Alliance from State agencies to reflect inflation.

Table 27: Transit Funding Projections (Operating)

Tier	Local	Federal/State	Total
TIP (2024-2027)	$636,970	$1,938,342	$2,575,311
LR1 (2028-2033)	$1,156,048	$3,456,032	$4,612,079
LR2 (2034-2040)	$1,720,634	$5,053,237	$6,773,872
LR3 (2041-2050)	$3,441,841	$9,743,574	$13,185,415
MTP Total	$6,955,493	$20,191,184	$27,146,677

Table 28: Transit Funding Projections (Capital)

Tier	Local	Federal/State	Total
TIP (2024-2027)	$47,335	$437,091	$484,426
LR1 (2028-2033)	$84,810	$781,846	$866,656
LR2 (2034-2040)	$125,524	$1,155,421	$1,280,945
LR3 (2041-2050)	$251,090	$2,311,228	$2,562,317
MTP Total	$508,758	$4,685,586	$5,194,344

Airport Funding

The Requested Capital Improvement Program (CIP) for the Cartersville Airport is shown in **Appendix D**. The CIP includes funding from federal, state, and local sources. Federally, airports are eligible to entitlement and discretionary grants through the Airport Improvement Program, as well as IIJA/BIL funding. The funding summary for the Requested CIP is shown in Table 29.

Table 29: Airport Requested CIP Funding

Year	Federal	State	Local	Total
2024	$2,512,472	$10,650	$268,514	$2,791,636
2025	$2,475,000	$137,500	$137,500	$2,750,000
2026	$4,815,000	$267,500	$267,500	$5,350,000
2027	$4,572,000	$254,000	$254,000	$5,080,000
2028	$1,935,000	$107,500	$107,500	$2,150,000
Total	$16,309,472	$777,150	$1,035,014	$18,121,636

Potential TSPLOST Funding

The 2018 Georgia General Assembly passed legislation allowing single counties to call for a referendum to levy a special purpose local option sales tax with all proceeds dedicated for to transportation purposes (TSPLOST). The law defines "transportation purposes" as new or improved roads, bridges, public transit, rails, airports, and buses. TSPLOST would create a dedicated funding source for transportation improvements in Bartow County to address transportation congestion and connectivity.

Several actions must be done before realizing TSPLOST revenues. One, the Bartow County Board of Commissioners would need to approve a resolution calling for a TSPLOST referendum to be placed on a future ballot. Voters could then vote on the TSPLOST referendum on the election date shown in the resolution. The vote date could be a specially called election or, more likely, placed on a regular election ballot. The county would also have options regarding what information is provided to voters prior to the referendum. For example, the county could provide voters with a list of specific high-priority projects to be funded with TSPLOST revenues. Or, voters may consider general categories of transportation-related needs as defined by the county, with the specific projects to be determined if referendum passes.

Due to the mandatory steps and processes described above, TSPLOST revenues are forecasted to begin no earlier than 2026. To forecast potential TSPLOST revenues available to Bartow County, using data published by the Georgia Department of Revenue, actual monthly SPLOST distributions to Bartow County were recorded for the first half of 2023. A modest month-over-month multiplier of ten percent (10%) was added each month in the second half to estimate a full year of SPLOST revenues. Forecasted TSPLOST revenue could generally be expected to be equivalent to forecasted SPLOST revenues, except that motor fuel and other types of fuel are exempt from TSPLOST. Rural Georgia counties realize fewer TSPLOST dollars due to exemptions on fuel sold for agricultural purposes and otherwise limited retail transactions. Large, metropolitan counties with highly diverse economies will see TSPLOST collections track closer to SPLOST collections where both are in place. For Bartow County, the long range annual TSPLOST revenues were discounted by 10% to account for the motor fuel tax exemption in the TSPLOST program. The total estimated SPLOST revenue for Bartow County in 2023 was multiplied by five percent (5%) to arrive at a figure of $38,609,712 for CY 2024. To be conservative, the total estimated 2024 SPLOST revenue figure ($38,609,712) was used as the initial year (2026) estimate for TSPOST revenues due to Bartow County, less the 10% reduction. A multiplier of ten percent (10%) was applied every 5th year for a total estimate of $1,071,437,052 ($1.07 billion) in TSPOST revenues for projects in Bartow County for the time spanning

2026 to 2050. **Table 30** below summarizes the total estimated funding available to the county for transportation projects if a TSPLOST was passed.

Table 30: Projected TSPLOST Funds

Tier	Projected Available TSPLOST Funding
TIP (2024-2027)	$70,199,476
LR1 (2028-2033)	$221,128,349
LR2 (2034-2040)	$289,572,839
LR3 (2041-2050)	$490,536,388
MTP Total	$1,071,437,052

Project List

The final recommended project list is mapped and summarized by tier, jurisdiction responsibility, costs and purpose in the following section. The final list of projects was split into the following five tiers:

- TIP (2024-2027)
- MTP Tier 1 (2028-2033)
- MTP Tier 2 (2034-2040)
- MTP Tier 3 (2041-2050)
- MTP Aspirations (2051+)

Across the five tiers 61 projects are recommended. Of those 61 projects the most frequently recommended projects were road widening (23 projects), followed by intersection operations and safety (9 projects), bridge projects (8 projects) and corridor operations and safety (8 projects). Project maps and tables, summarized by tier can be found in **Figure 21**, **Figure 25,** and **Table 32 – Table 39.** Project summary sheets can be found in **Appendix F** of this document.

TIP (2024-2027)

The TIP tier consists of the construction of 3 bridge projects, 2 pedestrian projects, 1 pavement rehabilitation project, and 1 road widening project, for a total of 7 projects. Bartow County is the sponsor of 4 of the Tip projects, with GDOT responsible for 2 others and the City of Cartersville responsible for 1. There are 5 other projects that have project phases within the TIP but will be constructed after 2027. **Table 31** shows the total programmed costs and anticipated revenue for the TIP tier, with a surplus of $401,693.

Table 31. TIP Programmed Cost & Revenue

TIP (2024-2027)	
Total Programmed Cost	$244,984,697
Total Revenue Available	$245,386,390
Net Funds	$401,693

Figure 21 shows projects that will be constructed during the TIP and **Table 32** provides more detail about all the TIP projects. Note that projects CB-413, CB-414, and CB-434 are “Lump Sum” funded projects. Lump Sum projects do not substantially increase roadway capacity and use direct funds from the Statewide Transportation Improvement Program (STIP). These projects do not have project sheets or funding information in this **Table 32**.

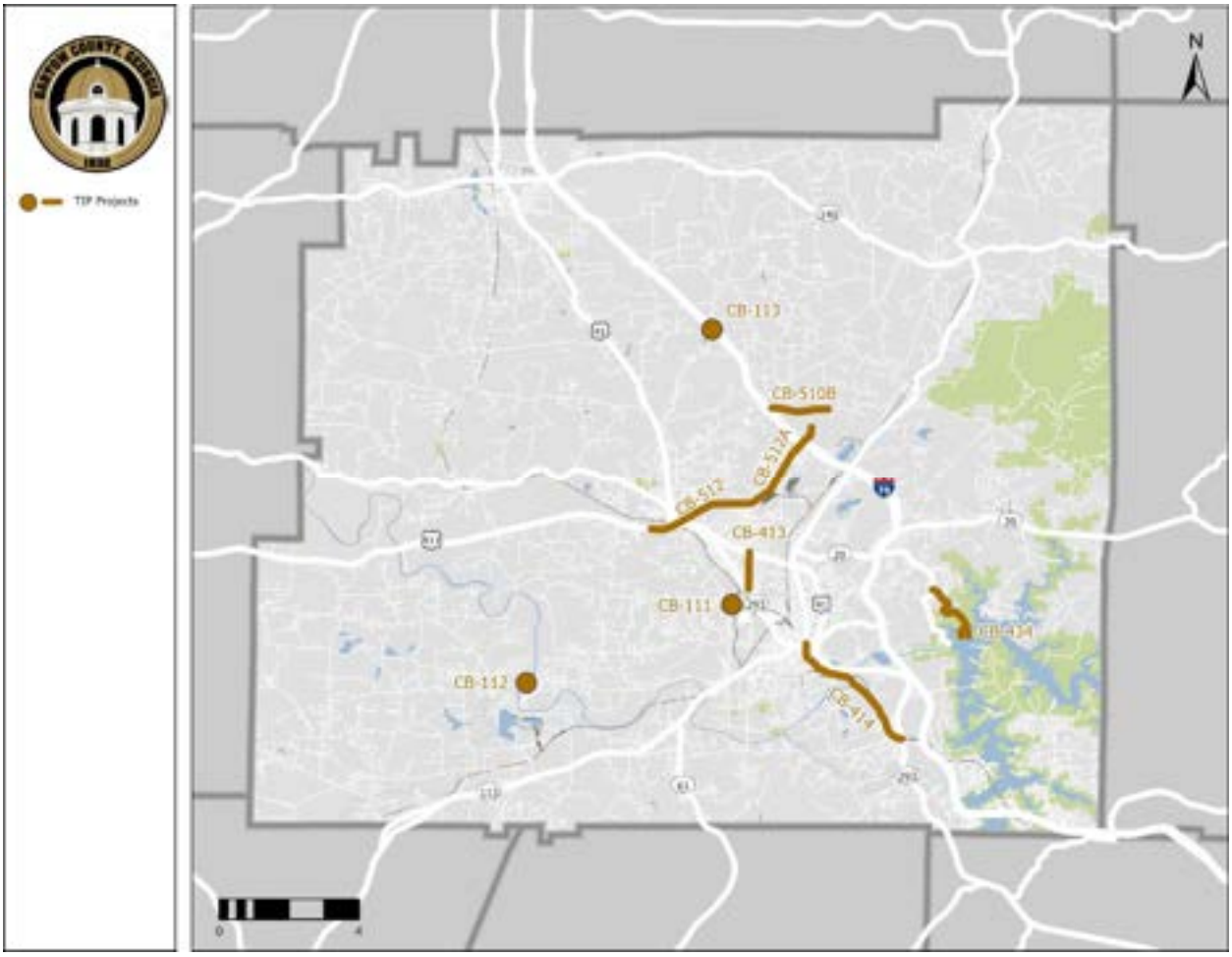


Figure 21: TIP Project Map

Table 32: TIP Project Table

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	TIP Project Phase(s)	TIP Programmed Cost (inflated $)
CB-111	0016596	CS 963/Sugar Valley Road at Nancy Creek	n/a	n/a	Bridge replacement of CS 963/Sugar Valley Road over Nancy Creek	Replacement of functionally obsolete bridge.	GDOT	0.2	2	2	$4,510,887	ROW, UTL, CST	$3,990,948
CB-112	0008601	CR 628/Euharlee Road at Etowah River in Euharlee	n/a	n/a	Replace Euharlee Road Bridge over the Etowah	Replacement of functionally obsolete bridge.	Bartow	0.4	2	2	$11,563,399	ROW, UTL, CST	$11,360,750
CB-113	0016506	I-75 at CR 179/Cedar Creek Road 5.2 Mi. NW of White	n/a	n/a	Replace I-75 bridges over CR 179/Cedar Creek Road	Replacement of functionally obsolete bridge.	GDOT	0.4	6	6	$15,678,829	ROW, UTL, CST	$15,827,291
CB-114	0019941	Crow Springs Road @ Crow Springs Branch N of Cartersville	n/a	n/a	Replace Crow Springs Road bridge over Crow Springs Branch	Replacement of functionally obsolete bridge.	GDOT	0.2	2	2	$3,100,000	PE, ROW	$1,356,144
CB-115	0019942	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	n/a	n/a	Replace Old Mill Road bridge over Cedar Creek	Replacement of functionally obsolete bridge.	GDOT	0.2	1	2	$3,100,000	PE, ROW	$1,356,144
CB-413	0016628	Grassdale Road from SR 293 to SR 3/SR 20	SR 3/SR 20/US 41	SR 293	Sidewalks along Grassdale Road from SR 3/US 41 to SR 293	Provide pedestrian accommodations	Cartersville	1.2	2	2	$4,843,000	UTL, CST	-
CB-414	0019997	SR 293 from S of SR 293 Conn to SR 3 ramp	SR Conn 293	SR 3 Ramp	Emerson Streetscape Project	Improve pedestrian access and enhance appearance of corridor	Bartow Co	0.6	2	2	$5,800,000	ROW	-
CB-432		SR 61/Tennessee St at Collins Drive	n/a	n/a	Intersection Improvements at SR 61/Tennessee St at Collins Drive	Improve intersection operations and safety	Cartersville	n/a	2	2	$600,000	PE	$107,689
CB-434		FLAP Gatewood Park roads resurfacing	n/a	n/a	Pave Gatewood Park campground roads	Rehabilitate Roadway Pavement	Bartow Co	1.7	2	2	$575,000	CST	-
CB-507	0007836	SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee	I-75	Cherokee County Line	Widen to four lanes from I-75 in Bartow County to the Cherokee County line (and beyond to I-575). Values shown reflect portion of project within Bartow County (35%)	Improve east-west access through northern tier of Atlanta metro counties.	GDOT	6.5	2	4	$110,003,426	ROW	$24,058,540
CB-508	0007494	Douthit Ferry Road Widening from Old Alabama Rd to SR 113	Old Alabama Rd	SR 113	Widen Douthit Ferry Road from Old Alabama Road to SR 113 including the bridge over the Etowah River	Provide connection to SR 113 bypass corridor from downtown Cartersville.	Cartersville	2.5	2	4	$46,857,810	ROW	$11,808,540

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	TIP Project Phase(s)	TIP Programmed Cost (inflated $)
CB-510B	0015145	Cass-White Road Ph II Widening	Busch Drive	Great Valley Pkwy	Improve Cass-White Road from 2- to 4-lanes urban section with divided median between Busch Drive and 250' east of Great Valley Parkway/Highland 75 Industrial Park.	To improve safety and handle addition of 1,000 employees and 270 freight trips as this corridor develops into industrial center for the community.	Bartow Co	1.3	2	4	$19,911,446	PE, ROW, UTL, CST	$25,468,614
CB-512	0013238	Rome-Cartersville Development Corridor	US 41/SR 3	Grassdale Rd	On new alignment connect US 411 to I-75 from its intersection at MacJohnson Road and US 41.	Provide connection to 1-75 for Memphis-Atlanta corridor and for economic development.	GDOT	2.55	0	4	$135,598,566	UTL, CST	$85,543,200
CB-512A	0020049	Rome-Cartersville Development Corridor	Grassdale Rd	I-75	On new alignment connect US 411 to I-75 from its intersection at MacJohnson Road and US 41.	Provide connection to 1-75 for Memphis-Atlanta corridor and for economic development.	GDOT	3.15	0	4	$64,106,838	UTL, CST	$64,106,838
												Total TIP Programmed Cost	**$244,984,697**
												Total TIP Revenue	**$245,386,390**
												Net TIP Funds	**$401,693**

MTP Tier 1 (2028-2033)

Tier 1 consists of the construction of 8 projects, broken down into the following project types: 2 bridge projects, 2 new roadway projects, 2 road widening projects, and 2 intersection projects. GDOT is the sponsor for 7 of the Tier 1 projects and Cartersville is the sponsor for the remaining project. There are 2 other projects that have project phases within Tier 1 but will be constructed after 2033. **Table 33** shows the total programmed costs and anticipated revenue for Tier 1, with a surplus of $43,380,451.

Table 33. Tier 1 Programmed Cost and Revenue

Tier 1 (2028-2033)	
Total Programmed Cost	$140,330,729
Total Revenue Available	$183,711,180
Net Funds	$43,380,451

Figure 22 shows projects that will be constructed within Tier 1 and **Table 34** provides more detail about all the projects in Tier 1.

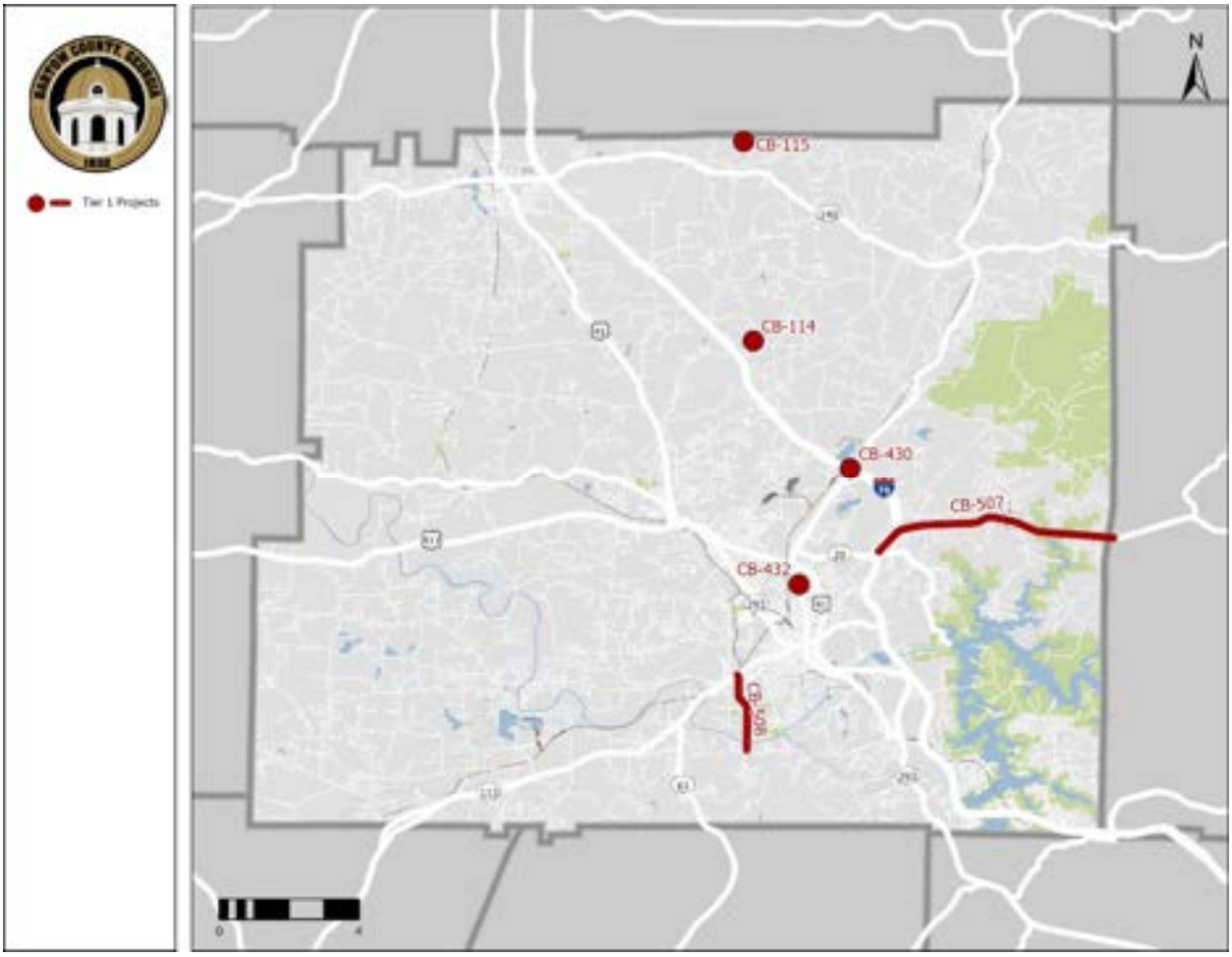


Figure 22: Tier 1 Project Map

Table 34: Tier 1 Project Table

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	Tier 1 Project Phase(s)	Tier 1 Programmed Cost (inflated $)
CB-114	0019941	Crow Springs Road @ Crow Springs Branch N of Cartersville	n/a	n/a	Replace Crow Springs Road bridge over Crow Springs Branch	Replacement of functionally obsolete bridge.	GDOT	0.2	2	2	$3,100,000	UTL, CST	$2,087,448
CB-115	0019942	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	n/a	n/a	Replace Old Mill Road bridge over Cedar Creek	Replacement of functionally obsolete bridge.	GDOT	0.2	1	2	$3,100,000	UTL, CST	$2,087,448
CB-414	0019997	SR 293 from S of SR 293 Conn to SR 3 ramp	SR Conn 293	SR 3 Ramp	Emerson Streetscape Project	Improve pedestrian access and enhance appearance of corridor	Bartow Co	0.6	2	2	$5,800,000	UTL, CST	-
CB-430	0000932	I-75 Upgrades at SR 61	n/a	n/a	Interchange ramp safety improvements	Improve traffic operations and safety	GDOT	0.2	6	6	$2,800,000	CST	$3,328,320
CB-432		SR 61/Tennessee St at Collins Drive	n/a	n/a	Intersection Improvements at SR 61/Tennessee St at Collins Drive	Improve intersection operations and safety	Cartersville	n/a	2	2	$600,000	ROW, UTL, CST	$621,423
CB-507	0007836	SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee	I-75	Cherokee County Line	Widen to four lanes from I-75 in Bartow County to the Cherokee County line (and beyond to I-575). Values shown reflect portion of project within Bartow County (35%)	Improve east-west access through northern tier of Atlanta metro counties.	GDOT	6.5	2	4	$110,003,426	UTL, CST	$91,816,649
CB-508	0007494	Douthit Ferry Road Widening from Old Alabama Rd to SR 113	Old Alabama Rd	SR 113	Widen Douthit Ferry Road from Old Alabama Road to SR 113 including the bridge over the Etowah River	Provide connection to SR 113 bypass corridor from downtown Cartersville.	Cartersville	2.5	2	4	$46,857,810	UTL, CST	$37,038,765
CB-539	0007894	I-75 from SR 20 to CR 630/Cassville White Road	SR 20	Cass White Road	Widen I-75 from SR 20 to CR 630/Cassville White Road	Improve mobility and reduce congestion	GDOT	6.4	6	8	$29,041,868	PE	$3,350,676
												Total Tier 1 Programmed Cost	**$140,330,729**
												Total Tier 1 Revenue	**$183,711,180**
												Net Tier 1 Funds	**$43,380,451**

MTP Tier 2 (2034-2040)

Tier 2 consists of the construction of 2 corridor operation projects and 1 road widening project, for a total of 3 projects. Emerson, White and GDOT are all sponsors of one project in Tier 2. There are 4 other projects that have project phases within Tier 2 but will be constructed after 2040. **Table 35** shows the total programmed costs and anticipated revenue for Tier 2, with a surplus of $149,231,224.

Table 35. Tier 2 Programmed Cost and Revenue

Tier 2 (2034-2040)	
Total Programmed Cost	$94,033,326
Total Revenue Available	$243,264,549
Net Funds	$149,231,224

Figure 23 shows projects that will be constructed within Tier 2 and **Table 36** provides more detail about all the projects in Tier 2.

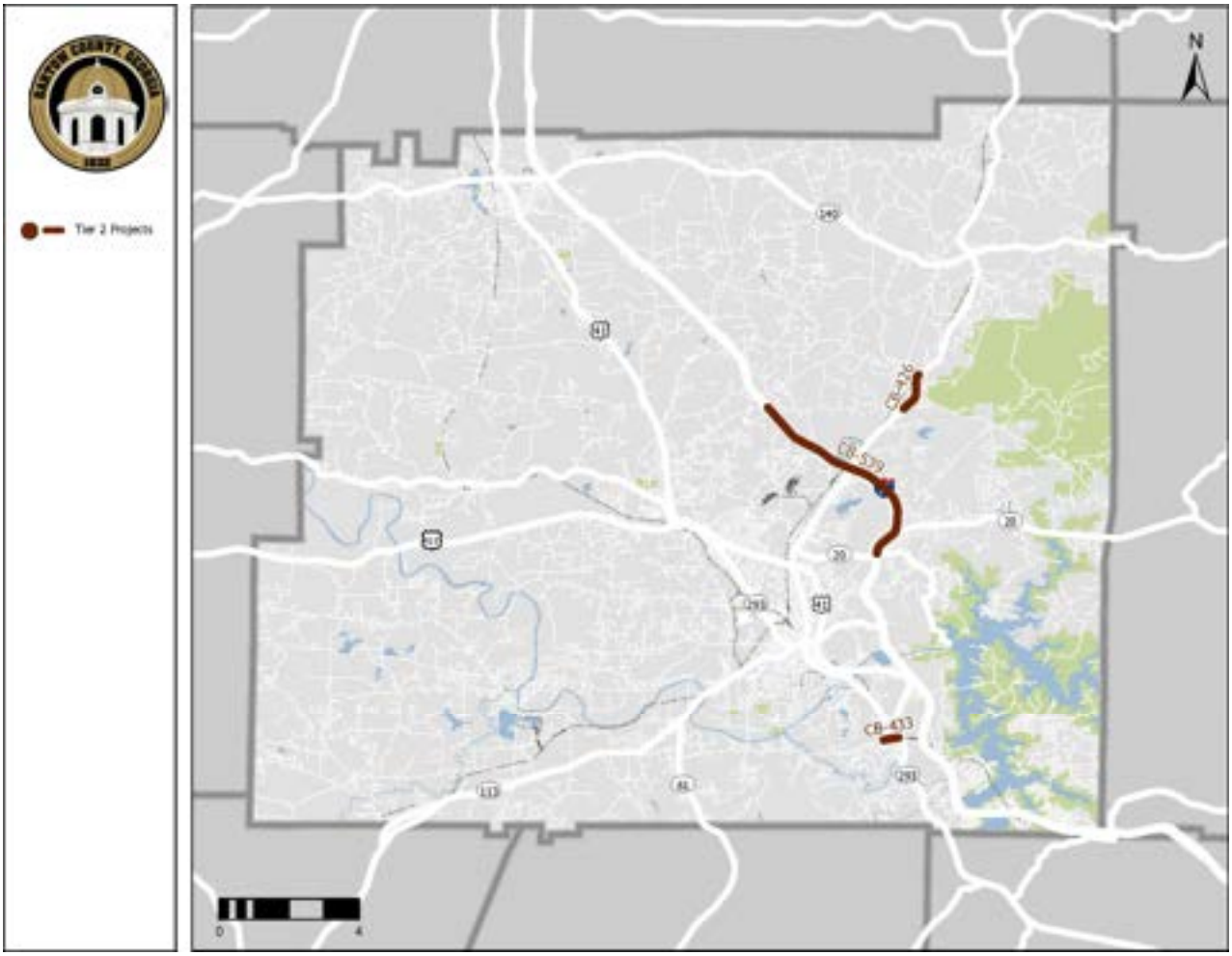


Figure 23: Tier 2 Project Map

Table 36: Tier 2 Project Table

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	Tier 2 Project Phase(s)	Tier 2 Programmed Cost (inflated $)
CB-426		US 411 Safety Improvement Corridor in White	White Post Office	Industrial Dr	Operational and safety improvements along US 411 from White Post Office to Industrial Drive, including left-turn lanes or center-turn lanes	Improve traffic flows through the City of White by providing left turn lanes.	White	1.3	2	2	$10,200,000	Entire Project	$14,882,115
CB-433		Old Alabama Road in Emerson	7th Street	SR 293	Improve traffic operations and safety along Old Alabama Road in Emerson from 7th Street to SR 293	Improve traffic operations and safety	Emerson	0.4	2	2	$1,600,000	Entire Project	$2,326,419
CB-524		Burnt Hickory Road	Burnt Hickory Conn	SR 61	Widening of Burnt Hickory Road from Burnt Hickory Connector to SR 61	Develop north-south alternate route west of US 41 and I-75 that connects US 411 to SR 113.	Bartow Co	5.1	2	4	$91,610,000	PE	$13,479,311
CB-538	0007893	I-75 from CR 633/Glade Road to SR 20	Glade Road	SR 20	Widen I-75 from CR 633/Glade Road to SR 20	Improve mobility and reduce congestion	GDOT	11.8	6	8	$78,123,334	PE, ROW	$11,903,871
CB-539	0007894	I-75 from SR 20 to CR 630/Cassville White Road	SR 20	Cass White Road	Widen I-75 from SR 20 to CR 630/Cassville White Road	Improve mobility and reduce congestion	GDOT	6.4	6	8	$29,041,868	Entire Project	$46,944,249
CB-541		Old Grassdale Road from E of Busch Dr to Cass-White Rd	East of Busch Dr	Cass-White Rd	Improve Old Grassdale Road from East of Busch Drive to Cass-White Road. SCOPING PHASE ONLY.	Improve connection between the proposed Rome-Cartersville Development Corridor and Cass-White Road.	GDOT	0.66	2	4	$11,020,000	PE, ROW	$2,116,623
CB-542		Old Allatoona Road Widening from US 41 to I-75	US 41/SR 3	I-75	Widen Old Allatoona Road to 4 lanes with 24' raised median from US 41 to I-75	Provide additional capacity for future growth	Emerson	0.6	2	4	$10,710,000	PE, ROW	$2,380,738
												Total Tier 2 Programmed Cost	**$94,033,326**
												Total Tier 2 Revenue	**$243,264,549**
												Net Tier 2 Funds	**$149,231,224**

MTP Tier 3 (2041-2050)

Tier 3 consists of 6 projects, broken down into 3 road widening projects, 1 corridor operations and safety project, 1 interchange reconstruction project and 1 connectivity project. GDOT is the sponsor of 3 of these projects, Bartow County is the sponsor for 2, and the City of Cartersville is the sponsor of 1. There is 1 other project that has project phases within Tier 3 but will be constructed after 2050. **Table 37** shows the total programmed costs and anticipated revenue for Tier 3, with a surplus of $84,342,061.

Table 37. Tier 3 Programmed Cost and Revenue

Tier 3 (2041-2050)	
Total Programmed Cost	$392,324,356
Total Revenue Available	$476,666,417
Net Funds	$84,342,061

Figure 24 shows projects that will be constructed within Tier 3 and **Table 38** provides more detail about all the projects in Tier 3.

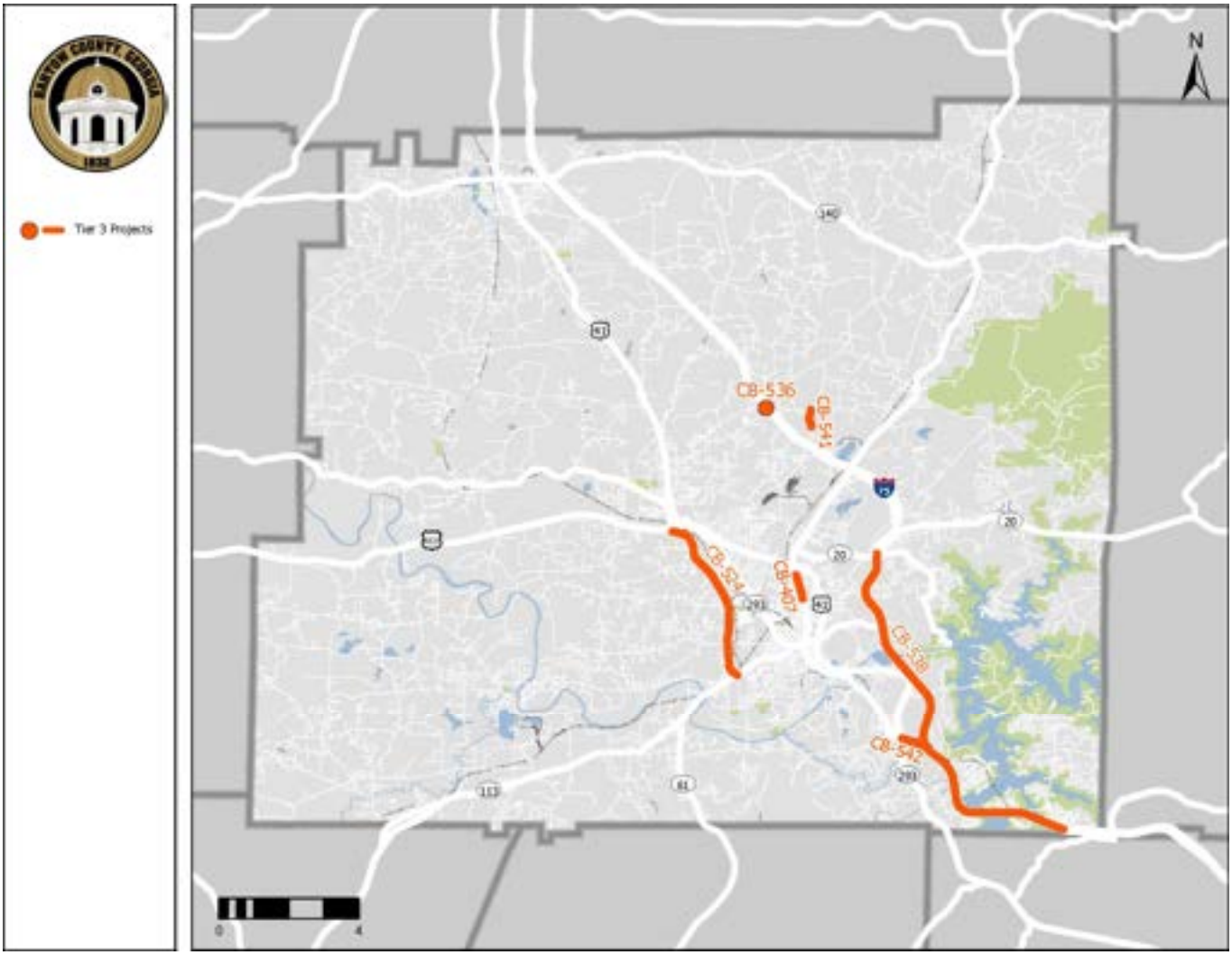


Figure 24: Tier 3 Project Map

Table 38: Tier 3 Project Table

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	Tier 3 Project Phase(s)	Tier 3 Programmed Cost (inflated $)
CB-407		SR 61/Tennessee St Corridor Improvements	Gentilly Ave	Felton Rd	Safety and operational improvements along SR 61/Tennesee St from Gentilly Avenue to Felton Road	Improve traffic operations and safety	Cartersville	0.9	2	2	$19,300,000	Entire Project	$33,579,059
CB-524		Burnt Hickory Road	Burnt Hickory Conn	SR 61	Widening of Burnt Hickory Road from Burnt Hickory Connector to SR 61	Develop north-south alternate route west of US 41 and I-75 that connects US 411 to SR 113.	Bartow Co	5.1	2	4	$91,610,000	ROW, UTL, CST	$140,806,594
CB-536		I-75 @ Cass-White Road Interchange Reconstruction	Peeples Valley Rd	Busch Drive	Reconstruct I-75 Interchange at Cass-White Road, including widening Cass-White Road to four lanes through the interchange	Improve interchange capacity	GDOT	0.5	2	4	$32,660,000	Entire Project	$59,590,822
CB-538	0007893	I-75 from CR 633/Glade Road to SR 20	Glade Road	SR 20	Widen I-75 from CR 633/Glade Road to SR 20	Improve mobility and reduce congestion	GDOT	11.8	6	8	$78,123,334	UTL, CST	$108,929,070
CB-540		I-75 Interchange at/near Pleasant Valley Road	n/a	n/a	New Interchange on I-75 at or near Pleasant Valley Road south of Adairsville	Improve traffic operations and safety	Bartow Co	n/a	6	6	$80,995,200	PE, ROW	$20,580,721
CB-541		Old Grassdale Road from E of Busch Dr to Cass-White Rd	East of Busch Dr	Cass-White Rd	Improve Old Grassdale Road from East of Busch Drive to Cass-White Road. SCOPING PHASE ONLY.	Improve connection between the proposed Rome-Cartersville Development Corridor and Cass-White Road.	GDOT	0.66	2	4	$11,020,000	UTL, CST	$14,801,161
CB-542		Old Allatoona Road Widening from US 41 to I-75	US 41/SR 3	I-75	Widen Old Allatoona Road to 4 lanes with 24' raised median from US 41 to I-75	Provide additional capacity for future growth	Emerson	0.6	2	4	$10,710,000	UTL, CST	$14,036,928
												Total Tier 3 Programmed Cost	**$392,324,356**
												Total Tier 3 Revenue	**$476,666,417**
												Net Tier 3 Funds	**$84,342,061**

MTP Aspirations (2051+)

There are 37 aspirational projects. Of these projects, the most frequent project type is road widening (16 projects), followed by intersection operations and safety (6 projects), and corridor operations and safety (5 projects). There are 8 unique sponsors for aspirational projects: Adairsville, Cartersville, Emerson, Euharlee, White, Bartow County, Cherokee County and GDOT. There are also 9 projects currently without a sponsor. The total cost for all aspirational projects is $392,324,356. **Figure 25** and **Table 39** detail the aspirational projects.

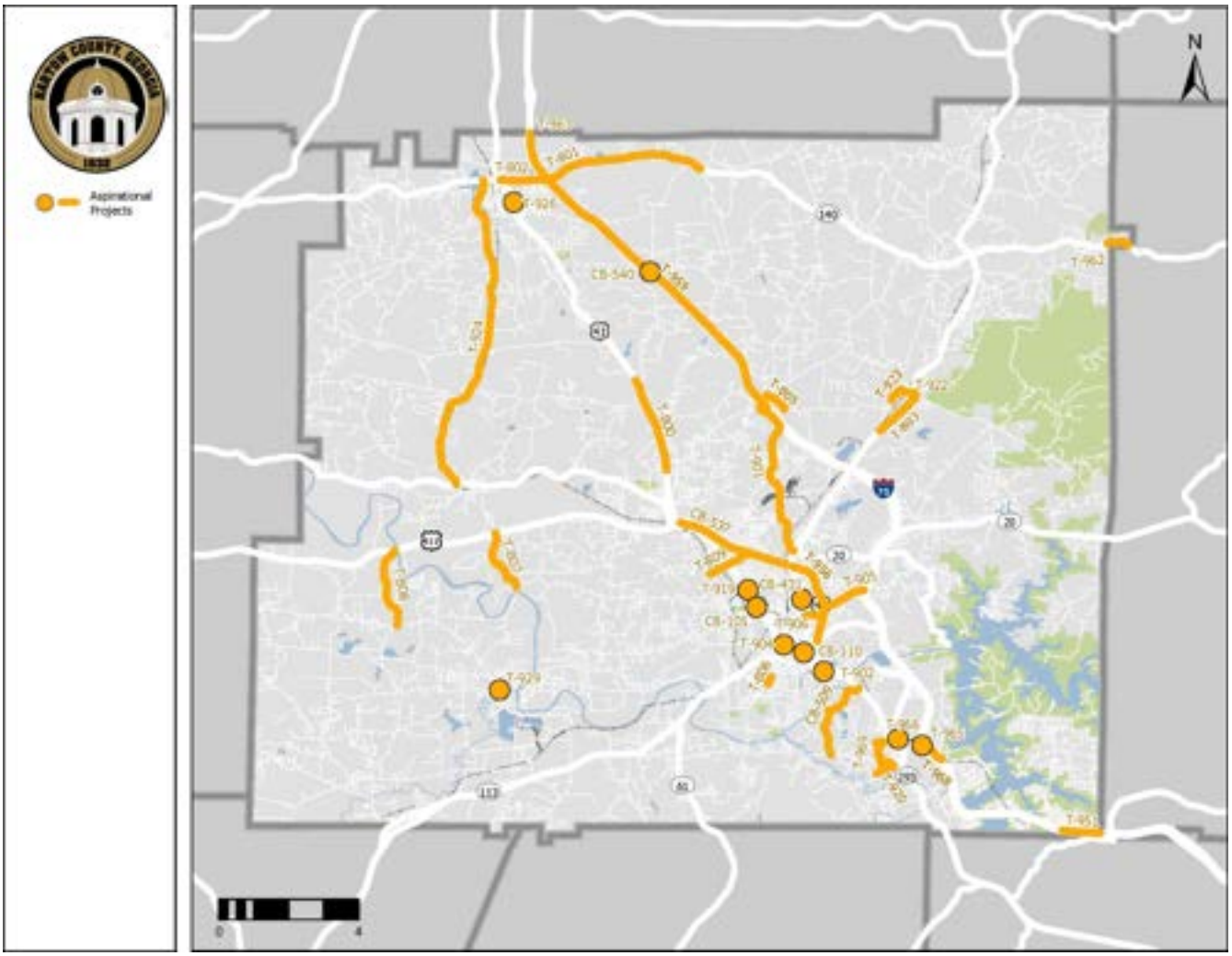


Figure 25: Aspirations Project Map

Table 39: Aspirations Project Table

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	Aspirations Project Phase(s)	Aspirations Cost (inflated $)
CB-105		SR 293/Cassville Rd RR Underpass	n/a	n/a	Reconstruct CSX Railroad bridge over SR 293/Cassville Rd near Sugar Valley Road	Improve vertical and horizontal vehicle clearance under the bridge.	Bartow Co	n/a	2	2	$18,400,000	Entire Project	$37,653,896
CB-110		CSX Railroad Grade Separation	South or North Erwin St	SR 61 or US 41	Construct bridge over CSX Railroad in downtown Cartersville connecting North or South Erwin Street to SR 61 or US 41	Add new grade separated railroad crossing between South Bridge and Porter Street	Cartersville	n/a	2	2	$24,100,000	Entire Project	$49,318,418
CB-431		SR 61/Tennessee St at Gentilly Boulevard	n/a	n/a	Construct a roundabout at SR 61/Tennessee St at Gentilly Boulevard	Improve intersection operations and safety	Cartersville	n/a	2	2	$2,300,000	Entire Project	$4,591,939
CB-509	0015146	Paga Mine Rd Improvements from SR 293 to Old Alabama Rd	SR 293	Old Alabama Rd	Widen to four lanes along Paga Mine Rd from SR 293 to Old Alabama Road, also includes safety and operational improvements	Provide additional capacity for future development and improve traffic operations and safety	Bartow Co	2.6	2	4	$42,430,000	Entire Project	$86,829,066
CB-537	0002866	SR 3/US 41 from CSX RR North to Intersection of SR 3/SR 20	SR 61	SR 20	Widen SR 3/US 41 from CSX RR North to Intersection of SR 3/SR 20	Improve mobility and reduce congestion	GDOT	2.8	4	6	$41,095,322	Entire Project	$49,954,349
CB-540		I-75 Interchange at/near Pleasant Valley Road	n/a	n/a	New Interchange on I-75 at or near Pleasant Valley Road south of Adairsville	Improve traffic operations and safety	Bartow Co	n/a	6	6	$80,995,200	UTL, CST	$141,766,305
T-800		US 41 Widening from Fire Tower Rd to Pleasant Valley Rd	Fire Tower Road	Pleasant Valley Road	Widen US 41 to 4 lanes with center turn lane from Fire Tower Road to Pleasant Valley Road	Provide additional capacity for future growth		2.9	2	4	$37,380,000	Entire Project	$76,494,708
T-801		SR 140 Widening from I-75 to Towe Chapel Road	I-75	Towe Chapel Road	Widen SR 140 to 4 lanes with center turn lane from I-75 to Towe Chapel Road	Provide additional capacity for future growth		4.4	2	4	$57,590,000	Entire Project	$117,852,602
T-802		SR 140 Widening from US 41 to I-75	US 41	I-75	Widen SR 140 to 6 lanes with 24' raised median from US 41 to I-75	Provide additional capacity for future growth		1.1	4	6	$16,190,000	Entire Project	$33,131,336

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	Aspirations Project Phase(s)	Aspirations Cost (inflated $)
T-803		US 411 Widening from Old Tennessee Hwy to Stamp Creek Rd	Old Tennessee Highway	Stamp Creek Road	Widen US 411 to 4 lanes with center turn lane from Old Tennessee Highway to Stamp Creek Road	Provide additional capacity for future growth		1.5	2	4	$20,450,000	Entire Project	$41,849,031
T-805		Spring Place Road Widening from Cass White Rd to Cass Pine Log Rd	Cassville White Road	Cass Pine Log Road	Widen Spring Place Road to 4 lanes with center turn lane from Cassville White Road to Cass Pine Log Road	Provide additional capacity for future growth		0.7	2	4	$10,240,000	Entire Project	$20,955,212
T-806		Etowah Drive Widening from Pine Grove Rd to Old Mill Rd	Pine Grove Road	Old Mill Road	Widen Etowah Drive to 4 lanes with center turn lane from Pine Grove Road to Old Mill Road	Provide additional capacity for future growth		0.3	2	4	$6,430,000	Entire Project	$13,158,400
T-807		Harden Bridge Road Widening from Sugar Valley Rd to US 411	Sugar Valley Road	US 411	Widen Harden Bridge Road to 4 lanes with center turn lane from Sugar Valley Road to US 411	Provide additional capacity for future growth		2	2	4	$27,040,000	Entire Project	$55,334,856
T-808		Macedonia Road Widening from Euharlee Rd to US 411	Euharlee Road	US 411	Widen Macedonia Road to 4 lanes with center turn lane from Euharlee Road to US 411	Provide additional capacity for future growth		2.6	2	4	$34,410,000	Entire Project	$70,416,878
T-809		Iron Belt Road Widening from Burnt Hickory Rd to US 41	Burnt Hickory Road	US 41/SR 3	Widen Iron Belt Road to 4 lanes with center turn lane from Burnt Hickory Road to US 41	Provide additional capacity for future growth		1.3	2	4	$23,280,000	Entire Project	$47,640,364
T-901		Peeples Valley Rd	US 411	Cass-White Rd	Operational and safety improvements along Peeples Valley Road from US 411 to Cass-White Road	Improve traffic operations and safety	Bartow Co	5	2	2	$8,600,000	Entire Project	$17,599,104
T-902		Railroad crossing @ SR 293 / Tennessee St	n/a	n/a	Reconstruct CSX Railroad bridge over SR 293/Tennessee St near Old Mill Road	Improve vertical and horizontal vehicle clearance under the bridge.	Bartow Co	n/a	2	2	$11,100,000	Entire Project	$22,715,122
T-904		SR 293 / Fite St / Cherokee Ave	n/a	n/a	Operational and safety improvements to the SR 293 / Fite Street / Cherokee Avenue intersection	Improve intersection operations and safety	Cartersville	n/a	2	2	$1,000,000	Entire Project	$2,046,407
T-905		Center Road Widening	SR 3/US 41	I-75	Widen Center Road from 2 to 4 lanes from US 41 to I-75	Improve mobility and reduce congestion	Cartersville	1.3	2	4	$14,300,000	Entire Project	$29,263,626

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	Aspirations Project Phase(s)	Aspirations Cost (inflated $)
T-906		Porter Street Extension to US 41	SR 61	SR 3/US 41	Extend Porter Street on new location from SR 61 to US 41	Improve east- west connectivity	Cartersville	0.5		2	$3,600,000	Entire Project	$7,367,067
T-919		SR 293/Cassville Rd at Grassdale Rd	n/a	n/a	Construct roundabout at intersection of SR 293/Cassville Road and Grassdale Road	Improve intersection operations and safety	Bartow Co	n/a	2	2	$3,500,000	Entire Project	$7,162,426
T-920		Pumpkinvine Trail	Emerson Elementary	Water Department Property	Construct sidewalk or shared use path from Emerson Elementary School, along Puckett Road to, and around, the Water Department property adjacent to Pumpkinvine Creek	Provide recreational amenity	Emerson	2	n/a	n/a	$1,950,000	Entire Project	$3,990,494
T-921		Emerson Gateway Signage at I-75	n/a	n/a	Gateway signage for Emerson at the I-75 / Old Allatoona Interchange	Community amenity	Emerson	n/a	n/a	n/a	$250,000	Entire Project	$511,602
T-922		Richards Road RR Crossing	Old Tennessee Hwy	US 411	Improve Richard Road crossing at CSX Railroad and improve roadway from Old Tennessee Highway to US 411 to provide desirable lane widths and smoother profile at railroad	Improve traffic operations and safety	White	0.4	2	2	$846,000	Entire Project	$1,731,261
T-923		Old Tennessee Road Improvements	Richards Rd	Cass-White Rd	Improve roadway alignment, widen roadway pavement and improve shoulders	Improve traffic operations and safety	White	0.6	2	2	$800,000	Entire Project	$1,637,126
T-924		Hall Station Road Bicycle Accommodations	SR 293	SR 140	Construct bikeable shoulders	Accommodate bicycles	Adairsville	10.3	2	2	$5,500,000	Entire Project	$11,255,241
T-926		US 41 at Poplar Springs Rd	n/a	n/a	Improve US 41 @ Poplar Springs Road/Summer Street Intersection	Improve traffic operations and safety	Adairsville	n/a	2	2	$600,000	Entire Project	$1,227,844
T-929		Five Forks Road at Covered Bridge Road	n/a	n/a	Construct improvements at the intersection of Five Forks Road and Covered Bridge Road	Improve traffic operations and safety	Euharlee	n/a	2	2	$300,000	Entire Project	$613,922
T-951	0007892	I-75 From SR 5 Conn to CR 633/Glade Road	SR 5 Conn in Cobb Co.	Glade Rd	Widen I-75 from 6 to 8 lanes from SR 5 Conn in Cobb Co. to CR 633/Glade Road. Values shown reflect portion of project within Bartow County (11%)	Improve mobility and reduce congestion	GDOT	1	6	8	$9,300,647	Entire Project	$21,432,754
T-956	0007274	SR 3/US 41 from SR 113/Main Street to SR 61	SR 113/Main St	SR 61	Widen SR 3/US 41 from SR 113/Main Street to SR 61	Improve mobility and reduce congestion	GDOT	2.7	4	6	$68,675,188	Entire Project	$83,714,671

Project #	P.I. #	Project Name	From	To	Project Description	Need and Purpose	Sponsor	Length (mi)	# of Existing Lanes	# of Lanes Planned	Estimated Total Cost (current $)	Aspirations Project Phase(s)	Aspirations Cost (inflated $)
T-959	0007895	I-75 from CR 630/Cassville White Road to SR 140	Cass White Road	SR 140	Widen I-75 from CR 630/Cassville White Road to SR 140	Improve mobility and reduce congestion	GDOT	9.2	6	8	$41,245,759	Entire Project	$93,126,233
T-962	0006036	SR 140 from E Valley Rd/Bartow to Garland Mtn Trail/Cherokee	E Valley Rd	Garland Mtn Trail in Cherokee Co.	Construct passing lanes on SR 140 from E Valley Rd/Bartow to Garland Mtn Trail/Cherokee. Values shown reflect portion of project within Bartow County (20%)	Improve traffic operations and safety	Cherokee Co.	0.75	2	3	$3,036,168	Entire Project	$3,701,071
T-963	0007896	I-75 from SR 140 to SR 156	SR 140	SR 156 in Gordon Co.	Widen I-75 from SR 140 to SR 156 in Gordon Co. Values shown reflect portion of project within Bartow County (17%)	Improve mobility and reduce congestion	GDOT	1.6	6	8	$9,622,370	Entire Project	$22,104,937
T-965	0015147	I-75 at CS 631/Old Allatoona Road			Interchange ramp improvements	Improve traffic operations and safety	GDOT	0.4	6	6	$3,803,400	Entire Project	$7,764,319
T-966		SR 293 at Old Alabama Road	n/a	n/a	Intersection improvements to include improved alignment, turn lanes and potential traffic signal or roundabout	Improve intersection operations and safety	Emerson	n/a	2	2	$3,000,000	Entire Project	$6,139,222
T-968		Old Allatoona Road Improvements	I-75	Keeling Mountain Road	Old Allatoona Road roadway realignment and widening from I-75 to Keeling Mountain Rd	Improve intersection operations and safety	Emerson	0.5	2	2	$1,600,000	Entire Project	$3,683,533
T-969		Puckett Road Improvements	Old Alabama Road	Bevil Ridge Road	Realignment at Arizona Avenue to increase sight distance, realignment near 270 Puckett Road to remove blind curve, improvements at intersection with Bevil Ridge road for better transition. Install sidewalks	Improve traffic operations and safety	Emerson	1.2	2	2	$4,100,000	Entire Project	$7,571,707
												Total Aspirations Cost	**$392,324,356**

Appendix A:
Conformity Determination Report

2050 Metropolitan Transportation Plan



Volume III

Conformity Determination Report

Atlanta Regional Commission

ONE great REGION

Full Document Set

(Adopted 02/2024 / Last Revised 02/2024)

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

Vision

ONE **great** REGION

Mission

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

Goals

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

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

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

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

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

Values

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

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

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

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.

ARC
Atlanta Regional Commission

229 Peachtree Street, NE | Suite 100
Atlanta, Georgia 30303

atlantaregional.org

Amendment & 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. 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 plan has been modified since its original adoption date. In conjunction with each amendment, an addendum to this Conformity Determination Report (CDR) is prepared which provides information on modeling assumptions, air quality analysis results, fiscal constraint demonstration and other aspects of the process which may have changed as a result of the amendment. In this way, the CDR always demonstrates the latest technical information.

Action	Date
Major MTP/TIP Update	February 2024

Glossary of Acronyms

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



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Introduction

This report documents the transportation conformity requirements for the Atlanta air quality maintenance areas. This area is comprised of three Metropolitan Planning Organizations (MPOs) with three distinct plans and policy committees. The three plans covered by this report are listed below and comprise the latest updates to the horizon year of the Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) within the maintenance area:

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

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

THE CLEAN AIR ACT & TRANSPORTATION CONFORMITY

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

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

The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, thereby

creating a direct link between transportation and air quality planning activities within nonattainment areas. The process of ensuring that a region's transportation planning activities contribute to attainment of the NAAQS, or conform to the purposes of the SIP, is referred to as transportation conformity. To receive federal transportation funds within a nonattainment or maintenance area, the area must demonstrate through a federally mandated transportation conformity process that the transportation investments, strategies, and programs, taken as a whole, contribute to the air quality goals defined in all applicable SIPs.

To ensure that transportation conformity requirements are met, Section 176(c) of the Clean Air Act authorizes the US EPA Administrator to "promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects." This is accomplished through the Transportation Conformity Rule[1], developed by the US EPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule, in conjunction with the Metropolitan Planning Regulations[2], direct transportation plan and program development as well as the transportation conformity process. The final Conformity Rule incorporates revisions resulting from the passage of the FAST Act, the current federal transportation funding legislation which specifies the process for the development of metropolitan transportation plans and programs for urbanized areas.

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

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

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

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

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

Current Attainment Status

8-HOUR OZONE STANDARD

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

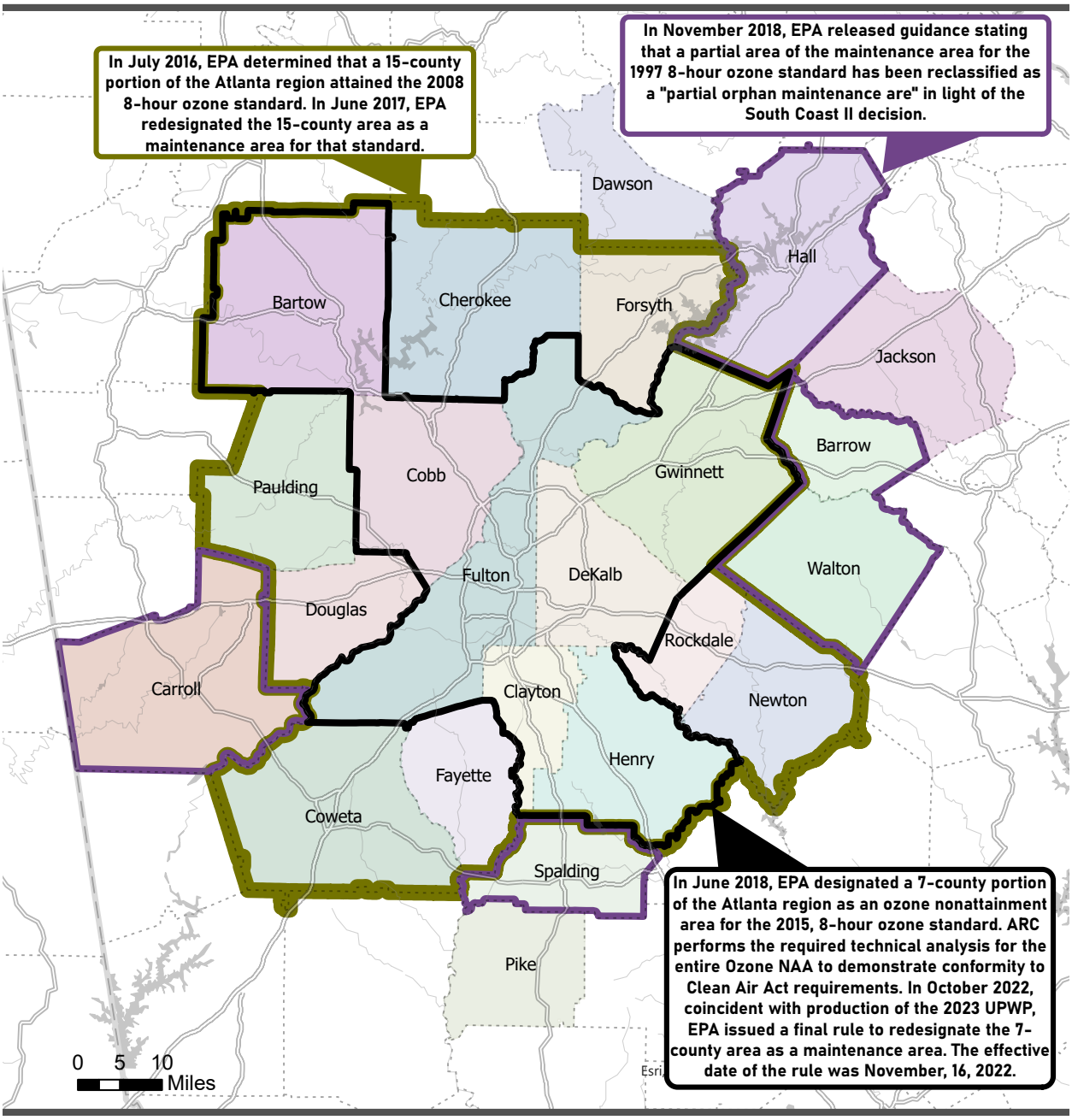
1997 Standard

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

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

For the 1997 ozone NAAQS areas, transportation conformity for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no

Current Air Quality Maintenance Area Boundaries



Legend

- 2015 Ozone Standard Maintenance Area (7 counties)
- 2008 Ozone Standard Maintenance Area (15 counties)
- 1997 Ozone Standard Partial Orphan Maintenance Area (5 counties)

regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model for budget or interim emissions tests for the 1997 8-hour ozone NAAQS. Therefore, transportation conformity for the 1997 ozone NAAQS for ARC's and GHMPO's 2050 MTP and FY 2024–2027 TIP can be demonstrated by showing the remaining requirements in Table 1 of 40 CFR 93.109 have been met.

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

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

2008 Standard

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

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

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

2015 Standard

Effective December 28, 2015 (80 FR 65291), the 2015 8-hr. ozone standard was set at 0.070 ppm. Effective August 3, 2018 (83 FR 25776), seven counties in the Atlanta region were designated and classified as a marginal nonattainment area under the standard:

Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry counties. Effective November 16, 2022, this seven-county area was redesignated as a maintenance area (87 FR 62733).

RECENT CONFORMITY DETERMINATIONS

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

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

Statement of Conformity

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

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

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

8-HOUR OZONE STANDARD

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

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

Approved Motor Vehicle Emission Budgets

Establishing SIP	Effective Date	Years Applied To	MVEBs
Georgia's 2008 Ozone Maintenance SIP	June 2, 2017	All conformity years prior to 2030	NOx: 170.15 tons/day VOC: 81.76 tons/day
Georgia's 2008 Ozone Maintenance SIP	June 2, 2017	All conformity years 2030 and later	NOx: 58 tons/day VOC: 52 tons/day
Georgia's 2015 Ozone Maintenance SIP	November 16, 2022	All conformity years prior to 2033	NOx: 99.99 tons/day VOC: 54 tons/day
Georgia's 2015 Ozone Maintenance SIP	November 16, 2022	All conformity years 2033 and later	NOx: 54 tons/day VOC: 35 tons/day

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

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

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

Interagency Consultation

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

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

INTRODUCTION

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

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

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

Comments received and responses prepared by ARC are documented in **Volume IV: Public Engagement**.

TRANSPORTATION CONFORMITY RULE REQUIREMENTS

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

Emissions Analysis - Model and Assumptions

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

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

ARC has consulted with the IAC as to the required version of US EPA's mobile source emission model for the conformity analysis, MOVES3.1[3]. ARC worked in consultation with the GA EPD to develop necessary MOVES3.1 input files that specify all federally mandated and regional motor vehicle emission control programs.

Regionally Significant Projects

A regionally significant project is a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs. Regionally significant projects include those that provide access to and from the area outside the region, provide connections to key places inside the region (such as major activity centers, major planned developments, sports complexes, etc.), and transportation terminals. Modifications to roadways or transit projects that would normally be included in the modeling of a metropolitan area's transportation network are also considered regionally significant, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Projects that are regionally significant, regardless of funding source, must be included in the regional emissions analysis in accordance with Section 93.122(a)(1) of the Transportation Conformity Rule.

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

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

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

Identification of Exempt Projects

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

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

nonexempt project which may have been perceived to have an adverse impact on mobile source emissions.

Transportation Control Measures

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

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

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

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

Evaluation of Conformity Triggers

Triggers for MTP and TIP conformity determination are established in Section 93.104(e) of the Transportation Conformity Rule. Triggers can include actions that establish new MVEBs for conformity, or that add, delete, or change TCMs, leading to the development of a new transportation plan and TIP conformity determination. The IAC discusses conformity triggers on an as-needed basis. A conformity determination is required within two years of the effective date of the following triggers:

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

MPO Notification of Non-Federal Regionally Significant Projects

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

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

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

Public Involvement

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

OVERVIEW OF PARTICIPATION ACTIVITIES

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

MTP-specific outreach activities, outlined below and described in detail in **Volume IV: Public Engagement**, are supplemented by the existing ARC committee and task force structure, including ARC transportation advisory groups, such as those formed as part of ARC's specialized plan/study development process. The 2050 MTP (2024) and FY 2024-2027 TIP participation process involved any person or group expressing interest in its activities and outcomes as well as targeted participants for plan development.

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

2020 - 2021

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

2022 - 2023

- ARC-hosted event: Connect ATL
- MTP Survey
- Proactive media (Blog posts, press releases, legal ads social media campaign)
- Earned media

- Local government briefings and Q/A
- Speaking engagements
- Atlanta Streets Alive
- Public Hearings (In-person and virtual)
- Open Conversation with local government staff

PUBLIC REVIEW AND COMMENT PERIOD

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

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

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

Fiscal Constraint

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

PROJECT COSTS

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

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

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

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

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

REVENUE ASSUMPTIONS

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

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

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

OVERALL CONSTRAINT

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

Another $82.6 billion remains available for commitment to future projects yet to be identified. The overwhelming majority of these investments will be small scale maintenance and modernization projects being advanced by GDOT and local

Demonstration of Overall MTP Fiscal Constraint - February 2024

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

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

Demonstration of Fiscal Constraint (FHWA Formula Funds) - February 2024

AGGREGATE COST OF PROGRAMMED PROJECTS

FHWA Program *(See Note 5)*	2024	2025	2026 *(See Note 4)*	2027	2028 *(See Note 2)*	LR 2029-2030	LR 2031-2033	LR 2034-2040	LR 2041-2050	Total
Bridge Formula Program	$3,716,590	$4,635,881	$4,215,452	$7,161,600	$0	$0	$0	$0	$0	$19,729,523
Carbon Reduction Program (>200K) (ARC)	$17,875,928	$13,031,446	$13,292,075	$13,557,917	$13,829,075	$0	$0	$0	$0	$71,586,441
Congestion Mitigation & Air Quality Improvement (CMAQ)	$32,900,000	$29,000,000	$47,000,000	$29,000,000	$29,000,000	$0	$0	$0	$0	$166,900,000
Highway Infrastructure	$60,000	$0	$0	$0	$0	$0	$0	$0	$0	$60,000
National Highway Freight Program (NHFP)	$42,296,782	$41,800,000	$21,881,316	$7,676,263	$0	$0	$0	$0	$0	$113,654,361
Highway Safety Improvement Program (HSIP)	$37,288,000	$37,288,000	$0	$0	$0	$0	$0	$0	$0	$74,576,000
Railway Highway Hazard Elimination Setaside (See Note 3)	*$1,864,800*	*$1,864,800*	$0	$0	$0	$0	$0	$0	$0	$3,729,600
Railway Highway Protective Devices Setaside (See Note 3)	*$1,491,200*	*$1,491,200*	$0	$0	$0	$0	$0	$0	$0	$2,982,400
National Highway Performance Program (NHPP)	$440,594,525	$613,696,555	$518,994,257	$581,652,875	$745,542,794	$0	$0	$0	$0	$2,900,481,006
PROTECT (Y800)	$5,560,785	$0	$0	$0	$0	$0	$0	$0	$0	$5,560,785
STBG - Statewide Flexible (GDOT)	$156,250,827	$160,095,089	$32,344,447	$12,747,818	$110,168,368	$0	$0	$0	$0	$471,606,549
Off-System Bridge Setaside (See Note 3)	$5,040,195	$5,192,997	$1,104,000	$2,256,000	$0	$0	$0	$0	$0	$13,593,192
STBG - Urban (>200K) (ARC)	$169,813,657	$106,528,346	$100,307,708	$107,061,043	$106,515,188	$0	$0	$0	$0	$590,225,942
TAP - Urban (>200K) (ARC)	$15,768,334	$16,083,701	$16,405,375	$16,733,482	$17,068,152	$0	$0	$0	$0	$82,059,044
TAP - Statewide (Recreational Trails Program)	$466,400	$466,400	$0	$0	$0	$0	$0	$0	$0	$932,800
General Federal Aid 2026-2050	$0	$0	$0	$0	$0	$2,052,557,390	$3,210,234,014	$8,739,921,097	$11,688,351,897	$25,691,064,398
Total of Project Costs	**$930,988,023**	**$1,031,174,415**	**$755,544,630**	**$777,846,998**	**$1,022,123,577**	**$2,052,557,390**	**$3,210,234,014**	**$8,739,921,097**	**$11,688,351,897**	**$30,208,742,041**
Running Total Cost	**$930,988,023**	**$1,962,162,438**	**$2,717,707,068**	**$3,495,554,066**	**$4,517,677,643**	**$6,570,235,033**	**$9,780,469,047**	**$18,520,390,144**	**$30,208,742,041**	
ESTIMATED AGGREGATE REVENUE										
FHWA Formula Funding Revenue *(See Note 1)*	**$978,276,280**	**$1,000,189,702**	**$1,022,555,400**	**$1,045,385,113**	**$1,068,683,989**	**$2,181,348,207**	**$3,411,011,568**	**$8,617,636,215**	**$13,651,394,952**	**$32,976,481,426**
Running Total Revenue	**$978,276,280**	**$1,978,465,982**	**$3,001,021,382**	**$4,046,406,495**	**$5,115,090,484**	**$7,296,438,691**	**$10,707,450,259**	**$19,325,086,474**	**$32,976,481,426**	
NET REVENUES MINUS COSTS										
Running Total Balance (YOE)	**$47,288,257**	**$16,303,544**	**$283,314,314**	**$550,852,429**	**$597,412,841**	**$726,203,658**	**$926,981,212**	**$804,696,330**	**$2,767,739,385**	**$2,767,739,385**
										UNCOMMITTED BALANCE

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

NOTES

(1) All revenue estimates are based on assumptions about the average share of statewide revenues which will be directed to programs and projects in the Atlanta region, as documented in the Financial Plan chapter of the MTP. Actual amounts in any given year will fluctuate from these averages, as evidenced by the cost of projects programmed within the TIP period. GDOT has reviewed all TIP project commitments and confirms that financial resources are available to ensure no shortfall actually occurs within any individual fiscal year. Over the four year federally required TIP period (FY 2024-2027), the program is balanced and is less than revenue estimates.

(2) FY 2028 is not considered to be part of the federally required four year TIP. Project costs and revenue estimates for this additional year are presented for information purposes only.

(3) Italicized programs denote those which are funded from setasides established by GDOT at the statewide level. The amounts shown are in addition to commitments made from the original source program as listed above the setaside line items.

(4) The total for CMAQ includes an $18,000,000 statewide commitment by GDOT for AR-061-2026. These funds are in addition to the base suballocated amount for the Atlanta region in other fiscal years.

Demonstration of Fiscal Constraint (FTA Formula and CIG Funds) - February 2024

AGGREGATE COST OF PROGRAMMED PROJECTS

FTA Program	2024 *(See Note 1)*	2025 *(See Note 1)*	2026 *(See Note 1)*	2027 *(See Note 1)*	2028 *(See Note 2)*	LR 2029-2030	LR 2031-2035	LR 2036-2040	LR 2041-2050	Total
Bus and Bus Facilities Program	$6,503,172	$6,503,172	$6,503,172	$6,503,172	$6,503,172	$13,660,708	$21,126,010	$30,787,682	$80,144,568	$198,243,018
Enhanced Mobility of Seniors and Individuals with Disabilities	$5,300,000	$5,300,000	$5,300,000	$5,300,000	$5,300,000	$10,510,101	$16,242,851	$22,313,367	$61,619,597	$137,185,915
State of Good Repair Grants	$85,425,445	$85,425,445	$85,425,445	$85,425,445	$85,425,445	$179,565,981	$277,510,515	$667,145,177	$1,052,776,176	$2,604,125,075
Transit Urbanized Area Formula Program	$97,978,363	$97,978,363	$97,978,363	$97,978,363	$97,978,363	$220,712,111	$341,099,862	$820,016,235	$1,294,011,537	$3,165,731,560
Total Project Costs	**$195,206,980**	**$195,206,980**	**$195,206,980**	**$195,206,980**	**$195,206,980**	**$424,457,991**	**$655,979,238**	**$1,560,262,461**	**$2,488,551,878**	**$6,105,286,468**
Running Total Cost	**$195,206,980**	**$390,413,960**	**$585,620,940**	**$780,827,920**	**$976,034,900**	**$1,400,492,891**	**$2,056,472,129**	**$3,616,734,590**	**$6,105,286,468**	

ESTIMATED AGGREGATE FORMULA FUNDING REVENUE

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

NET REVENUES MINUS COSTS

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

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

CIG Program	**$0**	**$0**	**$0**	**$150,000,000**	**$150,000,000**	**$0**	**$657,937,565**	**$177,131,699**	**$2,866,665,795**	**$4,001,735,058**

ESTIMATED AGGREGATE CIG PROGRAM REVENUE

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

NET REVENUES MINUS COSTS

Running Total Balance (YOE)	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
										UNCOMMITTED FUNDS

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

NOTES

(1) ARC forecasts that up to $6.2 billion of FTA formula funds will be available to the region over the timeframe of the plan. Regional funds for each core program are subdivided among eligible recipient agencies each fiscal year. FY 2024 appropriations and suballocated data for each agency was not available at the time of this document being prepared, so amounts shown are estimates which will be updated once appropriations amounts are available.

(2) FY 2028 is not considered to be part of the federally required four year TIP. Project costs and revenue estimates for this additional year are presented for information purposes only.

(3) Initial years of the TIP period may reflect carryover balances from previous years which were not obligated in grants during the year of apportionment. Refer to the Transit Program of Projects contained in "Volume II: FY 2024-2027 Transportation Improvement Program" for more information on how carryover balances are managed.

(4) An ATL Authority analysis forecasts up to $4.1 billion of CIG revenue could be available to the region over the timeframe of the plan. Revenue amounts by time period reflect current programming assumptions associated with individual projects expected to use those funds, but the actual timing and amount of funds may vary significantly. For more information on CIG revenue assumptions, refer to the Financial Plan section of Volume I: 2050 Metropolitan Transportation Plan.

governments using non-federal funding sources. These projects do not have to be individually listed in the MTP or TIP and are referred to as "off-database project investments".

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

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

FHWA FORMULA FUNDS

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

FTA FORMULA AND CAPITAL INVESTMENT GRANT (CIG) FUNDS

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

Latest Planning Assumptions

OVERVIEW

Section 93.110 of the Transportation Conformity Rule (Criteria and Procedures: Latest Planning Assumptions), defines the requirements for the most recent planning assumptions that must be in place at the initiation of the conformity determination process. The planning assumptions relate to the socioeconomic forecasts, transit operating policies, and the transit and toll fare policies that impact the travel demand modeling process. A January 18, 2001 (revised in December 2008), memorandum from US EPA entitled "Use of Latest Planning Assumptions in Conformity Determinations," states that "areas are strongly encouraged to review and strive towards regular 5-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions." ARC completes frequent, recurrent updates of planning assumptions used in the travel demand and emissions modeling process. ARC continuously reviews the travel demand model and regional emissions model as well as all assumptions and data used in model validation through the interagency consultation process. Newer assumptions and data are incorporated as appropriate.

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

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

SOCIOECONOMIC FORECASTS

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

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

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

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

TOLLS AND MANAGED LANES

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

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

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

TRANSIT OPERATING PROCEDURES

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

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

On-Board Transit Survey Expansion

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

Zero-Car Household Distribution

Given that the 2019 regional transit on-board survey indicated that approximately 36% of transit ridership in the Atlanta region originates in households with no automobiles, the location of those households is extremely important when estimating transit ridership. The ARC activity-based model auto ownership model is estimated with both the travel survey results and American Community Survey data. These data allow staff to develop

distributions of households by number of workers and vehicles owned. The resulting output is calibrated to ensure that the right number of zero-car households by number of workers is generated and distributed correctly in the region. The generation and placement of zero-car households impacts the total transit tours being generated by the model.

Fare Changes

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

Service Level Changes

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

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

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

Future Regional Transit Service

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

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

- I-285 North Corridor Bus Rapid Transit from Hamilton E Holmes MARTA Station to Indian Creek MARTA Station (AR-409A)
- Clifton Corridor Bus Rapid Transit - Phase 1 from Lindbergh Center MARTA Station to Emory University (AR-411)
- Clifton Corridor Bus Rapid Transit - Phase 2 from Emory University to Avondale MARTA Station (AR-412)
- I-20 East High-Capacity Premium Transit Service from Downtown Atlanta to Stonecrest Mall Area (AR-420)
- Summerhill Bus Rapid Transit from Downtown Atlanta to Southeast Atlanta Beltline (AR-454)
- Clayton Southlake Bus Rapid Transit Service from College Park MARTA Station to Southlake Mall (AR-455)
- North Avenue Corridor Bus Rapid Transit Service from North Avenue MARTA Station to Atlanta Beltline East / Ponce City Market (AR-457)
- Campbellton Road Bus Rapid Transit Service from Oakland City MARTA Station to Barge Road (AR-459)
- GA 400 Corridor Bus Rapid Transit Service from North Springs MARTA Station to Windward Parkway (AR-470)

- Connect Cobb / Northwest Atlanta High-Capacity Premium Transit Service from Kennesaw State University to Midtown Atlanta (AR-475)
- SR 54 Bus Rapid Transit - Phase 1 from East Point MARTA Station to Clayton Justice Center (AR-485A)
- SR 54 Bus Rapid Transit - Phase 2 from Clayton Justice Center to Lovejoy (AR-485B)
- Atlanta Streetcar East Extension from Jackson Street to Ponce City Market (AR-490A1)
- Atlanta Streetcar - Atlanta Beltline East Corridor from Ponce City Market to Lindbergh Center MARTA Station (AR-490B)
- Atlanta Streetcar - West Extension from Centennial Olympic Park to Westview Drive at Langhorn Street (AR-490C)
- Atlanta Streetcar - Atlanta Beltline Southwest Corridor from Westview Drive at Langhorn Street to MARTA South Rail Line between West End and Oakland City Rail Stations (AR-490D)
- Atlanta Streetcar - Northwest Beltline Corridor from Westview Drive at Langhorn Street to Bankhead MARTA Station (AR-490F)
- Atlanta Streetcar - Southeast Beltline Corridor from Irwin Street to University Avenue (AR-490G)
- South Fulton Parkway Corridor Bus Rapid Transit Service from College Park MARTA Station to SR 92 (AR-491A)
- North Avenue Corridor Bus Rapid Transit from North Avenue MARTA Station to Bankhead MARTA Rail Station (AR-491B)
- Northside Drive Corridor Bus Rapid Transit from Atlanta Metropolitan State College to I-75 North (AR-491C)
- I-85 North / Satellite Boulevard Corridor Bus Rapid Transit from Doraville MARTA Rail Station to Sugarloaf Mills (AR-491D)
- Buford Highway Arterial Rapid Transit from Lindbergh Center MARTA Station to Doraville MARTA Rail Station (AR-491E)
- Candler Road Arterial Rapid Transit from Avondale MARTA Station to GSU Panthersville Campus (AR-491F)
- Peachtree Road Arterial Rapid Transit from Arts Center MARTA Station to Brookhaven/Oglethorpe University MARTA Station (AR-491G)
- Metropolitan Parkway / Cleveland Avenue Arterial Rapid Transit (M-AR-451)

Quantitative Analysis

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

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

8-HOUR OZONE STANDARD

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

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

RESULTS OF ANALYSIS (8-HOUR OZONE STANDARD)

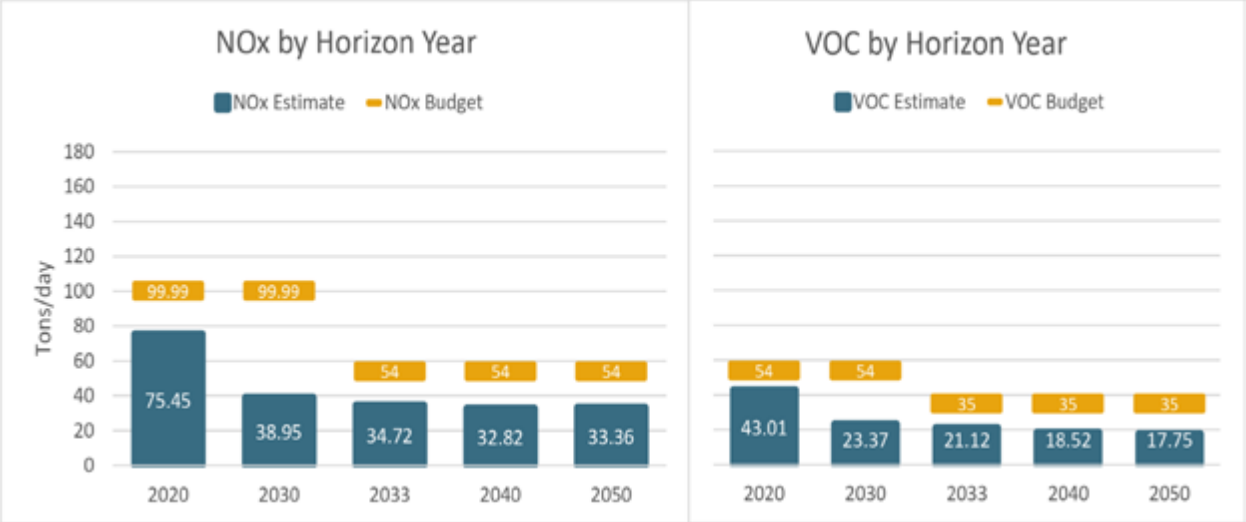
The results of the emissions analysis for 2050 MTP (2024) and CBMPO MTP for all analysis years for the 8-hr. ozone maintenance area demonstrate adherence to conformity requirements with levels of emissions below the MVEBs contained in the Ozone Maintenance Plan SIP (emissions analysis with modeling does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

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

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

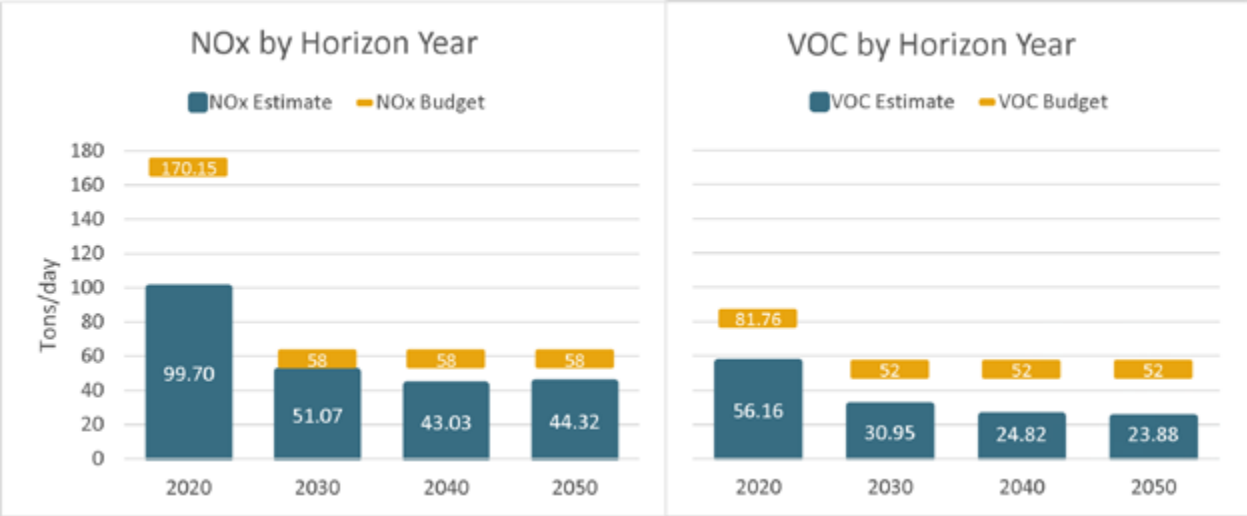
Results of the 7-County MVEB Test for the 2015 8-Hour Ozone Standard

MVEB Plan	Conformity Year	NOx (tons/day)	VOC (tons/day)
Georgia's 2015 Ozone Maintenance SIP for Years Before 2033	2020	75.45	43.01
		(99.99 budgeted)	(54 budgeted)
	2030	38.95	23.37
		(99.99 budgeted)	(54 budgeted)
Georgia's 2015 Ozone Maintenance SIP for Years 2033 and After	2033	34.72	21.12
		(54 budgeted)	(35 budgeted)
	2040	32.82	18.52
		(54 budgeted)	(35 budgeted)
	2050	33.36	17.75
		(54 budgeted)	(35 budgeted)



Results of the 15-County MVEB Test for the 2008 8-Hour Ozone Standard

MVEB Plan	Conformity Year	NOx (tons/day)	VOC (tons/day)
Georgia's 2008 Ozone Maintenance SIP for Years Before 2030	2020	99.70	56.16
		(170.15 budgeted)	(170.15 budgeted)
Georgia's 2008 Ozone Maintenance SIP for Years 2030 and After	2030	51.07	30.95
		(58 budgeted)	(58 budgeted)
	2040	43.03	24.82
		(58 budgeted)	(52 budgeted)
	2050	44.32	23.88
		(58 budgeted)	(52 budgeted)





Appendix 1

Interagency Consultation Group Meeting Notes

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

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

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

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

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

Interagency Consultation Group
January 28, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business/Tracking

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

3. Transportation Planning Updates

a. ARC

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

b. CBMPO

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

c. GHMPO

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

4. Air Quality Updates

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

5. Potential 2020 Meeting Topics

a. TIP/RTP Amendment 1

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

b. IAC Agreement

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

6. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
April 28, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business

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

3. Transportation Planning Updates

a. ARC

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

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

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

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

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

b. CBMPO

No updates.

c. GHMPO

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

4. Air Quality Updates

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

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

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

5. Other Business

None.

6. New Business/Announcements

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

Interagency Consultation Group
June 2, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business

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

3. Transportation Planning Updates

   a. ARC

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

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

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

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

b. CBMPO

No updates.

c. GHMPO

No updates.

4. Air Quality Updates

No updates from EPA or Ga EPD.

5. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
July 28, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. TCM Removal SIP Status

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

3. Transportation Planning Updates

a. ARC's Amendment #1

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

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

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

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

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

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

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

b. CBMPO

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

c. GHMPO

There are no updates from GHMPO.

4. Air Quality Updates

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

5. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
September 22, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. TCM Removal SIP Status

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

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

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

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

3. Transportation Planning Updates

a. ARC

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

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

b. CBMPO

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

c. GHMPO

There were no updates from GHMPO.

4. CMAQ Mid-Performance Period Reports

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

5. Other Business

There was no other business to discuss.

6. New Business/Announcements

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

Interagency Consultation Group
October 27, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. TCM Removal SIP Status

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

3. Ozone Maintenance Plan Development Process

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

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

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

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

4. Transportation Planning Updates

a. ARC

No updates.

b. CBMPO

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

c. GHMPO

No updates.

5. Air Quality Update

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

6. New Business/Announcements

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

Interagency Consultation Group
November 17, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business / TCM Removal from SIP

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

3. Ozone Maintenance SIP Development

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

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

4. Transportation Planning Updates

a. ARC

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

b. CBMPO

No updates.

c. GHMPO

No updates.

5. Air Quality Updates

No additional updates from EPA or EPD.

6. Other Business

No other business.

7. New Business/Announcements

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
December 15, 2020

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business / Tracking

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

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

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

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

4. Ozone Maintenance Plan Modeling Status Update

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

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

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

5. Transportation Planning Updates

a. ARC

No updates.

b. CBMPO

No updates.

c. GHMPO

No updates.

6. Air Quality Updates

No updates.

7. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
February 23, 2021

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business / Tracking

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

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

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

3. Transportation Planning Updates

a. ARC

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

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

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

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

b. CBMPO

No updates.

c. GHMPO

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

4. Air Quality Updates

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

5. Other Business

No other business.

6. New Business/Announcements

The next IAC meeting is set for March 23rd.

The meeting was subsequently adjourned.

Interagency Consultation Group
March 23, 2021

MEETING SUMMARY

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

1. **Welcome & Review of Previous Meeting Summary**
   Abby Marinelli called the meeting to order. She noted that the draft December 15th meeting summary was distributed for review. There were no modifications and the summary was accepted as final.

2. **Old Business / Tracking**

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

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

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

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

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

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

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

4. **ARC Updates**

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

5. **Other MPO Updates**

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

6. **General Air Quality Updates**

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

7. **New Business/Announcements**

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

The meeting was subsequently adjourned.

Interagency Consultation Group
April 27, 2021

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business/Tracking

a. Ozone Maintenance Plan Development

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

b. FAST Act reauthorization

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

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

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

3. Transportation Planning Updates

a. ARC

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

b. CBMPO

Tom Sills noted no changes.

c. GHMPO

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

4. Air Quality Updates

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

5. New Business/Announcements

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

Interagency Consultation Group
June 22, 2021

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business / Tracking

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

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

3. Transportation Planning Updates

a. ARC

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

b. CBMPO

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

c. GHMPO

No updates.

4. Air Quality Updates

No updates.

5. Other Business

None.

6. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
July 27, 2021

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business / Tracking

a. Ozone maintenance plan

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

b. FAST Act reauthorization

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

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

3. Transportation Planning Updates

a. ARC

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

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

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

b. CBMPO

No updates.

c. GHMPO

Joseph Boyd reported no updates.

4. Air Quality Updates

No updates from EPA or EPD.

5. Other Business

No other business.

6. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
September 28, 2021

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business / Tracking

a. Ozone Maintenance Plan

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

b. FAST Act reauthorization

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

3. Transportation Planning Updates

a. ARC

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

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

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

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

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

b. CBMPO

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

c. GHMPO

No updates.

4. Air Quality Updates

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

5. New Business/Announcements

a. Partner Agency Announcements

No updates.

b. 2022 Meeting Schedule

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

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
October 26, 2021

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Old Business / Tracking

a. Ozone Maintenance Plan

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

b. FAST Act Reauthorization

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

3. Transportation Planning Updates

a. ARC

i. TIP/RTP Amendment #3

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

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

ii. TIP/RTP Amendment #4

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

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

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

iii. TIP Solicitation

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

iv. 2022 UPWP

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

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

v. Office Reopening

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

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

b. CBMPO

No updates.

c. GHMPO

Joseph Boyd reported that GHMPO has no major updates.

4. Air Quality Updates

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

5. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
January 18, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Transportation Planning Updates

   a. ARC

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

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

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

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

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

b. CBMPO

No comments.

c. GHMPO

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

3. New Business/Announcements

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

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
February 22, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Transportation Planning Updates

a. ARC

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

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

b. CBMPO

No updates.

c. GHMPO

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

3. Air Quality Updates

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

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

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

4. New Business/Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
March 22, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. TIP/RTP Amendments

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

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

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

3. RTP Update Schedule Overview

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

4. Transit Financial Assumptions

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

5. Other MPO Updates

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

6. New Business / Announcements

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

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
April 19, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. ARC TIP/RTP Amendment #5

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

3. Other MPO Updates

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

4. New Business / Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
May 24, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. ARC TIP/RTP Amendment #5

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

3. ARC TIP/RTP Amendment #6

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

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

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

4. Other MPO Updates

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

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

5. New Business / Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
September 13, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. Ozone Redesignation and Maintenance Plan

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

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

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

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

3. ARC TIP/RTP Amendment #6

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

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

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

4. Other MPO Updates

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

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

5. New Business / Announcements

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

The meeting was subsequently adjourned.

Interagency Consultation Group
September 27, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

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

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

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

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

3. ARC TIP/RTP Amendment #6 Modeling Assumptions

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

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

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

4. Other MPO Updates

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

There was no attendee representing CBMPO.

5. New Business / Announcements

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

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
October 25, 2022

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

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

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

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

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

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

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

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

4. Other MPO Updates

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

There was no attendee representing CBMPO.

5. New Business / Announcements

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

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
January 24, 2023

MEETING SUMMARY

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

1. Welcome & Review of Previous Meeting Summary

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

2. ARC TIP/MTP Amendment #6

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

3. ARC TIP/MTP Amendment #7

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

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

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

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

4. 2024 MTP/TIP Update

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

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

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

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

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

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

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

5. Proposed New Particulate Matter Air Quality Standards

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

6. Other MPO Updates

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

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

7. New Business / Announcements

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

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

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

Interagency Consultation Group
February 28, 2023

MEETING SUMMARY

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

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

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

2. ARC TIP/MTP Amendment #7

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

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

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

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

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

3. 2024 MTP/TIP Update

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

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

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

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

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

4. Other MPO Updates

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

No update was available from CBMPO.

5. New Business / Announcements

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

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

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
March 28, 2023

MEETING SUMMARY

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

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

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

2. ARC TIP/MTP Amendment #7

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

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

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

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

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

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

4. 2024 MTP/TIP Fiscal Constraint Assumptions

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

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

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

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

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

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

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

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

5. Vehicle Inspection Program SIP Revision

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

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

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

6. Other MPO Updates

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

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

7. New Business / Announcements

<u>Federal Partners</u>

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

No announcements from FHWA, FTA.

<u>State Partners</u>

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

No announcements form GDOT, GRTA, SRTA or ATL.

Other Partners

No announcements.

Adjournment

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

The meeting was subsequently adjourned.

Interagency Consultation Group
April 25, 2023

MEETING SUMMARY

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

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

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

2. ARC TIP/MTP Amendment #7

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

3. 2024 MTP/TIP Update

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

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

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

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

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

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

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

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

4. Vehicle Inspection Program SIP Revision

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

5. ARC Quadrennial Certification

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

6. Other MPO Updates

GHMPO had nothing to report to the group.

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

7. New Business / Announcements

Federal Partners

No announcements from FHWA, FTA or EPA.

State Partners

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

Other Partners

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

Adjournment

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

The meeting was subsequently adjourned.

Interagency Consultation Group
June 27, 2023

MEETING SUMMARY

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

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

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

2. ARC TIP/MTP Amendment #8

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

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

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

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

3. 2020 Census Urbanized Area

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

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

4. Quadrennial TMA/MPO Certification

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

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

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

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

5. Vehicle Inspection Program SIP Revision

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

6. Other MPO Updates

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

No representative from GHMPO was available to provide an update.

7. New Business / Announcements

<u>Federal Partners</u>

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

No announcements from FHWA or FTA.

<u>State Partners</u>

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

Other Partners

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

Adjournment

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

The meeting was subsequently adjourned.

Interagency Consultation Group
July 25, 2023

MEETING SUMMARY

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

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

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

2. ARC TIP/MTP Amendment #8

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

3. ARC Amendment Procedures for Exempt Projects

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

Potential procedural changes which were discussed included:

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

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

4. GHMPO FY 2024-2027 TIP Update

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

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

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

5. Vehicle Inspection Program SIP Revision

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

6. Other MPO Updates

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

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

7. New Business / Announcements

<u>Federal Partners</u>

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

State Partners

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

Other Partners

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

Adjournment

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

The meeting was subsequently adjourned.

Interagency Consultation Group
September 26, 2023

MEETING SUMMARY

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

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

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

2. MTP/TIP Update

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

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

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

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

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

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

3. Vehicle Inspection Program SIP Revision

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

4. Other MPO Updates

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

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

5. New Business / Announcements

Federal Partners

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

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

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

State Partners

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

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

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

Other Partners

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

Adjournment

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

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

The meeting was subsequently adjourned.

Interagency Consultation Group
October 24, 2023

MEETING SUMMARY

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

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

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

2. MTP/TIP Update

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

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

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

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

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

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

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

3. GHMPO TIP Amendment

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

4. Vehicle Inspection Program SIP Revision

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

5. Other MPO Updates

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

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

6. New Business / Announcements

<u>Federal Partners</u>

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

FTA – Nothing additional to report, per John Crocker.

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

State Partners

GDOT – Nothing additional to report, per Jomar Pastorelle.

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

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

Other Partners

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

Adjournment

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

The meeting was subsequently adjourned.

Interagency Consultation Group
January 23, 2024

MEETING SUMMARY

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

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

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

2. ARC MTP/TIP Update

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

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

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

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

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

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

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

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

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

3. CBMPO MTP/TIP Update

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

4. Vehicle Inspection Program SIP Revision

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

5. Other MPO Updates

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

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

6. New Business / Announcements

<u>Federal Partners</u>

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

FTA – Nothing additional to report, per John Crocker.

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

State Partners

GDOT – Nothing additional to report, per Brian Quinn.

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

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

Other Partners

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

Adjournment

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

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

The meeting was subsequently adjourned.



Appendix 2

Planning Assumptions and Modeling Inputs

2015 Eight-Hour Ozone Standard Planning Assumptions & Modeling Inputs

GENERAL METHODS AND ASSUMPTIONS

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

TRAVEL DEMAND MODELING ASSUMPTIONS

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

EMISSIONS MODELING ASSUMPTIONS

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

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

b. Run separately for the 6-county and 1-county portions of the maintenance area[2]
    i. 6-county area activity, vehicle population and other inputs are assigned to Fulton County while running MOVES
    ii. 1-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES

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

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

MOVES3 was updated to correctly characterize Atlanta area fuels, so MOVES defaults were used.

h. Meteorology – July 2018 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2015 Eight Hour Ozone Maintenance SIP
i. Starts – The regional travel demand model determines the number of trip starts in each of the 6 and 1 county areas. Applies only to the trips per day input. Trips per day for MOVES3 requires the activity be split by vehicle type for each of the 6 and 1 county areas. This split is accomplished by multiplying total trips per day from the regional travel demand model times the fraction of trips by each vehicle type. This fraction is calculated from vehicle population and MOVES default starts per day per vehicle. Defaults used for the rest of the start inputs.
j. Idle – MOVES defaults
k. Hotelling – MOVES defaults

3) VMT HPMS Adjustment Factors
   a. Calculated for the year 2019 (See Exhibit E)
   b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
   c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT[3]
   d. Factors applied to VMT estimates generated by ARC travel demand model for 6-county portion and 1-county portion of 21-county modeling domain, separately
   e. Factors aggregated up to MOVES road types from base HPMS functional classifications
4) Off-Model Calculations
   a. Senior I/M Exemption (emissions debit)
      i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year
5) TCMs
   a. No additional credit is taken in the emissions modeling process for SIP TCMs
   b. A full list of implemented TCMs (See Exhibit F)

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

2008 Eight-Hour Ozone Standard Planning Assumptions & Modeling Inputs

GENERAL METHODS AND ASSUMPTIONS

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

TRAVEL DEMAND MODELING ASSUMPTIONS

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

EMISSIONS MODELING ASSUMPTIONS

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

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

b. Run separately for the 13-county and 2-county portions of the maintenance area[5]
    i. 13-county area activity, vehicle population and other inputs are assigned to Fulton County while running MOVES
    ii. 2-county area activity, vehicle population and other inputs are assigned to Bartow County while running MOVES

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

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

g. Fuel – Local fuel use now matches between the 13- and 2-county areas due to the relaxation of the RVP summer fuel requirement in the 13-county area. MOVES3 was updated to correctly characterize Atlanta area fuels, so MOVES defaults were used.
h. Meteorology – July 2014 weather for Hartsfield-Jackson Atlanta International Airport was used for this analysis consistent with the 2008 Eight Hour Ozone Maintenance SIP
i. Starts – The regional travel demand model determines the number of trip starts in each of the 13 and 2 county areas. Applies only to the trips per day input. Defaults used for the rest of the start inputs. Trips per day for MOVES3 requires the activity be split by vehicle type for each of the 13 and 2 county areas. This split is accomplished by multiplying total trips per day from the regional travel demand model times the fraction of trips by each vehicle type. This fraction is calculated from vehicle population and MOVES default starts per day per vehicle. Defaults used for the rest of the start inputs.
j. Idle – MOVES defaults
k. Hotelling – MOVES defaults

3) VMT Reconciliation with HPMS
   a. Calculated for the year 2019 (See Exhibit E)
   b. HPMS adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
   c. Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT[6]
   d. Factors applied to VMT estimates generated by ARC travel demand model for 13-county portion and 2-county portion of 21-county modeling domain, separately
   e. Factors aggregated up to MOVES road types from base HPMS functional classifications
4) Off-Model Calculations
   a. Senior I/M Exemption (emissions debit)

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

i. The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year

5) TCMs
   a. No additional credit is taken in the emissions modeling process for SIP TCMs
   b. A full list of implemented TCMs (see Exhibit F)

1997 Eight-Hour Ozone Standard Planning Assumptions & Modeling Inputs

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

Exhibit A - Model Validation

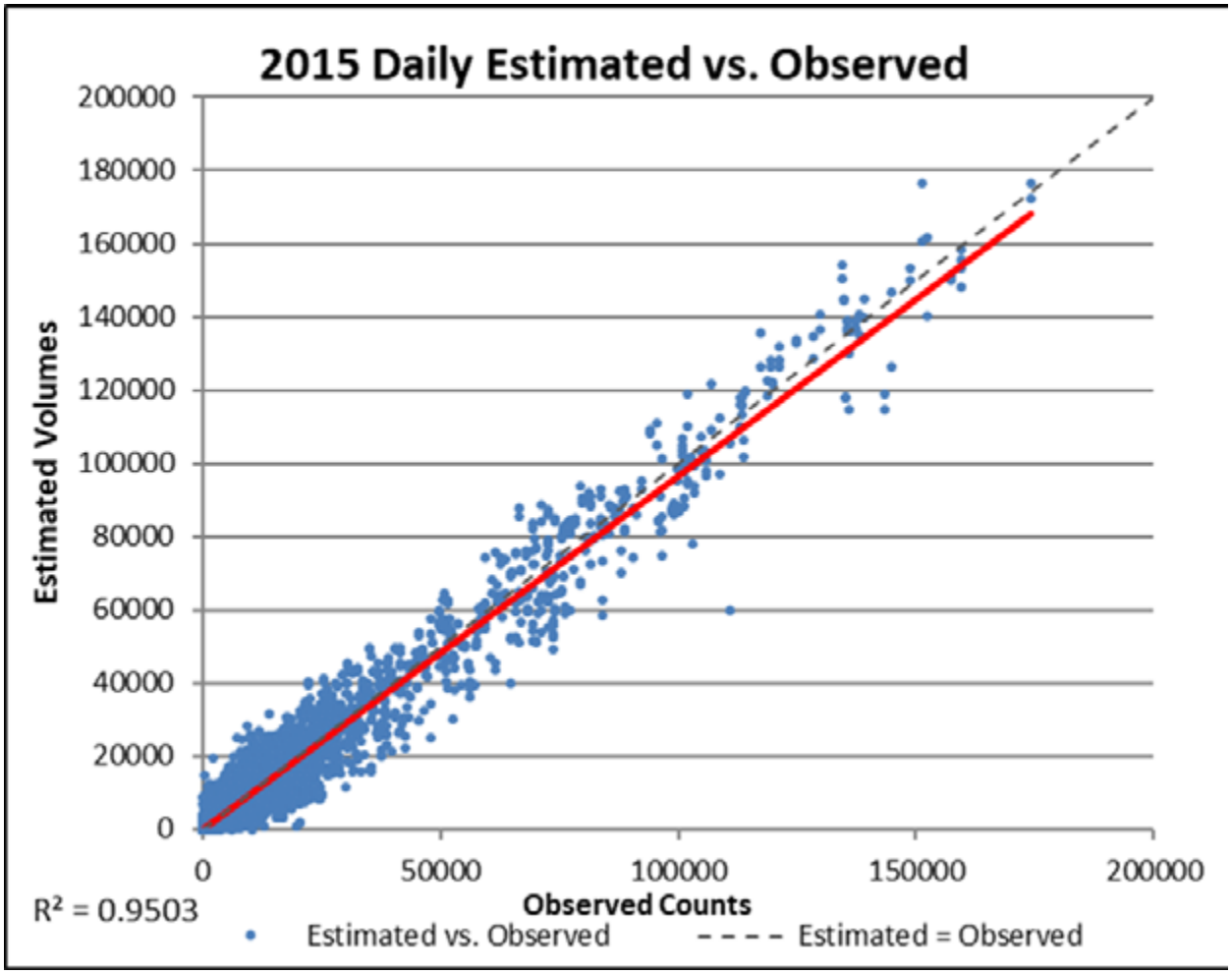
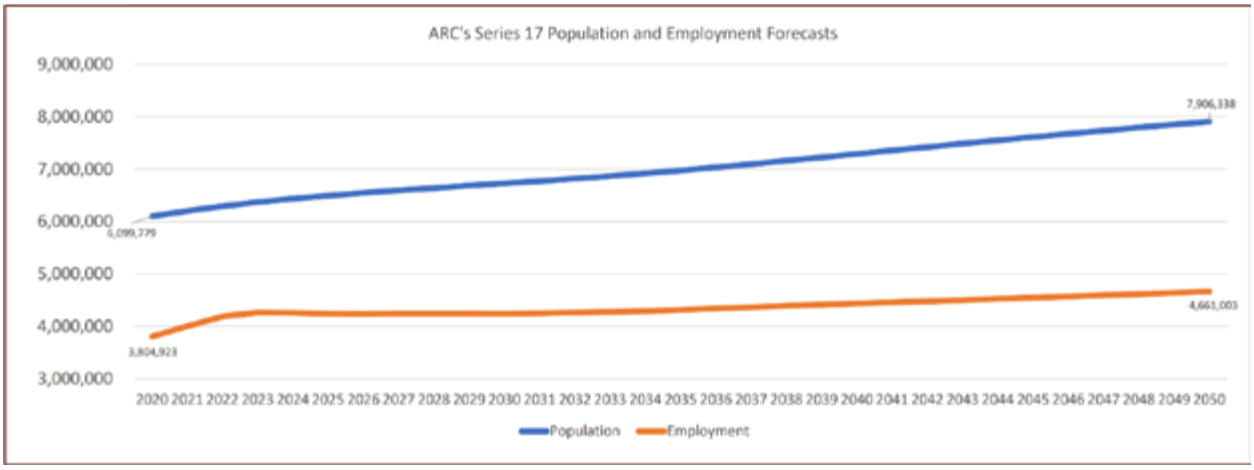


Exhibit B - Socioeconomic Data for the Travel Model

FORECASTING AND LAND USE ALLOCATION MODELING

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

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



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

REMI

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

PECAS FOR SMALL AREA FORECASTING (LAND USE ALLOCATION)

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

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

Exhibit C - Model Inputs

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

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

1) Base Year: 2020

2) Project Listing: Project listings will be provided in electronic format to Interagency Consultation Group for review and include:
   a. Regionally Significant and Federally Funded
   b. Regionally Significant and Non-Federally Funded

3) Demographic Data: To be provided as separate attachment

4) Speed Data: Free-flow Speed by Area Type and Facility Type[7]

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

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

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

iv. The current ARC transit coding approach enables fares to be coded by mode and operator (cases where an operator has a different fare for different modes).
v. The transit fare structure includes additional fares incurred from transferring from one operator to another
vi. The fare structure results in a fare matrix which includes the total fare of the trip on a zone-to-zone level

f. 2019 Transit On-Board Survey Data
   i. Update of regional transit travel targets to 2019
      1. Modifications to travel demand model estimates of zero-car household transit work trips
      2. Modifications to travel demand model estimates of kiss-and-ride passenger access and use of transit system
      3. Overall evaluation of all modal constants
   ii. Assessment of travel demand model understanding of market segments and travel patterns relative to the on-board survey records

Exhibit D - I/M Program

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

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

Exhibit E - VMT Reconciliation with HPMS

OZONE VMT ADJUSTMENT FACTORS

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

Exhibit F - Status of TCMs

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

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

Appendix B:
Public Survey Results

Cartersville-Bartow Metropolitan Planning Organization (CBMPO)
Cartersville-Bartow 2050 Metropolitan Transportation Plan

Survey Summary:

As part of the Cartersville-Bartow Metropolitan Transportation Plan public engagement effort, a survey was developed and distributed to members of the public electronically via our Social Pinpoint website and via paper copies. This document summarizes the responses received.

The survey questions included:



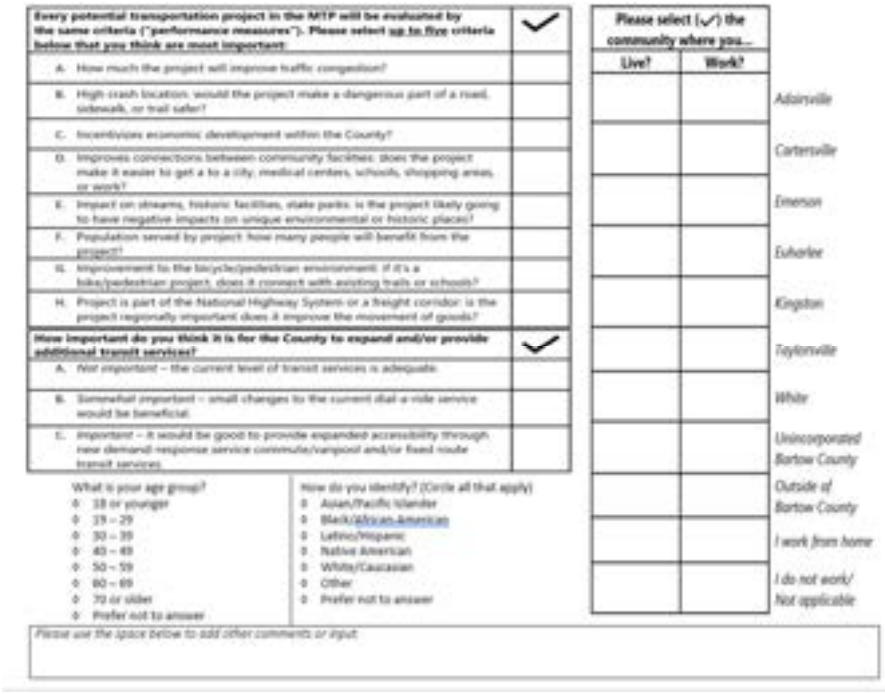
Thank you for your interest in the Cartersville-Bartow 2050 Metropolitan Transportation Plan (MTP).

Because the MTP is a plan that will guide major long-term transportation investments in Bartow County, it is important that our residents and workers provide input into the process.

The following survey will take approximately 5 to 10 minutes to complete.

Scan the QR code to view the interactive public input site or visit dewip.net!

Below are some of the transportation challenges and opportunities in Bartow County. Please rate each in terms of importance your household on a scale from 1 (not important) to 3 (high priority):	Rating
A. Constructing new roadways where needed to improve connectivity	
B. Widening major roadways corridors to allow more vehicles	
C. Improving key intersections, adding turn lanes, and traffic signals when warranted	
D. Road maintenance, resurfacing, striping, signage	
E. Beautification of our existing roads such as improved landscaping, decorative mast arms/light poles, or underground utilities	
F. Making our roadways safer	
G. Adding more sidewalks	
H. Adding more bicycle lanes, multi-use trails, and other bike facilities	
I. Adding street lighting	
J. Establishing a fixed route transit system serving the densely populated areas of Bartow County	
K. Establishing a commuter vanpool program to provide workforce transportation	
L. Better access to express commuter bus service to the Atlanta area	
M. Minimizing conflicts between heavy truck and personal vehicles	
N. Minimizing conflicts between freight trains and roadways	
O. Maintaining the character of our rural roadways and neighborhoods	
P. Transportation projects that promote economic development	
Q. Maximizing the use of emerging technologies (e.g. electric vehicle charging stations, intelligent transportation systems integration, etc.)	
R. Preserving the environment	



Every potential transportation project in the MTP will be evaluated by the same criteria ("performance measures"). Please select up to five criteria below that you think are most important:	✓
A. How much the project will improve traffic congestion?	
B. High crash location: would the project make a dangerous part of a road, sidewalk, or trail safer?	
C. Incentivizes economic development within the County?	
D. Improves connections between community facilities: does the project make it easier to get a to a city, medical centers, schools, shopping areas, or work?	
E. Impact on streams, historic facilities, state parks: is the project likely going to have negative impacts on unique environmental or historic places?	
F. Population served by project: how many people will benefit from the project?	
G. Improvement to the bicycle/pedestrian environment: if it's a bike/pedestrian project, does it connect with existing trails or schools?	
H. Project is part of the National Highway System or a freight corridor: is the project regionally important does it improve the movement of goods?	
How important do you think it is for the County to expand and/or provide additional transit services?	✓
A. *Not important* – the current level of transit services is adequate.	
B. *Somewhat important* – small changes to the current dial-a-ride service would be beneficial.	
C. *Important* – it would be good to provide expanded accessibility through new demand-response service commuter/vanpool and/or fixed route transit services.	

Please select (✓) the community where you...		
Live?	Work?	
		Adairsville
		Cartersville
		Emerson
		Euharlee
		Kingston
		Taylorsville
		White
		Unincorporated Bartow County
		Outside of Bartow County
		I work from home
		I do not work/ Not applicable

What is your age group?
- ◊ 18 or younger
- ◊ 19 – 29
- ◊ 30 – 39
- ◊ 40 – 49
- ◊ 50 – 59
- ◊ 60 – 69
- ◊ 70 or older
- ◊ Prefer not to answer

How do you identify? (Circle all that apply)
- ◊ Asian/Pacific Islander
- ◊ Black/African American
- ◊ Latino/Hispanic
- ◊ Native American
- ◊ White/Caucasian
- ◊ Other
- ◊ Prefer not to answer

Please use the space below to add other comments or input:

The Respondents voted “making our roadways safer” as the highest priority item by volume (n=220) and both “making our roadways safer” and “road maintenance, resurfacing, striping, & signage” were the highest priority items by average score (4.40/5). Respondents voted on “maximizing the use of emerging technologies (e.g., electric vehicle charging stations, intelligent transportation systems integration, etc.)” as the lowest priority item by volume (n=59) and average score (2.72/5); however, “better access to express commuter bus service to the Atlanta area” received the highest number of low priority votes (n=109).

The respondent's top three preferences for performance measurement criteria are 1) "how much a project will improve traffic congestion?" (n=248; 73.59 percent), 2) "high crash location: would the project make a dangerous part of a road, sidewalk, or trail safer?" (n=243; 72.11 percent), and 3) "impact of streams, historic facilities, state parks: is the project likely going to have negative impacts on unique environmental or historic places?" (n=201; 59.64 percent). The respondent's least preferred performance measurement criteria (from higher preference to lower preference) are 1) "improvement to the bicycle/pedestrian environment: if it’s a bike/pedestrian project, does it connect with existing trails or schools?" (n=109; 32.34 percent), 2) "project is part of the National Highway System or a freight corridor: is the project regionally important does it improve the movement of goods?" (n=97; 28.78 percent), and 3) "incentivizes economic development within the County?" (n=52; 15.43 percent).

More than three-quarters of respondents (76.20 percent) rated transit expansion in the county as either important or somewhat important. Nearly half of those respondents (n=147; 44.28 percent) indicated that additional transit services are important, and that it would be good to provide expanded accessibility through a new demand-response vehicle service commute/vanpool and/or fixed route transit services. Less than a quarter of respondents (n=79; 23.80 percent) indicated that additional transit services are not important and that the current level of transit services is adequate.

129 respondents provided additional comments on the survey in which several key themes emerged. The highest share of respondents (n=20/15.50 percent) requested that Bartow County expand its public transportation options in some capacity, with preferences ranging from full connectivity to the wider Atlanta metropolitan area to more limited services for residents to crucial health or community service facilities. The next highest share (n=19/14.73 percent) expressed concern with the extent of commercial, industrial, and residential development coming to their county in the form of warehouses, new subdivisions, and higher density housing options. The third highest share of respondents (n=18/13.95 percent) wanted more protection for the natural environment of the county for both its human and animal inhabitants. This group expressed specific concerns about the destruction of rural vistas and viewsheds, and their impact on the county's character. The next highest share of respondents (n=17/13.18 percent) advocated for wider roads along several key corridors such as Joe Frank Harris Parkway and Douthit Ferry Road. The fifth highest share of respondents (n=15/11.63 percent) expressed frustration with the current amount of traffic congestion along their commutes and wished to see a reduction in traffic as soon as possible. The next highest share of respondents (n=14/10.85 percent) requested that additional maintenance be completed along existing roadways and that this maintenance be prioritized over the development of new roadways. The seventh highest share of respondents (n=13/10.08 percent) reported specific intersection or operational issues or complaints, such as the need

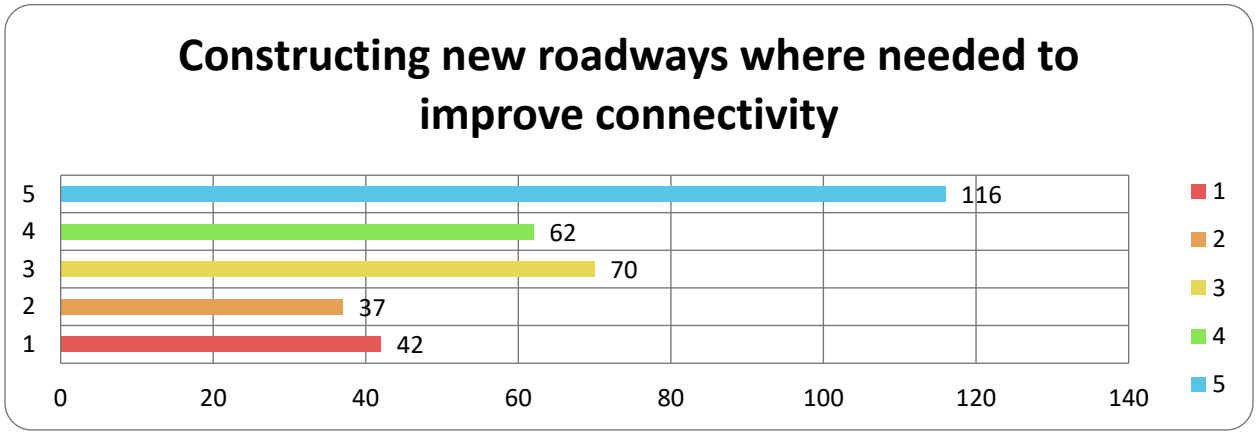
for a roundabout at particular intersections or new signaling needed. The next highest share of respondents (n=12/9.30 percent) asked for better maintenance and the expansion of bicycle and pedestrian infrastructure, particularly between residential and commercial areas within the cities. The ninth highest share of residents (n=10/7.75 percent) reported safety issues in the county, particularly around traffic laws being violated. Less than 10 respondents provided comments that fit into each of the other themes.

Nearly half of the respondents reported that they live in Cartersville (n=156; 45.88 percent), followed by unincorporated Bartow County at a quarter of respondents (n=64; 18.82 percent). All other communities in Bartow each constituted less than 10 percent of the total respondent pool. A plurality of respondents work in Cartersville (n=117; 34.51 percent) with the next largest work destination being outside of Bartow County at nearly one quarter of respondents (n=84; 24.78 percent). Less than 10 respondents work in Euharlee (n=4; 1.18 percent), Kingston (n=1; 0.29 percent), White (n=5; 1.47 percent), or unincorporated Bartow County (n=7; 2.06 percent), and zero respondents work in Taylorsville. Nearly one-tenth of respondents (n =35; 10.32 percent) indicated that they work from home and nearly one-fifth of respondents (n=64; 18.88 percent) indicated that they do not work.

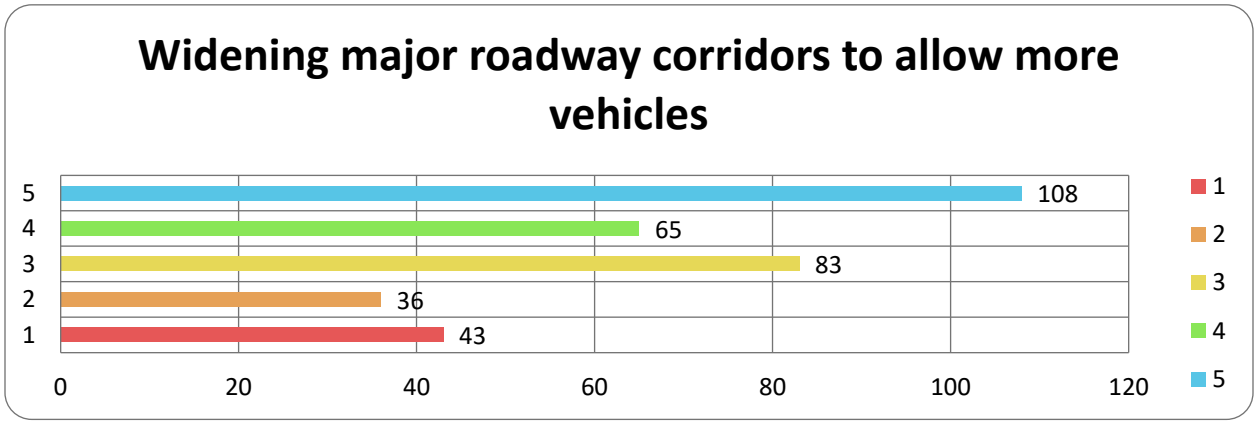
The vast majority of respondents (n=264; 85.44 percent) who provided answers to the demographic's questions identified themselves as White/Caucasian. All ethno-racial groups, except for Asian/Pacific Islander, represented at least 1 percent of the total respondent pool or higher. Additionally, 0 respondents were 18 or younger but all other age groups were represented. The largest demographic share in age is 50-59 at just over a 1/4 of the responses (n=86/25.44 percent) followed closely by the 60-69 cohort at more than one-fifth of responses (n=74; 21.89 percent).

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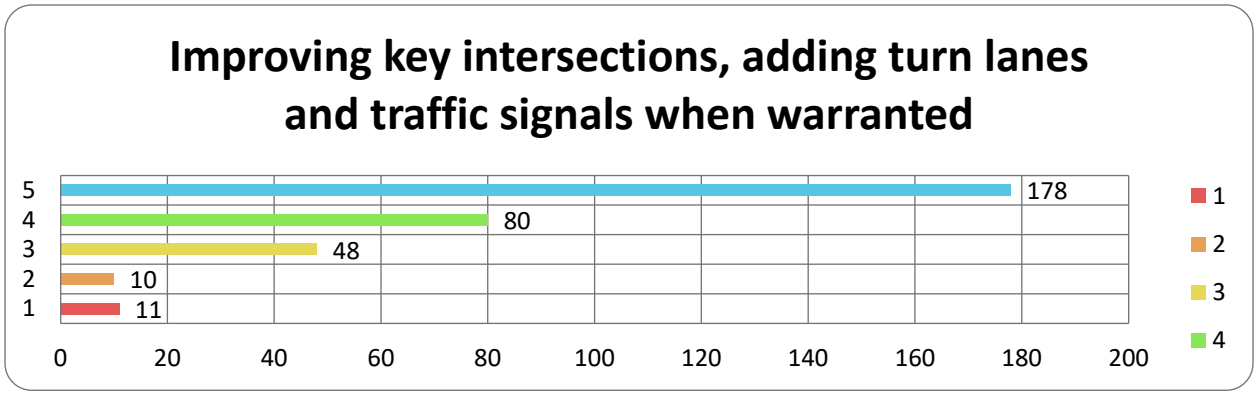
Priorities Graphs:



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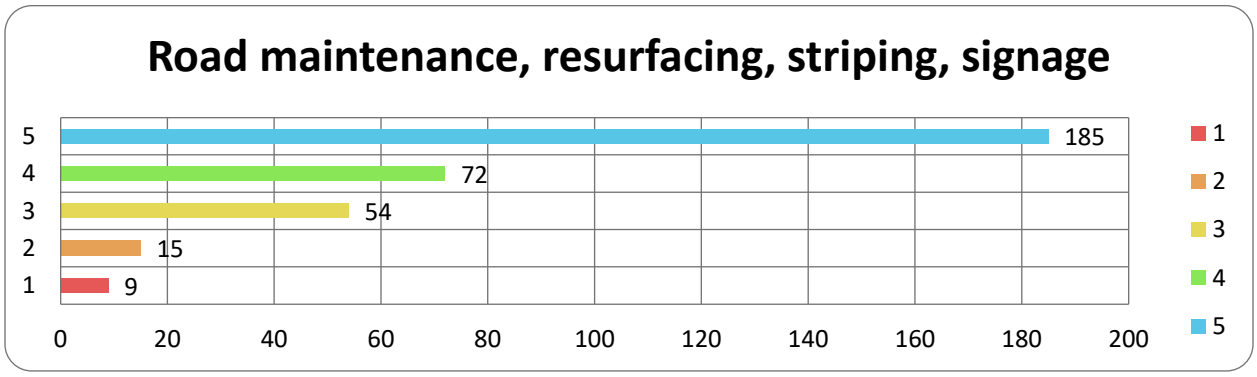


Average: 3.47

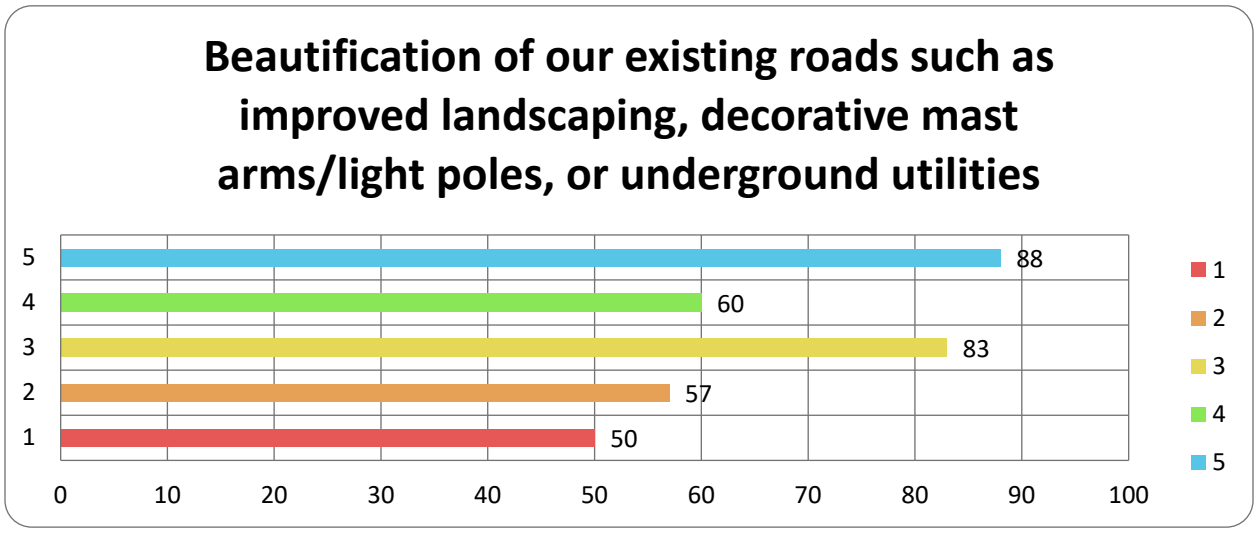


Average: 4.24

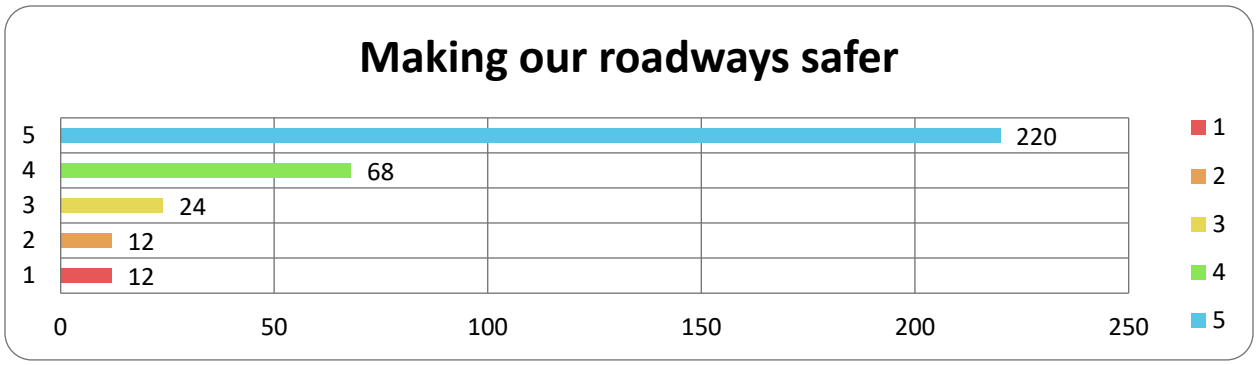
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Average: 4.40

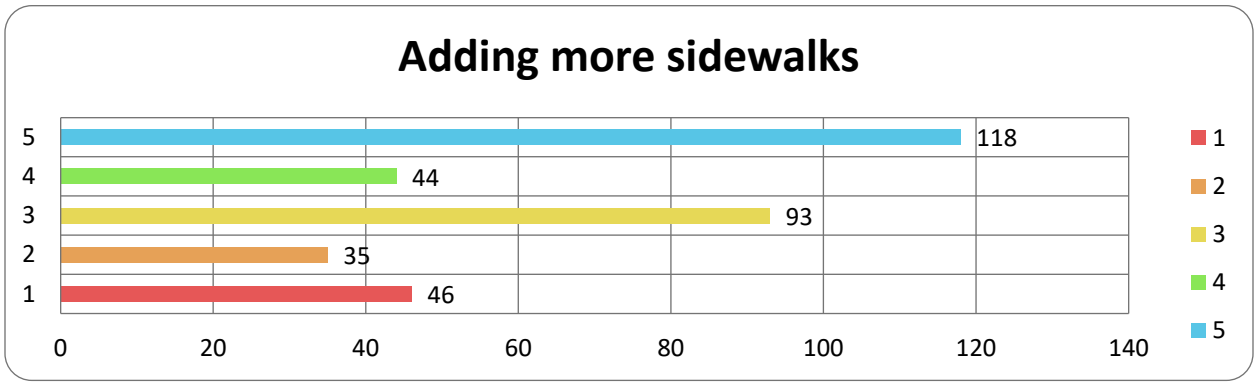


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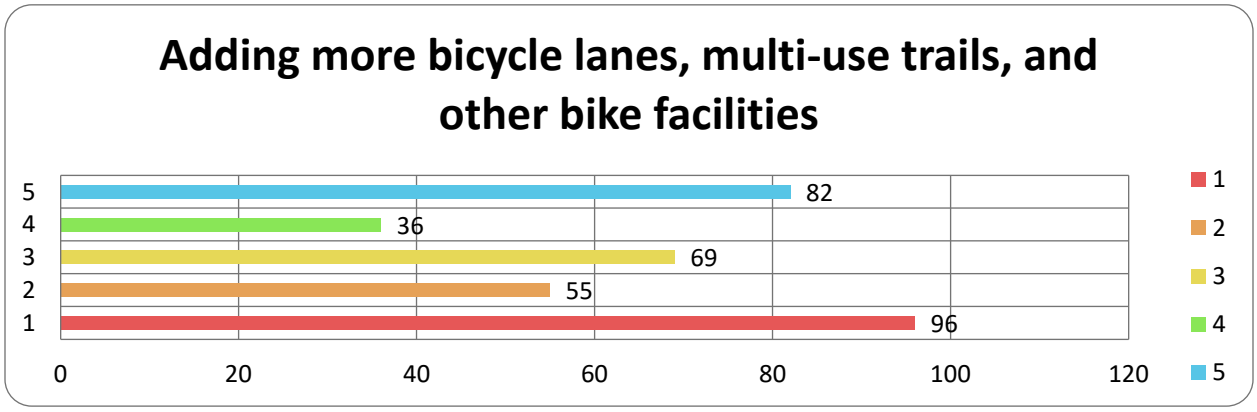


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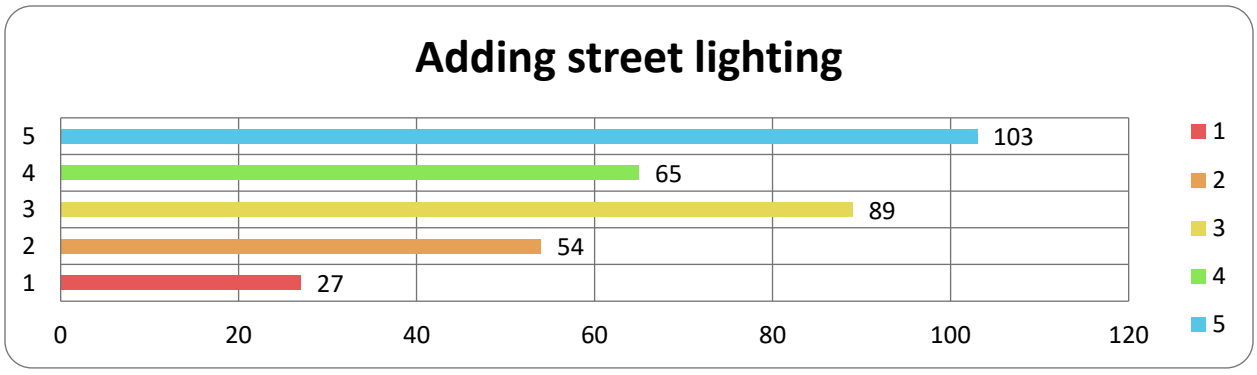
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Average: 3.46

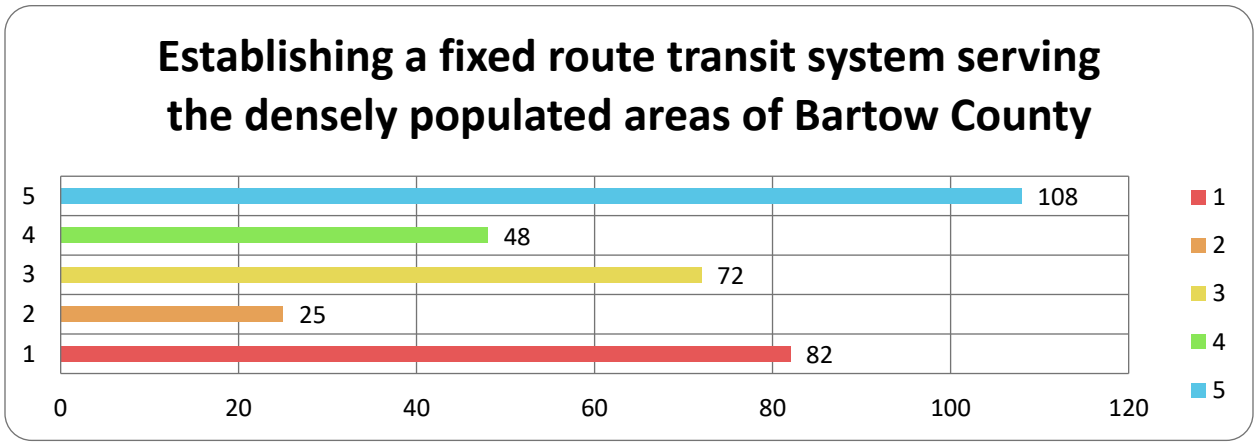


Average: 2.86

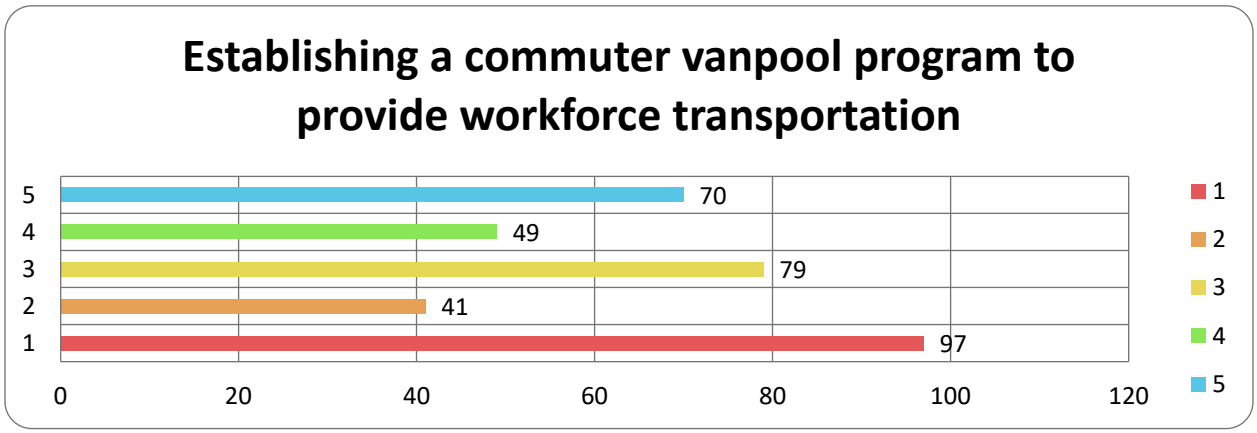


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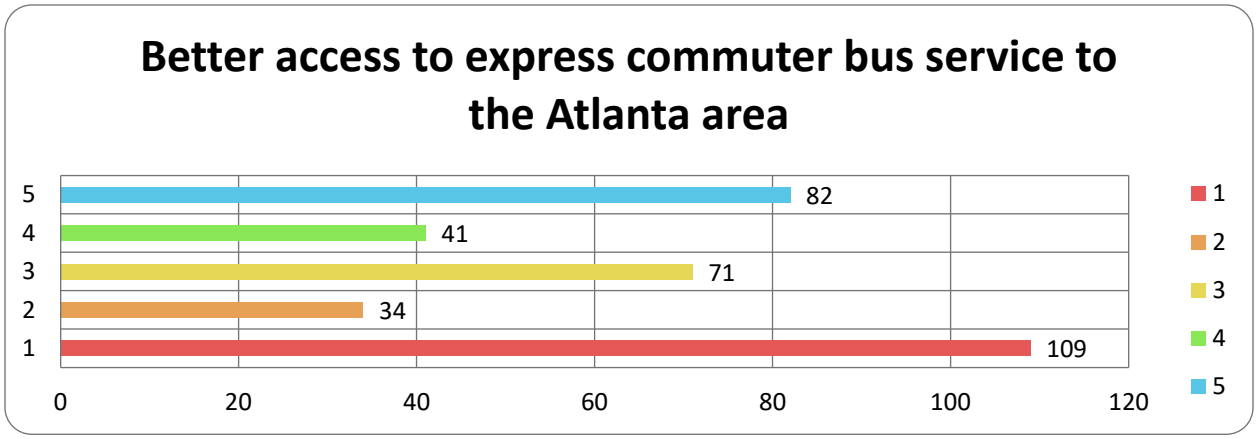
Cartersville-Bartow Metropolitan Planning Organization (CBMPO)
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Average: 3.22

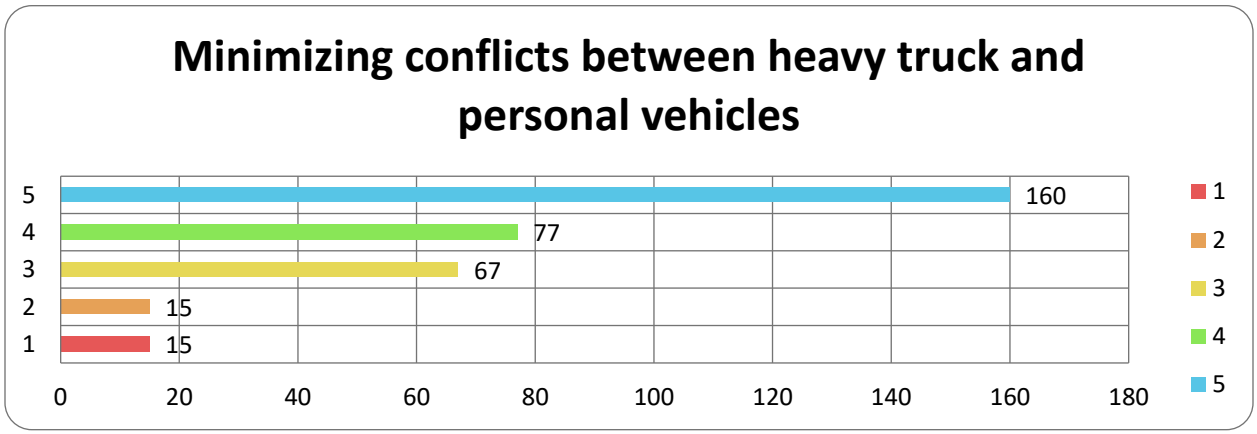


Average: 2.86

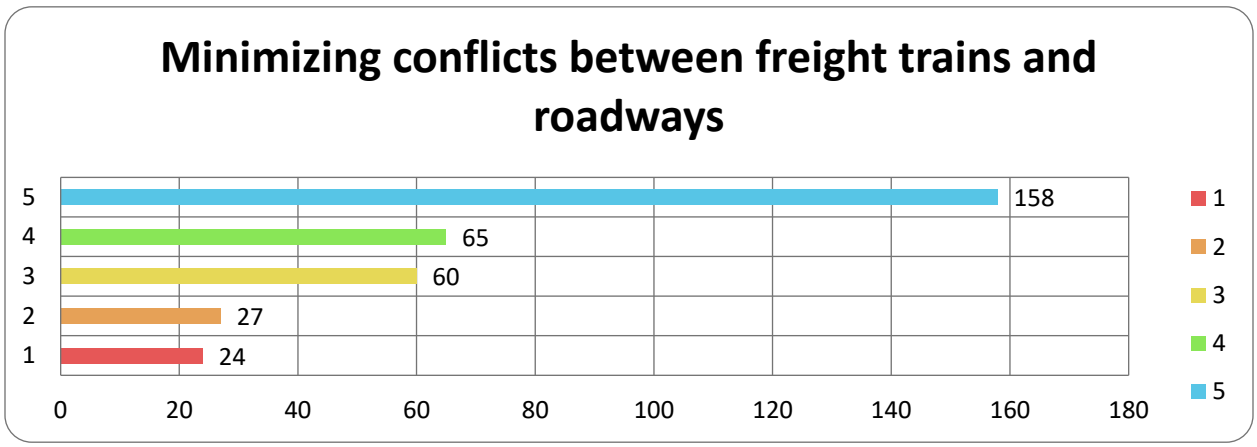


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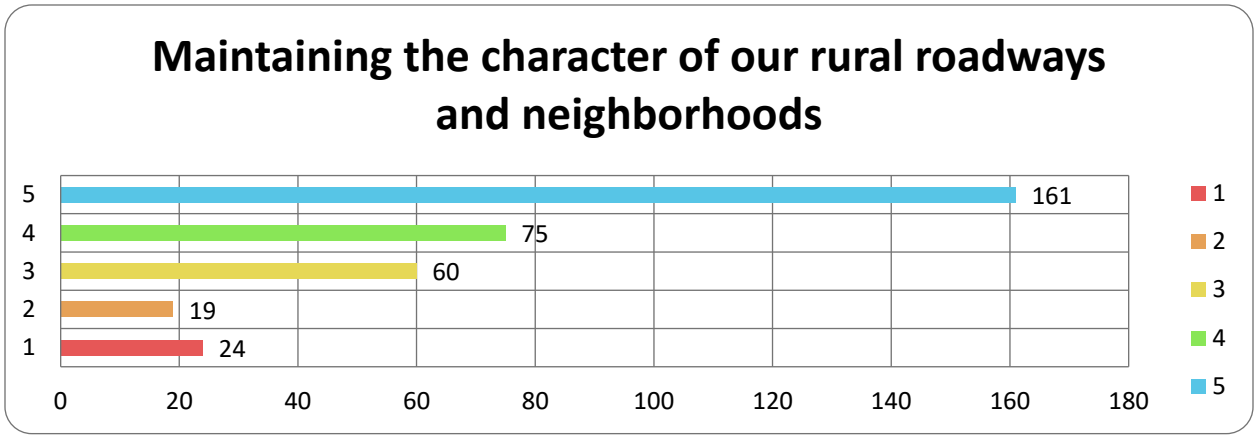
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Average: 4.05

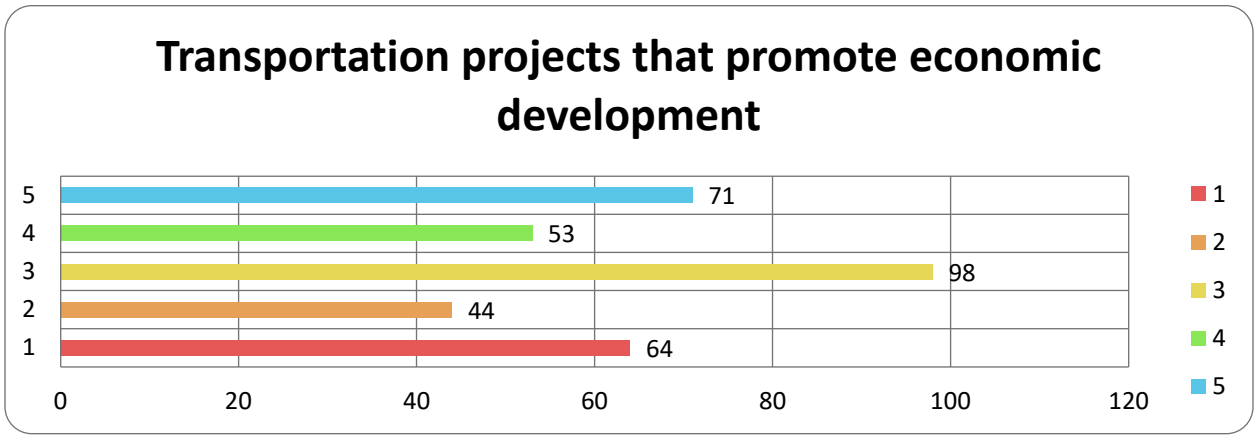


Average: 3.92

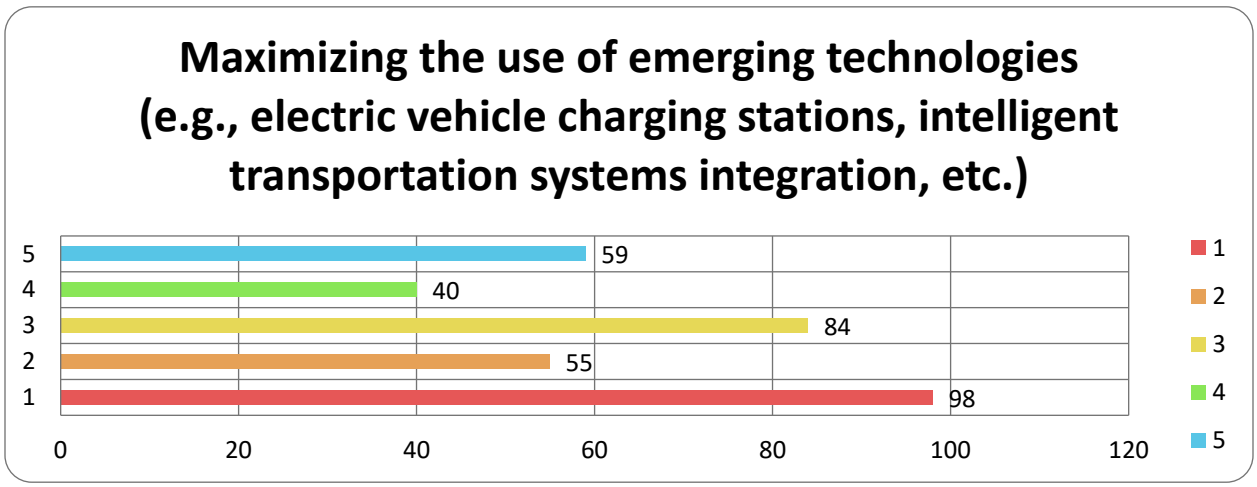


Average: 3.97

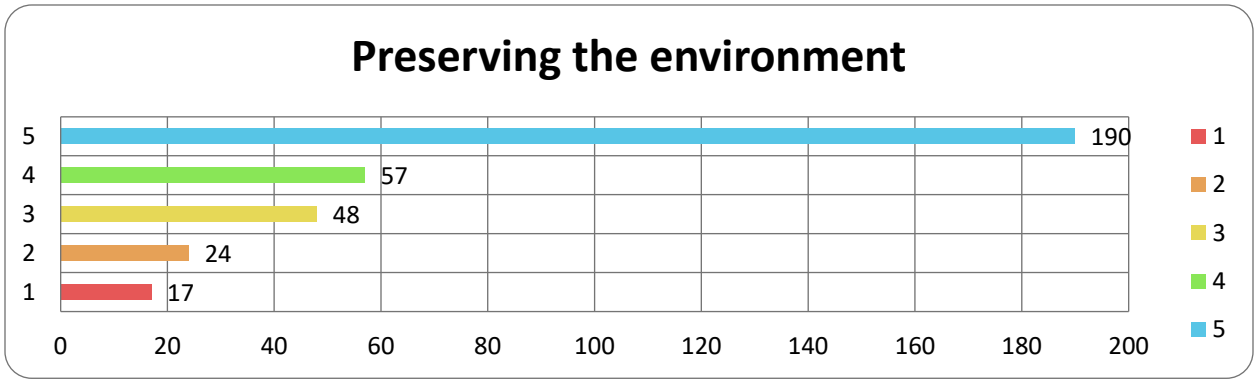
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Average: 3.07



Average: 2.72

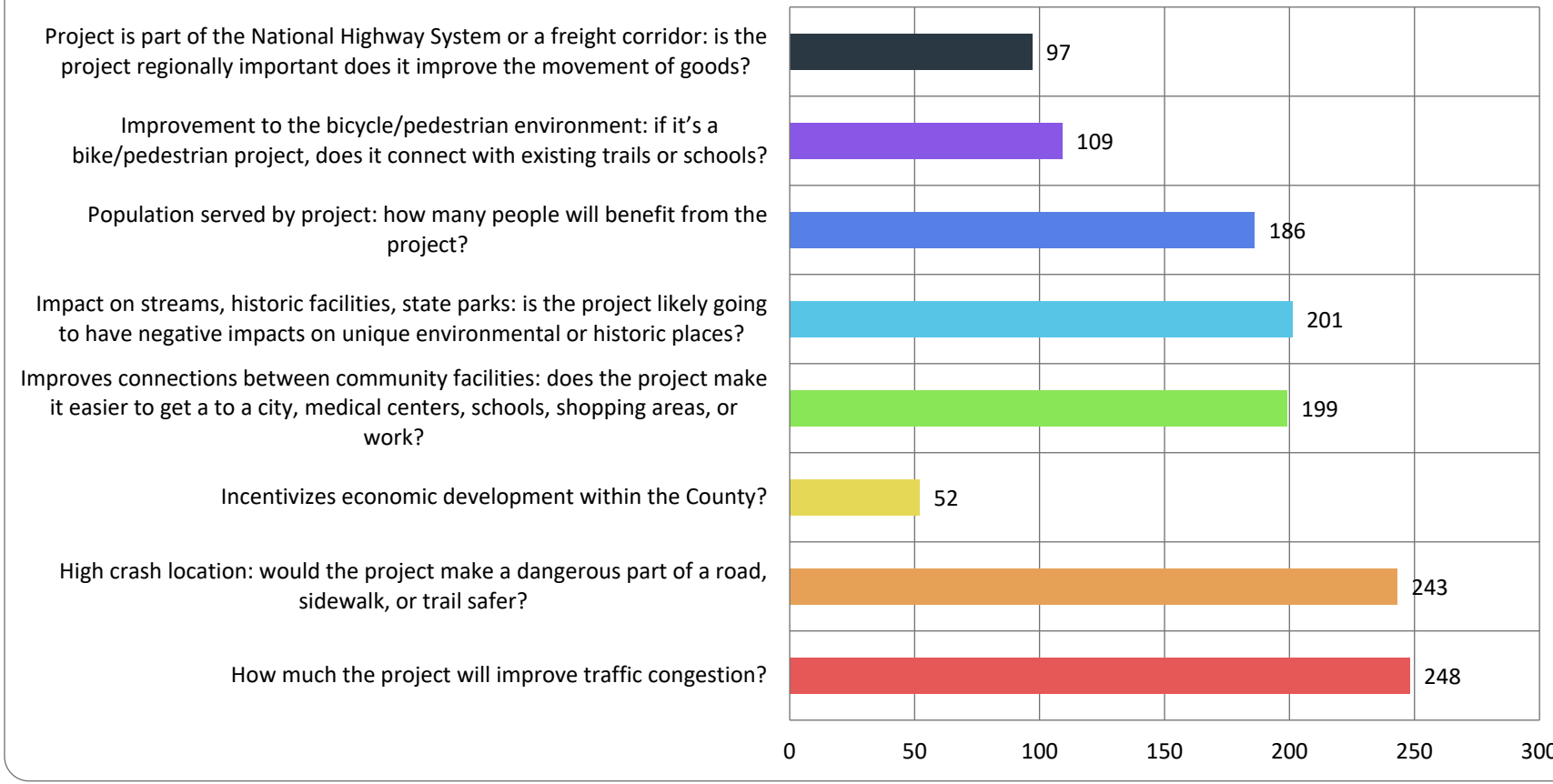


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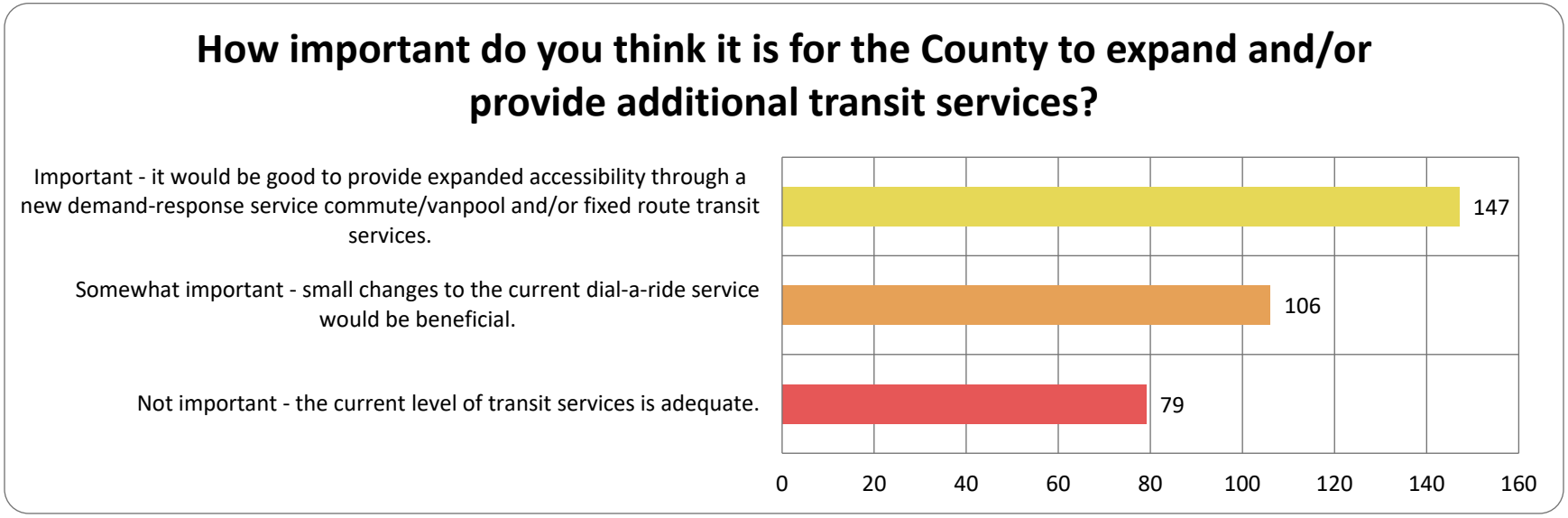
Performance measures:

Every potential transportation project in the MTP will be evaluated by the same criteria ("performance measures"). Please select up to five criteria below that you think are most important:



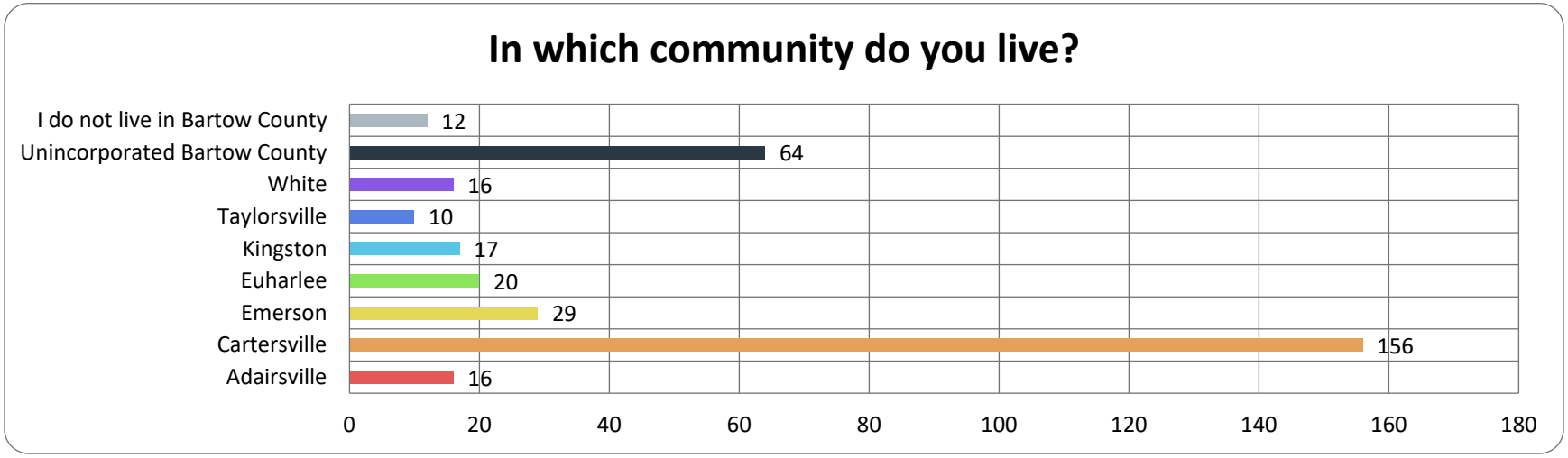
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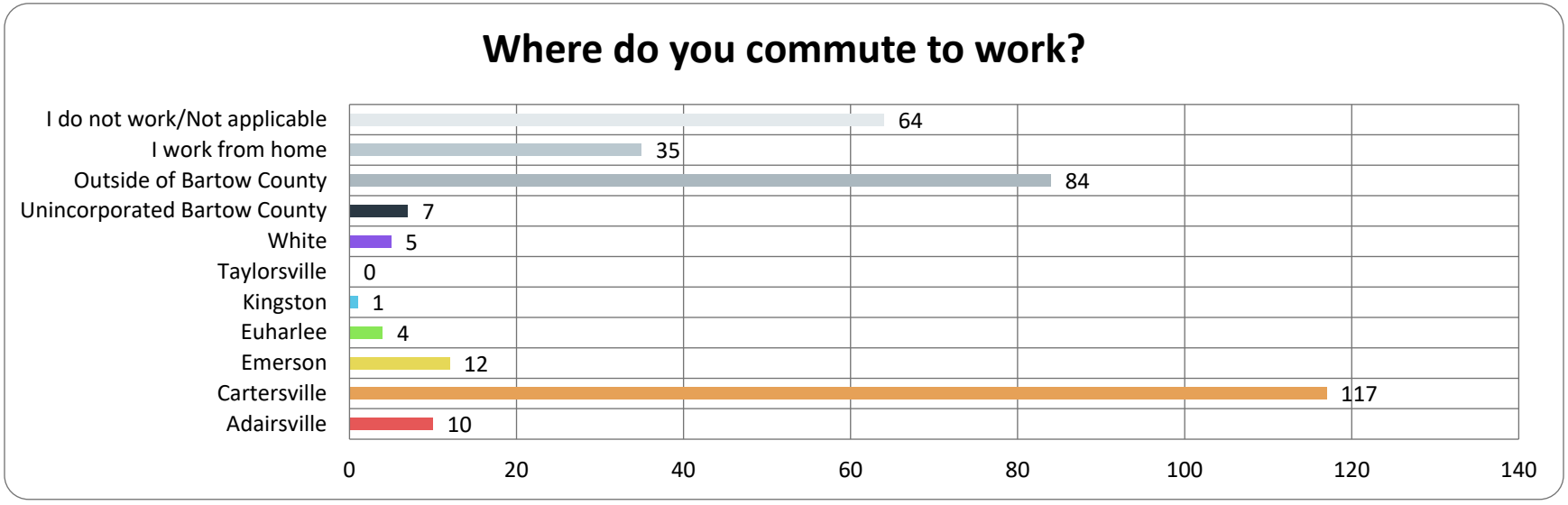
Transit expansion graph:



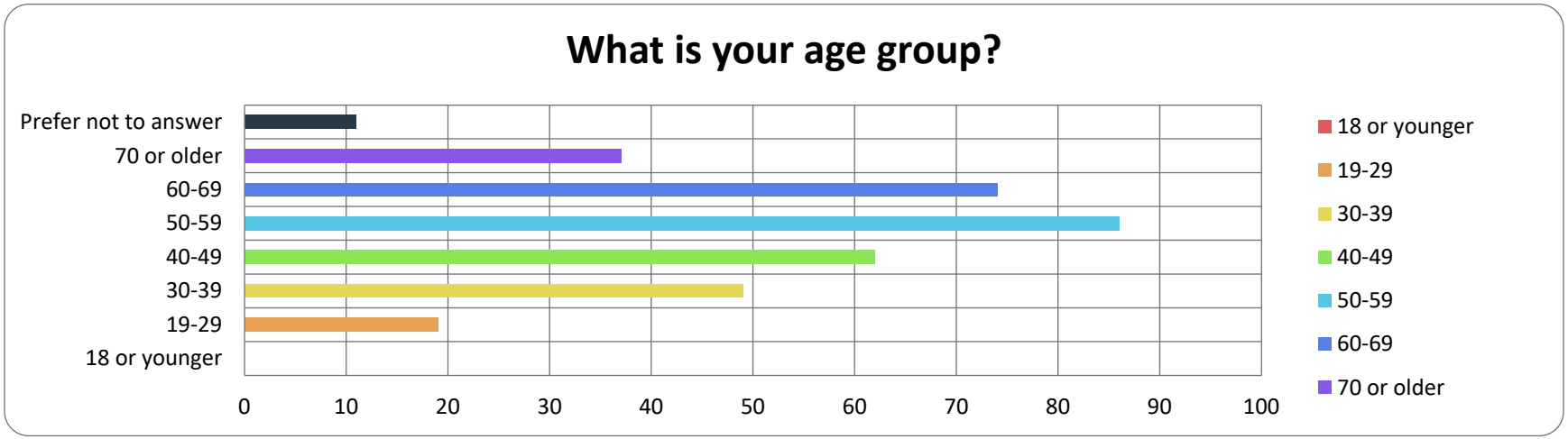
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Demographics graphs:





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Other Comments:

- Clearing trees blocking local intersections can be done now and would improve some issues. School traffic needs to be improved! Especially middle school and the 3 others in that area. Taylor Junk yard needs to stay off Main St and downtown Tennessee St.
- Almost every day some part of I-75 gets shut down. We desperately need more north/south alternatives since 41 is already maxed out. Peeples Valley needs to be 4-laned, including a bridge over the railroad. (2) It is way past time for a center turn lane running from the Cass-White intersection with 411 north to past Toyo.
    - Tennessee street and Main Street should NOT have semi trucks on them. 2. My friends and I hate the way so much of Bartow's nature has been destroyed for the sake of ugly warehouses. This destruction has changed the whole view and character of Bartow.
- 4-lane Douthit Ferry! A new bridge is absolutely necessary!
- All this building needs to Stop !! Wildlife is already a safety concern for them and us and yall just keep building and running them out of their home!! Most people in Bartow County or any county cannot afford those overpriced homes anyway !!
- Answered
- At the growth rate Bartow county is experiencing, our current road/road system cannot handle the amount of growth we have. Traffic is absolutely ridiculous within the city limits of Cartersville. I feel we need to get the congestion under control before anything else if Bartow is going to continue to grow. I do feel like a small-scale transportation system for the elderly or people that actually need it could be beneficial.
- Bartow County desperately needs public transit options. Connecting to MARTA would be ideal, but I know that is not realistic given many residents' opinions. It is impossible to live in Bartow County without a vehicle, but folks in more rural areas may not have the funds to purchase a vehicle which makes employment difficult.
- Bartow county does NOT support high density development, demolishing the existing green space and trees, demolishing the existing character of the community, higher taxes to support future projects, the displacement of wildlife, and the further destruction of agricultural land with additional roadways to connect industrial projects.,
- Bartow County needs to make a more walkable/bike able community in general!
- Bartow County's character is being destroyed by industrial projects and high-density housing. The environmental implications, loss of trees, polluting streams/creeks, and the displacement of wildlife is of significant concern. There are already transportation services for disabled, elderly, and anyone those who qualify for Medicaid/Medicare.
- Bartow is growing, and communities must continue to grow to thrive. There are many that do not want any change, but it is necessary. Creating a modern and scalable transportation network will be essential going forward as more high skilled jobs come to Bartow. Cities also need to be more walkable/bikeable.
- Bartow need to upgrade their public transportation modes because so many more people have moved into the county with a need for public transportation. Since the shutdown of Xpress Taxi suddenly without notice, this is needed. Bartow County Transit is a wonderful service, but they do not operate on enough hours that are needed for the citizens of the county. The other two

cab companies are neither reputable nor safe because their drivers as well as the owners are not reputable people. If you do not have your own car, it is almost impossible to have a reliable mode of transportation to/from work in Bartow and surrounding counties. PLEASE DO BETTER.

- Bartow transit system is a Joke, it is hard enough to get through to them but even harder to get a ride. It's been broken since the beginning. If you're not a regular customer, you are treated like a third-class citizen, but they do try to keep their regulars and if they're not happy some drivers and staff won't have a job. Please repair this and put more than one customer at a time on the transit bus.
- Basically, I support anything that makes it easier to get around.
- Before heavier urbanization occurs, Gilmer and Pickens county are taking the steps to install multiple roundabouts before there is conflict with other local infrastructure. I feel like this is an intelligent step to keeping stop and go traffic minimized where possible. Additionally, infrastructure to improve truck traffic should be improved ahead of major warehouse projects like the current issues surrounding exit 293.
- bicycles need to be off the roads
- Current roadways, such as the intersection of Sugar Valley and Burnt Hickory are not big enough for the amount of unwanted development in the area. This is the same for other areas around the county, such road work should be completed prior to building subdivisions and paid for by the contractors that are wanting to build such homes that take away from the natural beauty that Bartow county had.
- Do something to prevent truck fire.
- Encourage more golf cart traffic on city streets- downtown
- Enough of the building 'New' projects. We need our current roads repaved & striped before taking on 'New' projects. Bartow us growing too fast!
- Enough with the growth already. Stop it before we become little Atlanta.
- Euharlee is a beautiful town and with so many wonderful things to do at Covered Bridge I would love to see more sidewalks. There are so many surrounding neighborhoods it would be a great way for everyone to be able to get to the parks on foot. I believe it would increase community health as well as just getting more people out and about. Especially during local festivals, events festivities that go on at Covered Bridge park.
- Expand Marta to Bartow county
- Expanded public transportation, especially accessible from rural parts of the county, would help expand access to work from populations across the whole county who may not have access to transportation, which would result in expanding business productivity, increase employment, decrease homelessness, and increase overall happiness. Several studies show the importance of accessible public transportation and Bartow would benefit greatly from that kind of investment. We do not need more roads or expanded roadways; traffic signals, signage, and repair may be necessary, but a comprehensive and accessible public transport system county-wide is what would put Bartow ahead of the curve in being a great place to live north of Atlanta.
- Forgot to comment earlier. Need more round-abouts. People would have to slow down. Might reduce wrecks due to running red lights and stop signs. Help flow of traffic.

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- Funding projects in Bartow and Cartersville is such a tax burden on seniors that it is becoming too expensive for senior property owners to continue live here!
- God bless you and your family's🙏🙏🙏🙏🙏💯💯💯💯
- Have new developments. Industries pay the costs for increased traffic improvements at their locations and routes.
- Highway 41 needs to be widened though ALL of Bartow County. A PRIORITY should be a light being put up at Manning Mill and 41 due to the fatalities and accidents that have occurred there thus far in addition to high school drivers, school busses, parent car riders and just normal everyday traffic which is heavy to begin with. Another dangerous intersection that has had many accidents that needs a light is Cass Road and 41 as well as Cedar Creek and 41
- Highway 411 East of 75, vehicles and trucks increase speeds to 70-80 miles per hour after passing Toyo. If expanded to four lanes, they will pass others at dangerous speeds above 80. Will need several traffic lights to stop fatal accidents which will occur because of road rebels.
- Hwy 41 at Cedar Creek Rd needs a traffic light
- Hwy 41 needs 4 laned from Cassville to Calhoun by-pass with intersection @ Casey lake for middle/high school traffic.
- I am a behavioral health professional that comes from a major metropolitan city. I would love to be an integral part of a committee that provides insight into the behavioral and psychological logistical considerations that may prove useful in future planning. I love this town. However, unexpected growth often results in challenges least expected and unfamiliar to a small town. Cartersville is rapidly growing in diversity and industry. This is great! However, I fear that industry will overwhelm it along with new residential construction making it congested with traffic and little amenities for neighborhood-like fare, small business development and community accessibility. I am also concerned with the senior population which on the whole seems to be hidden or at best very limited. There is little entertainment and recreation, intramural sports & activities other than Lakepoint! There is no local public transportation, ease of walking, biking, or connectivity to shopping. There also needs to be a campaign with incentives to bring small businesses, eateries and shopping other than big chain stores. Lastly, as suggested in the survey…the town needs some uplifting, beauty, and nostalgia to balance the industrial edge at every corner and promote the history and quality of living here. Many strip malls are old and filled with dated or abandoned shops. As new modern homes and apartment complexes are being built the city of Cartersville must compliment both the new residents and growth that it is scaling upward on the whole. As people migrate from the city of Atlanta and other states, we have to understand that these components as complex as they are have to be addressed. Cartersville is no longer mapped out to be a small town. We have to do what Acworth do prior to it being a town full of mechanics shops on every corner! We have to have spas, ethnic eateries, clubs, and recreation centers! Some may want it to remain the quiet small town of years ago…but that is not tenable considering the industrial and residential growth. We can still maintain the character of our town and sustain growth and beauty! If there is anything I can do to help, please do not hesitate to call on me! Thank you for giving us an opportunity to provide input in this important and exciting venture!
- I believe a rail or tram system would serve our community well. Whether a smaller tram to bring folks into and around the downtown area of one to ATL. We are behind in implementing this. It

will take care off the road and bring visitors to our museums from communities south of us. I know it is a bigger task than a local tram system, but it would help significantly.

- I do not know how the county will change in 30-50 years, but I can say I would love to see us preserve as much nature as possible and provide more access to those without transportation.
- I know there is a project in place but when there is easier access for 75 to higher up on 41N this will help a lot of the 41 traffic. I live on the north part of Cartersville and I know this project will alleviate a decent amount of congestion on 41.
- I live at the end of Main Street pass the library in the street coming to our house on Granger need to be repaved really bad
- I live in southern Bartow, Acworth area. The roads here are in horrible condition. The area under I-75 in the right hand lane at Glade Road / Allatoona Gateway has been horrible for several years! Also our road, Kings Camp Road, and New Hope Church Road, needs repaving instead of patching. The patching just does not last.
- I love our small town & want to keep it as small as possible. We do need to limit the tractor trailer truck traffic on small roads through town. Hopefully, the widening of Old Alabama will help, but this needs to be completed sooner than later. I would also like to understand how we expect tractor trailers to get to the new warehouses on 293 towards Emerson? We took out a beautiful nature area for unsightly warehouses on a small road that is already tight without tractor trailer traffic. People live & love Cartersville because of its quaintness and we live here because we do not want to live in Kennesaw, Marietta, or Atlanta...we need to keep it quaint & stop with the growth...we are already getting swept into being a suburb of ATL. That means traffic will get worse, expenses will get higher & crime will rise as well as homelessness. We need to keep our county manageable.
- I really wish the focus would be on improving existing roads and not on creating a new road that is going to be massively disruptive to affected residents.
- We need to complete one big project at a time. Put all the resources into finishing what is happening and then move onto the next. We cannot go on every side of town and there are 50 different projects going on at all times finish what you guys start and make it not take 10 years.
- I wish Cartersville/Bartow would put a local transportation sales tax measure on the ballot like some other counties have done since state law was changed. I would gladly pay it to help speed up some of these needed local projects.
- I would also encourage you to consider adding a series of focus groups to your information gathering process. You miss feedback when only the survey is consumer based. I would pick up a survey to complete if it were available. I had difficulty with the interactive maps but could document where I have trouble moving in Bartow County and where I can see future problems areas.
- I would like to see more help for the homeless. Rather than cutting down trees and green space, help the homeless. Breaking up their camps is not helping them. Trains stopped on tracks in downtown is incredibly inconvenient.
- I would love to see better bus routes to Georgia Highlands College.
- If all this stuff that was being built just stopped, we would not need to worry about traffic. Bartow Co does not need any more crap being built in it. We need to stop the overpopulation

and the overgrowth of this county, and our politicians need to quit getting paid under the table. This puts a strain on our water supply, our first responders and all the people who have to travel. We do not need more progress. We need to quit building apartments and subdivisions too much population there. All these big buildings and that battery plant I mean really what are you thinking Steve that battery plant is a disaster waiting to happen. This county is already overpopulated and yall want to build a battery plant right beside all of them subdivisions of 411 yall are not too bright but all yall see is $. That is my take on it Sincerely [NAME]

- In the where do you work section there needs to be a hybrid option. I work from home 4 days and commute to Atlanta 1 day.
- Is there a pathway to create a safe refuge for wildlife habitats? The destruction of wildlife habitat in Bartow County is extremely concerning and does not appear to be a topic of importance. The decision makers and developers are 100% creating an urban and industrial sprawl.
- It really be to put benefit to improve on all these things I have chosen
- "It seems like on social media any time there is an accident at some intersection everyone starts calling for a new traffic signal to be put in. In most cases I would like our default response to be "why don't we have better drivers?" Putting traffic lights in everywhere will increase travel time and lower the rural feel of the area.
- A traffic light might be warranted but it should not be the default response."
- It would be nice if they put , speed bumps on Tumlin and other streets that people speed down. Because one someone going to get hit by a car by the way they are speeding.
- It is time for public transportation to come to Bartow county. Can CSX not allow 4 trains a day (2 in AM and 2 in PM) for commuting to Atlanta with stops along the way? One should be able to take a train from Chattanooga to Atlanta on a daily basis.
- LEAVE PINE LOG ALONE. I am disgusted with what is going on with the area. Tearing down the beauty of north Georgia for all this development is gross. Warehouses, crappy homes, and apartment buildings. We do not want to live like Atlanta.
- Lighting on Euharlee Road, for sure. And how can this help get the 18-wheelers out of Downtown Cartersville/Main Street/West Avenue?
- Looking at the map, it seems like there are a lot of opportunities to expand connectivity options in Cartersville just by linking existing streets that dead-end. Traffic congestion could also be eased by adding more safe sidewalks/bike paths between residential &amp, commercial areas. Follow the trails already worn into the road shoulders.
- Maintain and expand what roads are in place, to adjust growth, before you build more
- Maintenance of existing roads is a top priority to me. Repaving, adding streetlights and restriping roads.
- Many roads and intersections in SE unincorporated Bartow are narrow not wide enough for 2 cars without any shoulder it's ridiculous for the amount of taxes we pay!
- Most roads are too narrow. 75% of mailboxes are damaged due to narrow roads and vehicles hitting them.
- My priority is improving traffic flow in high traffic areas
- N/A

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- Need to add a shuttle transit bus system to the Acworth park-and-ride lot from Cartersville for commuters going down to Atlanta on the express bus to work and make money to be spent in Bartow County for local economic development.
- Need to add traffic lights at Cedar Creek Road to Clear Creek Road. Most of our roads need to be repaved, not resurfaced, striped, or signage -- they need to be paved! Pave our roads, put traffic lights where needed, quit building warehouses, mow, and clean roadways!
- No matter how wide you make the roads, they will never be wide enough to handle the traffic that will come when all of the apartments and condos are fully leased. And until laws are enforced keeping people off their phone, driving habits will not improve. My husband and I have been run into 3 times while standing still. Two were on their phones.
- None
- Old Alabama rd. at Puckett rd. is still a traffic nightmare. No one uses the bypass including 18 wheelers
- Our roads are not prepared for the influx of new manufacturing facilities and homes. It should not take an extended amount of time to build a road - example- 140 Adairsville to 53. That is ridiculous
- Park & Ride areas that allow use of alternative transportation services would allow minimal disruption to the beauty of the city & minimize congestion on roads. Left turn at Tennessee near Home Depot is a nightmare.
- Please do not add more commercial zoning on GA 20 east of I75. Residents along this highway already deal with difficult traffic situations.
- Please do not make roadways larger at the expense of safety. More lanes only cause cars to go faster. Perhaps consider roundabouts as these are a great way to slow cars down and prevent accidents at the same time.
- Please do not turn Cartersville into a concrete jungle or an extension of ATL with traffic congestion and high crime. It is sweltering on a sunny 65deg day because the wide roads (E.g., 41) are hot. Much needed trees and green land are crushed under gigantic warehouses and seas of parking lots. The standard of construction here is extremely destructive and no care is taken to preserve green space or trees. Take away the beauty of the land - no one is going to want to live here.
- PLEASE quit destroying the natural habitats of this county!!!! Please improve the intersection of Felton Road and Hwy 41!!!!
- Potholes on most secondary roads should be addressed first. No more high-density dwellings please!
- Preserving and protecting our environment is vital. Minimizing new construction of any kind. Repair and reuse existing infrastructure.
- Preserving the quality of life is a priority. What the state and the county has done to attract business and work opportunity for the community is tremendous. However, how, and what is being done to make this sustainable is key. Cultivating local communities and preserving the quality of life can only be done if the commercial (freight) is not intermingling with residential already full traffic. Additionally, opening up avenues or forms of transportation to other counties

such as Cobb/ Fulton will only hinder this endeavor. "Preserving" is not about complete change or expansion, updating what already exists while keeping the charm.

- Public Transportation to places outside of Bartow County is overdue and much needed, or provide for parking and busing capabilities.
- Quit building warehouses and concentrate on roads!
- Quit building warehouses that just sit empty. Quit building multi-family units that devalue our property (even though our property tax assessments do not reflect the devaluation) and quit destroying nature preserves for corporate conglomerates to put rental housing in.
- Resurface/repair current streets and roads instead of adding sidewalks out in residential areas. Streets have reached a condition where they are damaging to vehicles.
- Road repair was needed on Cliff Nelson Road, the end going towards fire department. Been torn up x2 years. Speed on Euharlee road needs to be addressed
- Save Pine log !!
- Sidewalks and streetlights in every part of the county. Folks like to walk. It is impossible in Emerson!!!
- Sidewalks on Cassville Road from the Cartersville City Limits up to Jordan Road are in desperate need. We also need sidewalks on hwy 41 throughout Cartersville. A left turning lane and turning traffic signal needs to be added to Grassdale Road at Bishop Road.
- Since the county is growing so fast, there should be at least 3 county commissioners. Getting this done should be a top priority!
- Skipped
- Some of the traffic lights on US41 need to be recalibrated to match with cross traffic needs and squeezing in turn lanes could really reduce congestion.
- Steve Taylor is destroying Bartow county he needs to go.
- Stop building and start fixing the roads and utilities so everything can catch up
- Stop building warehouses and high-density housing and it will help the traffic congestion and infrastructure.
- Thank y'all for everything. Thank you so much Bartow workers etc. And may God bless y'all so much in many way.
- Thank you for asking for citizen input on this important matter. There are two major “inconveniences” to living in Cartersville: 1) Rail traffic and railroad crossings. From our house in SW Cartersville off of Euharle Drive it is almost impossible to reach the downtown area without going through a rail crossing, and often waiting minutes for a very slow-moving freight train, or even being held up by a fully stopped freight. Yesterday, May 24, there was a freight train fully stopped in the middle of town for over half an hour. You can imagine the “inconvenience" this caused for commercial truck traffic and personal vehicles. We were sitting outside at Ate Track restaurant and noticed two bike riders cross under a rail car, bike, and all: difficult and dangerous. Why is commercial sixteen-wheel truck traffic permitted to go through town to and from US 75 at all times of the day. Finally, there is a favorite breakfast take-out on Rockmart Hwy./West Avenue where, especially on weekends, there is a line of vehicles lined up in the right-hand lane that covers, at least a quarter mile. This is ridiculous. Cartersville is growing very

fast with new businesses, population and the necessary housing that goes with growth. Creative solutions will be needed to deal with this growth.

- Thank you for working to improve Bartow County!
- Thanks for all your hard work trying to improve our roadway and transportation system!
- The County has allowed incoming business/growth but has done little to provide the necessary transportation changes to accommodate these additional burdens on existing infrastructure thus impeding existing residents' ability to reach their destination. The growth is admirable but the failure to properly plan for that growth is inexcusable. Residents will have to continue plugging along trying to survive....
- The county must stop approving developments! No new roads. Expand the existing roads.
- The county sole commissioner needs to be replaced and add 3 individuals. Lower property taxes.
- The growth of the county and surrounding areas should slow down and let the Roadways and Infostructure catch up for a period of time. Letting the industries come into Bartow County from the outside is good for the economy but it punishes the individuals that have lived here their entire lives by not being able to get around on the roads and "our" county tax dollars are having to pay to upgrades to the infrastructures.
- The intersection at Hwy. 41 and Fire Tower Road is in bad need of re-doing, either with a roundabout or serious widening with appropriate turn lanes. There are two schools and many new homes that pour traffic on to Fire Tower, backing up for at least three hours of the day (1 1/2 morning and 1 1/2 midafternoon when buses run) with no way to provide for movement of the emergency vehicles that are headquartered in the county fire station there.
- The roads need to be upgraded and the sizes of the schools need to be considered before approving so many warehouses and apartment complexes. Apartment dwellers do not pay property or school tax. But move to our area and have children attending school. This crowds the roads which cannot stand the large residential areas.
- The traffic congestion in Cartersville is beyond ridiculous during commuting hours. Joe Frank Harris Parkway, for one, needs to have more lanes added. Also, the 41 between Cartersville and Rome needs more lanes as well. There has been a 100% increase in traffic in the last 3-4 years and it has become more than inconvenient and frustrating.
- The use of grid street/roads would be helpful to keep traffic moving. This worked very well when I lived in Marietta just outside of East Cobb along the I-75 corridor and Powers Ferry Rd. We need sidewalks, for example Rowlings Spring Road, Center Rd from the cemetery to the new developments on the JFH end of Center. Sidewalks from J.R. Road to I-75 to give folks a place to walk/exercise since there are no parks or trails in that area. Parks with exercise equipment, walking trails, dog parks, and playgrounds
- "There are huge challenges in the Allatoona Community due to new apartments and subdivisions. No planning happening with regard to our intersections and the increase in traffic these will bring.
- Also, if there is an accident on I75, ALL CARS route through our area, going through Red Top Mountain State Park which is very unsafe for wildlife, hikers, and bicyclists. This is exacerbated by our intersections which cannot handle that amount of cars. It has been backed up into Red

Top State Park and nearly to the bridge. That is 2-4 miles of back up!!! This happens at least once per week."

- There is no reliable transit that has a fixed time schedule. Connectivity to other transit systems would allow workers to be more reliable & flexible to working options & schedules. Travelers have limited ability to get to hotels unless they rent a car.
- There will always be more and more cars on the road, so widening the roads is only a temporary cheap fix to a growing problem. Adding additional public transportation, transit systems, sidewalks, and bike lanes will greatly reduce the amount of cars on the roads in our city. It would also be nice to have more shade trees planted in grassy mediums, and public areas!
- There are many improvements to be made to existing roads, existing right of ways and traffic signals without adding 4 lanes
- This county is getting out of hand with its building so many apartments and approving everything for building.
- Too much land is being taken and turned into industrial businesses. This needs to stop, we are going to be overrun by them and none of our roads are big enough or up to par for that kind of traffic. It is ridiculous, especially around Adairsville and Emerson. We need to be working on keeping people safe in our own backyard.
- Traffic is getting worse quickly around the county.
- Traffic laws are constantly being ignored. A traffic police is greatly needed to insure the safety of the public. Red lights are constantly being ran on main roads, such as the red light on Harris Pkwy and Main St., and other existing lights!
- Traffic signal lights are poorly synchronized in downtown Cartersville
- Traffic signal timing needs to be improved in and around the Cartersville area.
- Unfortunately, public transportation brings crime drugs and unsightly people into the community
- US 411 thru White is becoming a nightmare, especially at shift change at Toyo.
- We badly need a bridge over the railroad on Peeples Valley Road. This will become even more important after the Rome-Cartersville 411 connector is finished.
- We definitely need a better transit system. I am an employee with Bartow Nutrition in the senior center and it is a growing concern with seniors not making it to appointments when they rely on Bartow Transit. There are a lot of issues with that department, and we need a better way of taking care of 60 and older that does not drive.
- We do not need no transit connections to metro Atlanta
- We have a lot of natural beauty here in Bartow that I would prefer stays preserved and celebrated by more sidewalks and bike paths, and community transit options rather than expanding roadways. A commitment to preserving the environment rather than expanding business development that interferes with forestation is what I would like to see from our county leadership.
- We live off of Euharlee Rd. The traffic is already horrendous in our area, I cannot imagine how much worse it will get with all the new homes they are putting up in our area. The traffic in the city of Cartersville is equally horrendous and getting worse every day it seems. We need more

traffic patrol and law enforcement! It is so dangerous to get out and drive anywhere within Cartersville due to the lack of care by most drivers, I have never seen anything like it.

- We love our rural country community that provides a great place to raise a family. We do not want Bartow to turn into another Cobb or Cherokee County. Let us stay small and quaint.
- We need more public transportation and less focus on cars and roadways. TRAINS!
- We need more sidewalks on heavy traffic roads, but are side streets, like Roving Road and Felton.
- We need safe places to ride bicycles. We need that high-speed rail line from Macon to Chattanooga that has been talked about for 30 years...
- We need to preserve the beauty of our county and provide services to allow the aging population to age in place. We need to provide transportation for those elders who have no friends or family to help them. This is becoming a large portion of the population as baby boomers age.
- We need to slow progress until we can incorporate the changes we have made. Realize we are displacing animals
- We shop & eat, & enjoy outdoor activities in this area. Love the boating & Cartersville hometown feel.
- When planning for progress, we should make one of our most valuable features a priority. That is the beautiful mountain vistas and rural landscape that brought me here in the first place. We should not impinge on these views with roadways, tall buildings, and building commercial spaces where we now have lovely nature in view.
- Where I live in the city, I could ride a bike to work as fast or faster than driving a car if there were adequate bike infrastructure. I am sure there are many others who could do the same.
- While this is a Transportation survey, I want to drive home one major point from this that I and all of the citizens of Bartow County want all of you to know: Stop all of this growth now! We are sickened and absolutely fed up with being ignored by all the leaders of this county and allowing it to grow at the rate it has. From the warehouses to the subdivisions, there has been practically no benefit from all of the growth brought here in recent years. This county has embraced the lie that urbanization benefits society but ignores all of the numerous negative consequences associated with it. One of the big downsides of this growth is that it has done nothing but drive the native citizens out of the county. This is what urbanization does: it passes the baton of problems out further and further to existing counties and cities and creates numerous headaches which are too numerous to explain here. I will say this again in case you are not getting the point: THE CITIZENS OF BARTOW COUNTY ARE SICK AND TIRED OF ALL THIS GROWTH AND DEMAND THAT IT BE STOPPED!
- With all the homes, apartments and town houses built in Bartow County we will need more roads and all of the roads and highways in Bartow are really in bad shape and needs repaving very badly.
- With the inland port in Chatsworth increasingly adding more rail traffic to local tracks, we need bridges over Peeples Valley Road and other crossings.

Appendix C:
Project Evaluation Scoring

Cartersville-Bartow Metropolitan Organization - 2050 Long Range Transportation Plan

Project Prioritization Summary

Project		Scoring				
#	Name	Roadway Capacity	Safety and Operations	Bicycle and Pedestian	Equity and Resiliency	Total
CB-105	SR 293/Cassville Rd RR Underpass	16	15	9	3	**43**
CB-110	CSX Railroad Grade Separation	13	14	8	2	**37**
CB-111	CS 963/Sugar Valley Road at Nancy Creek	13	12	8	2	**35**
CB-112	CR 628/Euharlee Road at Etowah River in Euharlee	15	13	8	2	**38**
CB-113	I-75 at CR 179/Cedar Creek Road 5.2 Mi. NW of White	19	16	9	1	**45**
CB-114	Crow Springs Road @ Crow Springs Branch N of Cartersville	11	11	6	1	**29**
CB-115	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	11	11	7	1	**30**
CB-407	SR 61/Tennessee St Corridor Improvements	17	14	9	3	**43**
CB-413	Grassdale Road from SR 293 to SR 3/SR 20	14	13	11	3	**41**
CB-414	SR 293 FROM S OF SR 293 CONN TO SR 3 RAMP	18	13	10	2	**43**
CB-426	US 411 Safety Improvement Corridor in White	17	16	9	1	**43**
CB-430	I-75 Upgrades at SR 61	20	16	11	1	**48**
CB-431	SR 61/Tennessee St at Gentilly Boulevard	17	14	8	3	**42**
CB-432	SR 61/Tennessee St at Collins Drive	18	15	9	3	**45**
CB-433	Old Alabama Road in Emerson	13	10	9	1	**33**
CB-434	FLAP Gatewood Park roads resurfacing	12	11	7	3	**33**
CB-507	SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee	20	18	9	2	**49**
CB-508	Douthit Ferry Road Widening from Old Alabama Rd to SR 113	14	13	10	1	**38**
CB-509	Paga Mine Rd Improvements from SR 293 to Old Alabama Rd	14	11	7	1	**33**
CB-510B	Cass-White Road Ph II Widening	16	13	9	1	**39**
CB-512	Rome-Cartersville Development Corridor	20	18	8	2	**48**
CB-512A	Rome-Cartersville Development Corridor	20	17	8	1	**46**
CB-524	Burnt Hickory Road	14	12	7	2	**35**
CB-536	I-75 @ Cass-White Road Interchange Reconstruction	18	14	9	1	**42**
CB-537	SR 3/US 41 from CSX RR North to Intersection of SR 3/SR 20	20	17	10	2	**49**
CB-538	I-75 from CR 633/Glade Road to SR 20	21	17	9	2	**49**
CB-539	I-75 from SR 20 to CR 630/Cassville White Road	19	18	9	1	**47**
CB-540	I-75 Interchange at/near Pleasant Valley Road	18	15	9	1	**43**
CB-541	Old Grassdale Road from E of Busch Dr to Cass-White Rd	11	10	8	1	**30**
CB-542	Old Allatoona Road Widening from US 41 to I-75	11	10	8	1	**30**
T-800	US 41 Widening from Fire Tower Rd to Pleasant Valley Rd	19	17	12	1	**49**
T-801	SR 140 Widening from I-75 to Towe Chapel Road	18	16	10	1	**45**
T-802	SR 140 Widening from US 41 to I-75	13	12	6	1	**32**
T-803	US 411 Widening from Old Tennessee Hwy to Stamp Creek Rd	19	15	12	1	**47**
T-805	Spring Place Road Widening from Cass White Rd to Cass Pine Log Rd	17	15	10	1	**43**
T-806	Etowah Drive Widening from Pine Grove Rd to Old Mill Rd	12	11	8	1	**32**
T-807	Harden Bridge Road Widening from Sugar Valley Rd to US 411	17	14	14	1	**46**
T-808	Macedonia Road Widening from Euharlee Rd to US 411	14	13	10	1	**38**
T-809	Iron Belt Road Widening from Burnt Hickory Rd to US 41	15	13	10	3	**41**
T-901	Peeples Valley Rd	14	14	9	1	**38**
T-902	Railroad crossing @ SR 293 / Tennessee St	13	12	7	2	**34**
T-904	SR 293 / Fite St / Cherokee Ave	15	15	8	1	**39**
T-905	Center Road Widening	16	13	9	2	**40**
T-906	Porter Street Extension to US 41	14	12	7	3	**36**
T-919	SR 293/Cassville Rd at Grassdale Rd	14	11	9	3	**37**
T-920	Pumpkinvine Trail	17	11	10	1	**39**
T-921	Emerson Gateway Signage at I-75	13	11	10	1	**35**
T-922	Richards Road RR Crossing	15	12	8	1	**36**
T-923	Old Tennessee Road Improvements	14	14	7	1	**36**
T-924	Hall Station Road Bicycle Accommodations	13	10	8	1	**32**
T-926	US 41 at Poplar Springs Rd	12	11	8	1	**32**
T-929	Five Forks Road at Covered Bridge Road	16	14	7	1	**38**
T-951	I-75 From SR 5 Conn to CR 633/Glade Road	15	11	8	3	**37**
T-956	SR 3/US 41 from SR 113/Main Street to SR 61	19	16	9	3	**47**
T-959	I-75 from CR 630/Cassville White Road to SR 140	20	17	11	1	**49**
T-962	SR 140 from E Valley Rd/Bartow to Garland Mtn Trail/Cherokee	18	17	9	1	**45**
T-963	I-75 from SR 140 to SR 156	14	10	7	1	**32**
T-965	I-75 at CS 631/Old Allatoona Road	18	16	8	1	**43**
T-966	SR 293 at Old Alabama Road	19	15	10	1	**45**
T-968	Old Allatoona Road Improvements	15	12	7	1	**35**
T-969	Puckett Road Improvements	14	10	8	1	**33**

Cartersville-Bartow Metropolitan Organization - 2050 Long Range Transportation Plan

Project Prioritization - Roadway Capacity Measures

Project		Capacity Measures								
#	Name	V/C	VHD	NHS or Freight	High Crash Location	Connects Community Resources	Streams, Historic Facilities/Areas, or State	Population Served	State National Highway Connection	Total
CB-105	SR 293/Cassville Rd RR Underpass	2	2	1	3	1	2	2	3	16
CB-110	CSX Railroad Grade Separation	2	2	1	1	1	2	2	2	13
CB-111	CS 963/Sugar Valley Road at Nancy Creek	2	2	1	1	1	2	2	2	13
CB-112	CR 628/Euharlee Road at Etowah River in Euharlee	2	2	1	2	3	1	2	2	15
CB-113	I-75 at CR 179/Cedar Creek Road 5.2 Mi. NW of White	2	2	3	2	1	3	3	3	19
CB-114	Crow Springs Road @ Crow Springs Branch N of Cartersville	2	2	1	1	1	2	1	1	11
CB-115	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	2	2	1	1	1	2	1	1	11
CB-407	SR 61/Tennessee St Corridor Improvements	2	2	2	2	2	2	2	3	17
CB-413	Grassdale Road from SR 293 to SR 3/SR 20	1	1	1	3	1	3	2	2	14
CB-414	SR 293 FROM S OF SR 293 CONN TO SR 3 RAMP	2	2	1	2	3	3	2	3	18
CB-426	US 411 Safety Improvement Corridor in White	2	3	1	3	1	2	2	3	17
CB-430	I-75 Upgrades at SR 61	2	2	3	3	1	3	3	3	20
CB-431	SR 61/Tennessee St at Gentilly Boulevard	2	2	2	2	1	3	2	3	17
CB-432	SR 61/Tennessee St at Collins Drive	2	2	2	2	1	3	3	3	18
CB-433	Old Alabama Road in Emerson	1	1	1	1	3	2	2	2	13
CB-434	FLAP Gatewood Park roads resurfacing	2	2	1	1	1	3	1	1	12
CB-507	SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee	3	3	3	3	1	1	3	3	20
CB-508	Douthit Ferry Road Widening from Old Alabama Rd to SR 113	1	1	1	3	3	1	2	2	14
CB-509	Paga Mine Rd Improvements from SR 293 to Old Alabama Rd	2	2	1	2	2	2	1	2	14
CB-510B	Cass-White Road Ph II Widening	3	2	1	3	1	2	2	2	16
CB-512	Rome-Cartersville Development Corridor	3	3	3	2	1	3	2	3	20
CB-512A	Rome-Cartersville Development Corridor	3	3	3	2	1	3	2	3	20
CB-524	Burnt Hickory Road	3	2	1	1	1	1	3	2	14
CB-536	I-75 @ Cass-White Road Interchange Reconstruction	2	2	3	1	1	3	3	3	18
CB-537	SR 3/US 41 from CSX RR North to Intersection of SR 3/SR 20	2	3	3	3	2	1	3	3	20
CB-538	I-75 from CR 633/Glade Road to SR 20	3	3	3	2	3	1	3	3	21
CB-539	I-75 from SR 20 to CR 630/Cassville White Road	2	3	3	3	1	1	3	3	19
CB-540	I-75 Interchange at/near Pleasant Valley Road	2	2	3	1	1	3	3	3	18
CB-541	Old Grassdale Road from E of Busch Dr to Cass-White Rd	1	1	1	2	1	3	1	1	11
CB-542	Old Allatoona Road Widening from US 41 to I-75	3	2	1	3	2	3	3	2	19
T-800	US 41 Widening from Fire Tower Rd to Pleasant Valley Rd	2	2	3	3	1	2	2	3	18
T-801	SR 140 Widening from I-75 to Towe Chapel Road	2	2	1	2	1	1	1	3	13
T-802	SR 140 Widening from US 41 to I-75	2	2	1	3	2	3	3	3	19
T-803	US 411 Widening from Old Tennessee Hwy to Stamp Creek Rd	2	2	1	3	1	2	3	3	17
T-805	Spring Place Road Widening from Cass White Rd to Cass Pine Log Rd	2	2	1	1	1	3	1	1	12
T-806	Etowah Drive Widening from Pine Grove Rd to Old Mill Rd	2	2	1	3	3	3	2	1	17
T-807	Harden Bridge Road Widening from Sugar Valley Rd to US 411	2	2	1	3	1	2	1	2	14
T-808	Macedonia Road Widening from Euharlee Rd to US 411	2	2	1	3	1	3	1	2	15
T-809	Iron Belt Road Widening from Burnt Hickory Rd to US 41	2	2	1	3	1	1	2	2	14
T-901	Peeples Valley Rd	2	2	1	1	2	1	2	2	13
T-902	Railroad crossing @ SR 293 / Tennessee St	2	2	1	3	1	2	1	3	15
T-904	SR 293 / Fite St / Cherokee Ave	2	2	1	3	1	2	2	3	16
T-905	Center Road Widening	2	2	1	2	1	2	2	2	14
T-906	Porter Street Extension to US 41	2	2	1	1	1	3	2	2	14
T-919	SR 293/Cassville Rd at Grassdale Rd	2	2	1	1	3	3	2	3	17
T-920	Pumpkinvine Trail	2	2	1	1	3	2	1	1	13
T-921	Emerson Gateway Signage at I-75	2	2	3	1	2	3	1	1	15
T-922	Richards Road RR Crossing	2	2	1	2	1	3	1	2	14
T-923	Old Tennessee Road Improvements	2	2	1	1	2	2	1	2	13
T-924	Hall Station Road Bicycle Accommodations	2	2	1	1	1	2	1	2	12
T-926	US 41 at Poplar Springs Rd	2	2	2	2	1	2	2	3	16
T-929	Five Forks Road at Covered Bridge Road	2	2	1	2	3	2	1	2	15
T-951	I-75 From SR 5 Conn to CR 633/Glade Road	2	2	3	2	1	3	3	3	19
T-956	SR 3/US 41 from SR 113/Main Street to SR 61	2	2	3	3	3	1	3	3	20
T-959	I-75 from CR 630/Cassville White Road to SR 140	2	2	3	3	1	1	3	3	18
T-962	SR 140 from E Valley Rd/Bartow to Garland Mtn Trail/Cherokee	2	2	1	1	1	3	1	3	14
T-963	I-75 from SR 140 to SR 156	2	2	3	2	1	2	3	3	18
T-965	I-75 at CS 631/Old Allatoona Road	2	2	3	1	2	3	3	3	19
T-966	SR 293 at Old Alabama Road	2	2	1	2	1	2	2	3	15
T-968	Old Allatoona Road Improvements	2	2	1	1	2	3	1	2	14
T-969	Puckett Road Improvements	2	2	1	1	2	2	1	1	12

Cartersville-Bartow Metropolitan Organization - 2050 Long Range Transportation Plan

Project Prioritization - Safety and Operations Measures

Project		Safety and Operations Measures								
#	Name	V/C	Congested to Free Flow Travel Time	NHS or Freight	High Crash Location	Reduces RR/Roadway Conflict	Population Served	Alignment with Community and Statewide Plans	Public Input	Total
CB-105	SR 293/Cassville Rd RR Underpass	2	2	1	3	2	2	3	2	15
CB-110	CSX Railroad Grade Separation	2	2	1	1	3	2	3	2	14
CB-111	CS 963/Sugar Valley Road at Nancy Creek	2	2	1	1	1	2	3	2	12
CB-112	CR 628/Euharlee Road at Etowah River in Euharlee	2	2	1	2	1	2	3	2	13
CB-113	I-75 at CR 179/Cedar Creek Road 5.2 Mi. NW of White	2	2	3	2	1	3	3	2	16
CB-114	Crow Springs Road @ Crow Springs Branch N of Cartersville	2	2	1	1	1	1	3	2	11
CB-115	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	2	2	1	1	1	1	3	2	11
CB-407	SR 61/Tennessee St Corridor Improvements	2	2	2	2	1	2	3	3	14
CB-413	Grassdale Road from SR 293 to SR 3/SR 20	2	1	1	3	1	2	3	2	13
CB-414	SR 293 FROM S OF SR 293 CONN TO SR 3 RAMP	2	1	1	2	2	2	3	2	13
CB-426	US 411 Safety Improvement Corridor in White	3	3	1	3	1	2	3	2	16
CB-430	I-75 Upgrades at SR 61	2	2	3	3	1	3	2	2	16
CB-431	SR 61/Tennessee St at Gentilly Boulevard	2	2	2	2	1	2	3	2	14
CB-432	SR 61/Tennessee St at Collins Drive	2	2	2	2	1	3	3	2	15
CB-433	Old Alabama Road in Emerson	2	1	1	1	1	2	2	2	10
CB-434	FLAP Gatewood Park roads resurfacing	2	2	1	1	1	1	3	2	11
CB-507	SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee	2	3	3	3	1	3	3	3	18
CB-508	Douthit Ferry Road Widening from Old Alabama Rd to SR 113	2	1	1	3	1	2	3	3	13
CB-509	Paga Mine Rd Improvements from SR 293 to Old Alabama Rd	2	2	1	2	1	1	2	1	11
CB-510B	Cass-White Road Ph II Widening	2	1	1	3	1	2	3	3	13
CB-512	Rome-Cartersville Development Corridor	3	3	3	2	2	2	3	3	18
CB-512A	Rome-Cartersville Development Corridor	3	3	3	2	1	2	3	3	17
CB-524	Burnt Hickory Road	2	2	1	1	1	3	2	2	12
CB-536	I-75 @ Cass-White Road Interchange Reconstruction	2	2	3	1	1	3	2	2	14
CB-537	SR 3/US 41 from CSX RR North to Intersection of SR 3/SR 20	2	2	3	3	1	3	3	3	17
CB-538	I-75 from CR 633/Glade Road to SR 20	2	2	3	2	2	3	3	1	17
CB-539	I-75 from SR 20 to CR 630/Cassville White Road	2	2	3	3	2	3	3	1	18
CB-540	I-75 Interchange at/near Pleasant Valley Road	2	2	3	1	1	3	3	2	15
CB-541	Old Grassdale Road from E of Busch Dr to Cass-White Rd	1	1	1	2	1	1	3	2	10
CB-542	Old Allatoona Road Widening from US 41 to I-75	3	3	1	3	1	3	3	2	17
T-800	US 41 Widening from Fire Tower Rd to Pleasant Valley Rd	2	2	3	3	1	2	3	2	16
T-801	SR 140 Widening from I-75 to Towe Chapel Road	2	2	1	2	1	1	3	2	12
T-802	SR 140 Widening from US 41 to I-75	2	2	1	3	1	3	3	2	15
T-803	US 411 Widening from Old Tennessee Hwy to Stamp Creek Rd	2	2	1	3	1	3	3	2	15
T-805	Spring Place Road Widening from Cass White Rd to Cass Pine Log Rd	2	2	1	1	1	1	3	2	11
T-806	Etowah Drive Widening from Pine Grove Rd to Old Mill Rd	2	2	1	3	1	2	3	2	14
T-807	Harden Bridge Road Widening from Sugar Valley Rd to US 411	2	2	1	3	1	1	3	2	13
T-808	Macedonia Road Widening from Euharlee Rd to US 411	2	2	1	3	1	1	3	2	13
T-809	Iron Belt Road Widening from Burnt Hickory Rd to US 41	2	2	1	3	1	2	3	2	14
T-901	Peeples Valley Rd	2	2	1	1	1	2	3	3	12
T-902	Railroad crossing @ SR 293 / Tennessee St	2	2	1	3	3	1	3	2	15
T-904	SR 293 / Fite St / Cherokee Ave	2	2	1	3	1	2	2	2	13
T-905	Center Road Widening	2	2	1	2	1	2	2	3	12
T-906	Porter Street Extension to US 41	2	2	1	1	1	2	2	1	11
T-919	SR 293/Cassville Rd at Grassdale Rd	2	2	1	1	1	2	2	2	11
T-920	Pumpkinvine Trail	2	2	1	1	1	1	3	1	11
T-921	Emerson Gateway Signage at I-75	2	2	3	1	1	1	2	1	12
T-922	Richards Road RR Crossing	2	2	1	2	3	1	3	2	14
T-923	Old Tennessee Road Improvements	2	2	1	1	1	1	2	1	10
T-924	Hall Station Road Bicycle Accommodations	2	2	1	1	1	1	3	1	11
T-926	US 41 at Poplar Springs Rd	2	2	2	2	1	2	3	2	14
T-929	Five Forks Road at Covered Bridge Road	2	2	1	2	1	1	2	1	11
T-951	I-75 From SR 5 Conn to CR 633/Glade Road	2	2	3	2	1	3	3	1	16
T-956	SR 3/US 41 from SR 113/Main Street to SR 61	2	2	3	3	1	3	3	2	17
T-959	I-75 from CR 630/Cassville White Road to SR 140	2	2	3	3	1	3	3	1	17
T-962	SR 140 from E Valley Rd/Bartow to Garland Mtn Trail/Cherokee	2	2	1	1	1	1	2	1	10
T-963	I-75 from SR 140 to SR 156	2	2	3	2	1	3	3	1	16
T-965	I-75 at CS 631/Old Allatoona Road	2	2	3	1	1	3	3	1	15
T-966	SR 293 at Old Alabama Road	2	2	1	2	1	2	2	2	12
T-968	Old Allatoona Road Improvements	2	2	1	1	1	1	2	1	10
T-969	Puckett Road Improvements	2	2	1	1	1	1	3	1	11

Cartersville-Bartow Metropolitan Organization - 2050 Long Range Transportation Plan

Project Prioritization - Bicycle and Pedestian Measures

Project		Bicycle and Pedestrian Measures					
#	Name	Connects to Existing Bike/Ped Trail or School	High Crash Location	Improves Bike/Ped Connections between Community Facilities	Environmental Impacts	Population Served	Total
CB-105	SR 293/Cassville Rd RR Underpass	1	3	1	2	2	9
CB-110	CSX Railroad Grade Separation	2	1	1	2	2	8
CB-111	CS 963/Sugar Valley Road at Nancy Creek	2	1	1	2	2	8
CB-112	CR 628/Euharlee Road at Etowah River in Euharlee	1	1	3	1	2	8
CB-113	I-75 at CR 179/Cedar Creek Road 5.2 Mi. NW of White	1	1	1	3	3	9
CB-114	Crow Springs Road @ Crow Springs Branch N of Cartersville	1	1	1	2	1	6
CB-115	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	2	1	1	2	1	7
CB-407	SR 61/Tennessee St Corridor Improvements	2	1	2	2	2	9
CB-413	Grassdale Road from SR 293 to SR 3/SR 20	2	3	1	3	2	11
CB-414	SR 293 FROM S OF SR 293 CONN TO SR 3 RAMP	1	1	3	3	2	10
CB-426	US 411 Safety Improvement Corridor in White	1	3	1	2	2	9
CB-430	I-75 Upgrades at SR 61	1	3	1	3	3	11
CB-431	SR 61/Tennessee St at Gentilly Boulevard	1	1	1	3	2	8
CB-432	SR 61/Tennessee St at Collins Drive	1	1	1	3	3	9
CB-433	Old Alabama Road in Emerson	1	1	3	2	2	9
CB-434	FLAP Gatewood Park roads resurfacing	1	1	1	3	1	7
CB-507	SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee	1	3	1	1	3	9
CB-508	Douthit Ferry Road Widening from Old Alabama Rd to SR 113	1	3	3	1	2	10
CB-509	Paga Mine Rd Improvements from SR 293 to Old Alabama Rd	1	1	2	2	1	7
CB-510B	Cass-White Road Ph II Widening	1	3	1	2	2	9
CB-512	Rome-Cartersville Development Corridor	1	1	1	3	2	8
CB-512A	Rome-Cartersville Development Corridor	1	1	1	3	2	8
CB-524	Burnt Hickory Road	1	1	1	1	3	7
CB-536	I-75 @ Cass-White Road Interchange Reconstruction	1	1	1	3	3	9
CB-537	SR 3/US 41 from CSX RR North to Intersection of SR 3/SR 20	1	3	2	1	3	10
CB-538	I-75 from CR 633/Glade Road to SR 20	1	1	3	1	3	9
CB-539	I-75 from SR 20 to CR 630/Cassville White Road	1	3	1	1	3	9
CB-540	I-75 Interchange at/near Pleasant Valley Road	1	1	1	3	3	9
CB-541	Old Grassdale Road from E of Busch Dr to Cass-White Rd	2	1	1	3	1	8
CB-542	Old Allatoona Road Widening from US 41 to I-75	1	3	2	3	3	12
T-800	US 41 Widening from Fire Tower Rd to Pleasant Valley Rd	2	3	1	2	2	10
T-801	SR 140 Widening from I-75 to Towe Chapel Road	2	1	1	1	1	6
T-802	SR 140 Widening from US 41 to I-75	1	3	2	3	3	12
T-803	US 411 Widening from Old Tennessee Hwy to Stamp Creek Rd	1	3	1	2	3	10
T-805	Spring Place Road Widening from Cass White Rd to Cass Pine Log Rd	2	1	1	3	1	8
T-806	Etowah Drive Widening from Pine Grove Rd to Old Mill Rd	3	3	3	3	2	14
T-807	Harden Bridge Road Widening from Sugar Valley Rd to US 411	3	3	1	2	1	10
T-808	Macedonia Road Widening from Euharlee Rd to US 411	2	3	1	3	1	10
T-809	Iron Belt Road Widening from Burnt Hickory Rd to US 41	2	3	1	1	2	9
T-901	Peeples Valley Rd	1	1	2	1	2	7
T-902	Railroad crossing @ SR 293 / Tennessee St	1	3	1	2	1	8
T-904	SR 293 / Fite St / Cherokee Ave	1	3	1	2	2	9
T-905	Center Road Widening	1	1	1	2	2	7
T-906	Porter Street Extension to US 41	2	1	1	3	2	9
T-919	SR 293/Cassville Rd at Grassdale Rd	1	1	3	3	2	10
T-920	Pumpkinvine Trail	3	1	3	2	1	10
T-921	Emerson Gateway Signage at I-75	1	1	2	3	1	8
T-922	Richards Road RR Crossing	1	1	1	3	1	7
T-923	Old Tennessee Road Improvements	2	1	2	2	1	8
T-924	Hall Station Road Bicycle Accommodations	3	1	1	2	1	8
T-926	US 41 at Poplar Springs Rd	1	1	1	2	2	7
T-929	Five Forks Road at Covered Bridge Road	1	1	3	2	1	8
T-951	I-75 From SR 5 Conn to CR 633/Glade Road	1	1	1	3	3	9
T-956	SR 3/US 41 from SR 113/Main Street to SR 61	1	3	3	1	3	11
T-959	I-75 from CR 630/Cassville White Road to SR 140	1	3	1	1	3	9
T-962	SR 140 from E Valley Rd/Bartow to Garland Mtn Trail/Cherokee	1	1	1	3	1	7
T-963	I-75 from SR 140 to SR 156	1	1	1	2	3	8
T-965	I-75 at CS 631/Old Allatoona Road	1	1	2	3	3	10
T-966	SR 293 at Old Alabama Road	1	1	1	2	2	7
T-968	Old Allatoona Road Improvements	1	1	2	3	1	8
T-969	Puckett Road Improvements	2	1	2	2	1	8

Cartersville-Bartow Metropolitan Organization - 2050 Long Range Transportation Plan

Project Prioritization - Equity and Resiliency Measures

Project		Equity and Resiliency Measures	
#	Name	Climate/Economic Justice	Total
CB-105	SR 293/Cassville Rd RR Underpass	3	3
CB-110	CSX Railroad Grade Separation	2	2
CB-111	CS 963/Sugar Valley Road at Nancy Creek	2	2
CB-112	CR 628/Euharlee Road at Etowah River in Euharlee	2	2
CB-113	I-75 at CR 179/Cedar Creek Road 5.2 Mi. NW of White	1	1
CB-114	Crow Springs Road @ Crow Springs Branch N of Cartersville	1	1
CB-115	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	1	1
CB-407	SR 61/Tennessee St Corridor Improvements	3	3
CB-413	Grassdale Road from SR 293 to SR 3/SR 20	3	3
CB-414	SR 293 FROM S OF SR 293 CONN TO SR 3 RAMP	2	2
CB-426	US 411 Safety Improvement Corridor in White	1	1
CB-430	I-75 Upgrades at SR 61	1	1
CB-431	SR 61/Tennessee St at Gentilly Boulevard	3	3
CB-432	SR 61/Tennessee St at Collins Drive	3	3
CB-433	Old Alabama Road in Emerson	1	1
CB-434	FLAP Gatewood Park roads resurfacing	3	3
CB-507	SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee	2	2
CB-508	Douthit Ferry Road Widening from Old Alabama Rd to SR 113	1	1
CB-509	Paga Mine Rd Improvements from SR 293 to Old Alabama Rd	1	1
CB-510B	Cass-White Road Ph II Widening	1	1
CB-512	Rome-Cartersville Development Corridor	2	2
CB-512A	Rome-Cartersville Development Corridor	1	1
CB-524	Burnt Hickory Road	2	2
CB-536	I-75 @ Cass-White Road Interchange Reconstruction	1	1
CB-537	SR 3/US 41 from CSX RR North to Intersection of SR 3/SR 20	2	2
CB-538	I-75 from CR 633/Glade Road to SR 20	2	2
CB-539	I-75 from SR 20 to CR 630/Cassville White Road	1	1
CB-540	I-75 Interchange at/near Pleasant Valley Road	1	1
CB-541	Old Grassdale Road from E of Busch Dr to Cass-White Rd	1	1
CB-542	Old Allatoona Road Widening from US 41 to I-75	1	1
T-800	US 41 Widening from Fire Tower Rd to Pleasant Valley Rd	1	1
T-801	SR 140 Widening from I-75 to Towe Chapel Road	1	1
T-802	SR 140 Widening from US 41 to I-75	1	1
T-803	US 411 Widening from Old Tennessee Hwy to Stamp Creek Rd	1	1
T-805	Spring Place Road Widening from Cass White Rd to Cass Pine Log Rd	1	1
T-806	Etowah Drive Widening from Pine Grove Rd to Old Mill Rd	1	1
T-807	Harden Bridge Road Widening from Sugar Valley Rd to US 411	1	1
T-808	Macedonia Road Widening from Euharlee Rd to US 411	1	1
T-809	Iron Belt Road Widening from Burnt Hickory Rd to US 41	3	3
T-901	Peeples Valley Rd	1	1
T-902	Railroad crossing @ SR 293 / Tennessee St	2	2
T-904	SR 293 / Fite St / Cherokee Ave	1	1
T-905	Center Road Widening	2	2
T-906	Porter Street Extension to US 41	3	3
T-919	SR 293/Cassville Rd at Grassdale Rd	3	3
T-920	Pumpkinvine Trail	1	1
T-921	Emerson Gateway Signage at I-75	1	1
T-922	Richards Road RR Crossing	1	1
T-923	Old Tennessee Road Improvements	1	1
T-924	Hall Station Road Bicycle Accommodations	1	1
T-926	US 41 at Poplar Springs Rd	1	1
T-929	Five Forks Road at Covered Bridge Road	1	1
T-951	I-75 From SR 5 Conn to CR 633/Glade Road	3	3
T-956	SR 3/US 41 from SR 113/Main Street to SR 61	3	3
T-959	I-75 from CR 630/Cassville White Road to SR 140	1	1
T-962	SR 140 from E Valley Rd/Bartow to Garland Mtn Trail/Cherokee	1	1
T-963	I-75 from SR 140 to SR 156	1	1
T-965	I-75 at CS 631/Old Allatoona Road	1	1
T-966	SR 293 at Old Alabama Road	1	1
T-968	Old Allatoona Road Improvements	1	1
T-969	Puckett Road Improvements	1	1

Appendix D:
Detailed Revenue Projections

CBMPO 2024-2050 MTP - Available Federal Funding - Roadway

	Transportation Improvement Program (TIP)					Metropolitan Transportation Plan (MTP)				
	2024	2025	2026	2027	TIP Total	2024-2027	2028-2033	2034-2040	2041-2050	MTP Total
Available Federal Funding->	$ 2,632,035	$ 5,187,345	$ 43,506,794	$ 120,382,318	$ 171,708,492	$ 171,708,492	$ 111,738,861	$ 168,356,236	$ 336,768,509	$ 788,572,098
Available State Funding->						$ 46,055,186	$ 27,085,412	$ 14,746,047	$ 39,527,194	$ 127,413,838
Available Local Funding->	$ 6,905,678	$ 6,905,678	$ 6,905,678	$ 6,905,678	$ 27,622,712	$ 27,622,712	$ 44,886,907	$ 60,162,266	$ 100,370,714	$ 233,042,599
Total Funding->						$ 245,386,390	$ 183,711,180	$ 243,264,549	$ 476,666,417	$ 1,149,028,536

Available State Funding Assumptions

Assumed State Funding Equal to GDOT Cosntruction Work Program HB170 Funding Programmed on Bartow Co. Projects, Plus 20% State Match on Federally Funded Projects on State Routes in the MTP.

Note A: Value shown for 2024 is assumed based on historic funding levels and adjustments for formula funding increases. However, available funding for 2024-27 should be equal to programmed funding for 2024-27.

Available Federal Funding Assumptions

$ 14,400,000	Assumed 2024 Available Federal Funding
4.00%	Annual Increase in Funding
1.040	Annual Growth Factor

	Federal	
TOTAL	$ 678,012,687	
2024	$ 14,400,000	*See Note A*
2025	$ 14,976,000	
2026	$ 15,575,040	
2027	$ 16,198,042	
2028	$ 16,845,963	
2029	$ 17,519,802	
2030	$ 18,220,594	
2031	$ 18,949,418	
2032	$ 19,707,394	
2033	$ 20,495,690	
2034	$ 21,315,518	
2035	$ 22,168,138	
2036	$ 23,054,864	
2037	$ 23,977,059	
2038	$ 24,936,141	
2039	$ 25,933,586	
2040	$ 26,970,930	
2041	$ 28,049,767	
2042	$ 29,171,758	
2043	$ 30,338,628	
2044	$ 31,552,173	
2045	$ 32,814,260	
2046	$ 34,126,831	
2047	$ 35,491,904	
2048	$ 36,911,580	
2049	$ 38,388,043	
2050	$ 39,923,565	

Available Local Funding Assumptions

$ 6,905,678	Assumed 2024 Available Federal Funding
10.00%	Five-Year Increase in Funding
1.100	Five-Year Growth Factor

	Local
TOTAL	$ 233,042,599
2024	$ 6,905,678
2025	$ 6,905,678
2026	$ 6,905,678
2027	$ 6,905,678
2028	$ 6,905,678
2029	$ 7,596,246
2030	$ 7,596,246
2031	$ 7,596,246
2032	$ 7,596,246
2033	$ 7,596,246
2034	$ 8,355,870
2035	$ 8,355,870
2036	$ 8,355,870
2037	$ 8,355,870
2038	$ 8,355,870
2039	$ 9,191,457
2040	$ 9,191,457
2041	$ 9,191,457
2042	$ 9,191,457
2043	$ 9,191,457
2044	$ 10,110,603
2045	$ 10,110,603
2046	$ 10,110,603
2047	$ 10,110,603
2048	$ 10,110,603
2049	$ 11,121,663
2050	$ 11,121,663

CBMPO 2050 MTP - Revenue Estimates - Transit

	Transit 5307-Lg Urban Capital			Transit 5307 - Sm Urban Capital			Transit 5311 - Capital			Transit 5307 - Sm Urban Operating			Transit 5311 - Operating			Transit	Local Funds		Local Funds	State & Federal Funds			TRANSIT BUDGET			Local	Total Transit
YEAR	ARC	Local - 20%	Yearly Total	GDOT (Federal only)	Local - 10%	Yearly Total	GDOT (Federal only)	Local - 10%	Yearly Total	5307	Local - 50%	Total	GDOT (Federal only)	Local - 50%	Yearly Total	Alliance	Operating	Capital	Yearly Total	Operating	Capital	Yearly Totals	Operating	Capital	Yearly Totals	Overmatch	Budget
2024	$8,532.95	$1,706.59	$10,239.54	$54,397.57	$5,440.28	$59,837.85	$40,000.00	$4,000.00	$44,000.00	$75,000.00	$37,500.00	$112,500.00	$225,000.00	$112,500.00	$337,500.00	$160,000.00	$150,000.00	$11,146.87	$161,146.87	$460,000.00	$102,930.53	$562,930.53	$610,000.00	$114,077.40	$724,077.40	$425,922.60	$1,150,000.00
2025	$8,874.27	$1,774.85	$10,649.13	$56,573.48	$5,657.89	$62,231.37	$41,600.00	$4,160.00	$45,760.00	$78,000.00	$39,000.00	$117,000.00	$234,000.00	$117,000.00	$351,000.00	$164,000.00	$156,000.00	$11,592.74	$167,592.74	$476,000.00	$107,047.75	$583,047.75	$632,000.00	$118,640.49	$750,640.49	$445,359.51	$1,196,000.00
2026	$9,229.24	$1,845.85	$11,075.09	$58,836.42	$5,884.20	$64,720.62	$43,264.00	$4,326.40	$47,590.40	$81,120.00	$40,560.00	$121,680.00	$243,360.00	$121,680.00	$365,040.00	$168,100.00	$162,240.00	$12,056.45	$174,296.45	$492,580.00	$111,329.66	$603,909.66	$654,820.00	$123,386.11	$778,206.11	$465,633.89	$1,243,840.00
2027	$9,598.41	$1,919.68	$11,518.09	$61,189.87	$6,119.57	$67,309.45	$44,994.56	$4,499.46	$49,494.02	$84,364.80	$42,182.40	$126,547.20	$253,094.40	$126,547.20	$379,641.60	$172,302.50	$168,729.60	$12,538.71	$181,268.31	$509,761.70	$115,782.84	$625,544.54	$678,491.30	$128,321.56	$806,812.86	$486,780.74	$1,293,593.60
Current TIP	**$36,234.88**	**$7,246.98**	**$43,481.85**	**$230,997.34**	**$23,101.94**	**$254,099.29**	**$169,858.56**	**$16,985.86**	**$186,844.42**	**$318,484.80**	**$159,242.40**	**$477,727.20**	**$955,454.40**	**$477,727.20**	**$1,433,181.60**	**$664,402.50**	**$636,969.60**	**$47,334.78**	**$684,304.38**	**$1,938,341.70**	**$437,090.78**	**$2,375,432.48**	**$2,575,311.30**	**$484,425.55**	**$3,059,736.85**	**$1,823,696.75**	**$4,883,433.60**
2028	$9,982.35	$1,996.47	$11,978.82	$63,637.47	$6,364.36	$70,001.82	$46,794.34	$4,679.43	$51,473.78	$87,739.39	$43,869.70	$131,609.09	$263,218.18	$131,609.09	$394,827.26	$176,610.06	$175,478.78	$13,040.26	$188,519.04	$527,567.63	$120,414.16	$647,981.79	$703,046.41	$133,454.42	$836,500.83	$508,836.51	$1,345,337.34
2029	$10,381.64	$2,076.33	$12,457.97	$66,182.97	$6,618.93	$72,801.90	$48,666.12	$4,866.61	$53,532.73	$91,248.97	$45,624.48	$136,873.45	$273,746.90	$136,873.45	$410,620.35	$181,025.31	$182,497.94	$13,561.87	$196,059.81	$546,021.18	$125,230.73	$671,251.91	$728,519.12	$138,792.59	$867,311.71	$531,839.12	$1,399,150.84
2030	$10,796.91	$2,159.38	$12,956.29	$66,182.97	$6,618.93	$72,801.90	$50,612.76	$5,061.28	$55,674.04	$94,898.93	$47,449.46	$142,348.39	$284,696.78	$142,348.39	$427,045.17	$185,550.95	$189,797.85	$13,839.59	$203,637.44	$565,146.65	$127,592.64	$692,739.29	$754,944.51	$141,432.22	$896,376.73	$558,740.14	$1,455,116.87
2031	$11,228.78	$2,245.76	$13,474.54	$68,830.29	$6,883.69	$75,713.97	$52,637.27	$5,263.73	$57,901.00	$98,694.88	$47,449.46	$146,144.35	$296,084.65	$148,042.33	$444,126.98	$190,189.72	$195,491.79	$14,393.17	$209,884.96	$584,969.25	$132,696.34	$717,665.60	$780,461.04	$147,089.51	$927,550.55	$585,770.99	$1,513,321.55
2032	$11,677.94	$2,335.59	$14,013.52	$68,830.29	$6,883.69	$75,713.97	$54,742.76	$5,474.28	$60,217.04	$102,642.68	$49,347.44	$151,990.12	$307,928.04	$153,964.02	$461,892.05	$194,944.46	$203,311.46	$14,693.55	$218,005.01	$605,515.18	$135,250.98	$740,766.16	$808,826.64	$149,944.53	$958,771.17	$615,083.24	$1,573,854.41
2033	$12,145.05	$2,429.01	$14,574.06	$71,583.50	$7,159.03	$78,742.53	$56,932.47	$5,693.25	$62,625.72	$106,748.39	$49,347.44	$156,095.83	$320,245.16	$160,122.58	$480,367.74	$199,818.08	$209,470.02	$15,281.29	$224,751.31	$626,811.62	$140,661.02	$767,472.64	$836,281.64	$155,942.31	$992,223.95	$644,584.63	$1,636,808.58
Subtotal	**$66,212.67**	**$13,242.53**	**$79,455.20**	**$405,247.47**	**$40,528.62**	**$445,776.09**	**$310,385.72**	**$31,038.57**	**$341,424.30**	**$581,973.23**	**$283,087.99**	**$865,061.22**	**$1,745,919.70**	**$872,959.85**	**$2,618,879.55**	**$1,128,138.58**	**$1,156,047.84**	**$84,809.73**	**$1,240,857.57**	**$3,456,031.52**	**$781,845.87**	**$4,237,877.38**	**$4,612,079.36**	**$866,655.59**	**$5,478,734.96**	**$3,444,854.64**	**$8,923,589.59**
2034	$12,630.85	$2,526.17	$15,157.03	$74,446.84	$7,445.40	$81,892.23	$59,209.77	$5,920.98	$65,130.75	$111,018.32	$51,321.34	$162,339.66	$333,054.96	$166,527.48	$499,582.45	$204,813.53	$217,848.82	$15,892.54	$233,741.37	$648,886.81	$146,287.46	$798,171.55	$869,732.91	$162,180.01	$1,031,912.91	$670,368.02	$1,702,280.93
2035	$13,136.09	$2,627.22	$15,763.31	$77,424.71	$7,743.21	$85,167.92	$61,578.16	$6,157.82	$67,735.98	$115,459.05	$53,374.19	$168,833.25	$346,377.16	$173,188.58	$519,565.74	$209,933.87	$226,562.77	$16,528.25	$243,091.02	$671,770.08	$152,138.96	$823,909.04	$898,332.86	$168,667.21	$1,067,000.06	$703,372.10	$1,770,372.16
2036	$13,661.53	$2,732.31	$16,393.84	$80,521.70	$8,052.94	$88,574.64	$64,041.29	$6,404.13	$70,445.42	$120,077.42	$55,509.16	$175,586.58	$360,232.25	$180,116.12	$540,348.37	$215,182.21	$235,625.29	$17,189.38	$252,814.66	$695,491.88	$158,224.52	$853,716.40	$931,117.16	$175,413.90	$1,106,531.06	$734,655.99	$1,841,187.05
2037	$14,207.99	$2,841.60	$17,049.59	$83,742.57	$8,375.06	$92,117.62	$66,602.94	$6,660.29	$73,263.23	$124,880.51	$57,729.53	$182,610.04	$374,641.54	$187,320.77	$561,962.31	$220,561.77	$245,050.30	$17,876.95	$262,927.25	$720,083.82	$164,553.50	$884,637.32	$965,134.12	$182,430.45	$1,147,564.57	$767,269.97	$1,914,834.53
2038	$14,776.31	$2,955.26	$17,731.58	$87,092.27	$8,710.06	$95,802.33	$69,267.06	$6,926.71	$76,193.76	$129,875.73	$60,038.71	$189,914.44	$389,627.20	$194,813.60	$584,440.80	$226,075.81	$254,852.31	$18,592.03	$273,444.34	$745,578.75	$171,135.64	$916,714.39	$1,000,431.05	$189,727.67	$1,190,158.72	$801,269.19	$1,991,427.91
2039	$15,367.37	$3,073.47	$18,440.84	$90,575.96	$9,058.46	$99,634.42	$72,037.74	$7,203.77	$79,241.51	$135,070.76	$62,440.26	$197,511.02	$405,212.29	$202,606.14	$607,818.43	$231,727.71	$265,046.40	$19,335.71	$284,382.11	$772,010.76	$177,981.07	$949,991.82	$1,037,057.16	$197,316.78	$1,234,373.94	$836,711.10	$2,071,085.03
2040	$15,982.06	$3,196.41	$19,178.47	$94,199.00	$9,420.80	$103,619.80	$74,919.25	$7,491.92	$82,411.17	$140,473.59	$64,937.87	$205,411.46	$421,420.78	$210,710.39	$632,131.17	$237,520.90	$275,648.26	$20,109.14	$295,757.39	$799,415.27	$185,100.31	$984,515.58	$1,075,063.53	$205,209.45	$1,280,272.98	$873,655.46	$2,153,928.43
Subtotal	**$99,762.21**	**$19,952.44**	**$119,714.65**	**$588,003.04**	**$58,805.93**	**$646,808.97**	**$467,656.21**	**$46,765.62**	**$514,421.83**	**$876,855.39**	**$405,351.05**	**$1,282,206.45**	**$2,630,566.18**	**$1,315,283.09**	**$3,945,849.28**	**$1,545,815.79**	**$1,720,634.14**	**$125,523.99**	**$1,846,158.14**	**$5,053,237.37**	**$1,155,421.46**	**$6,211,656.10**	**$6,776,868.78**	**$1,280,945.45**	**$8,057,814.24**	**$5,387,301.82**	**$13,445,116.06**
2041	$16,621.34	$3,324.27	$19,945.61	$97,966.96	$9,797.63	$107,764.59	$77,916.02	$7,791.60	$85,707.62	$146,092.54	$67,535.38	$213,627.92	$438,277.61	$219,138.81	$657,416.42	$243,458.92	$286,674.19	$20,913.50	$307,587.69	$827,829.07	$192,504.32	$1,023,896.21	$1,118,066.07	$213,417.83	$1,331,483.90	$908,601.67	$2,240,085.57
2042	$17,286.20	$3,457.24	$20,743.44	$101,885.64	$10,189.54	$112,075.18	$81,032.66	$8,103.27	$89,135.93	$151,936.24	$70,236.80	$222,173.04	$455,808.72	$227,904.36	$683,713.07	$249,545.39	$298,141.15	$21,750.04	$319,891.20	$857,290.35	$200,204.49	$1,057,494.84	$1,155,431.50	$221,954.54	$1,377,386.04	$952,302.95	$2,329,688.99
2043	$17,977.64	$3,595.53	$21,573.17	$105,961.06	$10,597.12	$116,558.18	$84,273.97	$8,427.40	$92,701.36	$158,013.69	$73,046.27	$231,059.96	$474,041.06	$237,020.53	$711,061.60	$255,784.03	$310,066.80	$22,620.05	$332,686.85	$887,838.78	$208,212.67	$1,096,051.46	$1,197,905.58	$230,832.72	$1,428,738.30	$994,138.25	$2,422,876.55
2044	$18,696.75	$3,739.35	$22,436.10	$110,199.51	$11,021.00	$121,220.51	$87,644.93	$8,764.49	$96,409.42	$164,334.24	$75,968.12	$240,302.36	$493,002.71	$246,501.35	$739,504.06	$262,178.63	$322,469.47	$23,524.85	$345,994.32	$919,515.57	$216,541.18	$1,136,056.75	$1,241,985.05	$240,066.03	$1,482,051.07	$1,037,740.54	$2,519,791.61
2045	$19,444.62	$3,888.92	$23,333.54	$114,607.49	$11,461.84	$126,069.33	$91,150.72	$9,115.07	$100,265.80	$170,907.61	$79,006.84	$249,914.45	$512,722.82	$256,361.41	$769,084.22	$268,733.10	$335,368.25	$24,465.84	$359,834.09	$952,363.52	$225,202.83	$1,177,566.35	$1,287,731.77	$249,668.67	$1,537,400.44	$1,083,182.84	$2,620,583.28
2046	$20,222.41	$4,044.48	$24,266.89	$119,191.78	$11,920.32	$131,112.10	$94,796.75	$9,479.68	$104,276.43	$177,743.91	$82,167.12	$259,911.03	$533,231.73	$266,615.86	$799,847.59	$275,451.42	$348,782.98	$25,444.47	$374,227.46	$986,427.06	$234,210.94	$1,220,638.00	$1,335,210.04	$259,655.42	$1,594,865.46	$1,130,541.15	$2,725,406.61
2047	$21,031.30	$4,206.26	$25,237.56	$123,959.46	$12,397.13	$136,356.59	$98,588.62	$9,858.86	$108,447.48	$184,853.67	$85,453.80	$270,307.47	$554,561.00	$277,280.50	$831,841.50	$282,337.71	$362,734.30	$26,462.25	$389,196.55	$1,021,752.37	$243,579.38	$1,265,331.75	$1,384,486.67	$270,041.63	$1,654,528.31	$1,179,894.57	$2,834,422.87
2048	$21,872.55	$4,374.51	$26,247.06	$128,917.83	$12,893.02	$141,810.85	$102,532.17	$10,253.22	$112,785.38	$192,247.81	$88,871.95	$281,119.77	$576,743.44	$288,371.72	$865,115.16	$289,396.15	$377,243.67	$27,520.74	$404,764.42	$1,058,387.40	$253,322.55	$1,311,709.96	$1,435,631.07	$280,843.30	$1,716,474.37	$1,231,325.42	$2,947,799.79
2049	$22,747.46	$4,549.49	$27,296.95	$134,074.55	$13,408.74	$147,483.28	$106,633.45	$10,663.35	$117,296.80	$199,937.72	$92,426.83	$292,364.56	$599,813.17	$299,906.59	$899,719.76	$296,631.06	$392,333.42	$28,621.57	$420,954.99	$1,096,381.96	$263,455.46	$1,359,837.41	$1,488,715.38	$292,077.03	$1,780,792.41	$1,284,919.38	$3,065,711.78
2050	$23,657.35	$4,731.47	$28,388.82	$139,437.53	$13,945.09	$153,382.62	$110,898.79	$11,089.88	$121,988.67	$207,935.23	$96,123.91	$304,059.14	$623,805.70	$311,902.85	$935,708.55	$304,046.83	$408,026.76	$29,766.44	$437,793.19	$1,135,787.77	$273,993.68	$1,409,781.44	$1,543,814.52	$303,760.11	$1,847,574.64	$1,340,765.62	$3,188,340.25
Subtotal	**$199,557.63**	**$39,911.53**	**$239,469.15**	**$1,176,201.80**	**$117,631.43**	**$1,293,833.23**	**$935,468.08**	**$93,546.81**	**$1,029,014.89**	**$1,754,002.65**	**$810,837.02**	**$2,564,839.68**	**$5,262,007.95**	**$2,631,003.98**	**$7,893,011.93**	**$2,727,563.25**	**$3,441,841.00**	**$251,089.76**	**$3,692,930.76**	**$9,743,573.85**	**$2,311,227.51**	**$12,058,364.17**	**$13,188,977.66**	**$2,562,317.27**	**$15,751,294.94**	**$11,143,412.38**	**$26,894,707.32**
Plan Totals	**$401,767.38**	**$80,353.48**	**$482,120.86**	**$2,400,449.66**	**$240,067.93**	**$2,640,517.58**	**$1,883,368.58**	**$188,336.86**	**$2,071,705.43**	**$3,531,316.08**	**$1,658,518.47**	**$5,189,834.55**	**$10,593,948.24**	**$5,296,974.12**	**$15,890,922.36**	**$6,065,920.12**	**$6,955,492.59**	**$508,758.26**	**$7,464,250.85**	**$20,191,184.44**	**$4,685,585.62**	**$24,883,330.14**	**$27,153,237.11**	**$5,194,343.88**	**$32,347,580.98**	**$21,799,265.58**	**$54,146,846.56**

Requested Capital Improvement Program

Fiscal Year(s): 2028, 2027, 2026, 2025, 2024

Associated City	Location ID	Airport Name	Project Description	National Priority	State score	Total	FED AIP	FED Entitlement	FED BIL	State	Local
FY 2023 PROJECTS											
CARTERSVILLE	VPC	Cartersville	Procure & Install EMAS Phase II (Rwy 1 End)	91.00	N/A	$5,019,919.32	$3,982,713.10	$300,000.00	$295,000.00	$219,847.57	$222,358.65
					TOTAL FY 2023 PROJECTS	**$5,019,919.32**	**$3,982,713.10**	**$300,000.00**	**$295,000.00**	**$219,847.57**	**$222,358.65**
FY 2024 PROJECTS											
CARTERSVILLE	VPC	Cartersville	Design Runway 1 Approach Obstruction Removal, Incl. Obstruction Lighting and Tree, Terrain Encroachment	43.00	N/A	$85,000.00	$0.00	$76,500.00	$0.00	$4,250.00	$4,250.00
CARTERSVILLE	VPC	Cartersville	Design Taxiway and Apron Rehabilitation	76.00	N/A	$115,000.00	$103,500.00	$0.00	$0.00	$5,750.00	$5,750.00
CARTERSVILLE	VPC	Cartersville	DBE Plan Update 3-Years (FY2024-2026)	62.00	N/A	$13,000.00	$0.00	$11,700.00	$0.00	$650.00	$650.00
CARTERSVILLE	VPC	Cartersville	Condemnation Assistance for Runway 1 Approach (Reimbursement)	43.00	N/A	$100,000.00	$90,000.00	$0.00	$0.00	$0.00	$10,000.00
CARTERSVILLE	VPC	Cartersville	Legal Services for Property Acquisition - Dellinger Parcel (Reimbursement)	43.00	N/A	$115,000.00	$103,500.00	$0.00	$0.00	$0.00	$11,500.00
CARTERSVILLE	VPC	Cartersville	Property Acquisition - Dellinger Holding Parcel (Part 4) (Reimbursement)	43.00	N/A	$52,000.00	$46,800.00	$0.00	$0.00	$0.00	$5,200.00
CARTERSVILLE	VPC	Cartersville	Land Acquisition for Runway 1 Approach - Phase II Acquisition Costs and Legal Fees (Reimbursement)	62.00	N/A	$1,679,867.00	$1,450,080.30	$61,800.00	$0.00	$0.00	$167,986.70
CARTERSVILLE	VPC	Cartersville	AWOS Installation (Reimbursement)	43.00	N/A	$150,000.00	$135,000.00	$0.00	$0.00	$0.00	$15,000.00
CARTERSVILLE	VPC	Cartersville	Design Airport Perimeter Fence 10,000 LF (Reimbursement)	43.00	N/A	$16,656.00	$14,990.40	$0.00	$0.00	$0.00	$1,665.60
CARTERSVILLE	VPC	Cartersville	Extension of Waterline on East Side of Runway for Increased Fire Flows (Reimbursement)	43.00	N/A	$300,000.00	$270,000.00	$0.00	$0.00	$0.00	$30,000.00
CARTERSVILLE	VPC	Cartersville	Construction Staking and As-Built Survey for Storm Drainage System for Old Alabama Road Realignment (Reimbursement)	43.00	N/A	$12,962.00	$11,665.80	$0.00	$0.00	$0.00	$1,296.20
CARTERSVILLE	VPC	Cartersville	Environmental Permitting and Plan Revisions for Phasing of Environmental Impact Areas for the Runway 19 RSA Grading Project (Reimbursement)	43.00	N/A	$102,127.00	$91,914.30	$0.00	$0.00	$0.00	$10,212.70
CARTERSVILLE	VPC	Cartersville	Phase I ESA and Additional Survey for Fee Simple Acquisition - Phase II (Reimbursement)	43.00	N/A	$9,254.00	$8,328.60	$0.00	$0.00	$0.00	$925.40
CARTERSVILLE	VPC	Cartersville	Design Revisions and Bid Phase Services for Runway Pavement Rehabilitation (Reimbursement)	43.00	N/A	$40,770.00	$36,693.00	$0.00	$0.00	$0.00	$4,077.00
					TOTAL FY 2024 PROJECTS	**$2,791,636.00**	**$2,362,472.40**	**$150,000.00**	**$0.00**	**$10,650.00**	**$268,513.60**
FY 2025 PROJECTS											
CARTERSVILLE	VPC	Cartersville	Runway 1 Approach Obstruction Removal - Phase I, Including Lighting and CA/CI Services	43.00	N/A	$1,000,000.00	$160,000.00	$150,000.00	$590,000.00	$50,000.00	$50,000.00
CARTERSVILLE	VPC	Cartersville	Construct Taxiway and Apron Rehabilitation	76.00	N/A	$1,500,000.00	$1,350,000.00	$0.00	$0.00	$75,000.00	$75,000.00
CARTERSVILLE	VPC	Cartersville	Design East Side Parallel Taxiway, Including Phase I (Grading/Drainage) and Phase II	43.00	N/A	$150,000.00	$135,000.00	$0.00	$0.00	$7,500.00	$7,500.00
CARTERSVILLE	VPC	Cartersville	Land Acquisition Services for East Side Development (Jeff Davis -59 AC.)	62.00	N/A	$50,000.00	$45,000.00	$0.00	$0.00	$2,500.00	$2,500.00
CARTERSVILLE	VPC	Cartersville	Land Acquisition Services for West Side Development (Phase I) and Partial Route 61 Closure	62.00	N/A	$50,000.00	$45,000.00	$0.00	$0.00	$2,500.00	$2,500.00
					TOTAL FY 2025 PROJECTS	**$2,750,000.00**	**$1,735,000.00**	**$150,000.00**	**$590,000.00**	**$137,500.00**	**$137,500.00**

FY 2026 PROJECTS											
CARTERSVILLE	VPC	Cartersville	Runway 1 Approach Obstruction Removal - Phase II, Including Lighting and CA/CI Services	47.00	N/A	$1,000,000.00	$455,000.00	$150,000.00	$295,000.00	$50,000.00	$50,000.00
CARTERSVILLE	VPC	Cartersville	Construct East Side Parallel Taxiway (Phase I - Grading and Drainage), Including CA/CI Services	71.00	N/A	$1,500,000.00	$1,350,000.00	$0.00	$0.00	$75,000.00	$75,000.00
CARTERSVILLE	VPC	Cartersville	Design NE Apron Expansion (250,000 SF)	64.00	N/A	$125,000.00	$112,500.00	$0.00	$0.00	$6,250.00	$6,250.00
CARTERSVILLE	VPC	Cartersville	Land Acquisition for East Side Development (Jeff Davis - 59 AC.)	62.00	N/A	$2,100,000.00	$1,890,000.00	$0.00	$0.00	$105,000.00	$105,000.00
CARTERSVILLE	VPC	Cartersville	Land Acquisition for West Side Development (Phase I) and Partial State Route 61 Closure	62.00	N/A	$225,000.00	$202,500.00	$0.00	$0.00	$11,250.00	$11,250.00
CARTERSVILLE	VPC	Cartersville	Design West Side Apron Expansion (400' x 200'), Including Connecting Taxiway and State Route 61 Closure	63.00	N/A	$400,000.00	$360,000.00	$0.00	$0.00	$20,000.00	$20,000.00
			TOTAL FY 2026 PROJECTS			**$5,350,000.00**	**$4,370,000.00**	**$150,000.00**	**$295,000.00**	**$267,500.00**	**$267,500.00**
FY 2027 PROJECTS											
CARTERSVILLE	VPC	Cartersville	Construct East Side Parallel Taxiway (Phase II - Paving, Marking & Lighting), Including CA/CI Services	71.00	N/A	$1,000,000.00	$455,000.00	$150,000.00	$295,000.00	$50,000.00	$50,000.00
CARTERSVILLE	VPC	Cartersville	Construct NE Apron Expansion (250,000 SF), Including CA/CI Services	64.00	N/A	$3,000,000.00	$2,700,000.00	$0.00	$0.00	$150,000.00	$150,000.00
CARTERSVILLE	VPC	Cartersville	Construct SW Apron Expansion (400' X 100'), Including CA/CI Services	64.00	N/A	$400,000.00	$360,000.00	$0.00	$0.00	$20,000.00	$20,000.00
CARTERSVILLE	VPC	Cartersville	Construct West Side Apron Expansion (400' X 200'), Including Connecting Taxiway, State Route 61 Closure and CA/CI Services	63.00	N/A	$500,000.00	$450,000.00	$0.00	$0.00	$25,000.00	$25,000.00
CARTERSVILLE	VPC	Cartersville	Design East Side T-Hangar Taxiway and 10-Unit T-Hangar Building	39.00	N/A	$90,000.00	$81,000.00	$0.00	$0.00	$4,500.00	$4,500.00
CARTERSVILLE	VPC	Cartersville	Design West Side T-Hangar Taxiway and 10-Unit T-Hangar Building	39.00	N/A	$90,000.00	$81,000.00	$0.00	$0.00	$4,500.00	$4,500.00
			TOTAL FY 2027 PROJECTS			**$5,080,000.00**	**$4,127,000.00**	**$150,000.00**	**$295,000.00**	**$254,000.00**	**$254,000.00**
FY 2028 PROJECTS											
CARTERSVILLE	VPC	Cartersville	Airport Layout Plan Update	73.00	N/A	$150,000.00	$0.00	$135,000.00	$0.00	$7,500.00	$7,500.00
CARTERSVILLE	VPC	Cartersville	Construct East Side T-Hangar Taxiway, Including CA Services	45.00	N/A	$500,000.00	$435,000.00	$15,000.00	$0.00	$25,000.00	$25,000.00
CARTERSVILLE	VPC	Cartersville	Construct East Side 10-Unit T-Hangar Building, Including CA Services	39.00	N/A	$500,000.00	$450,000.00	$0.00	$0.00	$25,000.00	$25,000.00
CARTERSVILLE	VPC	Cartersville	Construct West Side T-Hangar Taxiway, Including CA Services	45.00	N/A	$500,000.00	$450,000.00	$0.00	$0.00	$25,000.00	$25,000.00
CARTERSVILLE	VPC	Cartersville	Construct West Side 10-Unit T-Hangar Building, Including CA Services	39.00	N/A	$500,000.00	$450,000.00	$0.00	$0.00	$25,000.00	$25,000.00
			TOTAL FY 2028 PROJECTS			**$2,150,000.00**	**$1,785,000.00**	**$150,000.00**	**$0.00**	**$107,500.00**	**$107,500.00**

Approved by:

Hans Lutjens, Chairman
Cartersville-Bartow County Airport Authority

TOTAL FY 2024 PROJECTS	**$2,791,636.00**	**$2,362,472.40**	**$150,000.00**	**$0.00**	**$10,650.00**	**$268,513.60**
TOTAL FY 2025 PROJECTS	**$2,750,000.00**	**$1,735,000.00**	**$150,000.00**	**$590,000.00**	**$137,500.00**	**$137,500.00**
TOTAL FY 2026 PROJECTS	**$5,350,000.00**	**$4,370,000.00**	**$150,000.00**	**$295,000.00**	**$267,500.00**	**$267,500.00**
TOTAL FY 2027 PROJECTS	**$5,080,000.00**	**$4,127,000.00**	**$150,000.00**	**$295,000.00**	**$254,000.00**	**$254,000.00**
TOTAL FY 2028 PROJECTS	**$2,150,000.00**	**$1,785,000.00**	**$150,000.00**	**$0.00**	**$107,500.00**	**$107,500.00**
TOTAL FY 2028, 2027, 2026, 2025, 2024 PROJECTS	**$18,121,636.00**	**$14,379,472.40**	**$750,000.00**	**$1,180,000.00**	**$777,150.00**	**$1,035,013.60**

Appendix E:
Federally Funded Projects Summary

CBMPO 2024-2050 MTP - Federal Funding Summary (FHWA Only)

1/31/2024

	Transportation Improvement Program (TIP)					Metropolitan Transportation Plan (MTP)					
	2024	2025	2026	2027	TIP Total	2024-2027	2028-2033	2034-2040	2041-2050	MTP Total	Aspirations Plan
Proposed Project Costs (Federal Funding Only)	**2,632,035**	**5,187,345**	**43,506,794**	**120,382,318**	**171,708,492**	**171,708,492**	**112,564,093**	**75,016,727**	**313,859,485**	**673,148,796**	**402,944,832**
Projected Available Federal Funding **	**2,632,035**	**5,187,345**	**43,506,794**	**120,382,318**	**171,708,492**	**171,708,492**	**111,738,861**	**168,356,236**	**336,768,509**	**788,572,098**	
Federal Funding Excess/(Shortfall)	-	-	-	-	-	-	**(825,232)**	**93,339,509**	**22,909,024**	**115,423,302**	

*** Note: Available funding for 2024 through 2027 is equal to currently programmed funding for those years in the 2021-2024 TIP.*

Summary of Proposed Costs by Project (FHWA Federal Funding Only)

				Transportation Improvement Program (TIP)					Metropolitan Transportation Plan (MTP)					
Project #	**P.I. #**	**Project Name**	**Sponsor**	**2024**	**2025**	**2026**	**2027**	**TIP Total**	**2024-2027**	**2028-2033**	**2034-2040**	**2041-2050**	**MTP Total**	**Aspirations Plan**
CB-105	-	SR 293/Cassville Rd RR Underpass	Bartow Co	-	-	-	-	-	-	-	-	-	-	30,123,117
CB-110	-	CSX Railroad Grade Separation	Cartersville	-	-	-	-	-	-	-	-	-	-	27,994,853
CB-111	0016596	CS 963/Sugar Valley Road at Nancy Cree	GDOT	-	187,345	3,005,413	-	3,192,758	3,192,758	-	-	-	3,192,758	-
CB-112	0008601	CR 628/Euharlee Road at Etowah River i	Bartow	382,035	-	8,706,565	-	9,088,600	9,088,600	-	-	-	9,088,600	-
CB-113	0016506	I-75 at CR 179/Cedar Creek Road 5.2 Mi	GDOT	200,000	-	12,461,833	-	12,661,833	12,661,833	-	-	-	12,661,833	-
CB-114	0019941	Crow Springs Road @ Crow Springs Bran	GDOT	1,025,000	-	-	331,144	1,356,144	1,356,144	2,087,448	-	-	3,443,592	-
CB-115	0019942	Old Mill Road @ Cedar Creek 6.8 miles E	GDOT	1,025,000	-	-	331,144	1,356,144	1,356,144	2,087,448	-	-	3,443,592	-
CB-407	-	SR 61/Tennessee St Corridor Improveme	Cartersville	-	-	-	-	-	-	-	-	26,863,247	26,863,247	-
CB-413	0016628	Grassdale Road from SR 293 to SR 3/SR	Cartersville	-	-	-	-	-	-	-	-	-	-	-
CB-414	0019997	SR 293 FROM S OF SR 293 CONN TO SR 3	Bartow Co	-	-	-	-	-	-	-	-	-	-	-
CB-426	-	US 411 Safety Improvement Corridor in	White	-	-	-	-	-	-	-	11,905,692	-	11,905,692	-
CB-430	0000932	I-75 Upgrades at SR 61	GDOT	-	-	-	-	-	-	2,662,656	-	-	2,662,656	-
CB-431	-	SR 61/Tennessee St at Gentilly Boulevar	Cartersville	-	-	-	-	-	-	-	-	-	-	3,673,551
CB-432	-	SR 61/Tennessee St at Collins Drive	Cartersville	-	-	86,151	-	86,151	86,151	497,138	-	-	583,289	-
CB-433	-	Old Alabama Road in Emerson	Emerson	-	-	-	-	-	-	-	1,651,201	-	1,651,201	-
CB-434	-	FLAP Gatewood Park roads resurfacing	Bartow Co	-	-	-	-	-	-	-	-	-	-	-
CB-507	0007836	SR 20 (Canton Highway) Widening from	GDOT	-	-	19,246,832	-	19,246,832	19,246,832	73,453,319	-	-	92,700,151	-
CB-508	0007494	Douthit Ferry Road Widening from Old A	Cartersville	-	-	-	-	-	-	29,095,542	-	-	29,095,542	-
CB-509	0015146	Paga Mine Rd Improvements from SR 29	Bartow Co	-	-	-	-	-	-	-	-	-	-	-
CB-510B	0015145	Cass-White Road Ph II Widening	Bartow Co	-	5,000,000	-	-	5,000,000	5,000,000	-	-	-	5,000,000	-
CB-512	0013238	Rome-Cartersville Development Corrido	GDOT	-	-	-	68,434,560	68,434,560	68,434,560	-	-	-	68,434,560	-
CB-512A	0020049	Rome-Cartersville Development Corrido	GDOT	-	-	-	51,285,470	51,285,470	51,285,470	-	-	-	51,285,470	-
CB-524	-	Burnt Hickory Road	Bartow Co	-	-	-	-	-	-	-	10,783,449	112,645,276	123,428,724	-
CB-536	-	I-75 @ Cass-White Road Interchange Re	GDOT	-	-	-	-	-	-	-	-	47,672,658	47,672,658	-
CB-537	0002866	SR 3/US 41 from CSX RR North to Interse	GDOT	-	-	-	-	-	-	-	-	-	-	39,963,479
CB-538	0007893	I-75 from CR 633/Glade Road to SR 20	GDOT	-	-	-	-	-	-	-	9,523,097	87,143,256	96,666,352	-
CB-539	0007894	I-75 from SR 20 to CR 630/Cassville Whit	GDOT	-	-	-	-	-	-	2,680,541	37,555,399	-	40,235,940	-
CB-540	-	I-75 Interchange at/near Pleasant Valley	Bartow Co	-	-	-	-	-	-	-	-	16,464,577	16,464,577	113,413,044
CB-541	-	Old Grassdale Road from E of Busch Dr t	GDOT	-	-	-	-	-	-	-	1,693,299	11,840,929	13,534,228	-
CB-542	-	Old Allatoona Road Widening from US 4	Emerson	-	-	-	-	-	-	-	1,904,590	11,229,543	13,134,133	-
T-800	-	US 41 Widening from Fire Tower Rd to P	-	-	-	-	-	-	-	-	-	-	-	-
T-801	-	SR 140 Widening from I-75 to Towe Cha	-	-	-	-	-	-	-	-	-	-	-	-
T-802	-	SR 140 Widening from US 41 to I-75	-	-	-	-	-	-	-	-	-	-	-	-
T-803	-	US 411 Widening from Old Tennessee H	-	-	-	-	-	-	-	-	-	-	-	-
T-805	-	Spring Place Road Widening from Cass V	-	-	-	-	-	-	-	-	-	-	-	-
T-806	-	Etowah Drive Widening from Pine Grove	-	-	-	-	-	-	-	-	-	-	-	-
T-807	-	Harden Bridge Road Widening from Sug	-	-	-	-	-	-	-	-	-	-	-	-
T-808	-	Macedonia Road Widening from Euharle	-	-	-	-	-	-	-	-	-	-	-	-
T-809	-	Iron Belt Road Widening from Burnt Hic	-	-	-	-	-	-	-	-	-	-	-	-
T-901	-	Peeples Valley Rd	Bartow Co	-	-	-	-	-	-	-	-	-	-	-
T-902	-	Railroad crossing @ SR 293 / Tennessee	Bartow Co	-	-	-	-	-	-	-	-	-	-	-

Summary of Proposed Costs by Project (FHWA Federal Funding Only)

				Transportation Improvement Program (TIP)					Metropolitan Transportation Plan (MTP)					
Project #	**P.I. #**	**Project Name**	**Sponsor**	**2024**	**2025**	**2026**	**2027**	**TIP Total**	**2024-2027**	**2028-2033**	**2034-2040**	**2041-2050**	**MTP Total**	**Aspirations Plan**
T-904	-	SR 293 / Fite St / Cherokee Ave	Cartersville	-	-	-	-	-	-	-	-	-	-	-
T-905	-	Center Road Widening	Cartersville	-	-	-	-	-	-	-	-	-	-	-
T-906	-	Porter Street Extension to US 41	Cartersville	-	-	-	-	-	-	-	-	-	-	-
T-919	-	SR 293/Cassville Rd at Grassdale Rd	Bartow Co	-	-	-	-	-	-	-	-	-	-	-
T-920	-	Pumpkinvine Trail	Emerson	-	-	-	-	-	-	-	-	-	-	-
T-921	-	Emerson Gateway Signage at I-75	Emerson	-	-	-	-	-	-	-	-	-	-	327,425
T-922	-	Richards Road RR Crossing	White	-	-	-	-	-	-	-	-	-	-	-
T-923	-	Old Tennessee Road Improvements	White	-	-	-	-	-	-	-	-	-	-	-
T-924	-	Hall Station Road Bicycle Accommodatio	Adairsville	-	-	-	-	-	-	-	-	-	-	8,185,630
T-926	-	US 41 at Poplar Springs Rd	Adairsville	-	-	-	-	-	-	-	-	-	-	-
T-929	-	Five Forks Road at Covered Bridge Road	Euharlee	-	-	-	-	-	-	-	-	-	-	-
T-951	0007892	I-75 From SR 5 Conn to CR 633/Glade Rd	GDOT	-	-	-	-	-	-	-	-	-	-	17,146,203
T-956	0007274	SR 3/US 41 from SR 113/Main Street to	GDOT	-	-	-	-	-	-	-	-	-	-	66,971,737
T-959	0007895	I-75 from CR 630/Cassville White Road t	GDOT	-	-	-	-	-	-	-	-	-	-	74,500,986
T-962	0006036	SR 140 from E Valley Rd/Bartow to Garla	Cherokee Co.	-	-	-	-	-	-	-	-	-	-	2,960,857
T-963	0007896	I-75 from SR 140 to SR 156	GDOT	-	-	-	-	-	-	-	-	-	-	17,683,949
T-965	0015147	I-75 at CS 631/Old Allatoona Road	GDOT	-	-	-	-	-	-	-	-	-	-	-
T-966	-	SR 293 at Old Alabama Road	Emerson	-	-	-	-	-	-	-	-	-	-	-
T-968	-	Old Allatoona Road Improvements	Emerson	-	-	-	-	-	-	-	-	-	-	-
T-969	-	Puckett Road Improvements	Emerson	-	-	-	-	-	-	-	-	-	-	-
				2,632,035	**5,187,345**	**43,506,794**	**120,382,318**	**171,708,492**	**171,708,492**	**112,564,093**	**75,016,727**	**313,859,485**	**673,148,796**	**402,944,832**

CBMPO 2024-2050 MTP - Federal Funding Summary (FHWA Only)

1/31/2024

	Transportation Improvement Program (TIP)					Metropolitan Transportation Plan (MTP)					
	2024	2025	2026	2027	TIP Total	2024-2027	2028-2033	2034-2040	2041-2050	MTP Total	Aspirations Plan
Proposed Project Costs (Federal Funding Only)	**2,632,035**	**5,187,345**	**43,506,794**	**120,382,318**	**171,708,492**	**171,708,492**	**112,564,093**	**75,016,727**	**313,859,485**	**673,148,796**	**402,944,832**
Projected Available Federal Funding **	**2,632,035**	**5,187,345**	**43,506,794**	**120,382,318**	**171,708,492**	**171,708,492**	**111,738,861**	**168,356,236**	**336,768,509**	**788,572,098**	
Federal Funding Excess/(Shortfall)	-	-	-	-	-	-	**(825,232)**	**93,339,509**	**22,909,024**	**115,423,302**	

*** Note: Available funding for 2024 through 2027 is equal to currently programmed funding for those years in the 2021-2024 TIP.*

Summary of Proposed Costs by Fund Type (FHWA Federal Funding Only)

			Transportation Improvement Program (TIP)					Metropolitan Transportation Plan (MTP)					
Fund Code	**Funding Bill**	**Fund Description**	**2024**	**2025**	**2026**	**2027**	**TIP Total**	**2024-2027**	**2028-2033**	**2034-2040**	**2041-2050**	**MTP Total**	**Aspirations Plan**
L980	SAFETEA-LU	Appalachian Development Highway System Program	-	-	19,246,832	-	19,246,832	19,246,832	22,242,202	-	-	41,489,034	-
Y001	IIJA	National Highway Performance Program (NHPP)	200,000	-	12,461,833	-	12,661,833	12,661,833	56,554,313	47,078,496	87,143,256	203,437,898	198,582,406
Y120	IIJA	HWY INFRA BRIDGE-OFF SYS IIJA	2,050,000	-	-	662,288	2,712,288	2,712,288	4,174,896	-	-	6,887,184	-
Y236	IIJA	STBG Program - Areas with Population 50K to 200K	-	187,345	3,005,413	-	3,192,758	3,192,758	29,095,542	-	-	32,288,300	-
Y238	IIJA	STBG Program - Areas with Population Less Than 5K	382,035	-	8,706,565	-	9,088,600	9,088,600	-	-	-	9,088,600	17,683,949
Y240	IIJA	Surface Transportation Block Grant (STBG) Program Flex	-	-	-	119,720,030	119,720,030	119,720,030	-	-	-	119,720,030	2,960,857
Y306	IIJA	Transportation Alternatives (TAP) - Areas with Population 50K to 200K	-	-	-	-	-	-	-	-	-	-	-
Y928	IIJA	HIP COMMNTY PROJ CONG-DIRECTED	-	5,000,000	-	-	5,000,000	5,000,000	-	-	-	5,000,000	-
LR-Fed	-	Long-Range Federal Funding	-	-	86,151	-	86,151	86,151	497,138	27,938,231	226,716,229	255,237,749	183,717,619
			2,632,035	**5,187,345**	**43,506,794**	**120,382,318**	**171,708,492**	**171,708,492**	**112,564,093**	**75,016,727**	**313,859,485**	**673,148,796**	**402,944,832**

Appendix F:
Project Sheets

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

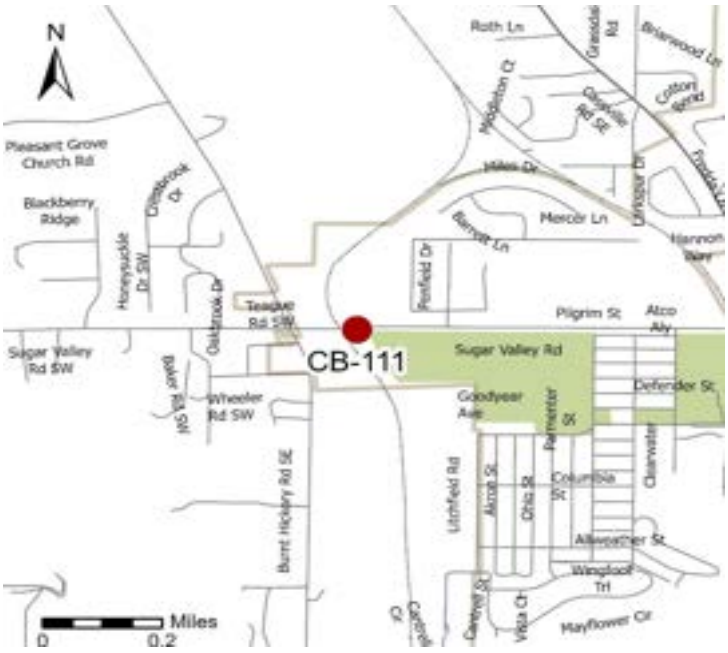
PROJECT NAME:	**CS 963/Sugar Valley Road at Nancy Creek**	***PROJECT #:***	**CB-111**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Bridge replacement of CS 963/Sugar Valley Road over Nancy Creek

NEED AND PURPOSE:
Replacement of functionally obsolete bridge.

PROJECT LOCATION MAP



Estimated Cost:	$	4,728,500					
County:	Bartow						
P.I. No.:	**0016596**						
Sponsor:	GDOT				*Congressional District:*		11
Project Type:	Bridge				*GDOT District:*		6
Length (miles):	0.2	*No. of Existing Lanes:*		2	*No. of Planned Lanes:*		2
Daily Traffic Year/Volume:		2021	5,990	*Reg. Comm.:*	NWGRC	*Network Yr:*	

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Z231*	*AUTH*		*2021*	*$ 825,000*	~~*$ 660,000*~~	~~*$ 165,000*~~	~~*$*~~
ROW	*Y236*		*Y*	*2025*	*$ 234,181*	*$ 187,345*	*$ 46,836*	*$ -*
UTL	*Y236*		*Y*	*2026*	*$ 896,795*	*$ 717,436*	*$ 179,359*	*$ -*
CST	*Y236*		*Y*	*2026*	*$ 3,247,296*	*$ 2,597,837*	*$ 649,459*	*$ -*
				Total Costs:	***$ 5,203,272***	***$ 4,162,618***	***$ 1,040,654***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

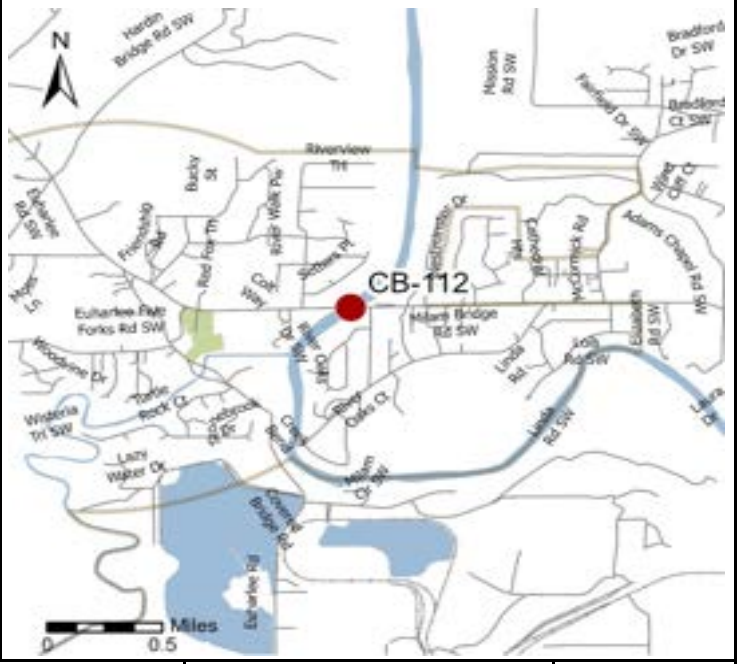
PROJECT NAME:	**CR 628/Euharlee Road at Etowah River in Euharlee**	***PROJECT #:***	**CB-112**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Replace Euharlee Road Bridge over the Etowah

NEED AND PURPOSE:
Replacement of functionally obsolete bridge.

PROJECT LOCATION MAP



Estimated Cost:	$ 11,563,399				
County:	Bartow				
P.I. No.:	**0008601**				
Sponsor:	Bartow			*Congressional District:*	11
Project Type:	Bridge			*GDOT District:*	6
Length (miles):	0.4	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	2
Daily Traffic Year/Volume:	2021 8,480	*Reg. Comm.:*	NWGRC	*Network Yr:*	

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Z232*	*AUTH*		*2021*	*$ 950,000*	~~*$ 760,000*~~	~~*$ 190,000*~~	~~*$*~~
ROW	*Y238*		*Y*	*2024*	*$ 477,544*	*$ 382,035*	*$ 95,509*	*$ -*
UTL	*Y238*		*Y*	*2026*	*$ 1,351,615*	*$ 1,081,292*	*$ 270,323*	*$ -*
CST	*Y238*		*Y*	*2026*	*$ 9,531,591*	*$ 7,625,273*	*$ 1,906,318*	*$ -*
				Total Costs:	***$ 12,310,750***	***$ 9,848,600***	***$ 2,462,150***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**I-75 at CR 179/Cedar Creek Road 5.2 Mi. NW of White**	***PROJECT #:***	**CB-113**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Replace I-75 bridges over CR 179/Cedar Creek Road

NEED AND PURPOSE:
Replacement of functionally obsolete bridge.

PROJECT LOCATION MAP



Estimated Cost:	$	15,678,829					
County:	Bartow						
P.I. No.:	**0016506**						
Sponsor:	GDOT				*Congressional District:*		11
Project Type:	Bridge				*GDOT District:*		6
Length (miles):	0.4	*No. of Existing Lanes:*		6	*No. of Planned Lanes:*		6
Daily Traffic Year/Volume:		2021	71,400	*Reg. Comm.:*	NWGRC	*Network Yr:*	

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Z001*	*AUTH*		*2020*	*$ 1,620,000*	~~*$ 1,296,000*~~	~~*$ 324,000*~~	~~*$*~~
ROW	*Y001*		*Y*	*2024*	*$ 250,000*	*$ 200,000*	*$ 50,000*	*$ -*
UTL	*Y001*		*Y*	*2026*	*$ 159,181*	*$ 127,345*	*$ 31,836*	*$ -*
CST	*Y001*		*Y*	*2026*	*$ 15,418,110*	*$ 12,334,488*	*$ 3,083,622*	*$ -*
				Total Costs:	***$ 17,447,291***	***$ 13,957,833***	***$ 3,489,458***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	Crow Springs Road @ Crow Springs Branch N of Cartersville	PROJECT #:	CB-114

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Replace Crow Springs Road bridge over Crow Springs Branch

NEED AND PURPOSE:
Replacement of functionally obsolete bridge.

PROJECT LOCATION MAP



Estimated Cost:	$ 3,100,000			Congressional District:		11	
County:	Bartow			GDOT District:		6	
P.I. No.:	0019941						
Sponsor:	GDOT			No. of Planned Lanes:		2	
Project Type:	Bridge						
Length (miles):	0.20	No. of Existing Lanes:	2				
Daily Traffic Year/Volume:	2022	240	Reg. Comm.:	NWGRC	Network Yr:		

Phase	Funding Source	Status	In 2024-2027 TIP?	Fiscal Year	Total Phase Cost	Breakdown of Total Phase Cost: Federal	State	Local
PE	Y120		Y	2024	$ 1,000,000	$ 1,000,000	$ -	$ -
ROW	Y120		Y	2027	$ 300,000	$ 300,000	$ -	$ -
UTL	Y120			LR 2028-2033	$ 300,000	$ 300,000	$ -	$ -
CST	Y120			LR 2028-2033	$ 1,500,000	$ 1,500,000	$ -	$ -
				Total Costs:	$ 3,100,000	$ 3,100,000	$ -	$ -

SCP: Scoping PE: Preliminary Engineering / Design / Planning
ROW: Right-of-Way Acquistion UTL: Utility Relocation
CST: Construction / Implementation AUTH: Phase Authorized

Funding Notes:

1/31/2024

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

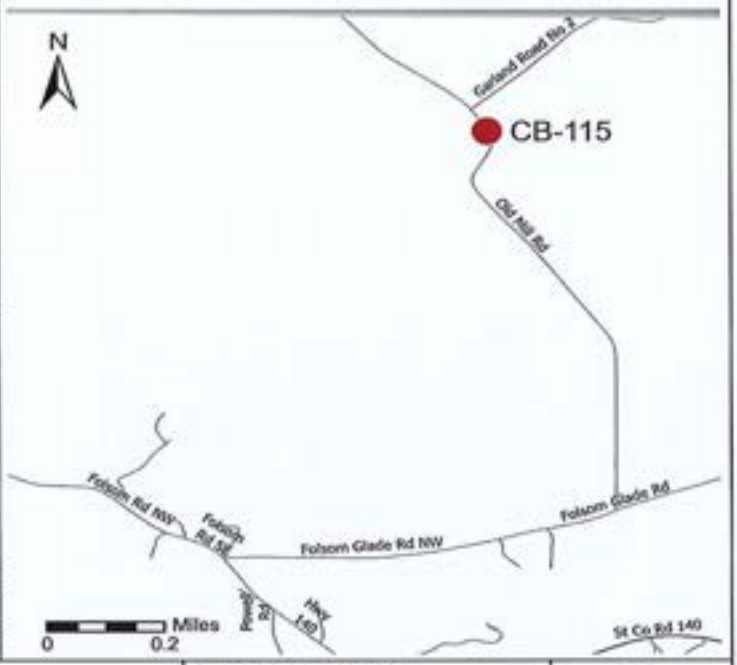
PROJECT NAME:	Old Mill Road @ Cedar Creek 6.8 miles E of Adairsville	PROJECT #:	CB-115

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Replace Old Mill Road bridge over Cedar Creek

NEED AND PURPOSE:
Replacement of functionally obsolete bridge.

PROJECT LOCATION MAP



Estimated Cost:	$ 3,100,000				Congressional District:		11
County:	Bartow				GDOT District:		6
P.I. No.:	0019942						
Sponsor:	GDOT				No. of Planned Lanes:		2
Project Type:	Bridge						
Length (miles):	0.20	No. of Existing Lanes:	1	Reg. Comm.:	NWGRC	Network Yr:	
Daily Traffic Year/Volume:	2022	100					

Phase	Funding Source	Status	In 2024-2027 TIP?	Fiscal Year	Total Phase Cost	Breakdown of Total Phase Cost: Federal	State	Local
PE	Y120		Y	2024	$ 1,000,000	$ 1,000,000	$ -	$ -
ROW	Y120		Y	2027	$ 300,000	$ 300,000	$ -	$ -
UTL	Y120			LR 2028-2033	$ 300,000	$ 300,000	$ -	$ -
CST	Y120			LR 2028-2033	$ 1,500,000	$ 1,500,000	$ -	$ -
				Total Costs:	$ 3,100,000	$ 3,100,000	$ -	$ -

SCP: Scoping PE: Preliminary Engineering / Design / Planning
ROW: Right-of-Way Acquistion UTL: Utility Relocation
CST: Construction / Implementation AUTH: Phase Authorized

Funding Notes:

1/31/2024

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Hamilton Crossing SRTS and Safety Project @ Hamilton Crossing Rd and Fire Tower Rd**	***PROJECT #:***	**CB-206**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:

Implementation of sidewalks and an improvements by single-lane roundabout to the intersection to Hamilton Crossing Road and Fire Tower Road.

NEED AND PURPOSE:

Improve traffic operations and safety/pedestrian accommodations.

PROJECT LOCATION MAP



Estimated Cost:	$ 2,081,250				
County:	Bartow				
P.I. No.:	**N/A**				
Sponsor:	Cartersville			*Congressional District:*	11
Project Type:	Corridor Operational and Safety			*GDOT District:*	6
Length (miles):	n/a	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	2
Daily Traffic Year/Volume:	n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:*

						Breakdown of Total Phase Cost				
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***		***State***		***Local***
PE	*Y940*			*LR 2034-2040*	*$ 349,343*	*$ 279,474*		*$ -*		*$ 69,869*
ROW	*Y940*			*LR 2034-2040*	*$ 55,140*	*$ 44,112*		*$ -*		*$ 11,028*
CST	*Y940*			*LR 2034-2040*	*$ 2,570,729*	*$ 2,056,583*		*$ -*		*$ 514,146*
				Total Costs:	***$ 2,975,213***	***$ 2,380,170***		***$ -***		***$ 595,043***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

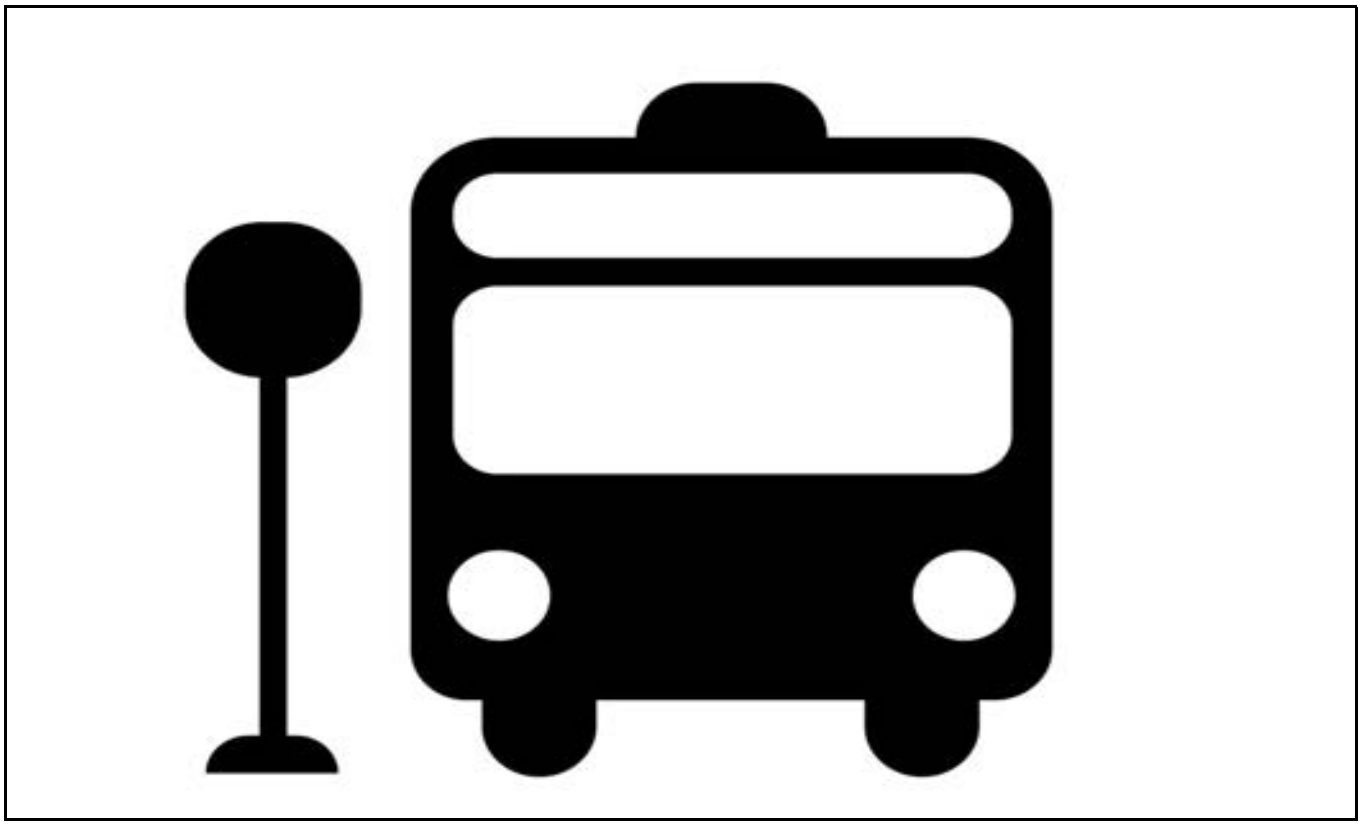
Funding Notes:

4/21/2025

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
METROPOLITAN TRANSPORTATION PLAN, 2020-2050

PROJECT NAME:	**Transit Capital Funding**				***PROJECT #:***	**CB-300**
From:	n/a		*To:*	n/a		
PROJECT DESCRIPTION: Funding available for capital purchases (buses and equipment) necessary to operate Bartow County Transit Department			*Estimated Cost:*			
			County:		Bartow	
			P.I. No.:			
			Sponsor:		Bartow County	
			Project Type:	Transit - Capital		
NEED AND PURPOSE:	To maintain current levels of service.					
Length (miles):	n/a	*No. of Existing Lanes:*	n/a	*No. of Planned Lanes:*		n/a
GDOT District:	6	*Congressional District:*	11	*RC:* NWGRC	*Network Yr:*	n/a
Daily Traffic Year/Volume:	n/a	n/a				

PROJECT PHASE	Current TIP FY 2024-2027	FY 2028-2033	FY 2034-2040	FY 2041-2050	TOTAL
FTA Sm Urban 5307 - Capital	254,099	445,776	646,809	1,293,833	$ 2,640,518
FTA Lg Urban 5307 - Capital	43,482	79,455	119,715	239,469	$ 482,121
FTA 5311 - Capital	186,844	341,424	514,422	1,029,015	$ 2,071,705
Transit Alliance	-	-	-	-	$ -
PROJECT COST:	$ 484,426	$ 866,656	$ 1,280,945	$ 2,562,317	$ 5,194,344
State & Federal Cost ($)	437,091	781,846	1,155,421	2,311,228	$ 4,685,586
Local Cost ($)	47,335	84,810	125,524	251,090	$ 508,758

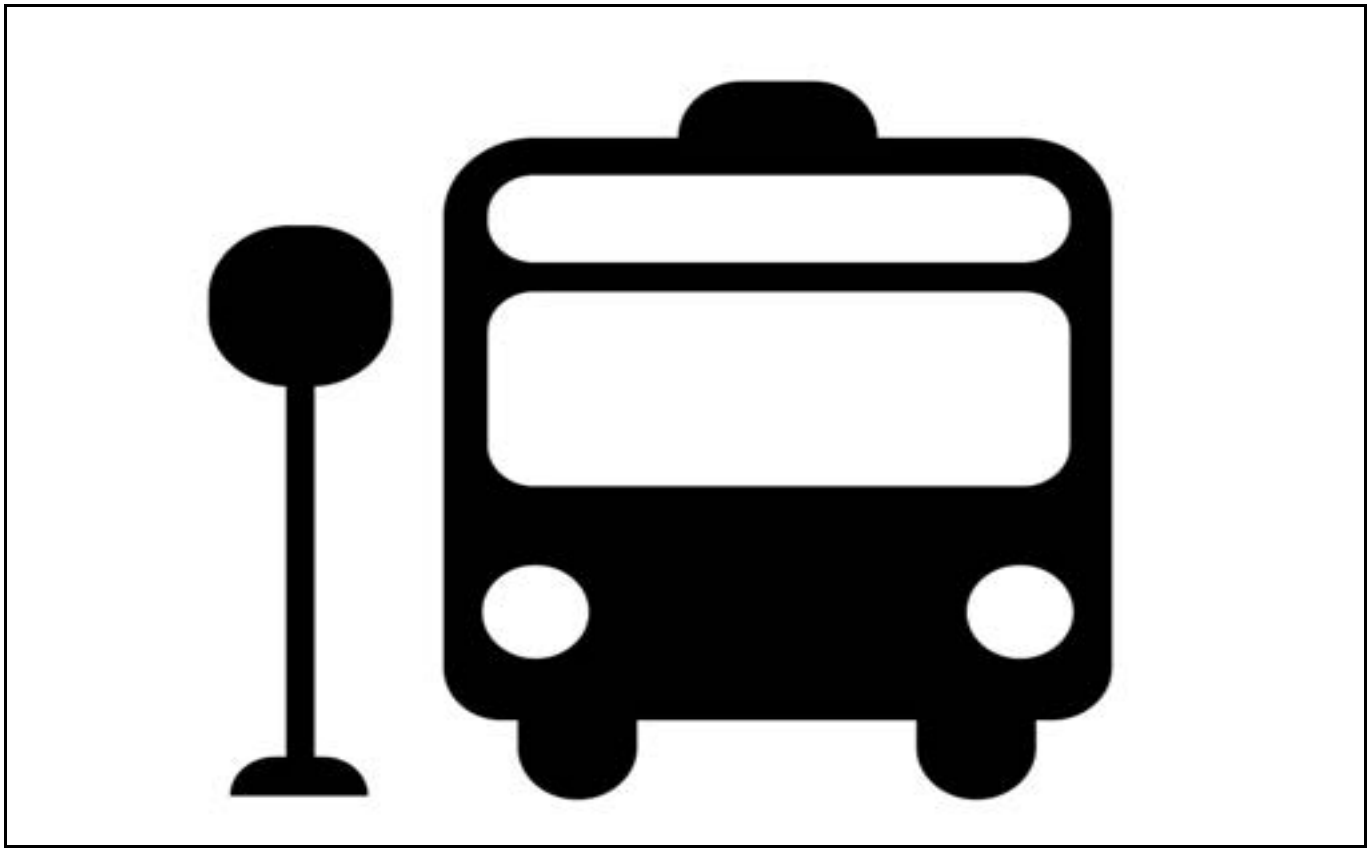


1/9/2020

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
METROPOLITAN TRANSPORTATION PLAN, 2020-2050

PROJECT NAME:	**Transit Operating Funding**				***PROJECT #:***	**CB-300**
From:	n/a		*To:*	n/a		
PROJECT DESCRIPTION: Funding available for operating expenses (personnel, supplies, etc.) necessary to operate the Bartow Transit Department.			*Estimated Cost:*			
			County:		Bartow	
			P.I. No.:			
			Sponsor:		Bartow County	
			Project Type:	Transit Operating		
NEED AND PURPOSE:	To maintain current levels of service.					
Length (miles):	n/a	*No. of Existing Lanes:*	n/a	*No. of Planned Lanes:*		n/a
GDOT District:	6	*Congressional District:*	11	*RC:* NWGRC	*Network Yr:*	n/a
Daily Traffic Year/Volume:	n/a	n/a				

PROJECT PHASE	Current TIP FY 2024-2027	FY 2028-2033	FY 2034-2040	FY 2041-2050	TOTAL
FTA Lg Urban 5307 - Operating	-	-	-	-	$ -
FTA Sm Urban 5307 - Operating	477,727	865,061	1,282,206	2,564,840	$ 5,189,835
FTA 5311 - Operating	1,433,182	2,618,880	3,945,849	7,893,012	$ 15,890,922
Transit Alliance	664,403	1,128,139	1,545,816	2,727,563	$ 6,065,920
PROJECT COST:	$ 2,575,311	$ 4,612,079	$ 6,773,872	$ 13,185,415	$ 27,146,677
State & Federal Cost ($)	1,938,342	3,456,032	5,053,237	9,743,574	$ 20,191,184
Local Cost ($)	636,970	1,156,048	1,720,634	3,441,841	$ 6,955,493



1/9/2020

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

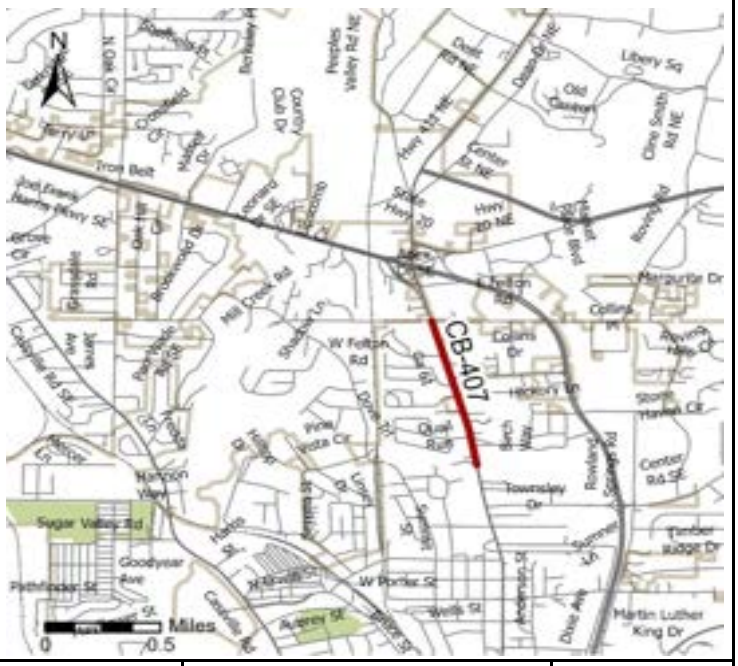
PROJECT NAME:	**SR 61/Tennessee St Corridor Improvements**	***PROJECT #:***	**CB-407**

From:	Gentilly Ave
To:	Felton Rd

PROJECT DESCRIPTION:
Safety and operational improvements along SR 61/Tennesee St from Gentilly Avenue to Felton Road

NEED AND PURPOSE:
Improve traffic operations and safety

PROJECT LOCATION MAP



Estimated Cost:	$ 19,300,000				
County:	Bartow				
P.I. No.:	**N/A**				
Sponsor:	Cartersville			*Congressional District:*	11
Project Type:	Corridor Operational and Safety			*GDOT District:*	6
Length (miles):	0.9	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	2
Daily Traffic Year/Volume:	2021	16,600	*Reg. Comm.:*	NWGRC	*Network Yr:*

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*LR-Fed*			*LR 2041-2050*	*$ 3,119,317*	*$ 2,495,454*	*$ -*	*$ 623,863*
ROW	*LR-Fed*			*LR 2041-2050*	*$ 1,343,665*	*$ 1,074,932*	*$ -*	*$ 268,733*
UTL	*LR-Fed*			*LR 2041-2050*	*$ 1,764,611*	*$ 1,411,689*	*$ 352,922*	*$ -*
CST	*LR-Fed*			*LR 2041-2050*	*$ 27,351,466*	*$ 21,881,172*	*$ 5,470,293*	*$ -*
				Total Costs:	***$ 33,579,059***	***$ 26,863,247***	***$ 5,823,215***	***$ 892,597***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

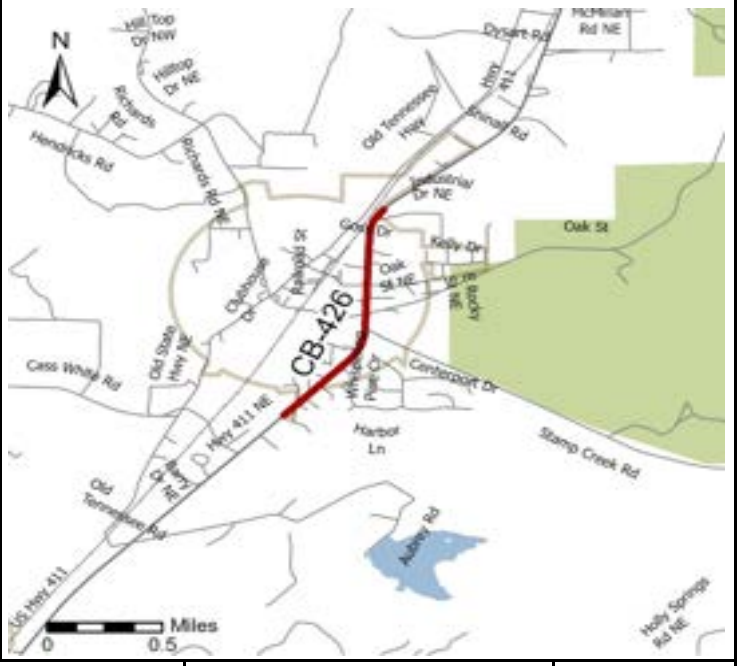
PROJECT NAME:	**US 411 Safety Improvement Corridor in White**	***PROJECT #:***	**CB-426**

From:	White Post Office
To:	Industrial Dr

PROJECT DESCRIPTION:
Operational and safety improvements along US 411 from White Post Office to Industrial Drive, including left-turn lanes or center-turn lanes

NEED AND PURPOSE:
Improve traffic flows through the City of White by providing left turn lanes.

PROJECT LOCATION MAP



Estimated Cost:	$ 10,200,000						
County:	Bartow						
P.I. No.:	**N/A**						
Sponsor:	White				*Congressional District:*		11
Project Type:	Corridor Operational and Safety				*GDOT District:*		6
Length (miles):	1.3	*No. of Existing Lanes:*		2	*No. of Planned Lanes:*		2
Daily Traffic Year/Volume:		2021	13,300	*Reg. Comm.:*	NWGRC	*Network Yr:*	

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*LR-Fed*			*LR 2034-2040*	*$ 1,882,844*	*$ 1,506,275*	*$ 376,569*	*$ -*
ROW	*LR-Fed*			*LR 2034-2040*	*$ 1,271,676*	*$ 1,017,341*	*$ 254,335*	*$ -*
UTL	*LR-Fed*			*LR 2034-2040*	*$ 1,336,055*	*$ 1,068,844*	*$ 267,211*	*$ -*
CST	*LR-Fed*			*LR 2034-2040*	*$ 10,391,539*	*$ 8,313,231*	*$ 2,078,308*	*$ -*
				Total Costs:	***$ 14,882,115***	***$ 11,905,692***	***$ 2,976,423***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

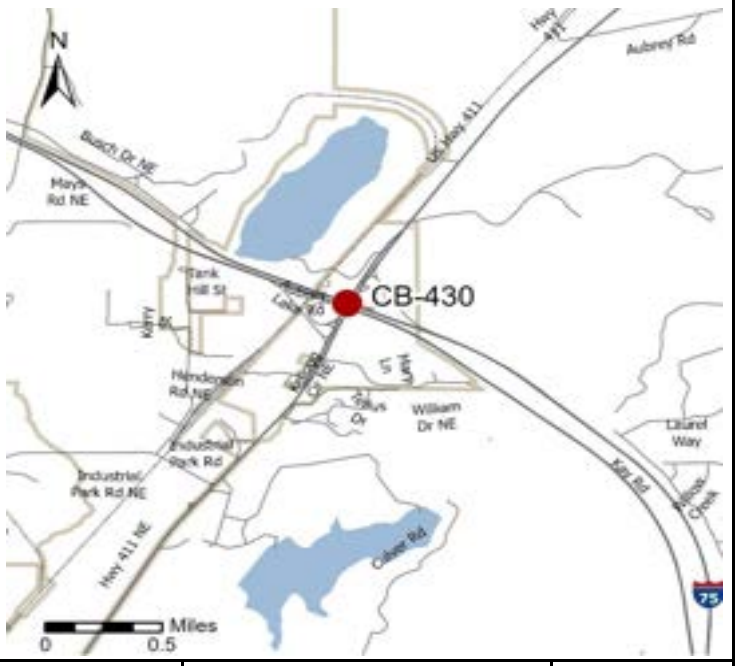
PROJECT NAME:	**I-75 Upgrades at SR 61**	***PROJECT #:***	**CB-430**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Interchange ramp safety improvements

NEED AND PURPOSE:
Improve traffic operations and safety

PROJECT LOCATION MAP



Estimated Cost:	$	2,800,000					
County:	Bartow						
P.I. No.:	**0000932**						
Sponsor:	GDOT				*Congressional District:*		11
Project Type:	Intersection Operational and Safety				*GDOT District:*		6
Length (miles):	0.2	*No. of Existing Lanes:*		6	*No. of Planned Lanes:*		6
Daily Traffic Year/Volume:		2021	80,500	*Reg. Comm.:*	NWGRC	*Network Yr:*	

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
CST	*Y001*			*LR 2028-2033*	*$ 3,328,320*	*$ 2,662,656*	*$ 665,664*	*$ - *
				Total Costs:	***$ 3,328,320***	***$ 2,662,656***	***$ 665,664***	***$ - ***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

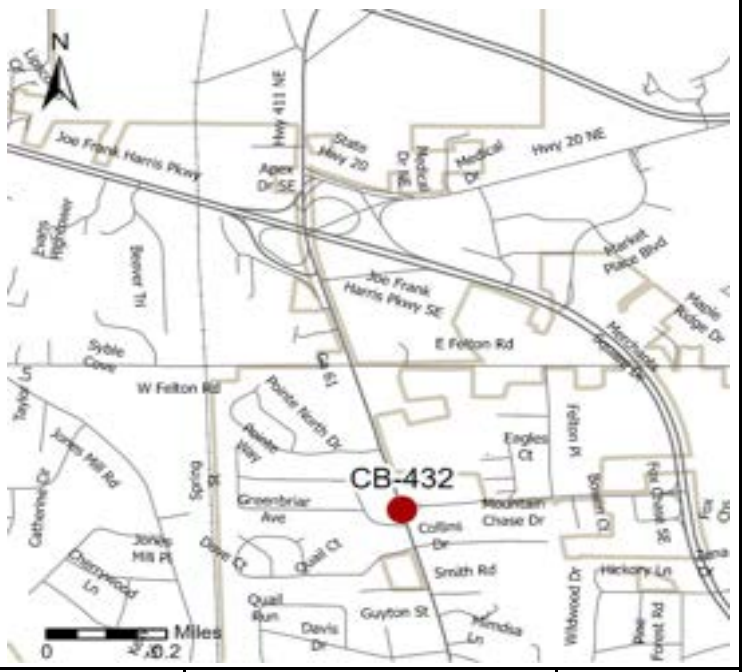
PROJECT NAME:	**SR 61/Tennessee St at Collins Drive**	***PROJECT #:***	**CB-432**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Intersection Improvements at SR 61/Tennessee St at Collins Drive

NEED AND PURPOSE:
Improve intersection operations and safety

PROJECT LOCATION MAP



Estimated Cost:	$ 600,000				
County:	Bartow				
P.I. No.:	**N/A**				
Sponsor:	Cartersville			*Congressional District:*	11
Project Type:	Intersection Operational and Safety			*GDOT District:*	6
Length (miles):	n/a	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	2
Daily Traffic Year/Volume:	2022	16,600	*Reg. Comm.:*	NWGRC	*Network Yr:*

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*LR-Fed*		*Y*	*2026*	*$ 107,689*	*$ 86,151*	*$ -*	*$ 21,538*
ROW	*LR-Fed*			*2030*	*$ 59,434*	*$ 47,547*	*$ -*	*$ 11,887*
UTL	*LR-Fed*			*2032*	*$ 62,443*	*$ 49,955*	*$ 12,489*	*$ -*
CST	*LR-Fed*			*2032*	*$ 499,545*	*$ 399,636*	*$ 99,909*	*$ -*
				Total Costs:	***$ 729,112***	***$ 583,289***	***$ 112,398***	***$ 33,425***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/25/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

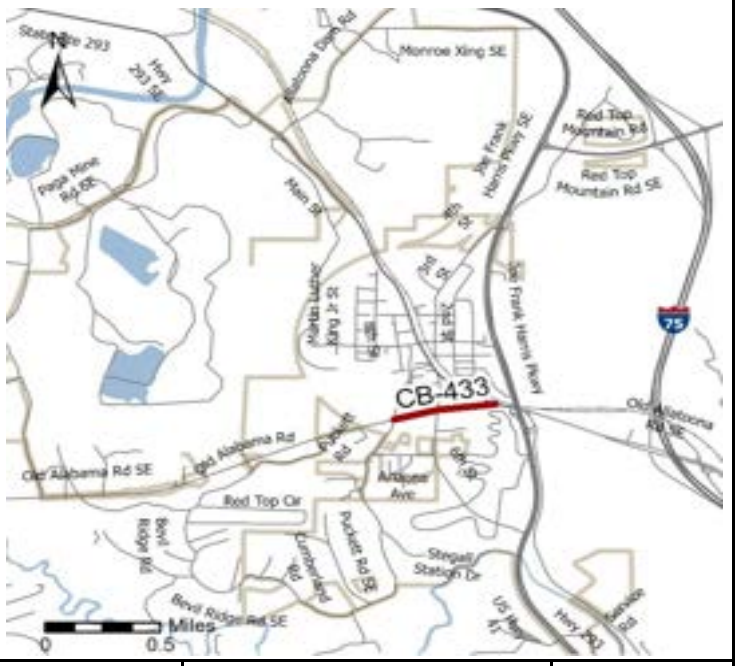
PROJECT NAME:	**Old Alabama Road in Emerson**	***PROJECT #:***	**CB-433**

From:	7th Street
To:	SR 293

PROJECT DESCRIPTION:
Improve traffic operations and safety along Old Alabama Road in Emerson from 7th Street to SR 293

NEED AND PURPOSE:
Improve traffic operations and safety

PROJECT LOCATION MAP



Estimated Cost:	$ 1,600,000				
County:	Bartow				
P.I. No.:	**N/A**				
Sponsor:	Emerson			*Congressional District:*	11
Project Type:	Corridor Operational and Safety			*GDOT District:*	6
Length (miles):	0.4	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	2
Daily Traffic Year/Volume:	n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:*

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Local*			*LR 2034-2040*	*$ 262,417*	*$ -*	*$ -*	*$ 262,417*
ROW	*LR-Fed*			*LR 2034-2040*	*$ 282,595*	*$ 226,076*	*$ -*	*$ 56,519*
UTL	*LR-Fed*			*LR 2034-2040*	*$ 296,901*	*$ 237,521*	*$ -*	*$ 59,380*
CST	*LR-Fed*			*LR 2034-2040*	*$ 1,484,506*	*$ 1,187,604*	*$ -*	*$ 296,901*
				Total Costs:	***$ 2,326,419***	***$ 1,651,201***	***$ -***	***$ 675,218***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Congestion Mitigation Intersection Improvements at Mac Johnson Road/SR 293/US 41**	***PROJECT #:***	**CB-435**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
Construct a roundabout at SR 293 & Burnt Hickory Road, SR 293 & Mac Johnson Road

NEED AND PURPOSE:
Congestion Mitigation

PROJECT LOCATION MAP



Estimated Cost:	$ 9,070,000				
County:	Bartow				
P.I. No.:	**0021153**				
Sponsor:	Bartow Co			*Congressional District:*	11
Project Type:	Intersection Operational and Safety			*GDOT District:*	6
Length (miles):	0.30	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	2
Daily Traffic Year/Volume:	n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:*

						Breakdown of Total Phase Cost					
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***		***State***		***Local***	
PE	*Y606*		*Y*	*2025*	*$ 527,799*	*$*	*422,239*	*$*	*-*	*$*	*105,560*
PE	*Y400*		*Y*	*2025*	*$ 792,201*	*$*	*633,761*	*$*	*-*	*$*	*158,440*
ROW	*Y400*		*Y*	*2027*	*$ 330,000*	*$*	*264,000*	*$*	*-*	*$*	*66,000*
UTL	*Y400*			*LR 2028-2033*	*$ 600,000*	*$*	*480,000*	*$*	*-*	*$*	*120,000*
CST	*Y400*			*LR 2028-2033*	*$ 6,820,000*	*$*	*5,456,000*	*$*	*-*	*$*	*1,364,000*
				Total Costs:	***$ 9,070,000***	***$***	***7,256,000***	***$***	***-***	***$***	***1,814,000***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

4/21/2025

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**SR 20 (Canton Highway) Widening from I-75/Bartow to I-575/Cherokee**	***PROJECT #:***	**CB-507**

From:	I-75
To:	Cherokee County Line

PROJECT DESCRIPTION:

Widen to four lanes from I-75 in Bartow County to the Cherokee County line (and beyond to I-575). Values shown reflect portion of project within Bartow County (35%)

NEED AND PURPOSE:

Improve east-west access through northern tier of Atlanta metro counties.

PROJECT LOCATION MAP



Estimated Cost:	$ 110,003,426				
County:	Bartow, Cherokee				
P.I. No.:	**0007836**				
Sponsor:	GDOT			*Congressional District:*	11
Project Type:	Road Widening			*GDOT District:*	6
Length (miles):	6.5	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	4
Daily Traffic Year/Volume:	2021	16,900	*Reg. Comm.:*	NWGRC	*Network Yr:* 2030

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Z001*	*AUTH*		*2016*	*$ 2,566,064*	~~*$ 2,052,851*~~	~~*$ 513,213*~~	~~*$ -*~~
SCP	*M240*	*AUTH*		*2013*	*$ 1,050,000*	~~*$ 840,000*~~	~~*$ 210,000*~~	~~*$ -*~~
ROW	*L980*		*Y*	*2026*	*$ 24,058,540*	*$ 19,246,832*	*$ 4,811,708*	*$ -*
UTL	*Y001*			*2029*	*$ 3,527,112*	*$ 2,821,690*	*$ 705,422*	*$ -*
CST	*Y001*			*2029*	*$ 60,486,783*	*$ 48,389,427*	*$ 12,097,357*	*$ -*
CST	*L980*			*2029*	*$ 27,802,753*	*$ 22,242,202*	*$ 5,560,551*	*$ -*
				Total Costs:	***$ 119,491,253***	***$ 95,593,002***	***$ 23,898,251***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/25/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Douthit Ferry Road Widening from Old Alabama Rd to SR 113**	***PROJECT #:***	**CB-508**

From:	Old Alabama Rd
To:	SR 113

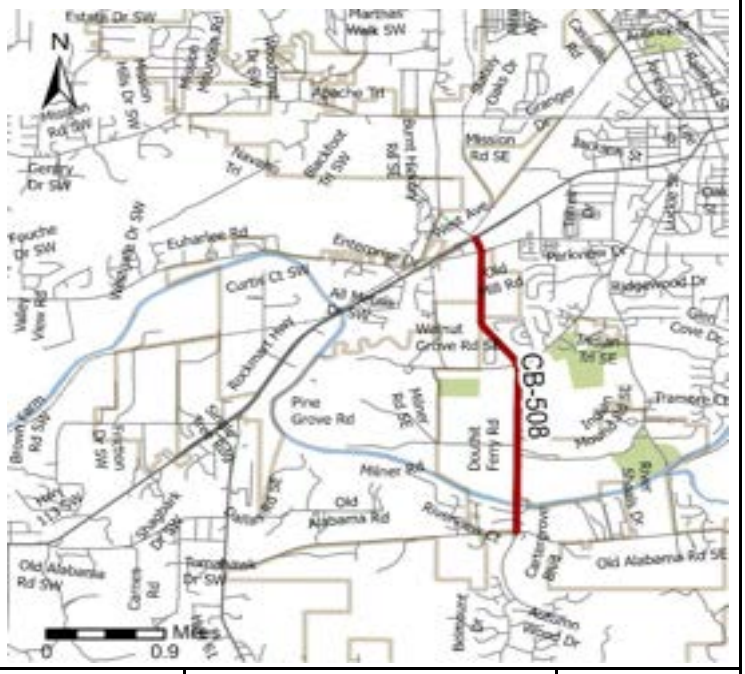
PROJECT DESCRIPTION:

Widen Douthit Ferry Road from Old Alabama Road to SR 113 including the bridge over the Etowah River

NEED AND PURPOSE:

Provide connection to SR 113 bypass corridor from downtown Cartersville.

PROJECT LOCATION MAP



Estimated Cost:	$ 46,857,810			*Congressional District:*	11
County:	Bartow			*GDOT District:*	6
P.I. No.:	**0007494**				
Sponsor:	Cartersville			*Congressional District:*	11
Project Type:	Road Widening			*GDOT District:*	6
Length (miles):	2.5	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	4
Daily Traffic Year/Volume:	n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:* 2030

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Local*	*AUTH*		*2012*	*$ 2,068,540*	~~$ -~~	~~$ -~~	~~$ 2,068,540~~
ROW	*Local*		*Y*	*2025*	*$ 11,808,540*	*$ -*	*$ 5,077,672*	*$ 6,730,868*
UTL	*Local*			*2028*	*$ 669,337*	*$ -*	*$ -*	*$ 669,337*
CST	*Y236*			*2028*	*$ 36,369,428*	*$ 29,095,542*	*$ 7,273,886*	*$ -*
				Total Costs:	***$ 50,915,845***	***$ 29,095,542***	***$ 12,351,558***	***$ 9,468,745***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/25/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Cass-White Road Ph II Widening**	***PROJECT #:***	**CB-510B**

From:	Busch Drive
To:	Great Valley Pkwy

PROJECT DESCRIPTION:

Improve Cass-White Road from 2- to 4-lanes urban section with divided median between Busch Drive and 250' east of Great Valley Parkway/Highland 75 Industrial Park.

NEED AND PURPOSE:

To improve safety and handle addition of 1,000 employees and 270 freight trips as this corridor develops into industrial center for the community.

PROJECT LOCATION MAP



Estimated Cost:	$ 36,152,497				*Congressional District:*		11
County:	Bartow				*GDOT District:*		6
P.I. No.:	**0015145**						
Sponsor:	Bartow Co				*Congressional District:*		11
Project Type:	Road Widening				*GDOT District:*		6
Length (miles):	1.30	*No. of Existing Lanes:*		2	*No. of Planned Lanes:*		4
Daily Traffic Year/Volume:		n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:*	2030

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Local*	*AUTH*		*2020*	*$ 896,336*	~~*$ -*~~	~~*$ 54,000*~~	~~*$ 842,336*~~
ROW	*Y928*		*Y*	*2025*	*$ 6,250,000*	*$ 5,000,000*	*$ -*	*$ 1,250,000*
UTL	*Local*		*Y*	*2026*	*$ 2,530,000*	*$ -*	*$ -*	*$ 2,530,000*
CST	*Local*		*Y*	*2026*	*$ 6,749,623*	*$ -*	*$ -*	*$ 6,749,623*
CST	*SGF-C*		*Y*	*2026*	*$ 15,000,000*	*$ -*	*$ 15,000,000*	*$ -*
CST	*Y603*		*Y*	*2026*	*$ 6,250,000*	*$ 5,000,000*	*$ -*	*$ 1,250,000*
				Total Costs:	***$ 37,675,959***	***$ 10,000,000***	***$ 15,054,000***	***$ 12,621,959***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

4/21/2025

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Rome-Cartersville Development Corridor Ph II**	***PROJECT #:***	**CB-512**

From:	US 41/SR 3
To:	Grassdale Rd

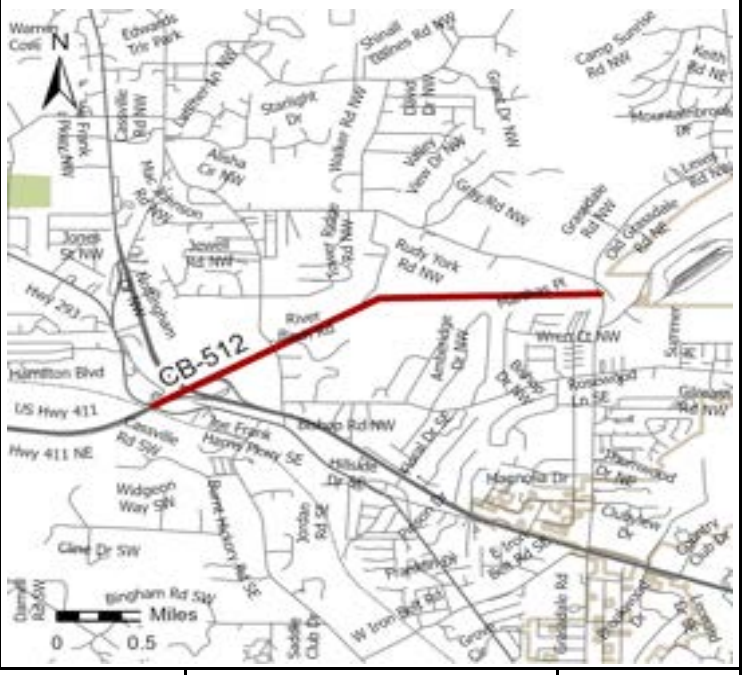
PROJECT DESCRIPTION:

On new alignment will connect US 411 to I-75, Phase II is from the US 411 intersection at MacJohnson Road and US 41 to Grassdale Road.

NEED AND PURPOSE:

Provide connection to 1-75 for Memphis-Atlanta corridor and for economic development.

PROJECT LOCATION MAP



Estimated Cost:	$ 174,880,963				
County:	Bartow				
P.I. No.:	**0013238**				
Sponsor:	GDOT			*Congressional District:*	11
Project Type:	New Location Roadway			*GDOT District:*	6
Length (miles):	2.55	*No. of Existing Lanes:*	0	*No. of Planned Lanes:*	4
Daily Traffic Year/Volume:	n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:* 2030

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
SCP	*M240*	*AUTH*		*2018*	*$ 3,445,315*	~~*$ 2,756,252*~~	~~*$ 689,063*~~	~~*$*~~
SCP	*RPS9*	*AUTH*		*2018*	*$ 547,051*	~~*$ 437,641*~~	~~*$ 109,410*~~	~~*$*~~
PE	*Z240*	*AUTH*		*2018*	*$ 19,316,000*	~~*$ 15,452,800*~~	~~*$ 3,863,200*~~	~~*$*~~
ROW	*LY20S*	*AUTH*		*2019*	*$ 5,537,205*	~~*$ 4,429,764*~~	~~*$ 1,107,441*~~	~~*$*~~
ROW	*LY10S*	*AUTH*		*2021*	*$ 15,304,920*	~~*$ 12,243,936*~~	~~*$ 3,060,984*~~	~~*$*~~
ROW	*HY10S*	*AUTH*		*2021*	*$ 3,592,985*	~~*$ 2,874,388*~~	~~*$ 718,597*~~	~~*$*~~
ROW	*HY20S*	*AUTH*		*2023*	*$ 722,014*	~~*$ 577,611*~~	~~*$ 144,403*~~	~~*$ -*~~
ROW	*Y240*	*AUTH*		*2023*	*$ 15,589,876*	~~*$ 12,471,901*~~	~~*$ 3,117,975*~~	~~*$ -*~~
UTL	*Y240*			*LR 2028-2033*	*$ 4,243,200*	*$ 3,394,560*	*$ 848,640*	*$ -*
CST	*Y240*			*LR 2028-2033*	*$ 97,102,468*	*$ 77,681,974*	*$ 19,420,494*	*$ -*
				Total Costs:	***$ 165,401,034***	***$ 132,320,827***	***$ 33,080,207***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

4/21/2025

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Rome-Cartersville Development Corridor Ph I**	***PROJECT #:***	**CB-512A**

From:	Grassdale Rd
To:	Old Grassdale Rd

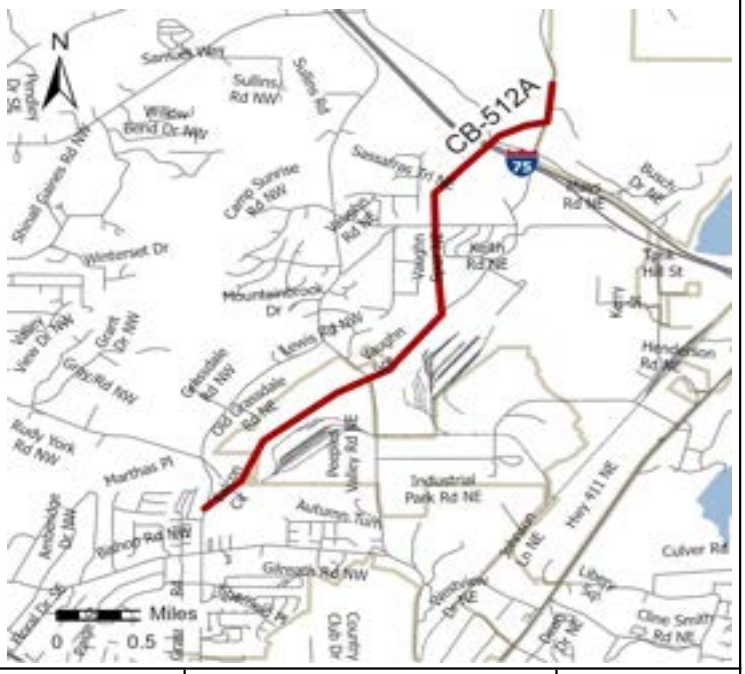
PROJECT DESCRIPTION:

On new alignment will connect US 411 to I-75, Phase I is from Grassdale Road to Old Grassdale Road east of I-75 and includes a new interchange on I-75.

NEED AND PURPOSE:

Provide connection to 1-75 for Memphis-Atlanta corridor and for economic development.

PROJECT LOCATION MAP



Estimated Cost:	$ 64,106,838						
County:	Bartow						
P.I. No.:	**0020049**						
Sponsor:	GDOT				*Congressional District:*		11
Project Type:	New Location Roadway				*GDOT District:*		6
Length (miles):	3.15	*No. of Existing Lanes:*		0	*No. of Planned Lanes:*		4
Daily Traffic Year/Volume:		n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:*	2030

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
UTL	*Y240*		*Y*	*2027*	*$ 2,237,500*	*$ 1,790,000*	*$ 447,500*	*$ -*
CST	*Y240*		*Y*	*2027*	*$ 61,869,338*	*$ 49,495,470*	*$ 12,373,868*	*$ -*
				Total Costs:	***$ 64,106,838***	***$ 51,285,470***	***$ 12,821,368***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/25/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

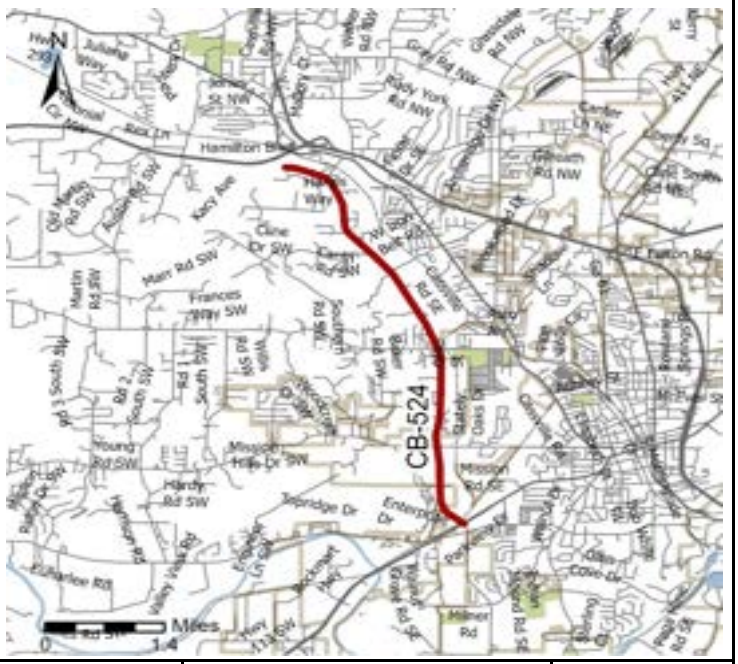
PROJECT NAME:	**Burnt Hickory Road**	***PROJECT #:***	**CB-524**

From:	Burnt Hickory Conn
To:	SR 61

PROJECT DESCRIPTION:
Widening of Burnt Hickory Road from Burnt Hickory Connector to SR 61

NEED AND PURPOSE:
Develop north-south alternate route west of US 41 and I-75 that connects US 411 to SR 113.

PROJECT LOCATION MAP



Estimated Cost:	$ 91,610,000						
County:	Bartow						
P.I. No.:	**N/A**						
Sponsor:	Bartow Co				*Congressional District:*		11
Project Type:	Road Widening				*GDOT District:*		6
Length (miles):	5.1	*No. of Existing Lanes:*		2	*No. of Planned Lanes:*		4
Daily Traffic Year/Volume:		2021	14,600	*Reg. Comm.:*	NWGRC	*Network Yr:*	2050

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*LR-Fed*			*LR 2034-2040*	*$ 13,479,311*	*$ 10,783,449*	*$ -*	*$ 2,695,862*
ROW	*LR-Fed*			*LR 2041-2050*	*$ 16,578,002*	*$ 13,262,402*	*$ -*	*$ 3,315,600*
UTL	*LR-Fed*			*LR 2041-2050*	*$ 8,263,543*	*$ 6,610,834*	*$ -*	*$ 1,652,709*
CST	*LR-Fed*			*LR 2041-2050*	*$ 115,965,049*	*$ 92,772,039*	*$ -*	*$ 23,193,010*
				Total Costs:	***$ 154,285,906***	***$ 123,428,724***	***$ -***	***$ 30,857,181***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

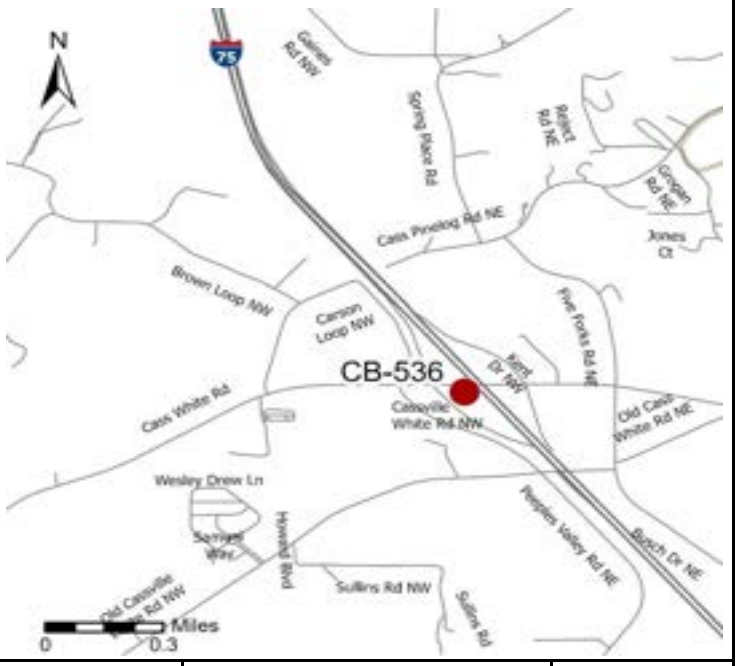
PROJECT NAME:	**I-75 @ Cass-White Road Interchange Reconstruction**	***PROJECT #:***	**CB-536**

From:	Peeples Valley Rd
To:	Busch Drive

PROJECT DESCRIPTION:
Reconstruct I-75 Interchange at Cass-White Road, including widening Cass-White Road to four lanes through the interchange

NEED AND PURPOSE:
Improve interchange capacity

PROJECT LOCATION MAP



Estimated Cost:	$ 32,660,000				
County:	Bartow				
P.I. No.:	**N/A**				
Sponsor:	GDOT			*Congressional District:*	11
Project Type:	Interchange Reconstruction			*GDOT District:*	6
Length (miles):	0.5	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	4
Daily Traffic Year/Volume:	2021	80,500	*Reg. Comm.:*	NWGRC	*Network Yr:*

						Breakdown of Total Phase Cost					
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***		***State***		***Local***	
PE	*LR-Fed*			*LR 2041-2050*	*$ 5,451,397*	*$ 4,361,118*		*$ 1,090,279*		*$*	-
ROW	*LR-Fed*			*LR 2041-2050*	*$ 1,746,965*	*$ 1,397,572*		*$ 349,393*		*$*	-
UTL	*LR-Fed*			*LR 2041-2050*	*$ 1,779,786*	*$ 1,423,829*		*$ 355,957*		*$*	-
CST	*LR-Fed*			*LR 2041-2050*	*$ 50,612,674*	*$ 40,490,139*		*$ 10,122,535*		*$*	-
				Total Costs:	***$ 59,590,822***	***$ 47,672,658***		***$ 11,918,164***		***$***	***-***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

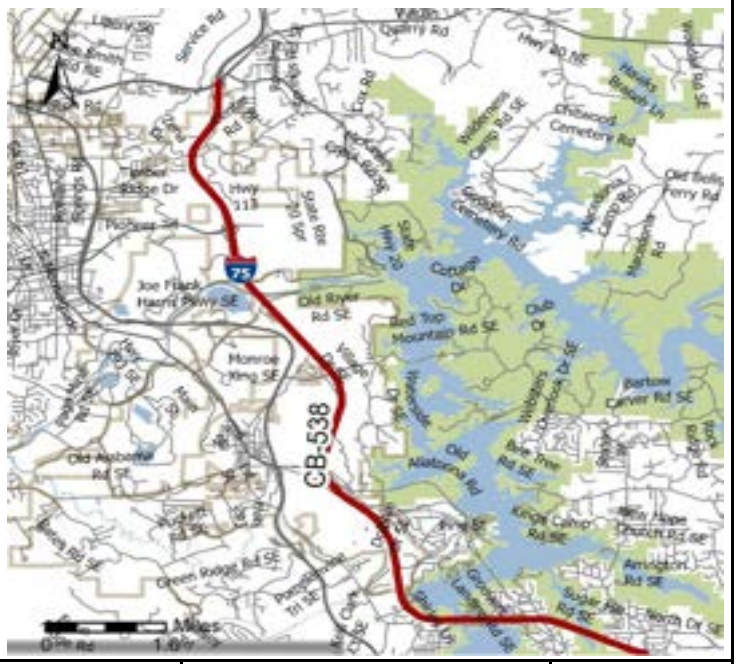
PROJECT NAME:	**I-75 from CR 633/Glade Road to SR 20**	***PROJECT #:***	**CB-538**

From:	Glade Road
To:	SR 20

PROJECT DESCRIPTION:
Widen I-75 from CR 633/Glade Road to SR 20

NEED AND PURPOSE:
Improve mobility and reduce congestion

PROJECT LOCATION MAP



Estimated Cost:	$ 78,123,334				
County:	Bartow				
P.I. No.:	**0007893**				
Sponsor:	GDOT			*Congressional District:*	11
Project Type:	Road Widening			*GDOT District:*	6
Length (miles):	11.8	*No. of Existing Lanes:*	6	*No. of Planned Lanes:*	8
Daily Traffic Year/Volume:	2017	93,000	*Reg. Comm.:*	NWGRC	*Network Yr:* 2050

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Y001*			*LR 2034-2040*	*$ 7,711,627*	*$ 6,169,301*	*$ 1,542,325*	*$ -*
ROW	*Y001*			*LR 2034-2040*	*$ 4,192,244*	*$ 3,353,795*	*$ 838,449*	*$ -*
UTL	*Y001*			*LR 2041-2050*	*$ 2,526,647*	*$ 2,021,318*	*$ 505,329*	*$ -*
CST	*Y001*			*LR 2041-2050*	*$ 106,402,423*	*$ 85,121,938*	*$ 21,280,485*	*$ -*
				Total Costs:	***$ 120,832,940***	***$ 96,666,352***	***$ 24,166,588***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**I-75 from SR 20 to CR 630/Cassville White Road**	***PROJECT #:***	**CB-539**

From:	SR 20
To:	Cass White Road

PROJECT DESCRIPTION:
Widen I-75 from SR 20 to CR 630/Cassville White Road

NEED AND PURPOSE:
Improve mobility and reduce congestion

PROJECT LOCATION MAP



Estimated Cost:	$ 29,041,868						
County:	Bartow						
P.I. No.:	**0007894**						
Sponsor:	GDOT				*Congressional District:*		11
Project Type:	Road Widening				*GDOT District:*		6
Length (miles):	6.4	*No. of Existing Lanes:*		6	*No. of Planned Lanes:*		8
Daily Traffic Year/Volume:		2017	79,000	*Reg. Comm.:*	NWGRC	*Network Yr:*	2040

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Y001*			*LR 2028-2033*	*$ 3,350,676*	*$ 2,680,541*	*$ 670,135*	*$ -*
ROW	*Y001*			*LR 2034-2040*	*$ 41,328*	*$ 33,062*	*$ 8,266*	*$ -*
UTL	*Y001*			*LR 2034-2040*	*$ 1,566,922*	*$ 1,253,538*	*$ 313,384*	*$ -*
CST	*Y001*			*LR 2034-2040*	*$ 45,335,999*	*$ 36,268,799*	*$ 9,067,200*	*$ -*
				Total Costs:	***$ 50,294,925***	***$ 40,235,940***	***$ 10,058,985***	***$ -***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

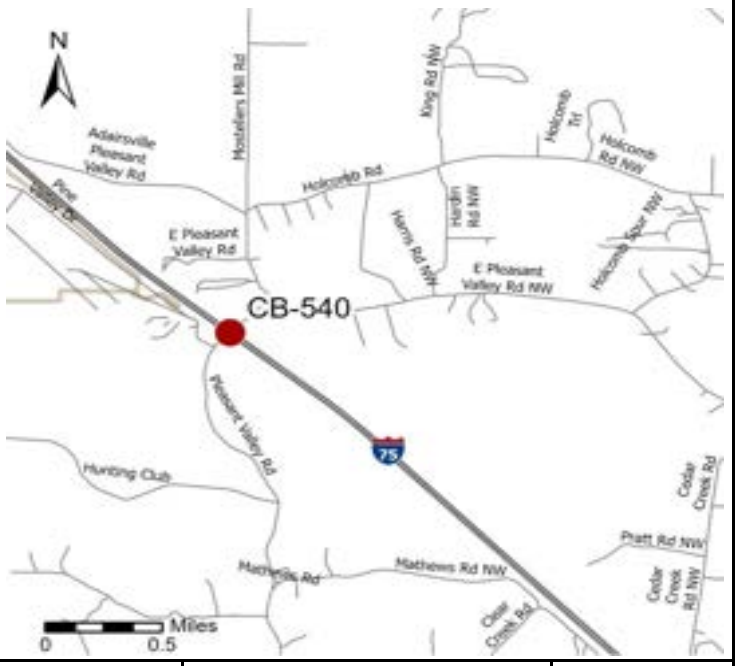
PROJECT NAME:	**I-75 Interchange at/near Pleasant Valley Road**	***PROJECT #:***	**CB-540**

From:	n/a
To:	n/a

PROJECT DESCRIPTION:
New Interchange on I-75 at or near Pleasant Valley Road south of Adairsville

NEED AND PURPOSE:
Improve traffic operations and safety

PROJECT LOCATION MAP



Estimated Cost:	$ 80,995,200				
County:	Bartow				
P.I. No.:	**N/A**				
Sponsor:	Bartow Co			*Congressional District:*	11
Project Type:	New Freeway Interchange			*GDOT District:*	6
Length (miles):	n/a	*No. of Existing Lanes:*	6	*No. of Planned Lanes:*	6
Daily Traffic Year/Volume:	2017	70,000	*Reg. Comm.:*	NWGRC	*Network Yr:* LR 2051+

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*LR-Fed*			*LR 2041-2050*	*$ 8,725,305*	*$ 6,980,244*	*$ -*	*$ 1,745,061*
ROW	*LR-Fed*			*LR 2041-2050*	*$ 11,855,416*	*$ 9,484,333*	*$ -*	*$ 2,371,083*
UTL	*LR-Fed*			*LR 2051+*	*$ 5,557,429*	*$ 4,445,943*	*$ -*	*$ 1,111,486*
CST	*LR-Fed*			*LR 2051+*	*$ 136,208,876*	*$ 108,967,101*	*$ -*	*$ 27,241,775*
				Total Costs:	***$ 162,347,026***	***$ 129,877,621***	***$ -***	***$ 32,469,405***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Old Grassdale Road from E of Busch Dr to Cass-White Rd**	***PROJECT #:***	**CB-541**

From:	East of Busch Dr
To:	Cass-White Rd

PROJECT DESCRIPTION:

Improve Old Grassdale Road from East of Busch Drive to Cass-White Road. SCOPING PHASE ONLY.

NEED AND PURPOSE:

Improve connection between the proposed Rome-Cartersville Development Corridor and Cass-White Road.

PROJECT LOCATION MAP



Estimated Cost:	$ 11,020,000						
County:	Bartow						
P.I. No.:	**N/A**						
Sponsor:	GDOT				*Congressional District:*		11
Project Type:	Road Widening				*GDOT District:*		6
Length (miles):	0.7	*No. of Existing Lanes:*		2	*No. of Planned Lanes:*		4
Daily Traffic Year/Volume:		n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:*	2050

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*LR-Fed*			*LR 2034-2040*	*$ 1,291,093*	*$ 1,032,875*	*$ -*	*$ 258,219*
ROW	*LR-Fed*			*LR 2034-2040*	*$ 825,530*	*$ 660,424*	*$ -*	*$ 165,106*
UTL	*LR-Fed*			*LR 2041-2050*	*$ 1,310,113*	*$ 1,048,091*	*$ -*	*$ 262,023*
CST	*LR-Fed*			*LR 2041-2050*	*$ 13,491,048*	*$ 10,792,838*	*$ -*	*$ 2,698,210*
				Total Costs:	***$ 16,917,784***	***$ 13,534,228***	***$ -***	***$ 3,383,557***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Old Allatoona Road Widening from US 41 to I-75**	***PROJECT #:***	**CB-542**

From:	US 41/SR 3
To:	I-75

PROJECT DESCRIPTION:
Widen Old Allatoona Road to 4 lanes with 24' raised median from US 41 to I-75

NEED AND PURPOSE:
Provide additional capacity for future growth

PROJECT LOCATION MAP



Estimated Cost:	$ 10,710,000				
County:	Bartow				
P.I. No.:	**N/A**				
Sponsor:	Emerson			*Congressional District:*	11
Project Type:	Road Widening			*GDOT District:*	6
Length (miles):	0.6	*No. of Existing Lanes:*	2	*No. of Planned Lanes:*	4
Daily Traffic Year/Volume:	n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:* 2050

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*LR-Fed*			*LR 2034-2040*	*$ 1,519,724*	*$ 1,215,779*	*$ -*	*$ 303,945*
ROW	*LR-Fed*			*LR 2034-2040*	*$ 861,013*	*$ 688,811*	*$ -*	*$ 172,203*
UTL	*LR-Fed*			*LR 2041-2050*	*$ 1,310,113*	*$ 1,048,091*	*$ -*	*$ 262,023*
CST	*LR-Fed*			*LR 2041-2050*	*$ 12,726,815*	*$ 10,181,452*	*$ -*	*$ 2,545,363*
				Total Costs:	***$ 16,417,666***	***$ 13,134,133***	***$ -***	***$ 3,283,533***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

10/11/2023

CARTERSVILLE-BARTOW METROPOLITAN PLANNING ORGANIZATION
2024-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CBMPO MTP TIP

PROJECT NAME:	**Georgia's National Electric Vehicle Infrastructure (NEVI) Round 2 EV Charger Deployment along I-75**	***PROJECT #:***	**CB-601**

From:	n/a
To:	n/a

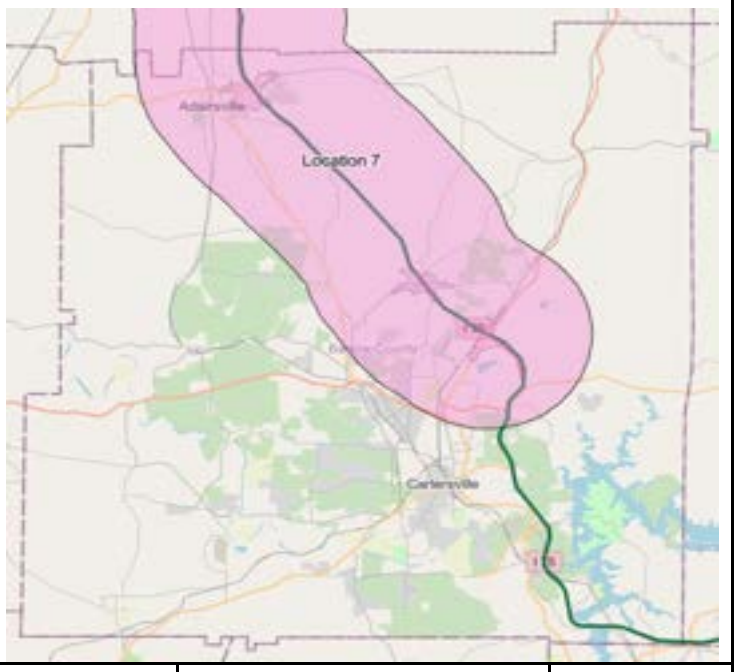
PROJECT DESCRIPTION:

EV Charger Location 7 of Georgia's NEVI Round 2 along I-75 from SR 53 in Gordon County to SR 61 in Bartow County. A private sector partner will finalize the location within their bid to GDOT of the EV charger location and will operate and maintain that site for a minimum of 5 years.

NEED AND PURPOSE:

Provide EV charging capabilities

PROJECT LOCATION MAP



Estimated Cost:	$ 1,280,000				
County:	Bartow				
P.I. No.:	**0020332**				
Sponsor:	0			*Congressional District:*	11
Project Type:	EV Charging			*GDOT District:*	6
Length (miles):	n/a	*No. of Existing Lanes:*	n/a	*No. of Planned Lanes:*	n/a
Daily Traffic Year/Volume:	n/a	n/a	*Reg. Comm.:*	NWGRC	*Network Yr:*

						Breakdown of Total Phase Cost		
Phase	***Funding Source***	***Status***	***In 2024-2027 TIP?***	***Fiscal Year***	***Total Phase Cost***	***Federal***	***State***	***Local***
PE	*Y134*		*Y*	*2025*	*$ 30,000*	*$ 24,000*	*$ -*	*$ 6,000*
CST	*Y134*		*Y*	*2025*	*$ 1,250,000*	*$ 1,000,000*	*$ -*	*$ 250,000*
				Total Costs:	***$ 1,280,000***	***$ 1,024,000***	***$ -***	***$ 256,000***

SCP: *Scoping* ***PE:*** *Preliminary Engineering / Design / Planning*
ROW: *Right-of-Way Acquistion* ***UTL:*** *Utility Relocation*
CST: *Construction / Implementation* ***AUTH:*** *Phase Authorized*

Funding Notes:

4/21/2025