How Changing Demographics Will Impact Metropolitan Atlanta
The Atlanta-Region Transit Link Authority Planning Committee

July 17, 2019 Atlanta, GA

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Atlanta Regional Commission
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The past 50 years were truly unusual in demographic terms, as large cohorts of working-age populations fueled the growth of cities and nations. In the new demographic era, we are likely to see a much more fragmented urban landscape, with pockets of robust expansion but also areas of stagnant and declining populations. Cities’ growth prospects will reflect very different demographic footprints and dynamics shaped by their local birth and death rates, net domestic migration, and net international migration.

The Numbers keeps Getting Smaller

US Census Bureau Projections for Total US Population by year released (In Thousands)
218 Years of World History in 60 Seconds

Color Code (World Regions)
The Future: Fertility Trends

![Graph showing fertility trends in Georgia for different racial and ethnic groups from 1990 to 2017. The graph includes lines for White N.H., Black N.H., Asian, and Hispanic populations. The data highlights fluctuations in fertility rates over time, with specific values provided for each year.](https://www.cdc.gov/nchs/data/nvsr/nvsr67/nvsr67_08-508.pdf)
Global Aging

Population aged 60+, both sexes (%)
Changing Global Growth Patterns

By 2100, five of the world’s 10 largest countries are projected to be in Africa

Countries with largest population, in millions

<table>
<thead>
<tr>
<th>1950</th>
<th>2020</th>
<th>2100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia</td>
<td>Europe</td>
<td>Latin America and the Caribbean</td>
</tr>
<tr>
<td>China</td>
<td>554</td>
<td>1,439</td>
</tr>
<tr>
<td>India</td>
<td>376</td>
<td>1,380</td>
</tr>
<tr>
<td>U.S.</td>
<td>159</td>
<td>331</td>
</tr>
<tr>
<td>Russia</td>
<td>103</td>
<td>274</td>
</tr>
<tr>
<td>Japan</td>
<td>83</td>
<td>221</td>
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<tr>
<td>Germany</td>
<td>70</td>
<td>Brazil</td>
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<tr>
<td>Indonesia</td>
<td>70</td>
<td>Nigeria</td>
</tr>
<tr>
<td>Brazil</td>
<td>54</td>
<td>Bangladesh</td>
</tr>
<tr>
<td>UK</td>
<td>51</td>
<td>Russia</td>
</tr>
<tr>
<td>Italy</td>
<td>47</td>
<td>Mexico</td>
</tr>
</tbody>
</table>

Note: Countries are based on current borders. In this data source, China does not include Hong Kong, Macau or Taiwan. Regions follow United Nations definitions and may differ from other Pew Research Center reports.


PEW RESEARCH CENTER

Looking to the year 2100

- Fertility Rate continues to decline 2.5 to 1.9
- Median Age increases to 42 from 31 (2018) to 24 (1950)
- Africa is the only world region projected to have strong population growth
- Europe and Latin America are both expected to have declining populations by 2100
- Asian population is expected to increase from 4.6 billion in 2020 to 5.3 billion in 2055, then start to decline
- In the Northern America region, migration from the rest of the world is expected to be the primary driver of continued population growth
- Six countries are projected to account for more than half of the world’s population growth
- India is projected to surpass China as the world’s most populous country by 2027
- Between 2020 and 2100, 90 countries are expected to lose population
- Africa is projected to overtake Asia in births by 2060
- The Latin America and Caribbean region is expected to have the oldest population of any world region by 2100
Population Growth
Race and Ethnicity

<table>
<thead>
<tr>
<th>Year</th>
<th>White Population</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970 Census</td>
<td>169,023,068</td>
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<tr>
<td>1980 Census</td>
<td>180,256,366</td>
<td>11,233,298</td>
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<tr>
<td>1990 Census</td>
<td>188,128,296</td>
<td>7,871,930</td>
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<tr>
<td>2000 Census</td>
<td>194,552,774</td>
<td>6,424,478</td>
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<tr>
<td>2010 Census</td>
<td>196,817,552</td>
<td>2,264,778</td>
</tr>
<tr>
<td>2011..</td>
<td>197,486,707</td>
<td>669,155</td>
</tr>
<tr>
<td>2012..</td>
<td>197,641,635</td>
<td>154,928</td>
</tr>
<tr>
<td>2013..</td>
<td>197,692,643</td>
<td>51,008</td>
</tr>
<tr>
<td>2014..</td>
<td>197,802,527</td>
<td>109,884</td>
</tr>
<tr>
<td>2015..</td>
<td>197,844,074</td>
<td>41,547</td>
</tr>
<tr>
<td>2016..</td>
<td>197,834,599</td>
<td>(9,475)</td>
</tr>
<tr>
<td>2017..</td>
<td>197,803,083</td>
<td>(31,516)</td>
</tr>
</tbody>
</table>

*Non Hispanic whites

Source: US Decennial Censuses and Census Population Estimates, released June 21, 2018

https://www.brookings.edu/blog/the-avenue/2018/06/21/us-white-population-declines-and-generation-z-plus-is-minority-white-census-shows/
Change in Race and Ethnicity 2010-2018

Source: ESRI Demographics 2018
Population Growth, 2010-2019

Source: ESRI Demographics 2019
120 Years of Growth
Change in Race and Ethnicity 2010-2018

Source: ESRI Demographics 2018
1995 School Enrollment

Source: ARC Analysis GA DOE Data
## 2018 School Enrollment

<table>
<thead>
<tr>
<th>County</th>
<th>White</th>
<th>Black</th>
<th>Hispanic</th>
<th>Asian</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee</td>
<td>67%</td>
<td>8%</td>
<td>19%</td>
<td>2%</td>
<td>4%</td>
</tr>
<tr>
<td>Decatur</td>
<td>64%</td>
<td>20%</td>
<td>5%</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Coweta</td>
<td>60%</td>
<td>23%</td>
<td>10%</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Paulding</td>
<td>59%</td>
<td>25%</td>
<td>10%</td>
<td>1%</td>
<td>5%</td>
</tr>
<tr>
<td>Forsyth</td>
<td>57%</td>
<td>4%</td>
<td>14%</td>
<td>21%</td>
<td>4%</td>
</tr>
<tr>
<td>Buford</td>
<td>52%</td>
<td>11%</td>
<td>29%</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>Hall</td>
<td>48%</td>
<td>5%</td>
<td>44%</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>Fayette</td>
<td>47%</td>
<td>28%</td>
<td>12%</td>
<td>7%</td>
<td>6%</td>
</tr>
<tr>
<td>Cobb</td>
<td>37%</td>
<td>31%</td>
<td>22%</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>Fulton</td>
<td>28%</td>
<td>42%</td>
<td>15%</td>
<td>12%</td>
<td>3%</td>
</tr>
<tr>
<td>Henry</td>
<td>27%</td>
<td>55%</td>
<td>10%</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td>Douglas</td>
<td>23%</td>
<td>54%</td>
<td>17%</td>
<td>1%</td>
<td>5%</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>22%</td>
<td>32%</td>
<td>31%</td>
<td>11%</td>
<td>4%</td>
</tr>
<tr>
<td>Marietta</td>
<td>20%</td>
<td>37%</td>
<td>38%</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Atlanta</td>
<td>16%</td>
<td>73%</td>
<td>8%</td>
<td>1%</td>
<td>5%</td>
</tr>
<tr>
<td>Rockdale</td>
<td>12%</td>
<td>67%</td>
<td>16%</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
<td>DeKalb</td>
<td>12%</td>
<td>61%</td>
<td>18%</td>
<td>7%</td>
<td>3%</td>
</tr>
<tr>
<td>Clayton</td>
<td>2%</td>
<td>70%</td>
<td>22%</td>
<td>4%</td>
<td>3%</td>
</tr>
</tbody>
</table>

Source: ARC Analysis GA DOE Data
Race and Ethnicity 1970

1 Dot = 6 People

- WHITE
- BLACK
- AMERICAN INDIAN
- ASIAN
- OTHER
- HISPANIC
Race and Ethnicity 1980

- WHITE
- BLACK
- AMERICAN INDIAN
- ASIAN
- OTHER
- HISPANIC

1 Dot = 6 People
Race and Ethnicity 2015

1 Dot = 6 People
Regional impact + local relevance

1 Dot = 6 People

Source: ESRI Demographics 2019

Race and Ethnicity 2018
Age

THE ATLANTA REGION’S PLAN
Update (2020)
Metro Atlanta One of the Youngest Metros in Nation (especially in the Southeast)

http://www.neighborhoodnexus.org/100-largest-metros

Source: US Census, via Neighborhood Nexus
County Age Forecasts VIDEO
Economic Growth
Large Metros: Growth Index

Jobs, GMP, Job Change in young firms

Growth index, 2007—2017

Best performing
Worst performing

1-20  21-40  41-60  61-80  81-100

Jobs, GMP, Job Change in young firms

1  5  8  10  13  18  19  20  33  59
U.S. office investors continue to transact in a fairly balanced market. Office vacancy has remained near 13 percent for the past two years as new supply meets demand. With rents up by only 1.3 percent in the past year, the office sector is ranked fourth of six property types in the Emerging Trends survey for investment prospects in 2019, and fifth for development prospects—similar to its rankings in last year’s Emerging Trends. However, significant variances exist by market as the tech industry continues to lead leasing trends. While the majority of markets continue to experience positive absorption, San Jose, San Francisco, Seattle, and Washington, D.C., accounted for 45 percent of total market absorption in 58 markets in the first half of 2018. Office supply is also concentrated in a few markets, with 41 percent of new office product under construction in just four markets—New York, San Francisco, D.C., and Seattle. With the exception of D.C., these markets have generally maintained high central business district (CBD) occupancy rates.

Building Permit Trends 2010-2018

Total

- City of Atlanta: 39,512
- Gwinnett: 26,842
- Forsyth: 24,190
- Fulton Not Atlanta: 23,245
- Cobb: 22,353
- Cherokee: 16,080
- DeKalb: 15,656
- Henry: 8,663
- Fayette: 3,163
- Clayton: 2,720
- Douglas: 2,106
- Rockdale: 1,230

Source: State of the Cities Database (SOCDS)

ACS 2013-17:
Non-Family Households 57.6%
Householder Alone: 47.4%

https://www.gmanet.com/GMASite/media/PDF/citydata/04000.pdf
### Office Net New Space (SF) by Submarket: 2010 Q1 to 2019 Q1

<table>
<thead>
<tr>
<th>Submarket</th>
<th>Total Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midtown Pershing Point</td>
<td>1,993,669</td>
</tr>
<tr>
<td>Central Perimeter</td>
<td>1,488,752</td>
</tr>
<tr>
<td>North Fulton/ Forsyth</td>
<td>1,410,572</td>
</tr>
<tr>
<td>Upper Buckhead</td>
<td>842,142</td>
</tr>
<tr>
<td>Duluth/ Suwanee/ Buford</td>
<td>658,117</td>
</tr>
<tr>
<td>Northside Drive/ GA Tech</td>
<td>520,808</td>
</tr>
<tr>
<td>Cumberland/ Galleria</td>
<td>411,645</td>
</tr>
<tr>
<td>Decatur</td>
<td>295,278</td>
</tr>
<tr>
<td>Cherokee County</td>
<td>282,003</td>
</tr>
<tr>
<td>North Clayton Airport</td>
<td>241,663</td>
</tr>
<tr>
<td>East Cobb</td>
<td>236,858</td>
</tr>
<tr>
<td>Fayette Coweta</td>
<td>233,216</td>
</tr>
<tr>
<td>Chamblee/ Doraville/ N Druid</td>
<td>218,885</td>
</tr>
<tr>
<td>Lawrenceville/ Lilburn</td>
<td>213,581</td>
</tr>
<tr>
<td>South Clayton/ Henry</td>
<td>213,286</td>
</tr>
<tr>
<td>Kennesaw Town Center</td>
<td>157,056</td>
</tr>
<tr>
<td>I-20 East/ Conyers</td>
<td>105,757</td>
</tr>
<tr>
<td>Lower Buckhead</td>
<td>55,974</td>
</tr>
<tr>
<td>Douglasville</td>
<td>23,698</td>
</tr>
<tr>
<td>CBD ATL</td>
<td>-205,146</td>
</tr>
<tr>
<td>Norcross/ Peachtree Corners</td>
<td>-206,601</td>
</tr>
</tbody>
</table>

**ESRI INFOGROUP Data:**
- Atlanta Jobs before EMORY Annexation: 450,620
- After with Emory: 530,784

**New Daily Population**
- 2018 Total Daytime Population 853,471
- Workers 614,905
- Residents 238,566

Source: CoStar; ARC RAG Extraction and Analysis
### Employment 2010-2019

<table>
<thead>
<tr>
<th>County</th>
<th>Employment 2010</th>
<th>Employment 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Atlanta</td>
<td>82,626</td>
<td></td>
</tr>
<tr>
<td>Fulton minus Atlanta</td>
<td>67,725</td>
<td></td>
</tr>
<tr>
<td>Cobb</td>
<td>55,953</td>
<td></td>
</tr>
<tr>
<td>Gwinnett</td>
<td>47,191</td>
<td></td>
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<tr>
<td>Forsyth</td>
<td>19,238</td>
<td></td>
</tr>
<tr>
<td>Cherokee</td>
<td>15,863</td>
<td></td>
</tr>
<tr>
<td>Henry</td>
<td>13,749</td>
<td></td>
</tr>
<tr>
<td>Clayton</td>
<td>11,628</td>
<td></td>
</tr>
<tr>
<td>DeKalb</td>
<td>10,287</td>
<td></td>
</tr>
<tr>
<td>Coweta</td>
<td>8,300</td>
<td></td>
</tr>
<tr>
<td>Fayette</td>
<td>5,585</td>
<td></td>
</tr>
<tr>
<td>Paulding</td>
<td>4,591</td>
<td></td>
</tr>
<tr>
<td>Douglas</td>
<td>4,078</td>
<td></td>
</tr>
<tr>
<td>Rockdale</td>
<td>2,605</td>
<td></td>
</tr>
</tbody>
</table>

**ESRI INFOGROUP Data:**
- Atlanta Jobs before EMORY Annexation: **450,620**
- After with Emory: **530,784**
- ESRI 2018 Total Daytime Population: **853,471**
- Workers 614,905
- Residents 238,566
United States
Major Occupations by Median Annual Wage & Change in Employment Share
2007 to 2018 (BLS)

The largest loss of job shares has been in “middle wage occupations”
Socioeconomics

THE ATLANTA REGION'S PLAN
Update (2020)
People in Poverty by Community Type

Number of people below the federal poverty level in the United States, by community type
1970 to 2015

Source: Brookings Institution analysis of decennial census and American Community Survey data
Change in Poverty 2000-16

More than 20% of people living in Poverty by Census Tract (Neighborhood)

Source: US Census Bureau
<table>
<thead>
<tr>
<th>Metro</th>
<th>Growth</th>
<th>Low-Income Displacement</th>
<th>Abandonment</th>
<th>Low-Income Concentration</th>
<th>Central City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington DC</td>
<td>3%</td>
<td>8%</td>
<td>0%</td>
<td>8%</td>
<td>3%</td>
</tr>
<tr>
<td>Atlanta</td>
<td>2%</td>
<td>3%</td>
<td>1%</td>
<td>23%</td>
<td>7%</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>3%</td>
<td>15%</td>
<td>1%</td>
<td>10%</td>
<td>6%</td>
</tr>
<tr>
<td>New Orleans</td>
<td>1%</td>
<td>10%</td>
<td>5%</td>
<td>19%</td>
<td>2%</td>
</tr>
<tr>
<td>New York</td>
<td>2%</td>
<td>11%</td>
<td>1%</td>
<td>14%</td>
<td>4%</td>
</tr>
<tr>
<td>Baltimore</td>
<td>1%</td>
<td>7%</td>
<td>1%</td>
<td>12%</td>
<td>2%</td>
</tr>
<tr>
<td>San Diego</td>
<td>2%</td>
<td>10%</td>
<td>0%</td>
<td>13%</td>
<td>3%</td>
</tr>
<tr>
<td>Boston</td>
<td>1%</td>
<td>6%</td>
<td>0%</td>
<td>9%</td>
<td>5%</td>
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<tr>
<td>Denver</td>
<td>2%</td>
<td>4%</td>
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<td>22%</td>
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<tr>
<td>Portland</td>
<td>2%</td>
<td>6%</td>
<td>0%</td>
<td>14%</td>
<td>2%</td>
</tr>
<tr>
<td>Providence</td>
<td>1%</td>
<td>4%</td>
<td>0%</td>
<td>17%</td>
<td>2%</td>
</tr>
<tr>
<td>Saint Louis</td>
<td>1%</td>
<td>3%</td>
<td>3%</td>
<td>27%</td>
<td>3%</td>
</tr>
<tr>
<td>Seattle</td>
<td>3%</td>
<td>5%</td>
<td>0%</td>
<td>10%</td>
<td>11%</td>
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<tr>
<td>Hartford</td>
<td>1%</td>
<td>3%</td>
<td>0%</td>
<td>18%</td>
<td>8%</td>
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<tr>
<td>San Francisco</td>
<td>2%</td>
<td>6%</td>
<td>0%</td>
<td>12%</td>
<td>6%</td>
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<tr>
<td>Philadelphia</td>
<td>1%</td>
<td>5%</td>
<td>2%</td>
<td>22%</td>
<td>2%</td>
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<tr>
<td>Austin</td>
<td>5%</td>
<td>6%</td>
<td>0%</td>
<td>11%</td>
<td>5%</td>
</tr>
<tr>
<td>Houston</td>
<td>7%</td>
<td>6%</td>
<td>1%</td>
<td>17%</td>
<td>1%</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>3%</td>
<td>9%</td>
<td>0%</td>
<td>11%</td>
<td>2%</td>
</tr>
<tr>
<td>Miami</td>
<td>3%</td>
<td>3%</td>
<td>1%</td>
<td>25%</td>
<td>12%</td>
</tr>
<tr>
<td>Riverside</td>
<td>7%</td>
<td>4%</td>
<td>1%</td>
<td>15%</td>
<td>9%</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>5%</td>
<td>3%</td>
<td>1%</td>
<td>17%</td>
<td>2%</td>
</tr>
<tr>
<td>Chicago</td>
<td>1%</td>
<td>3%</td>
<td>3%</td>
<td>34%</td>
<td>2%</td>
</tr>
<tr>
<td>Pittsburgh</td>
<td>1%</td>
<td>8%</td>
<td>2%</td>
<td>17%</td>
<td>9%</td>
</tr>
</tbody>
</table>

https://www.law.umn.edu/institute-metropolitan-opportunity/gentrification
Low Income Displacement and Concentration Atlanta

https://myottetm.github.io/USMapBoxIMO/USLwDispConc.html
1990
Median
HH
Income

https://www.opportunityatlas.org/
Sales Price Per SQ Ft 2018

Source: Analysis by ARC Research & Analytics using Zillow's ZTRAX data 2018
Neighborhood Home Price Change 2013 to 2018

Source: Analysis by ARC Research & Analytics using Zillow's ZTRAX data from 2013 & 2018
<table>
<thead>
<tr>
<th>Region Name</th>
<th>Zhvi</th>
<th>5Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summerhill</td>
<td>$339,200</td>
<td>19.2%</td>
</tr>
<tr>
<td>Edgewood</td>
<td>$353,400</td>
<td>15.4%</td>
</tr>
<tr>
<td>Old Fourth Ward</td>
<td>$295,500</td>
<td>15.1%</td>
</tr>
<tr>
<td>Cabbagetown</td>
<td>$407,200</td>
<td>14.9%</td>
</tr>
<tr>
<td>Lindbergh</td>
<td>$225,300</td>
<td>14.6%</td>
</tr>
<tr>
<td>East Lake</td>
<td>$397,900</td>
<td>14.4%</td>
</tr>
<tr>
<td>East Atlanta</td>
<td>$331,000</td>
<td>14.2%</td>
</tr>
<tr>
<td>Kirkwood</td>
<td>$423,000</td>
<td>14.1%</td>
</tr>
<tr>
<td>Riverside</td>
<td>$288,300</td>
<td>13.3%</td>
</tr>
<tr>
<td>Bolton</td>
<td>$273,800</td>
<td>12.9%</td>
</tr>
<tr>
<td>Poncey-Highland</td>
<td>$345,000</td>
<td>12.8%</td>
</tr>
<tr>
<td>Home Park</td>
<td>$366,000</td>
<td>11.6%</td>
</tr>
<tr>
<td>Atlantic Station</td>
<td>$297,400</td>
<td>11.3%</td>
</tr>
<tr>
<td>Underwood Hills</td>
<td>$348,000</td>
<td>10.3%</td>
</tr>
<tr>
<td>Candler Park</td>
<td>$588,300</td>
<td>10.1%</td>
</tr>
<tr>
<td>Paces</td>
<td>$1,161,800</td>
<td>9.5%</td>
</tr>
<tr>
<td>Ormewood Park</td>
<td>$399,200</td>
<td>9.3%</td>
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<tr>
<td>Ansley Park</td>
<td>$745,600</td>
<td>9.2%</td>
</tr>
<tr>
<td>Brookhaven</td>
<td>$1,311,500</td>
<td>9.0%</td>
</tr>
<tr>
<td>Midtown</td>
<td>$306,200</td>
<td>8.9%</td>
</tr>
<tr>
<td>Pine Hills</td>
<td>$254,200</td>
<td>8.9%</td>
</tr>
<tr>
<td>West Paces Ferry - Northside</td>
<td>$1,155,300</td>
<td>8.6%</td>
</tr>
<tr>
<td>Downtown</td>
<td>$224,500</td>
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</tr>
<tr>
<td>Lake Claire</td>
<td>$601,300</td>
<td>8.6%</td>
</tr>
<tr>
<td>Midwest Cascade</td>
<td>$286,400</td>
<td>8.4%</td>
</tr>
<tr>
<td>Peachtree Heights West</td>
<td>$295,800</td>
<td>7.6%</td>
</tr>
<tr>
<td>Inman Park</td>
<td>$528,700</td>
<td>7.6%</td>
</tr>
</tbody>
</table>

Source: Analysis by ARC Research & Analytics using Zillow's ZTRAX data 2018
Add in Transportation Costs, and Metro Atlanta’s Affordability Gets Even More Constrained

Percent of Income Spend on Housing + Transportation Costs for Moderate Income HHs

- Miami
- Riverside
- Los Angeles
- Orlando
- San Diego
- Sacramento
- Phoenix
- Atlanta
- Detroit
- Charlotte
- Portland
- San Antonio
- Cleveland
- New York
- Chicago
- Philadelphia
- St. Louis, MO
- Dallas
- Houston
- Pittsburgh
- San Francisco
- Seattle
- Cincinnati, OH
- Kansas City, MO
- Boston
- Denver
- Baltimore
- Minneapolis
- Washington

Source: Center for Neighborhood Technology (CNT) H+T Affordability Index
Commute Times to Work

Source: US Census, via Neighborhood Nexus
I-75/I-85 North Entering Downtown Is the Most Congested Interstate Bottleneck (2018)
I-75 / I-85 Northbound Approaching Downtown Travels Below 40 MPH Between 6:30 AM and 7:30 PM Each Day

Source: INRIX
Home Value

2018 Median Home Value

- 0 - 50,735
- 50,736 - 115,585
- 115,586 - 175,142
- 175,143 - 253,472
- 253,473 - 365,302
- 365,303 - 584,307
- 584,308 - 1,441,589

Source: ESRI Demographics 2018
Median Household Income

Source: ESRI Demographics 2018

2018 Median Household Income
- ≤24,694
- ≤36,704
- ≤47,180
- ≤59,084
- ≤74,778
- ≤97,979
- ≤135,985
- ≤200,001
The Forecast
### US Regions Growth 2018-2050

**NAME** | **2018** | **2050** | **Change** | **% Change**
--- | --- | --- | --- | ---
**UNITED STATES** | 328,911 | 426,439 | 97,528 | 30%
**SUM OF METRO COUNTIES (IN MSA OR MICRO)** | 293,686 | 379,908 | 86,221 | 29%
**SUM OF NON-METRO COUNTIES (NOT IN MSA OR MICRO)** | 35,225 | 46,532 | 11,307 | 32%
**NEW ENGLAND** | 14,891 | 17,001 | 2,110 | 14%
**MIDEAST** | 49,581 | 55,616 | 6,035 | 12%
**GREAT LAKES** | 47,134 | 51,940 | 4,806 | 10%
**PLAINS** | 21,476 | 25,906 | 4,430 | 21%
**SOUTHEAST** | 84,728 | 117,253 | 32,525 | 38%
**SOUTHWEST** | 41,966 | 64,044 | 22,078 | 53%
**ROCKY MOUNTAIN** | 12,209 | 17,777 | 5,568 | 46%
**FAR WEST** | 56,926 | 76,902 | 19,976 | 35%

**U.S. Bureau of Economic Analysis Regions**

- New England Region
- Mideast Region
- Great Lakes Region
- Plains Region
- Southwest Region
- Far West Region
- Southeast Region
- Rocky Mountain Region
State Growth

Source: Woods and Poole
Metro Growth

Source: Woods and Poole
Source: ARC The Region’s Plan Forecast (2019) Series 16  DRAFT
Race and Ethnicity Change

2015:
- % Black: 32.5%
- % Hispanic: 11.6%
- % Other: 7.9%
- % White: 48.0%

2050:
- % Black: 29.4%
- % Hispanic: 21.4%
- % Other: 10.7%
- % White: 38.5%

Source: ARC
Age Change

Source: ARC The Region’s Plan Forecast (2019) Series 16  DRAFT
Forecast Population Change 2015-2050

Source: ARC The Region’s Plan Forecast (2019) Series 16 DRAFT
Forecast Population Change, per mi² 2015-2050

Source: ARC The Region’s Plan Forecast (2019) Series 16 DRAFT
Forecast Employment Change 2015-2050

Source: ARC The Region’s Plan Forecast (2019) Series 16 DRAFT
Forecast Employment Change 2015-2050

Source: ARC The Region’s Plan Forecast (2019) Series 16 DRAFT
Forecast Employment Change, per mi² Mile 2015-2050

Source: ARC The Region’s Plan Forecast (2019) Series 16 DRAFT
Forecast Employment Change, per mi²
2015-2050

Source: ARC The Region’s Plan Forecast (2019) Series 16 DRAFT
Percent Change in Output and Jobs, 2015-2050

Source: ARC The Region’s Plan
Forecast (2019) Series 16  DRAFT
Employment Forecast

60 Years of Employment Change – 1990-2050

NAICS Sectors

1990
Change, 1990-2015
Change, 2015-2050

Health Care and Social Assistance
Professional, Scientific, and Technical
Construction
Admin and Waste Management
Retail Trade
Finance and Insurance
Wholesale Trade
Accommodation and Food Services
Information
Other Services, except Public Admin
Real Estate and Rental and Leasing
Transportation and Warehousing
Management of Companies
Educational services; private
Arts, Entertainment, and Recreation
Mining
Forestry, Fishing, and Related
Utilities
Manufacturing

Note: Does not include Dawson
Labor Force Participation Rate 1990-2050

Note: Does not include Dawson

Source: ARC The Region’s Plan Forecast (2019) Series 16 DRAFT
Questions?

Mike Alexander, AICP
Director, Center for Livable Communities
Atlanta Regional Commission
malexander@atlantaregional.org

http://www.atlantaregional.org/

http://www.neighborhoodnexus.org/

http://33n.atlantaregional.com/
Five Party Memorandum of Agreement

2019 Update
The Five Party Agreement – What is it?

23 CFR § 450.314
Metropolitan planning agreements

(a) The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see § 450.324) and the metropolitan TIP (see § 450.326), and development of the annual listing of obligated projects (see § 450.334).

(b) The MPO, the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.

Atlanta Metropolitan Planning Area Quad Party MOA

• Last comprehensive update occurred in January 2008
• Amended in December 2009 to reflect the Regional Transit Committee
The Five Party Agreement – What is in it?

• Purpose
• Definitions
• Requirements (federally mandated coordination)
• Organizational Roles and Responsibilities (signatory agencies)
• Policy Development and Coordination (MPO structure)
• Public Involvement (cooperation)
• Compliance with Applicable Laws and Regulations (standard legal disclaimer)
• Amendments and Modifications (procedures for updating)
• Notification (in the event of changes to agreement)
Key Changes Under Review

- Creation of ATL Authority
- New FAST Act planning factors
- Performance based planning requirements
- New air quality nonattainment area designation
- **ATL replaces MARTA as the region’s designated recipient for transit funds**
- Metropolitan planning area boundary updates
- Reflect expanded MARTA service area
- Transfer of Xpress operations from GRTA to SRTA
- New transit operator names
- Revised procedures for Developments of Regional Impact
- **TCC and TAQC membership (existing and future)**
Milestone Dates

**MAY**
- First draft of edits reviewed by staff of all signatory agencies
- Discussion of proposed edits at Agency Heads/Directors meeting
- Identify edits

**JULY**
- Second draft of edits reviewed at Agency Heads/Directors meeting

**AUGUST - SEPTEMBER**
- Review and approvals by signatory agencies
For Additional Information...

John Orr
Atlanta Regional Commission
jorr@atlantaregional.org
FY 2019 Regional Formula Fund Suballocations

ATL Regional Transit Planning Committee

July 17, 2019
DESIGNATED RECIPIENT ROLE
• On October 1, 2018, Designated Recipient status was transferred to ATL

• The ATL’s responsibilities as the Designated Recipient include:
  • Suballocation of formula funds to eligible recipients in the 23-county Greater Metro-Atlanta Urbanized Area (aka “Atlanta UZA”) in accordance with national apportionment formula
  • Coordination with ARC as the Metropolitan Planning Organization (MPO) for the Atlanta UZA
  • Communication and coordination with FTA
  • Providing regional technical support to eligible recipients and analysis of federal transit funding
Designated Recipient

- Receives and suballocates formula funding from FTA to direct recipients
- Can also be a direct recipient

Eligible Recipients

- Receive a suballocation from the Designated Recipient
- Can apply for use of suballocated federal funds directly or indirectly depending upon status as an FTA direct recipient
FTA REGIONAL FORMULA FUNDS
OVERVIEW & FY 2019 SUBALLOCATION
5307 URBANIZED AREA FORMULA FUND PROGRAM
Section 5307: Urbanized Area Formula Funding Program

► Funding distributed based on population & operating stats reported to National Transit Database (NTD).

► Total FY 2019 Atlanta UZA Section 5307 Funding: $69,110,223

Section 5340: Growing States and High Density States Formula Program

► Population based only, no operating statistics are used in the suballocation of 5340 funding.

► FTA administers Section 5340 program under the Section 5307 grant guidance.

► Total FY 2019 Atlanta UZA 5340 Funding: $4,487,905
5307 URBANIZED AREA FORMULA FUND PROGRAM – CALCULATION FLOW

5307 Atlanta UZA Apportionment  
$69,110,223

Remaining 5307 Balance  
$66,095,123

Fixed Guideway Tier  
(33.29%)  
$22,003,066

- Operated Service  
(95.61%)  
$21,037,132

- Service Efficiency  
(4.39%)  
$965,935

Bus Tier  
(66.71%)  
$44,092,056

- Operated Service  
(45.40%)  
$20,017,794

- Service Efficiency  
(9.20%)  
$4,056,469

- Population  
(22.70%)  
$10,008,897

- Population Density  
(22.70%)  
$10,008,897

Low-Income Set-Aside  
$2,682,964

Planning Set-Aside (0.5%)  
$332,136

Eligible Recipients include:  
• 23 Counties  
• 3 Operators
Eligible Recipients include:
- 23 Counties
- 1 Operator (MARTA)
5337 STATE OF GOOD REPAIRS GRANT PROGRAM
State of Good Repair Grant Program
$59,121,918

Fixed Guideway (FG)
$55,464,725

High Intensity Motor Bus (HIMB)
$3,657,193
High Intensity Motor Bus (HIMB) Component

- **HIMB**: $3,657,193
  - **Vehicle Revenue Miles (VRM)**: $2,121,070
  - **Directional Route Miles (DRM)**: $1,536,123
5339 BUS AND BUS FACILITIES FORMULA PROGRAM
Eligible Recipients include:
- 10 Counties
- 3 Operators
### FY 2019 Regional Formula Fund Suballocation Breakdown

<table>
<thead>
<tr>
<th>Eligible Recipient</th>
<th>5307 Suballocation</th>
<th>5340 Suballocation</th>
<th>5337 Suballocation</th>
<th>5339 Suballocation</th>
<th>Total Suballocation</th>
</tr>
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<tbody>
<tr>
<td>ARC</td>
<td>$332,136</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$332,136</td>
</tr>
<tr>
<td>Cherokee</td>
<td>$764,978</td>
<td>$145,149</td>
<td>$-</td>
<td>$-</td>
<td>$1,032,521</td>
</tr>
<tr>
<td>City of Atlanta</td>
<td>$262,162</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$262,162</td>
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<tr>
<td>Cobb</td>
<td>$4,893,774</td>
<td>$707,765</td>
<td>$181,934</td>
<td>$328,088</td>
<td>$6,853,361</td>
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<tr>
<td>Coweta</td>
<td>$276,304</td>
<td>$61,946</td>
<td>$-</td>
<td>$-</td>
<td>$384,789</td>
</tr>
<tr>
<td>CPACS</td>
<td>$42,179</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$48,617</td>
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<tr>
<td>Douglas</td>
<td>$778,919</td>
<td>$93,793</td>
<td>$-</td>
<td>$-</td>
<td>$999,700</td>
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<tr>
<td>Fayette</td>
<td>$294,453</td>
<td>$66,015</td>
<td>$-</td>
<td>$-</td>
<td>$360,468</td>
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<tr>
<td>Forsyth</td>
<td>$526,353</td>
<td>$118,006</td>
<td>$-</td>
<td>$-</td>
<td>$644,359</td>
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<td>Gwinnett</td>
<td>$4,662,285</td>
<td>$805,678</td>
<td>$574,149</td>
<td>$666,270</td>
<td>$7,418,878</td>
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<td>Henry</td>
<td>$772,230</td>
<td>$133,237</td>
<td>$-</td>
<td>$-</td>
<td>$1,032,112</td>
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<tr>
<td>MARTA</td>
<td>$47,637,612</td>
<td>$2,064,031</td>
<td>$55,464,725</td>
<td>$312,424</td>
<td>$109,737,967</td>
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<td>Clayton</td>
<td>$1,193,270</td>
<td>$267,526</td>
<td>$-</td>
<td>$-</td>
<td>$1,636,741</td>
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<tr>
<td>DeKalb</td>
<td>$3,697,226</td>
<td>$828,903</td>
<td>$-</td>
<td>$-</td>
<td>$5,526,129</td>
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<tr>
<td>Fulton</td>
<td>$4,315,873</td>
<td>$967,601</td>
<td>$-</td>
<td>$-</td>
<td>$5,283,474</td>
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<td>MARTA Service</td>
<td>$38,431,243</td>
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<td>$55,464,725</td>
<td>$312,424</td>
<td>$97,141,667</td>
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<td>Paulding</td>
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<td>Rockdale</td>
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<td>$-</td>
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<td>Xpress</td>
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<td>$1,052,563</td>
<td>$314,627</td>
<td>$5,825,863</td>
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<td>Low Income Comp.</td>
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<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$2,682,964</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$68,441,466</strong></td>
<td><strong>$4,337,974</strong></td>
<td><strong>$55,464,725</strong></td>
<td><strong>$2,121,070</strong></td>
<td><strong>$138,393,204</strong></td>
</tr>
</tbody>
</table>

* Totals in this slide will not match previous slide totals for each program because they do not include jurisdictions outside of ATL 13 County Region. For suballocation table of full 23-county UZA please refer to the handout in your Board Notebook.
FY 2019 FORMULA FUND SUBALLOCATION

NEXT STEPS
FY 2019 FORMULA FUND SUBALLOCATION

▪ Next Steps:

1. ATL completed FY 2019 suballocation calculation and notified eligible recipients (4/26/19)
   o Eligible Recipients must respond within 45 days of notification identifying its intent to:
     ▪ Use the funds for an eligible project
     ▪ Bank the funds for future use on an eligible project
     ▪ Transfer the funds to another eligible recipient or operator
     ▪ Return the funds to the Atlanta UZA to be redistributed among eligible operators reporting NTD

2. ATL reviewed FY 2019 suballocations with Transit Operators Working Group (TOG) (4/26/19)

3. ATL received responses from eligible recipients on FY 2019 funding (6/10/19)

4. ATL will redistribute returned FY 2019 suballocation funding (residual reallocation) (08/2019)
RESIDUAL FUNDING REALLOCATION

▪ An eligible recipient may return their suballocated funds to the region (Atlanta UZA)

▪ These returned funds are termed “residual”

▪ Residual funds are redistributed to eligible recipients based on service statistics reported to the National Transit Database (NTD)

▪ ATL will redistribute the following residual funds in August:
  - Returned FY13-FY15 5307 funding: $1,735,961
  - Returned FY13-FY15 5339 funding: $274,700
  - Returned FY18 5307 funding: $49,254
  - Returned FY19 5307 funding: $45,335
Thank You.

Jonathan Ravenelle
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www.atltransit.ga.gov
FTA Regional Formula Fund Policy Updates

ATL Regional Planning Committee Meeting

July 17, 2019
REGIONAL FORMULA FUND POLICIES
OVERVIEW
Designated Recipient (ATL) and Metropolitan Planning Organization (ARC) are responsible for updating the Regional Formula Fund Program Policies.

Proposed policy updates include:

- Adjustments to reflect the change in Designated Recipient
- Adjustments to reflect the role of the ATL’s Regional Transit Plan (ARTP) and HB 930
- Majority of administrative components of previous policies remain the same with some updates related to Program of Projects (POP) public engagement to strengthen FTA compliance

Updated policies will go into effect October 1, 2019 (start of Federal fiscal year 2020) with the existing suballocation methodology being used for Federal fiscal year 2019.
ATL and ARC staff engaged in several workshops to develop and finalize proposed policies:

- 6 ARC & ATL staff work sessions to develop updates to proposed policies  *(Nov. 2018 – Mar. 2019)*
- 1 ARC & ATL staff review session with FTA Region IV staff  *(February 15, 2019)*
- Draft proposed policies sent to operators and counties receiving funding for Review  *(March 15, 2019)*
- 1 work session with ARC, ATL, and all Shared Segment Operator staff  *(March 25, 2019)*
  - MARTA - Cobb
  - Gwinnett - Xpress
- 1 work session with ARC, ATL, and Transit Operator Working Group staff  *(April 26, 2019)*
  - MARTA - Cobb - Douglas - GDOT - CPACS
  - Gwinnett - Xpress - Henry - Cherokee
- 1 session with ARC, ATL, GDOT and Transit Executives Working Group  *(May 8, 2019)*
ARC & ATL staff have engaged in broad regional outreach to receive feedback and concurrence on proposed policy updates:

- ARC & ATL staff offered to have individual policy workshop meetings with staff from all regional operators and counties receiving funding in the 23-county Atlanta UZA (3/15/2019)

- ARC & ATL staff held joint meetings with the following jurisdictions:
  - Cherokee County (4/3/2019)
  - Coweta County (5/7/2019)
  - Douglas County (4/10/2019)
  - Center for Pan Asian Community Services (CPACS) (4/10/2019)
  - Gwinnett County (4/19/2019)

ATL upon request presented proposed policies during MARTA Board Work Session (5/9/2019)

ATL upon request of MARTA Board Chair is presenting proposed policies to MARTA’s local jurisdictions

- DeKalb County (5/22/2019)
- Fulton County (6/7/2019)
- City of Atlanta (4/30/2019)
- Clayton County (7/9/2019)
5307 Regional Project Set-Asides

(Proposed Updates)
Regional 5307 Formula Funding Set-Aside Policy

- Currently 0.5% of Regional 5307 Formula Funds set-aside for ARC (approx. $330K annually)
- Proposed policy change increases set-aside to 1% and allocates 0.75% to ATL & 0.25% to ARC
- ATL set-aside funding to be used for regional planning/governance activities; not administrative costs
- ATL would receive approx. $500K annually in federal funding for support of regional initiatives; ARC would receive approx. $160K for initiatives outside ATL jurisdiction
RESERVING FUNDS FOR PLANNING ENTITIES - PROPOSED

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total 5307 Apportionment</td>
<td>$ 69,110,223</td>
<td></td>
</tr>
<tr>
<td>Low Income Set-Aside</td>
<td>$ 2,682,964</td>
<td></td>
</tr>
<tr>
<td>Total Remaining 5307</td>
<td>$ 66,427,259</td>
<td></td>
</tr>
<tr>
<td>ARC Percentage (.25%)</td>
<td>$ 166,068</td>
<td></td>
</tr>
<tr>
<td>ATL Percentage (.75%)</td>
<td>$ 498,204</td>
<td></td>
</tr>
<tr>
<td>Remainder</td>
<td></td>
<td>$ 65,762,986</td>
</tr>
</tbody>
</table>

Proposed policies include set-aside of one percent (1.0%):
- .25% for ARC
- .75% for ATL
- Overall set-aside increase of $332,136 based on FFY 19 dollars

Set-aside funding will be utilized for regional projects and planning including:
- General Transit Feed Specification (GTFS) coordination activities
- Regional Fare System and Policy studies
- Regional Transit Signal Prioritization studies
- Regional On-Board Survey
- Regional capital projects – i.e. regional bus stop signage type projects
## Proposed 5307 Formula Fund Policy – Impacts

<table>
<thead>
<tr>
<th>Eligible Recipient</th>
<th>FY 2019 Calculation</th>
<th>FY 2020 Proposed Policy Calculation</th>
<th>Net Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5307 % of Total 5307 Funding</td>
<td>5307 % of Total 5307 Funding</td>
<td>% of Total 5307</td>
</tr>
<tr>
<td>ARC</td>
<td>$332,136</td>
<td>$166,068</td>
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<td>Cherokee</td>
<td>$764,978</td>
<td>$761,133</td>
<td>-0.006%</td>
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<td>City of Atlanta</td>
<td>$262,162</td>
<td>$260,844</td>
<td>-0.002%</td>
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<tr>
<td>Cobb</td>
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<td>$4,869,183</td>
<td>-0.036%</td>
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<td>$274,916</td>
<td>-0.002%</td>
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<td>0.000%</td>
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<td>$775,005</td>
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<tr>
<td>Fayette</td>
<td>$294,453</td>
<td>$292,973</td>
<td>-0.002%</td>
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<tr>
<td>Forsyth</td>
<td>$526,353</td>
<td>$523,708</td>
<td>-0.004%</td>
</tr>
<tr>
<td>GRTA</td>
<td>$3,880,164</td>
<td>$3,860,665</td>
<td>-0.028%</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>$4,662,285</td>
<td>$4,638,856</td>
<td>-0.034%</td>
</tr>
<tr>
<td>Henry</td>
<td>$772,230</td>
<td>$768,349</td>
<td>-0.006%</td>
</tr>
<tr>
<td>MARTA</td>
<td>$47,637,612</td>
<td>$47,398,230</td>
<td>-0.346%</td>
</tr>
<tr>
<td>Paulding</td>
<td>$372,630</td>
<td>$370,757</td>
<td>-0.003%</td>
</tr>
<tr>
<td>Rockdale</td>
<td>$262,323</td>
<td>$261,005</td>
<td>-0.002%</td>
</tr>
<tr>
<td>Low Income</td>
<td>$2,682,964</td>
<td>$2,682,964</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$69,110,223</strong></td>
<td><strong>$69,110,223</strong></td>
<td></td>
</tr>
</tbody>
</table>

*Please note this slide does not include impacts to jurisdictions outside of ATL 13 County Region.
For suballocation table of full 23-county UZA please refer to the handout in your Board Notebook.
5337 Shared Segment Methodology

(Proposed Updates)
5337 STATE OF GOOD REPAIR PROGRAM

High Intensity Motor Bus Component

HIMB
$3,657,193

Vehicle Revenue Miles (VRM)
$2,121,070

Directional Route Miles (DRM)
$1,536,123
### List of Segments and Operators by Segment

<table>
<thead>
<tr>
<th>Segment Name</th>
<th>Segment Mileage</th>
<th>Xpress</th>
<th>GCT</th>
<th>CobbLinc</th>
<th>MARTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-85 HOV SB</td>
<td>20.83</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-85 HOV NB</td>
<td>18.74</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-75 SB</td>
<td>8.15</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>I-75 NB</td>
<td>7.94</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-75/I-85 SB</td>
<td>1.67</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>I-75/I-85 NB</td>
<td>1.72</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>I-75 NB</td>
<td>8.22</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>I-75 SB</td>
<td>7.69</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>I-20 EB</td>
<td>1.36</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>I-20 WB</td>
<td>1.40</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>I-20 EB</td>
<td>6.76</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>I-20 WB</td>
<td>6.75</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

X = Currently reports and receives funding for segment  
X = Currently operates in segment but receives no DRM funds
<table>
<thead>
<tr>
<th>Segment Name</th>
<th>Segment Mileage</th>
<th>Xpress</th>
<th>GCT</th>
<th>CobbLinc</th>
<th>MARTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-85 HOV SB</td>
<td>20.83</td>
<td>43.71%</td>
<td>56.29%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-85 HOV NB</td>
<td>18.74</td>
<td>47.83%</td>
<td>52.17%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-75 SB</td>
<td>8.15</td>
<td>20.05%</td>
<td></td>
<td>79.95%</td>
<td></td>
</tr>
<tr>
<td>I-75 NB</td>
<td>7.94</td>
<td>20.05%</td>
<td></td>
<td>79.95%</td>
<td></td>
</tr>
<tr>
<td>I-75/I-85 SB</td>
<td>1.67</td>
<td>33.12%</td>
<td>45.86%</td>
<td>21.02%</td>
<td></td>
</tr>
<tr>
<td>I-75/I-85 NB</td>
<td>1.72</td>
<td>33.12%</td>
<td>45.86%</td>
<td>21.02%</td>
<td></td>
</tr>
<tr>
<td>I-75 NB</td>
<td>8.22</td>
<td></td>
<td></td>
<td>100.00%</td>
<td></td>
</tr>
<tr>
<td>I-75 SB</td>
<td>7.69</td>
<td></td>
<td></td>
<td>100.00%</td>
<td></td>
</tr>
<tr>
<td>I-20 EB</td>
<td>1.36</td>
<td>30.47%</td>
<td></td>
<td></td>
<td>69.53%</td>
</tr>
<tr>
<td>I-20 WB</td>
<td>1.4</td>
<td>30.47%</td>
<td></td>
<td></td>
<td>69.53%</td>
</tr>
<tr>
<td>I-20 EB</td>
<td>6.76</td>
<td>30.47%</td>
<td></td>
<td></td>
<td>69.53%</td>
</tr>
<tr>
<td>I-20 WB</td>
<td>6.75</td>
<td>30.47%</td>
<td></td>
<td></td>
<td>69.53%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>91.23</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

= Currently reports and receives funding for segment

= Currently operates in segment but receives no DRM funds
Feedback Received During Outreach:

1) Shared Segment Group Operators (MARTA, Gwinnett, Cobb, and Xpress) agreed that changing the methodology to align suballocation with amount of service was equitable.

2) Shared Segment Group Operators had concerns with immediate funding impacts regarding methodology change.

3) Shared Segment Group Operators recommended that the proposed methodology change be phased in over a two-year period.

- ARC and ATL concurred with recommendation that the proposed methodology change should be phased in over the recommended two-year period.

- No additional concerns were identified by operators or jurisdictions regarding 5337 policies.
**PROPOSED METHODOLOGY – SUBALLOCATION COMPARISON**

<table>
<thead>
<tr>
<th>Operator</th>
<th>Current Suballocation</th>
<th>Proposed Suballocation</th>
<th>% of Total Service Operated</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARTA</td>
<td>227,138</td>
<td>190,468</td>
<td>12%</td>
</tr>
<tr>
<td>CobbLinc</td>
<td>328,088</td>
<td>228,602</td>
<td>15%</td>
</tr>
<tr>
<td>GCT</td>
<td>666,270</td>
<td>388,240</td>
<td>25%</td>
</tr>
<tr>
<td>Xpress</td>
<td>314,627</td>
<td>728,812</td>
<td>47%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$1,536,123</td>
<td>$1,536,123</td>
<td>100%</td>
</tr>
</tbody>
</table>

- Based on feedback received during Shared Segment Operators work session, **proposed methodology will be phased in over a two-year period**

- ARC and ATL staff recommended the proposed change because it was **based on the amount of service operated**
REGIONAL FORMULA FUND POLICY UPDATES

(Next Steps)
FORMULA FUND POLICY UPDATES – NEXT STEPS

▪ Next Steps:

✓ ATL Planning Committee Meeting First Read Presentation  *(May 10, 2019)*

✓ ATL Board First Read Presentation  *(May 23, 2019)*

▪ ATL Planning Committee Meeting Adoption Presentation  *(July 17, 2019)*

▪ Recommended for adoption by ATL Board and ARC (TCC and TAQC)  *(August 2019)*

▪ Proposed policies would take effect October 1, 2019 (start of Federal Fiscal Year 2020)
Thank You.

Jonathan Ravenelle
404.893.3010 (office)
jravenelle@srsa.ga.gov
www.atltransit.ga.gov
ADJOURN