COFFEE & CONSTRUCTION

August 2021

Perimeter Community Improvement Districts

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

PERIMETER CONNECTS

HOUSEKEEPING

Content follow-up

- You can relax - we'll share the slides after the event!

To the Polls!

- In between speakers we'll be throwing up some polls on a variety of Perimeter topics – be sure to vote!

Q & A:

- Ask questions of the presenters anytime via the Q&A option at the bottom. Questions will be answered after each speaker, with additional time for questions at the end of the event.

AGENDA

Welcome – Ann Hanlon, PCIDs

Speakers

- Mike Alexander, Atlanta Regional Commission
- Marlo Clowers, Georgia Department of Transportation
- John Gurbal, Perimeter Community Improvement Districts
- Johann Weber, Perimeter Connects

DUNWOODY STATION
SHUTTLE IMPROVEMENTS PROJECT

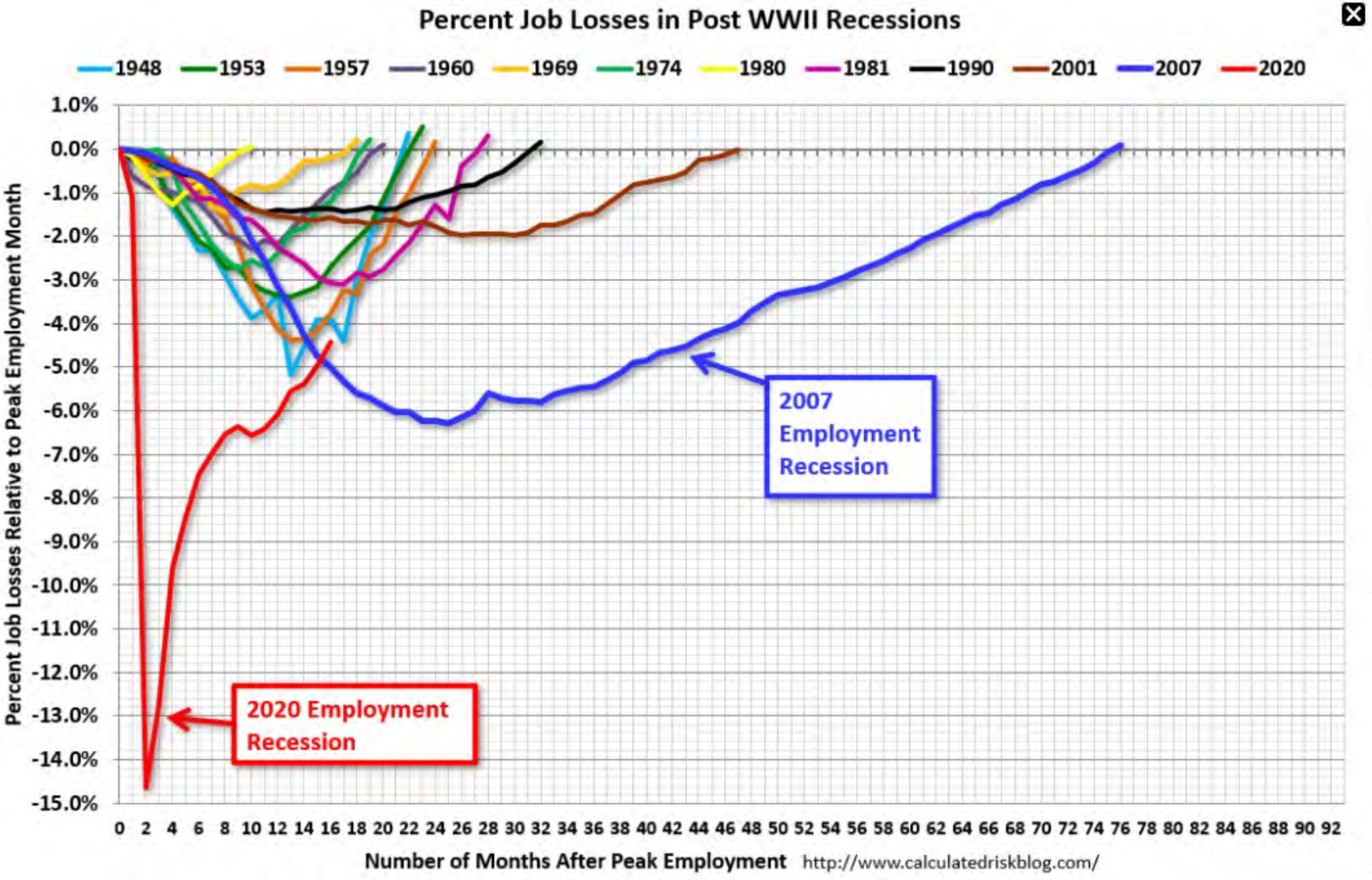
Economic Update

Focus: State of Georgia and Metro Atlanta
The Economics of Demographics

Atlanta Regional Commission

THE ATLANTA REGION'S PLAN

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

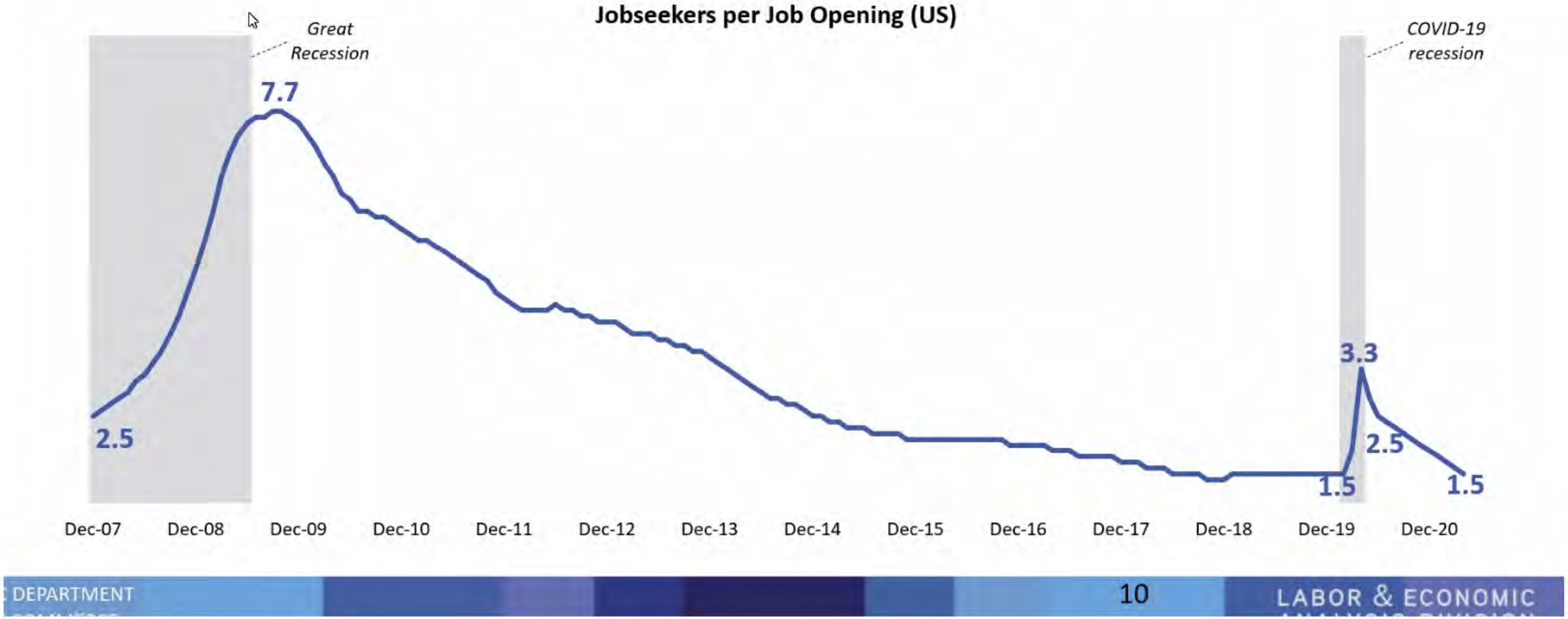


https://www.calculatedriskblog.com/2021/07/june-employment-report-850-thousand.html#google_vignette

Labor Markets..

Labor shortage

Tight labor market during pandemic



Technology and Metro Atlanta Teleworking 34%

Atlanta-Sandy Springs-Alpharetta, GA MSA, 2021Q1[1]

SOC	Occupation	Current: Empl	Current: Number that can Telework	Current: Mean Ann Wages[2]	Current: LQ	Current: Unempl	Current: Unempl Rate	2031 Employment Total	Number that can telework	Telework	Ann % Growth	Can telework %: O*NET-derived baseline	Can telework %: Manual assignment
11-0000	Management Occupations	188,327	158,195	$119,600	1.01	6,983	3.5%	215,814	181,284	17%	1.4%	0.87	0.84
13-0000	Business and Financial Operations Occupations	185,840	170,973	$79,700	1.14	6,801	3.4%	212,482	195,483	18%	1.3%	0.88	0.92
15-0000	Computer and Mathematical Occupations	109,974	109,974	$93,700	1.25	3,070	2.7%	134,002	134,002	13%	2.0%	1	1
17-0000	Architecture and Engineering Occupations	42,528	37,425	$85,300	0.89	1,429	3.1%	47,482	41,784	4%	1.1%	0.61	0.88
19-0000	Life, Physical, and Social Science Occupations	19,486	7,015	$77,900	0.76	876	4.0%	22,048	7,937	1%	1.2%	0.54	0.36
21-0000	Community and Social Service Occupations	38,270	19,135	$49,800	0.77	1,039	2.5%	46,180	23,090	2%	1.9%	0.37	0.5
23-0000	Legal Occupations	27,620	23,201	$113,900	1.14	659	2.3%	31,431	26,402	2%	1.3%	0.97	0.84
25-0000	Educational Instruction and Library Occupations	157,178	133,601	$51,800	1.03	11,545	6.7%	175,192	148,913	14%	1.1%	0.98	0.85
27-0000	Arts, Design, Entertainment, Sports, and Media Occupations	58,237	33,195	$63,300	1.20	6,217	9.2%	65,102	37,108	3%	1.1%	0.76	0.57
29-0000	Healthcare Practitioners and Technical Occupations	140,635	8,438	$88,300	0.85	3,964	2.7%	166,152	9,969	1%	1.7%	0.05	0.06
31-0000	Healthcare Support Occupations	83,619	0	$33,200	0.67	5,314	6.0%	107,864	0	0%	2.6%	0.02	0
33-0000	Protective Service Occupations	58,451	0	$43,300	0.98	3,367	5.4%	65,220	0	0%	1.1%	0.06	0
35-0000	Food Preparation and Serving Related Occupations	203,705	0	$24,100	1.02	37,063	15.8%	238,834	0	0%	1.6%	0	0
37-0000	Building and Grounds Cleaning and Maintenance Occupations	82,115	0	$29,400	0.92	7,429	8.6%	96,301	0	0%	1.6%	0	0
39-0000	Personal Care and Service Occupations	69,455	0	$31,800	1.02	11,928	14.7%	81,701	0	0%	1.6%	0.26	0
41-0000	Sales and Related Occupations	289,347	60,763	$45,800	1.10	26,223	8.3%	311,969	65,513	6%	0.8%	0.28	0.21
43-0000	Office and Administrative Support Occupations	365,261	186,283	$41,200	1.04	24,380	6.3%	378,742	193,158	18%	0.4%	0.65	0.51
45-0000	Farming, Fishing, and Forestry Occupations	4,101	0	$34,800	0.22	456	8.5%	4,456	0	0%	0.8%	0.01	0
47-0000	Construction and Extraction Occupations	113,724	0	$46,200	0.88	9,661	8.3%	129,244	0	0%	1.3%	0	0
49-0000	Installation, Maintenance, and Repair Occupations	111,669	0	$50,900	1.05	7,001	6.1%	124,345	0	0%	1.1%	0.01	0
51-0000	Production Occupations	135,700	0	$38,300	0.85	11,176	7.8%	143,559	0	0%	0.6%	0.01	0
53-0000	Transportation and Material Moving Occupations	275,848	0	$39,000	1.16	27,564	9.4%	312,506	0	0%	1.3%	0.03	0
00-0000	Total - All Occupations	2,761,090	948,197	$55,100	1.00	214,145	7.2%	3,110,627	1,064,645		1.2%		

Share of Employed that can Telework 34%

Source: JobsEQ®

https://www.bls.gov/opub/mlr/2020/article/ability-to-work-from-home.htmhttps://www.ncbi.nlm.nih.gov/pmc/articles/PMC7346841/

regional impact + local relevance

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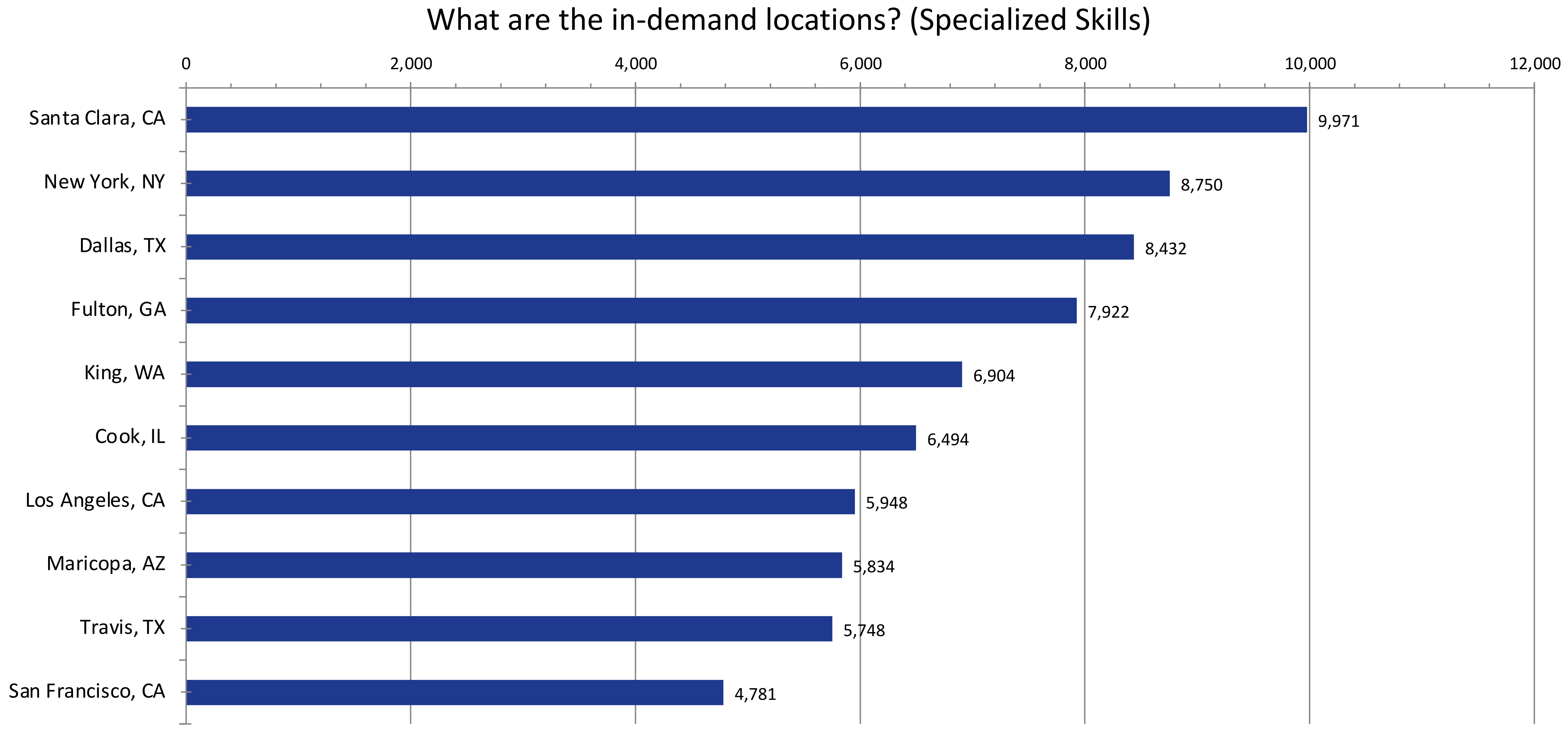
Hard to Fill Jobs **Software Developer / Engineer** Fulton, GA Last 90 days (Aug 5, 2021)



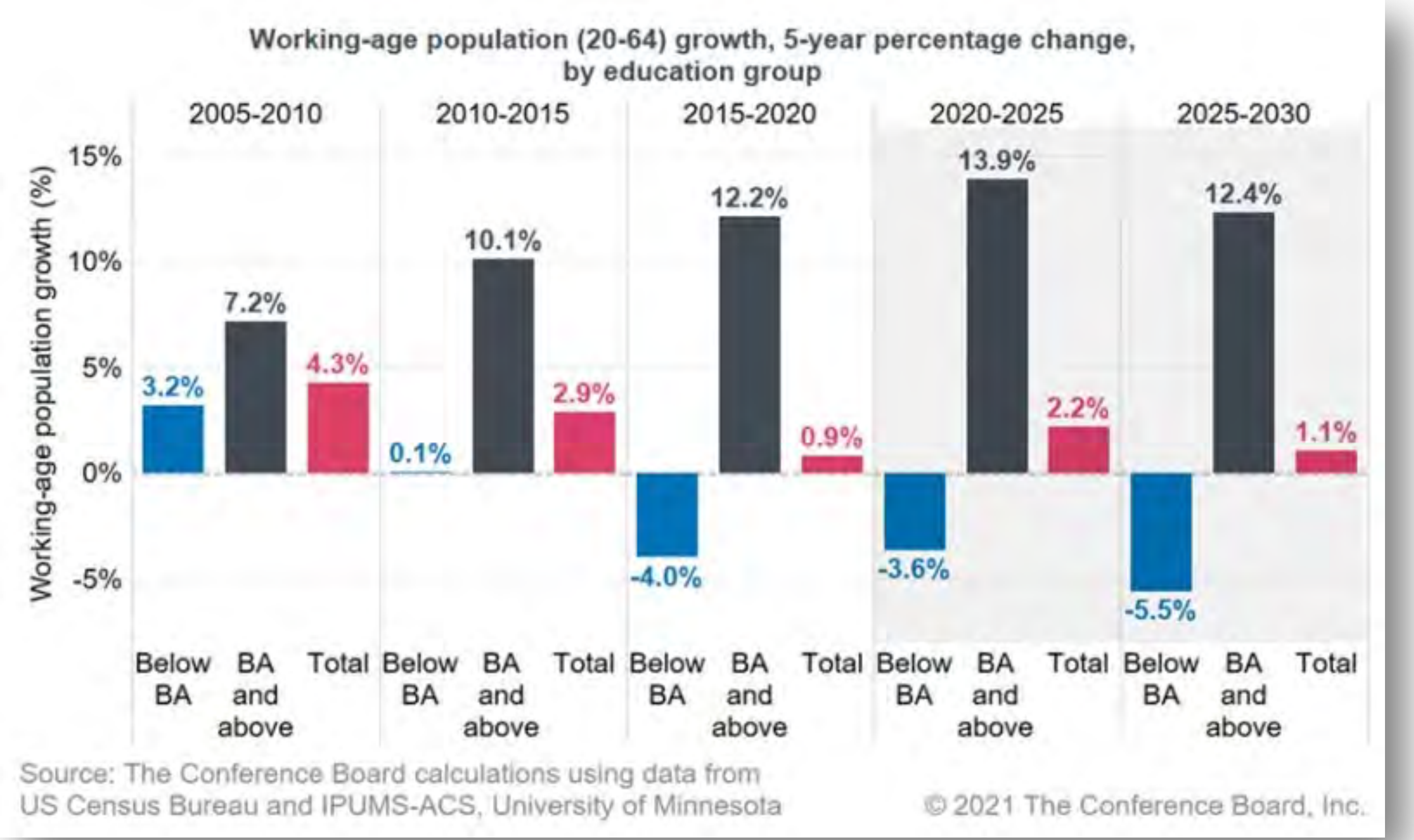
regional impact + local relevance

Blue Collar and Manual Services Jobs

The chart below shows that the overall narrative about slowing growth in the working-age population is masking two opposite trends by education. The share of new labor market entrants with college degrees is higher than the share of new retirees with a college degree. Therefore, the number of working-age people with a bachelor's degree is solidly and uninterruptedly increasing by about 2 percent annually. On the flip side, the population without a bachelor's degree, who are willing to work in blue collar and manual services jobs, is shrinking.

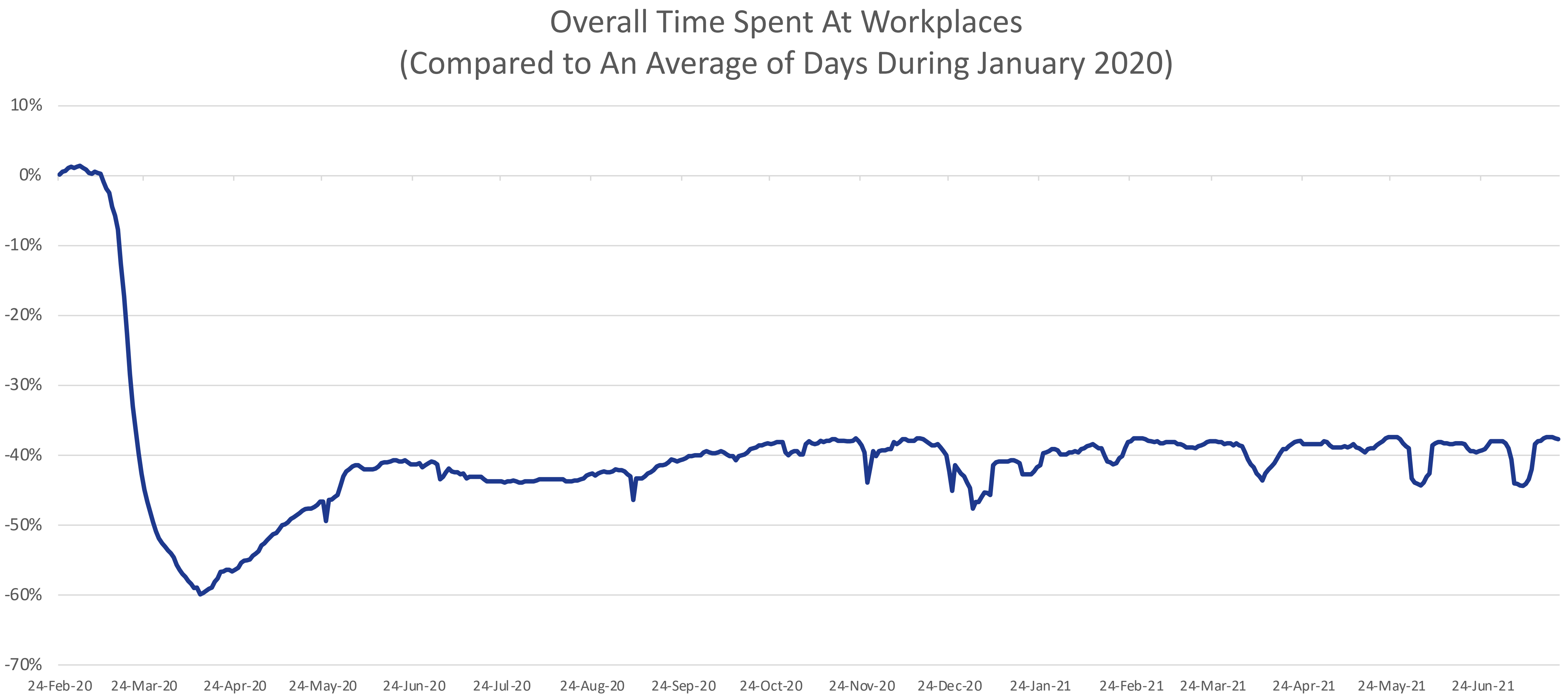
That is why in the 2-3 years prior to the pandemic, and for the rest of the coming decade, the likelihood of a labor shortage among blue-collar and manual services occupations is/was higher than for white-collar, highly educated occupations.

#recruitment #education #laborshortage #labormarket #population



regional impact + local relevance

We're Not Back in the Office



Source: Google Mobility Data, through https://tracktherecovery.org/

regional impact + local relevance

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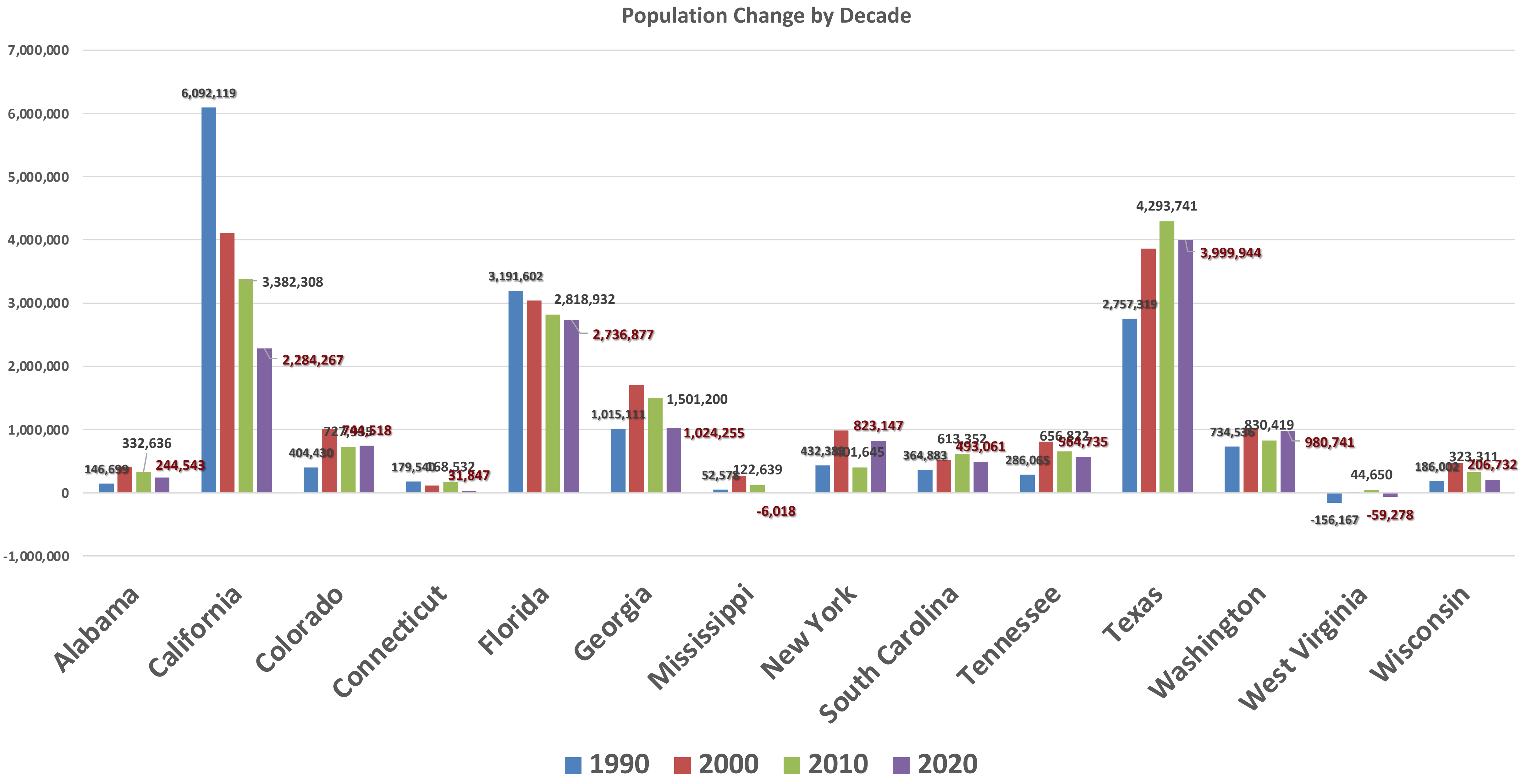
State Population Change by Decade



regional impact + local relevance

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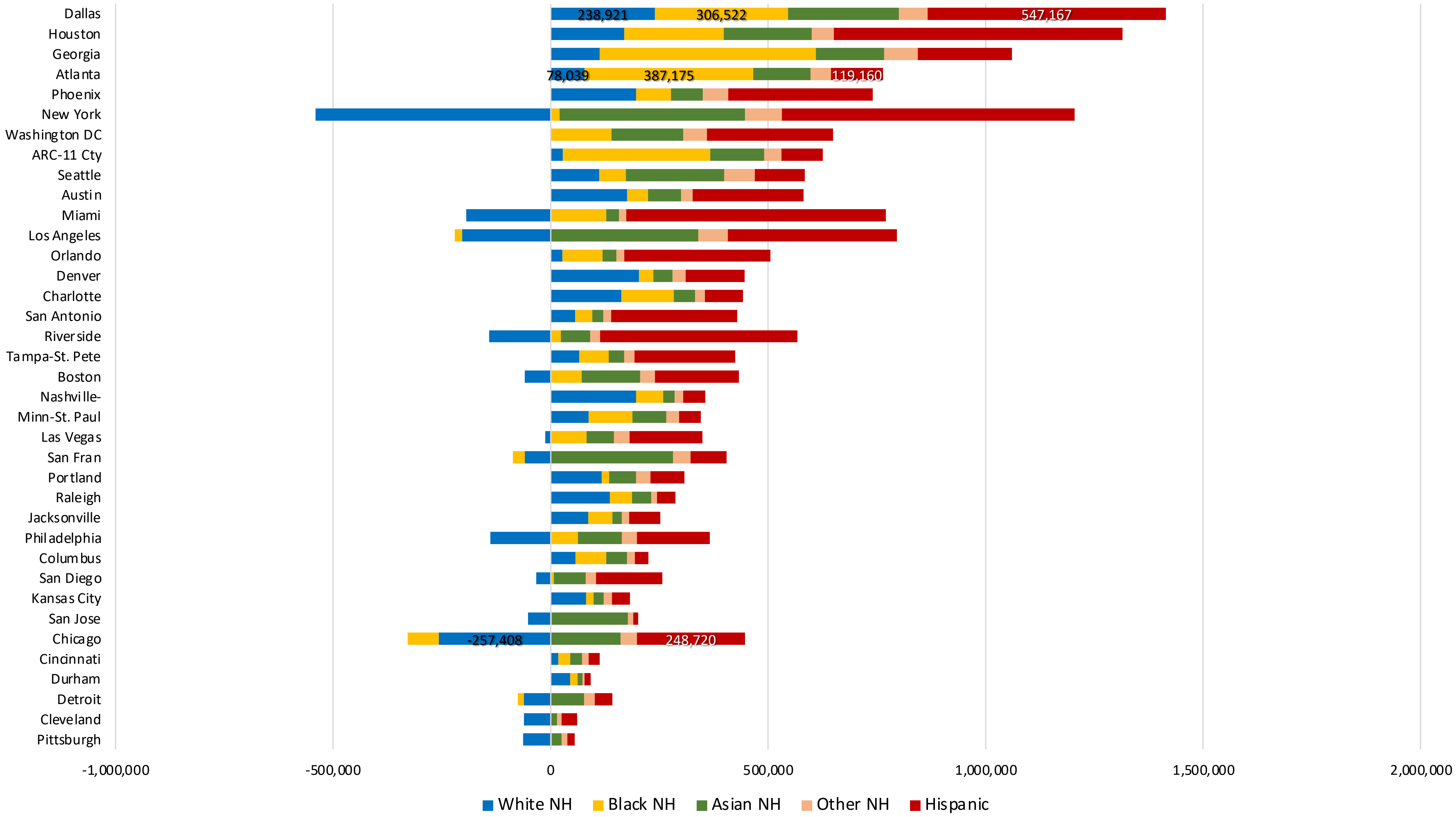
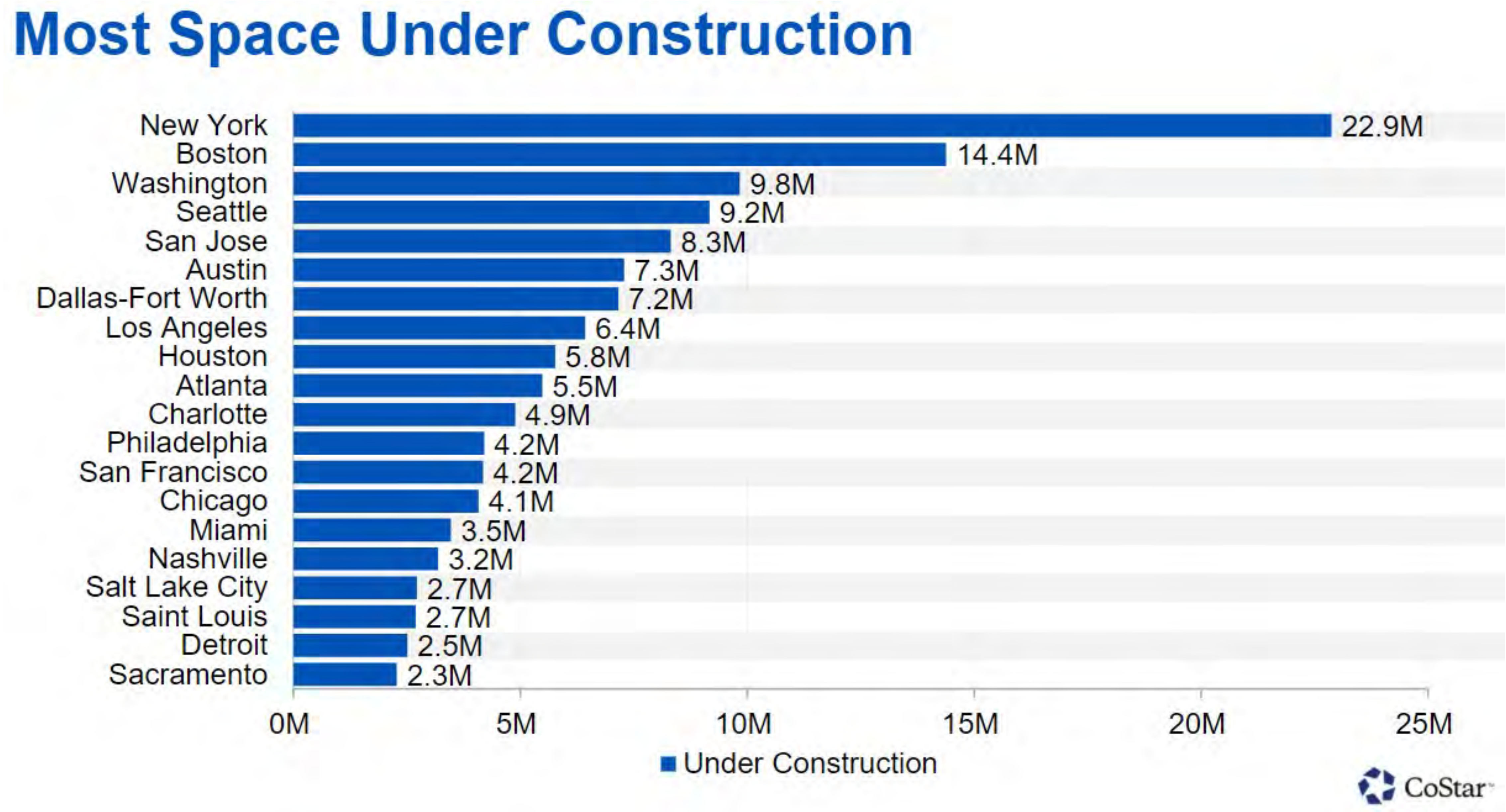
Metropolitan Race and Ethnicity Change 2010-20 *(And Ga)*

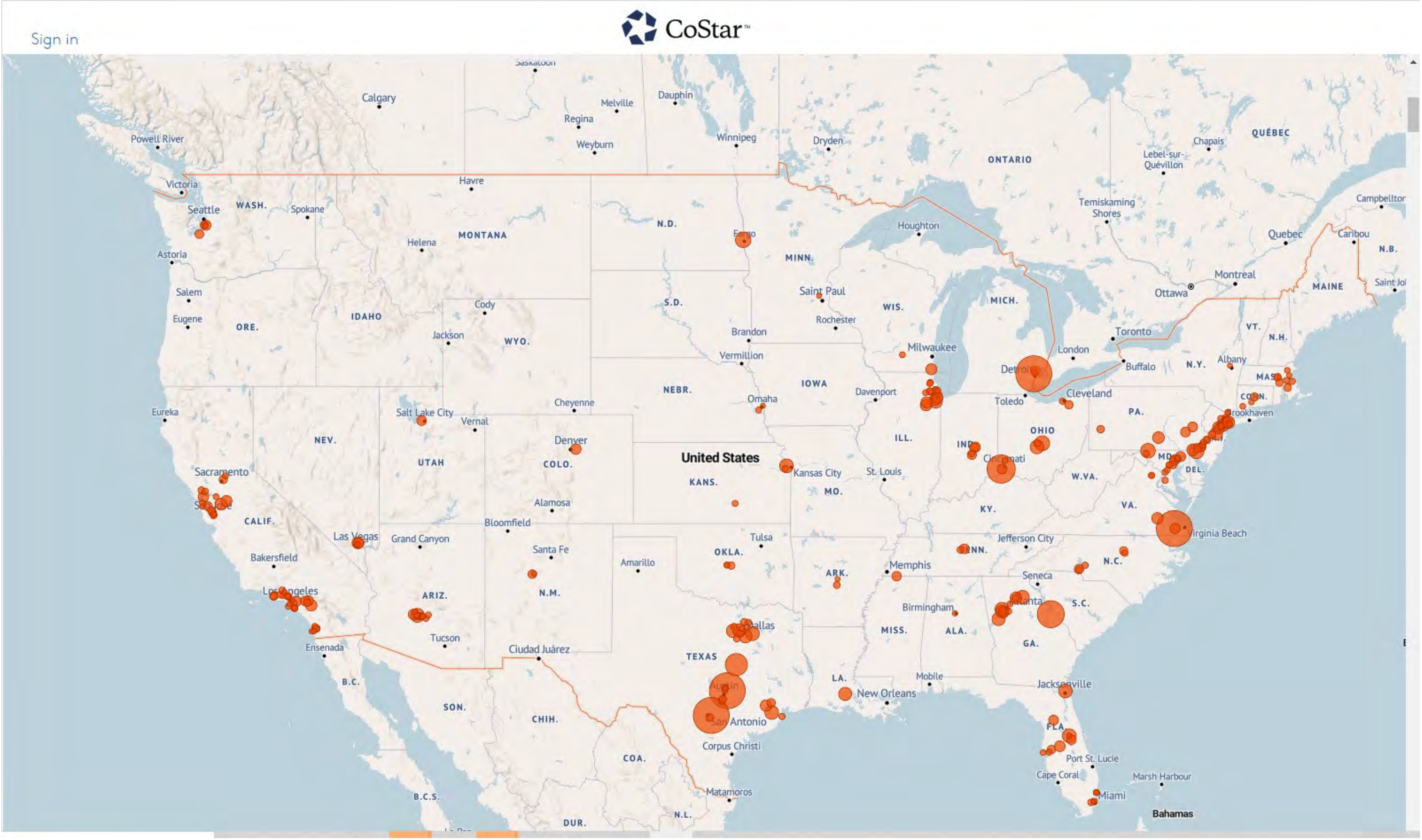


Office Trends (July 2021)



regional impact + local relevance

Amazon Growth



regional impact + local relevance

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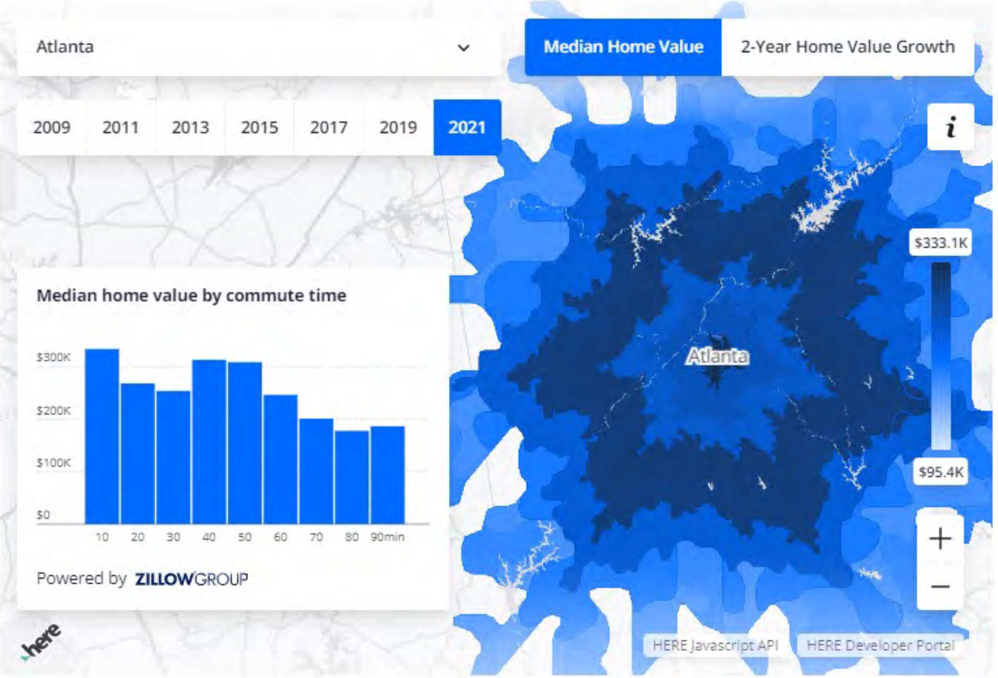
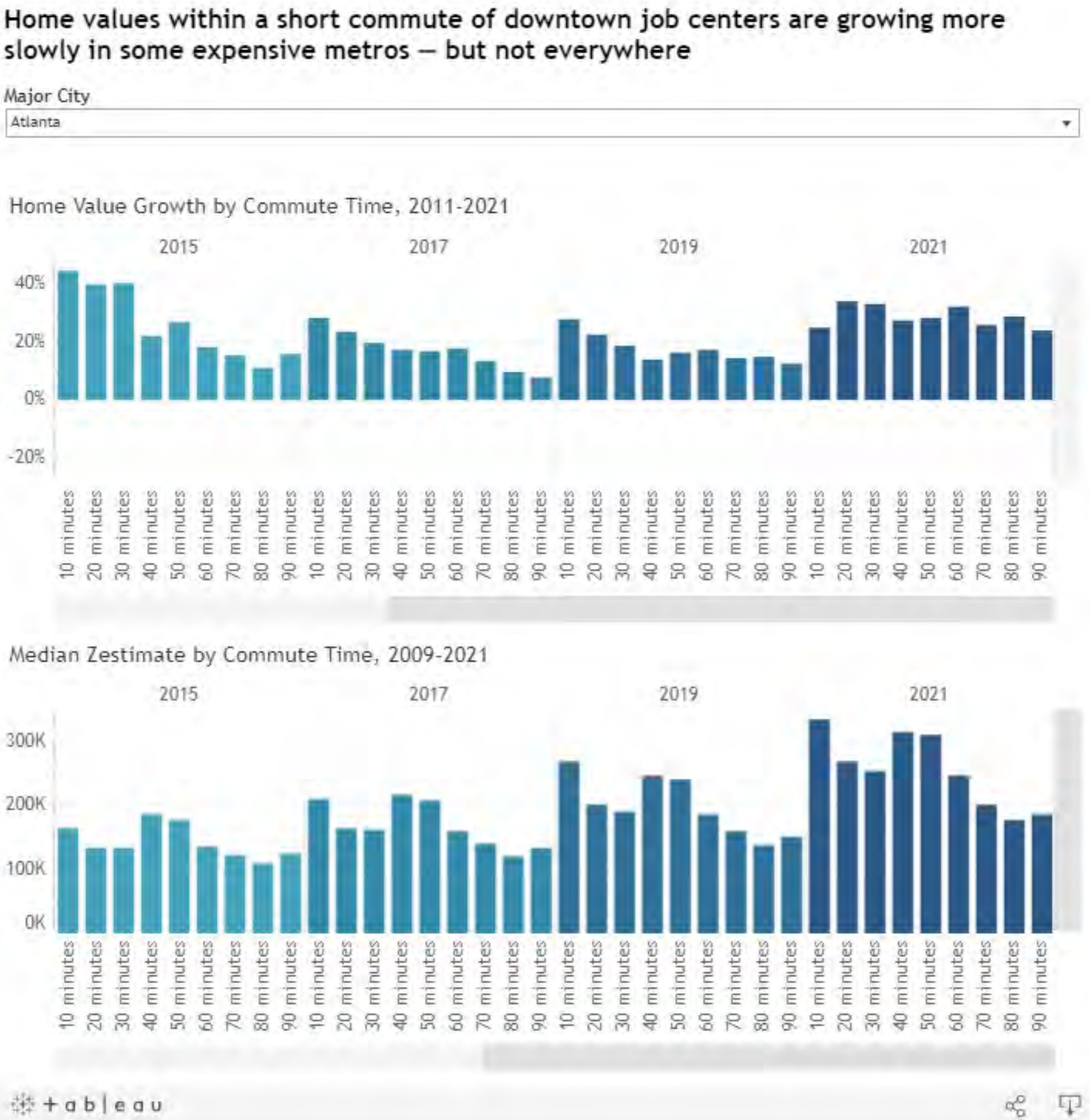
Prices by Commute Time





https://www.zillow.com/research/commute-times-home-values-2021-29806/

regional impact + local relevance

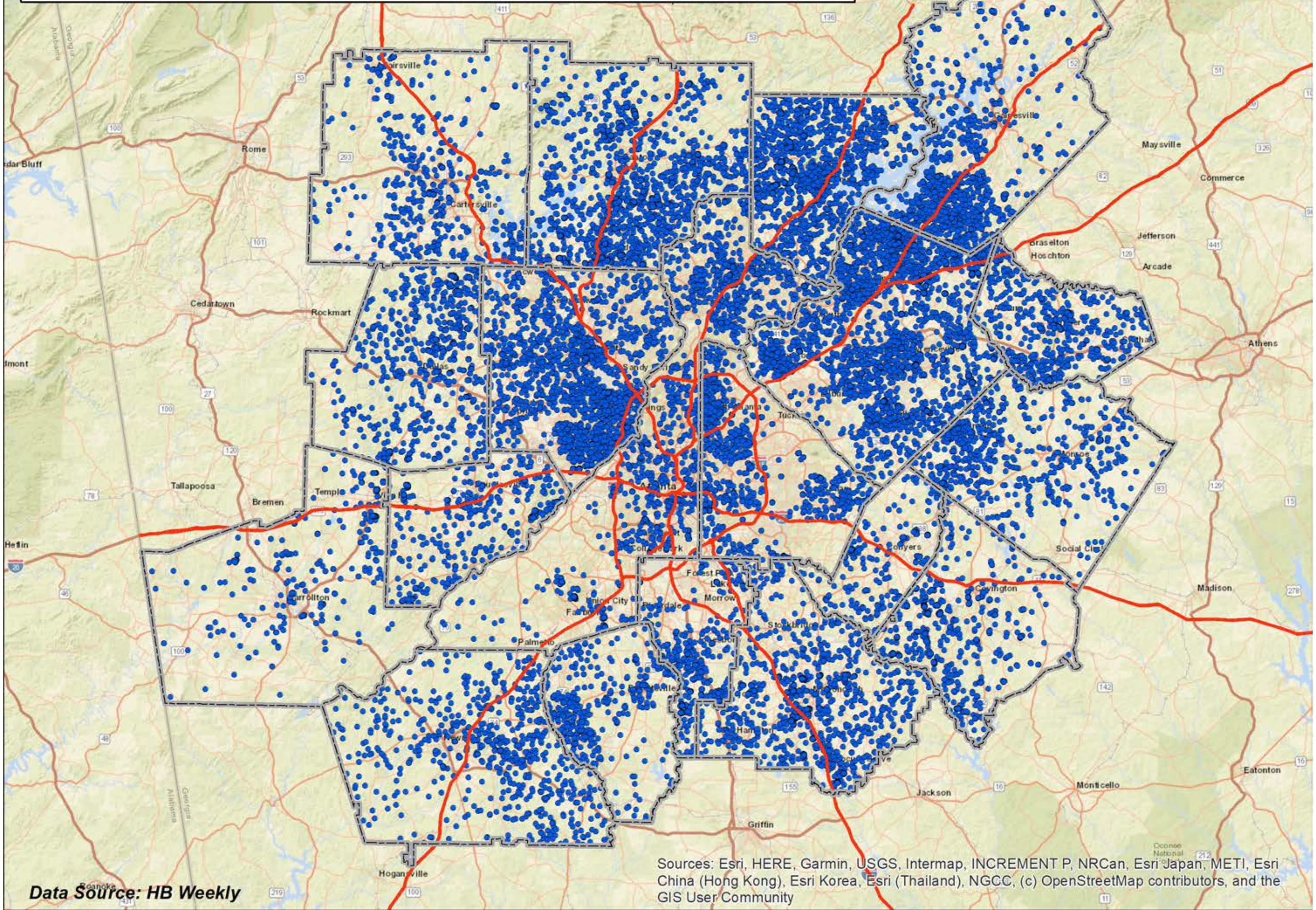
Home Prices

S&P/Case-Shiller U.S. National Home Price Index:	May 2021	254.92000
S&P/Case-Shiller 20-City Composite Home Price Index:	May 2021	261.54501
S&P/Case-Shiller CA-Los Angeles Home Price Index:	May 2021	345.29842
S&P/Case-Shiller GA-Atlanta Home Price Index:	May 2021	181.69922
S&P/Case-Shiller TX-Dallas Home Price Index:	May 2021	233.08972
S&P/Case-Shiller FL-Miami Home Price Index:	May 2021	294.81769

regional impact + local relevance

regional impact + local relevance

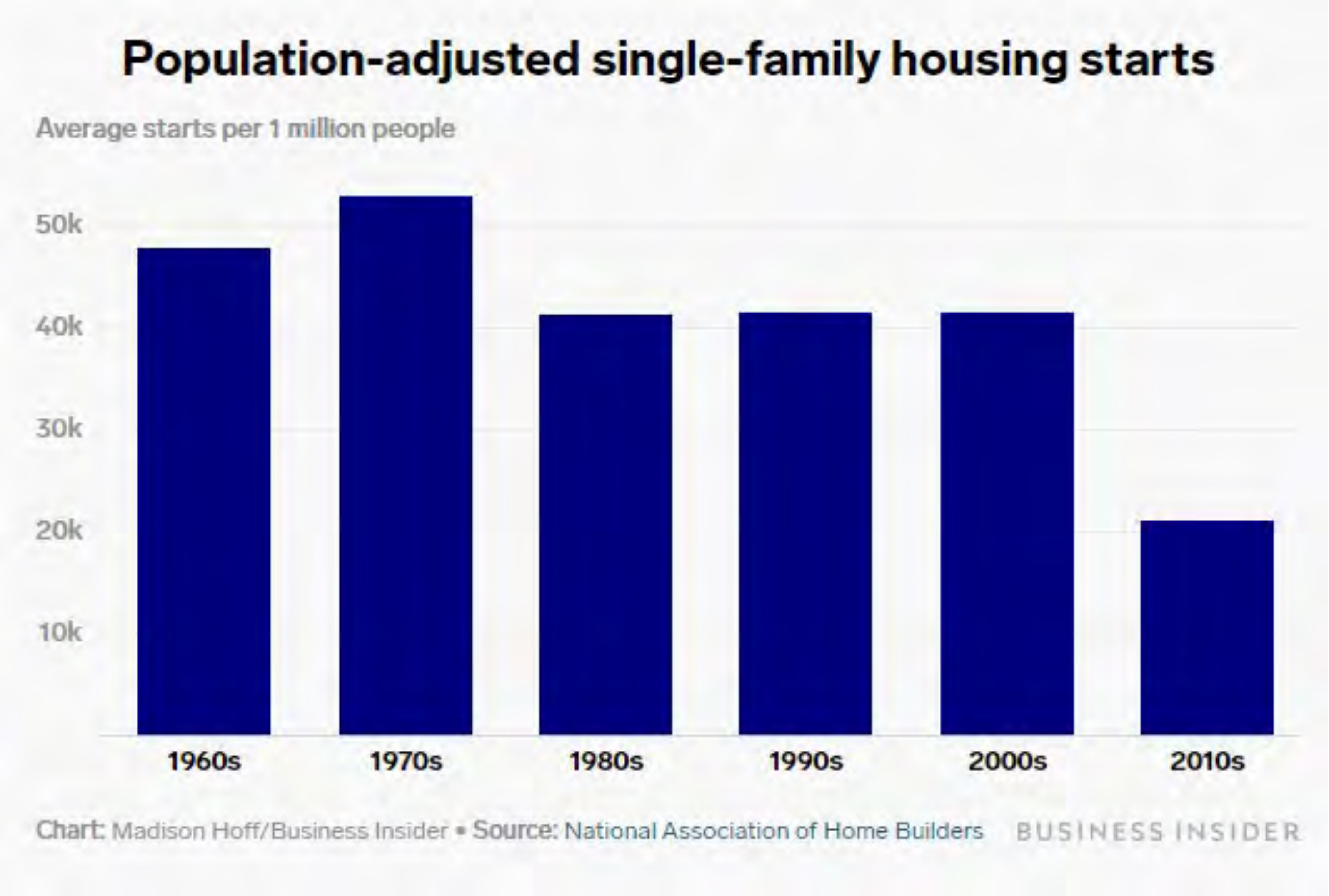
Single Family Housing Building Permits in the Atlanta Region, 2020



Data Source: HB Weekly

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

The simplest slide to say we aren't building enough housing



Atlanta Office Market Statistics (CoStar)

Submarket	Vacancy Rate	Availability Rate	Market Rent/SF	Annual Rent Growth	Inventory SF	12 Mo Delivered SF	Under Constr SF	Under Constr % of Inventory	12 Mo Net Absorp SF	Market Sale Price/SF	12 Mo Sales Vol	12 Mo Sales Vol Growth	Market Cap Rate
Midtown/Pershing Point	16.6%	24.6%	$39.74	-0.6%	27,701,269	661,781	2,813,624	10.2%	-953,437	$307	$36,880,700	-81.8%	6.8%
Northside Dr/Georgia Tech	16.8%	37.9%	$35.19	-0.2%	2,370,183	190,381	975,763	41.2%	-60,320	$264	$9,928,599	-93.2%	6.9%
Downtown Atlanta	12.2%	14.1%	$28.37	-0.1%	36,693,561	119,973	649,945	1.8%	-528,897	$208	$174,267,779	-12.3%	7.0%
N Fulton/Forsyth County	14.1%	21.9%	$23.47	-0.2%	38,585,442	190,725	559,231	1.4%	-721,701	$174	$359,038,476	-45.9%	7.7%
Northlake/Lavista	23.5%	29.8%	$21.14	0.1%	5,234,269	0	530,000	10.1%	-11,573	$147	$4,811,000	-67.2%	8.1%
Central Perimeter	19.4%	23.0%	$29.16	-0.5%	36,173,267	145,167	429,200	1.2%	-996,444	$206	$102,498,399	-77.2%	7.2%
Cumberland/Galleria	14.9%	18.9%	$26.03	-0.1%	30,630,198	37,761	395,561	1.3%	-381,011	$186	$61,577,500	-90.8%	7.4%
Upper Buckhead	20.2%	26.2%	$36.91	-0.8%	21,444,496	68,429	340,000	1.6%	-1,254,847	$275	$72,017,392	-83.1%	6.6%
West Atlanta	30.0%	19.5%	$22.36	0.3%	1,522,479	27,312	261,461	17.2%	26,244	$183	$363,000	-98.7%	7.6%
Cherokee County	5.9%	6.7%	$19.51	0.0%	4,472,902	25,313	82,618	1.8%	-29,040	$172	$17,109,100	-70.8%	8.0%
Duluth/Suwanee/Buford	12.5%	15.3%	$22.39	0.6%	17,605,286	46,054	63,754	0.4%	-3,394	$150	$58,731,514	-56.1%	8.0%
Lower Buckhead	12.2%	16.8%	$29.49	0.0%	2,568,450	33,671	58,000	2.3%	-11,320	$216	$1,427,000	-95.6%	7.0%
Fayette/Coweta County	7.0%	8.7%	$20.78	1.0%	6,722,609	215,285	41,645	0.6%	237,494	$164	$27,040,197	-67.3%	8.2%
Kennesaw/Town Center	10.0%	14.2%	$20.14	0.2%	12,333,509	200,012	30,837	0.3%	-113,501	$179	$67,501,537	-48.9%	7.9%
North Clayton/Airport	11.0%	13.5%	$19.07	1.1%	13,926,535	83,000	20,000	0.1%	61,637	$175	$84,251,388	-21.2%	7.8%
East Cobb	6.1%	7.7%	$19.15	0.3%	3,552,630	9,976	18,200	0.5%	12,014	$155	$32,937,051	162.2%	7.9%
I-20 East/Conyers	7.9%	7.5%	$20.70	0.1%	4,395,930	0	12,000	0.3%	31,530	$147	$21,675,500	-23.1%	7.9%
Bartow County	5.5%	6.0%	$17.86	0.2%	1,439,932	0	11,000	0.8%	-56,716	$146	$5,238,870	6.3%	8.4%
Walton County	3.2%	7.0%	$20.05	1.7%	1,196,470	0	10,560	0.9%	10,572	$161	$5,814,000	5.0%	7.8%
Chamblee/Dville/N D Hills	10.1%	11.6%	$23.64	0.0%	12,172,540	165,903	0	0.0%	-45,541	$164	$41,061,000	-42.1%	7.7%
Norcross/Peachtree Corners	20.2%	21.3%	$19.99	1.1%	10,553,644	0	0	0.0%	-39,062	$134	$104,952,674	-17.9%	7.9%
Decatur	5.1%	5.6%	$25.40	-0.2%	7,558,306	52,388	0	0.0%	-43,540	$185	$16,923,748	-56.4%	7.5%
Lawrenceville/Lilburn	7.6%	8.8%	$20.19	1.7%	7,528,450	31,089	0	0.0%	-73,406	$137	$44,698,395	35.5%	8.2%
South Clayton/Henry Cnty	5.0%	6.1%	$19.57	1.3%	4,712,260	9,800	0	0.0%	17,271	$161	$34,321,009	-8.1%	8.4%
Gainesville/Hall County	6.5%	5.9%	$19.33	0.4%	5,035,839	0	0	0.0%	8,644	$131	$66,844,008	117.5%	9.2%
Douglasville/Lithia Springs	5.0%	7.7%	$19.31	-1.0%	3,048,339	0	0	0.0%	23,412	$149	$17,985,000	-27.4%	7.8%
Outlying Bibb County	13.6%	15.1%	$15.38	0.3%	2,044,930	0	0	0.0%	-103,695	$106	$6,915,030	-16.7%	9.6%
Suburban Macon	8.4%	8.8%	$13.70	0.3%	2,422,196	867	0	0.0%	-35,610	$83	$7,177,886	56.5%	10.0%
Villa Rica/West Outlying	5.6%	5.7%	$20.30	0.4%	1,390,866	3,000	0	0.0%	37,119	$142	$2,026,506	-35.9%	7.7%
Stone Mountain	3.8%	4.8%	$20.97	0.3%	1,355,935	0	0	0.0%	-4,639	$144	$4,277,300	-43.5%	8.2%

regional impact + local relevance

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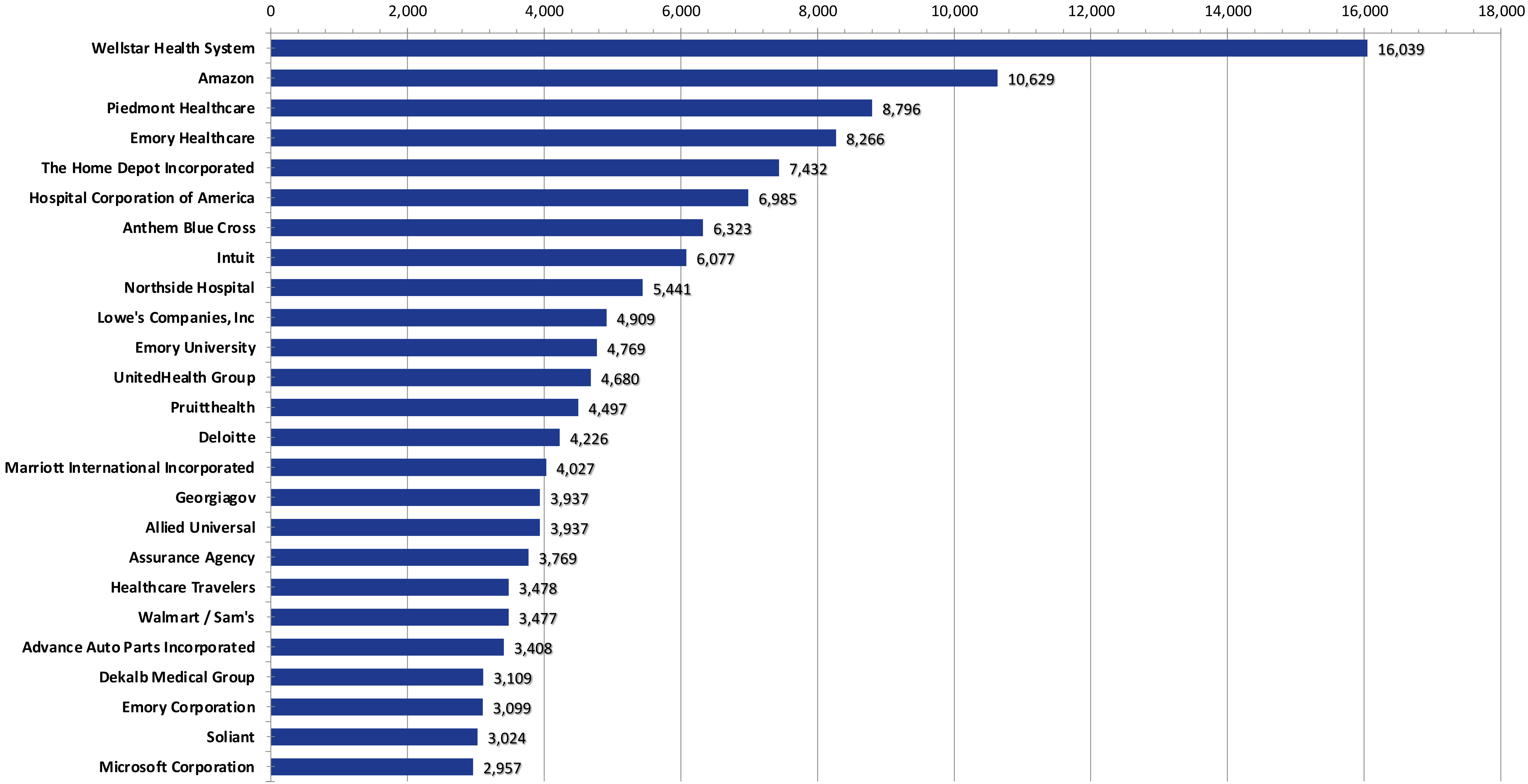
Top Posting Employers (Georgia)



regional impact + local relevance

https://www.brookings.edu/interactives/metro-monitor-2021/

Atlanta-Sandy Springs-Alpharetta, GA

Population: **6,020,364** | Metropolitan area size class: **Very Large**

Ranks* 1–11 12–22 23–32 33–43 44–53

*Of the 53 very large metro areas with populations over 1 million.

14 Growth *2009–2019*

16 Change in jobs (%)
+23.5% *Chart*

16 Change in Gross Metropolitan Product (GMP) (%)
+31.3% *Chart*

13 Change in jobs at young firms (%)
+11.5% *Chart*

21 Prosperity *2009–2019*

22 Change in productivity (%)
+6.3% *Chart*

20 Change in average annual wage (%)
+10.1% *Chart*

22 Change in standard of living (%)
+14.3% *Chart*

14 Inclusion *2009–2019*

25 Change in employment rate (% points)
+4.7% *Chart*

17 Change in median earnings (%)
+11.2% *Chart*

6 Change in relative poverty rate (% points)
-3.0% *Chart*

4 Racial inclusion *2009–2019*

17 Change in white/people of color employment rate gap (% points)
-3.8% *Chart*

13 Change in white/people of color median earnings gap ($)
-$912 *Chart*

2 Change in white/people of color relative poverty rate gap (% points)
-5.1% *Chart*

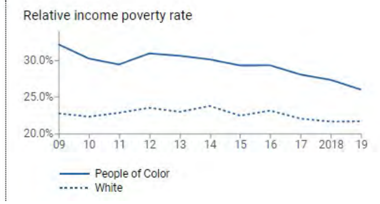
28 Geographic inclusion *2005–09 to 2015–19*

24 Change in top/bottom neighborhoods employment rate gap (% points)
-1.6% *Chart*

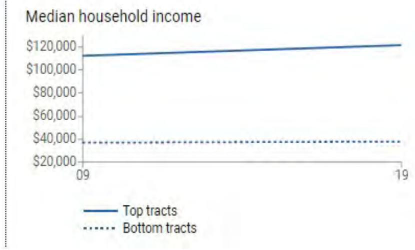
45 Change in top/bottom neighborhoods median household income gap ($)
+$8,316 *Chart*

16 Change in top/bottom neighborhoods relative poverty rate gap (% points)
-3.4% *Chart*

2 Change in white/people of color relative poverty rate gap (% points)
-5.1% *Chart*



45 Change in top/bottom neighborhoods median household income gap ($)
+$8,316 *Chart*



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Economic Update

Focus: State of Georgia and Metro Atlanta
The Economics of Demographics

THE ATLANTA REGION'S PLAN

ARC
Atlanta Regional Commission

Mike Alexander
Director, Center for Livable Communities
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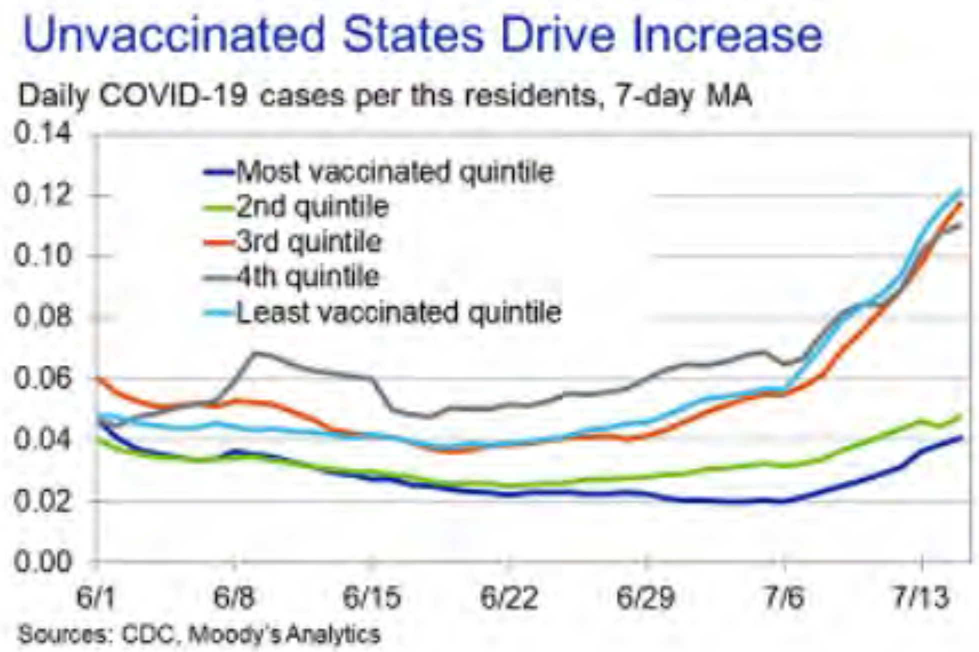
Pandemic Economic Impacts

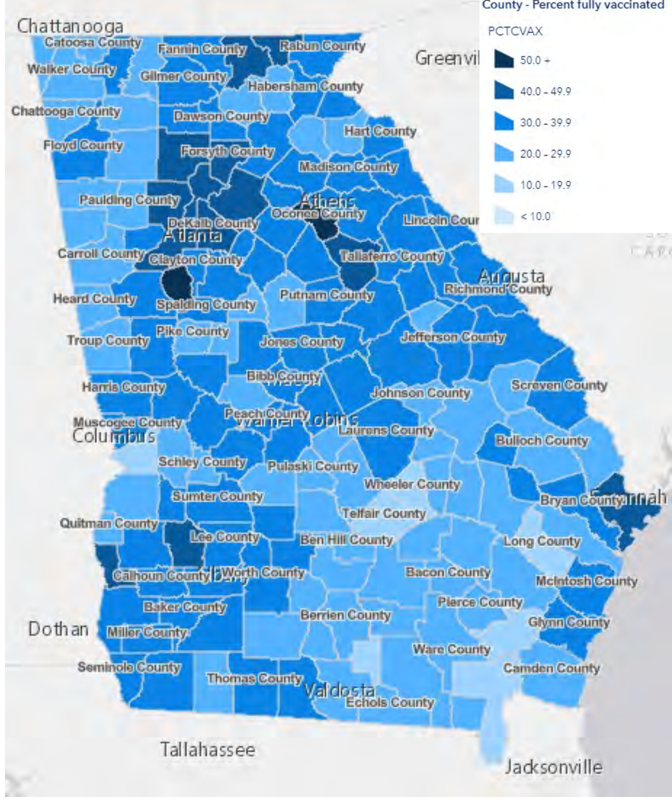
regional impact + local relevance

Tracking Delta

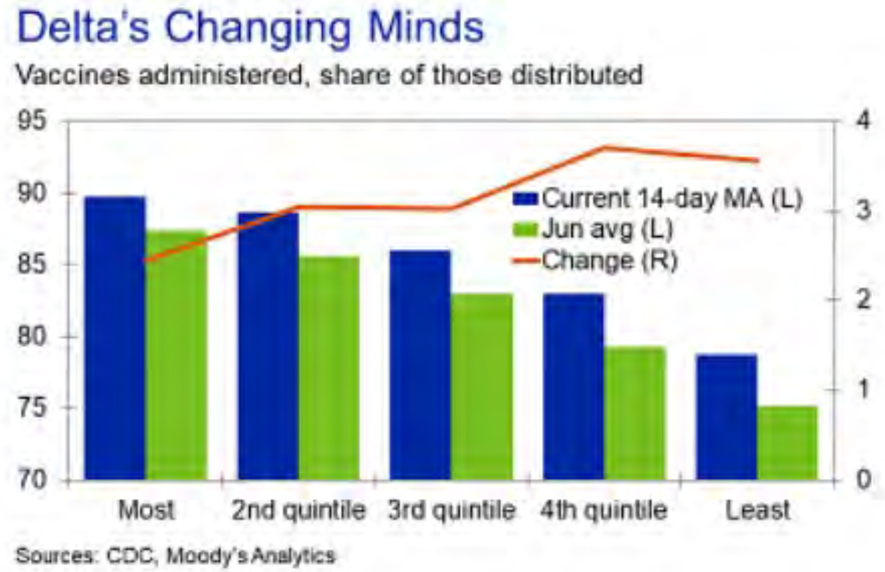


Counties

COUNTY POPULATION	DAILY NEW CASES PER 100K	INFECTION RATE	POSITIVE TEST RATE	VACCINATED (1+ DOSE)	VULNERABILITY LEVEL
1 Fayette Co. 110,000	11.2	1.19	0.9%	55%	Medium
2 Clay Co. 2,000	0.0	---	---	54%	Very High
3 Oconee Co. 40,000	4.3	1.27	4.3%	51%	Low
4 Cobb Co. 760,000	10.3	1.37	4.3%	51%	High



https://experience.arcgis.com/experience/3d8eea39f5c1443db1743a4cb8948a9c



https://www.nytimes.com/2021/07/21/world/asia/living-with-covid-coronavirus.html?searchResultPosition=3

regional impact + local relevance

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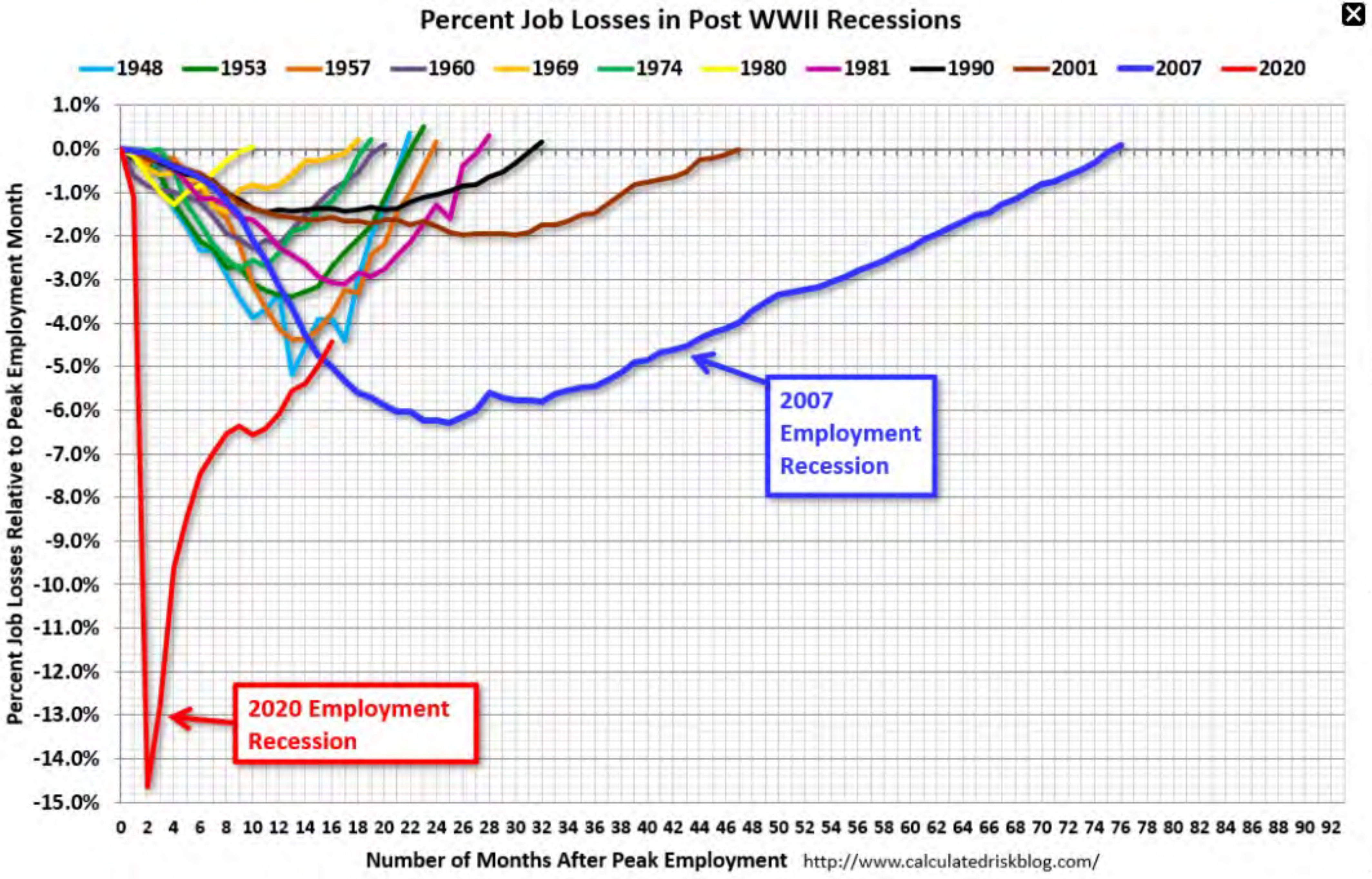
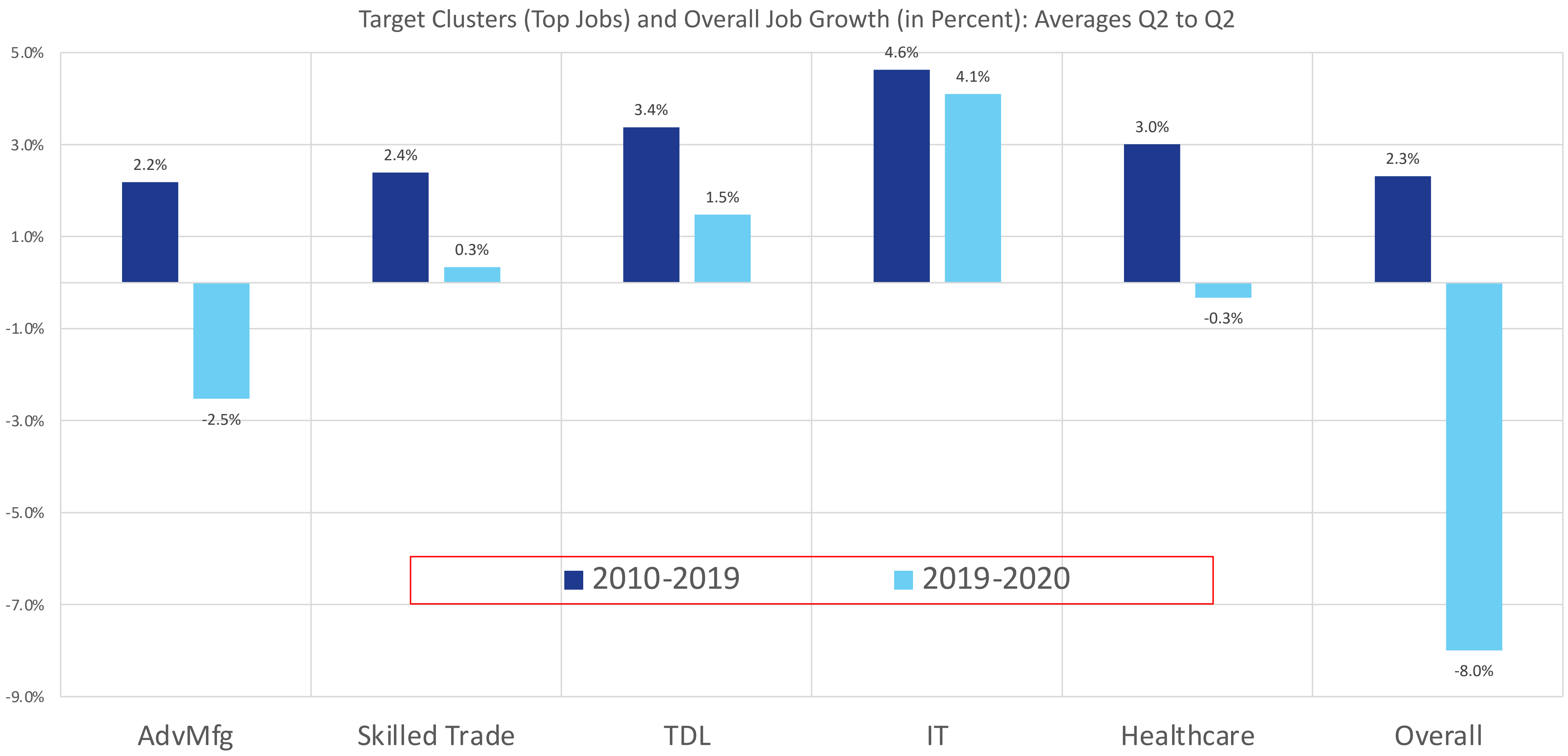


https://www.calculatedriskblog.com/2021/07/june-employment-report-850-thousand.html#google_vignette

regional impact + local relevance

There Are Occupations That Seem To Be “Pandemic Proof”



Source: Jobs EQ, 2020Q2

regional impact + local relevance

Labor Markets..

Labor shortage

Tight labor market during pandemic

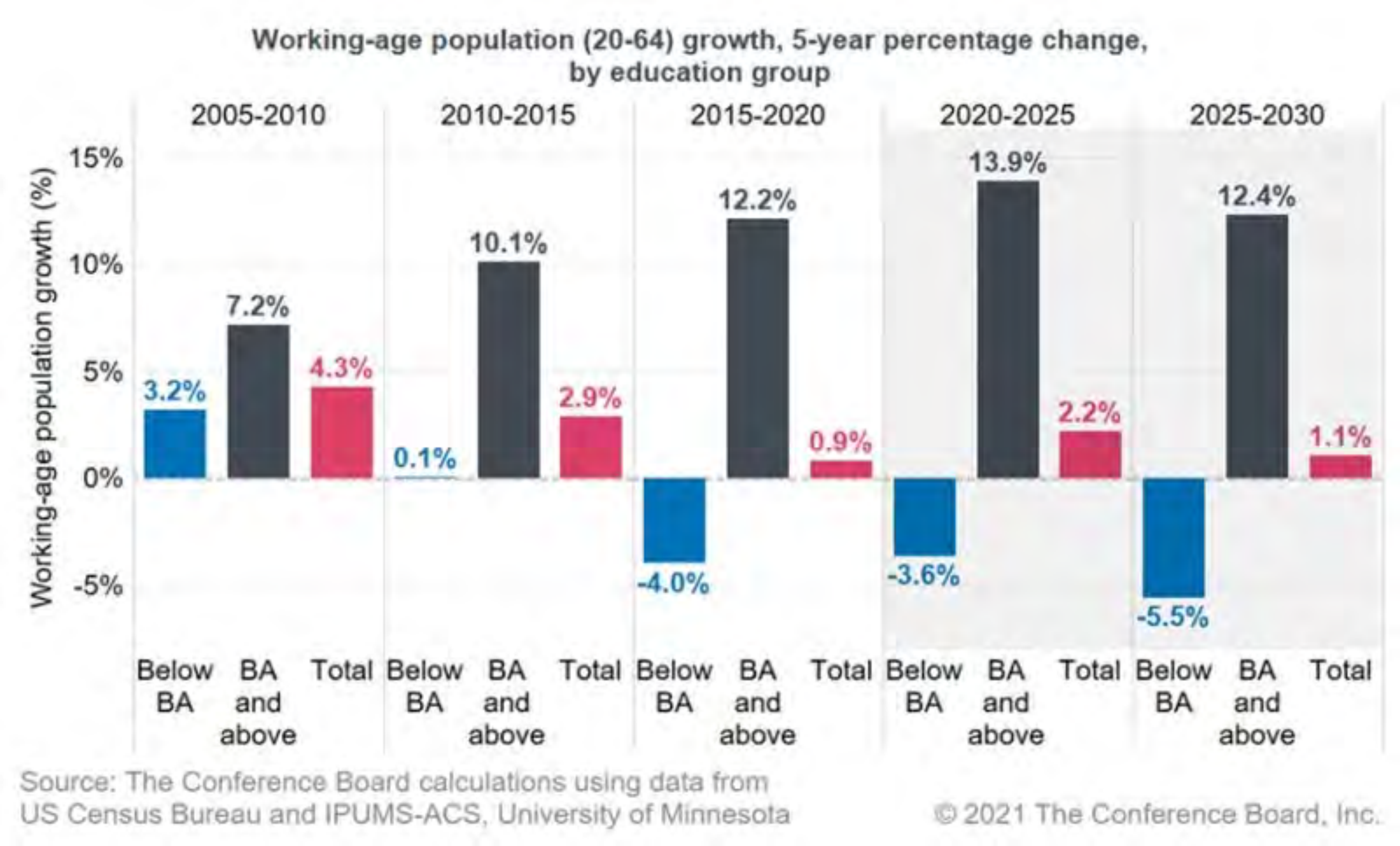
DEPARTMENT

LABOR & ECONOMIC

The chart below shows that the overall narrative about slowing growth in the working-age population is masking two opposite trends by education. The share of new labor market entrants with college degrees is higher than the share of new retirees with a college degree. Therefore, the number of working-age people with a bachelor's degree is solidly and uninterruptedly increasing by about 2 percent annually. On the flip side, the population without a bachelor's degree, who are willing to work in blue collar and manual services jobs, is shrinking.

That is why in the 2-3 years prior to the pandemic, and for the rest of the coming decade, the likelihood of a labor shortage among blue-collar and manual services occupations is/was higher than for white-collar, highly educated occupations.

#recruitment #education #laborshortage #labormarket #population



Thoughts

"Builders continue to grapple with elevated building material prices and supply shortages, particularly the price of oriented strand board, which has skyrocketed more than 500 percent above its January 2020 level," said NAHB Chairman Chuck Fowke. "

The committee has determined that a trough in monthly economic activity occurred in the US economy in April 2020. The previous peak in economic activity occurred in February 2020. **The recession lasted two months, which makes it the shortest US recession on record**.

You couldn't pay me enough. More than half of U.S. hospitality workers wouldn't go back to their old jobs and over a third aren't even considering reentering the industry, a Joblist poll of 13,000 job seekers found. No pay increase or incentive would make them reconsider as job seekers want a less physically demanding workplace and better benefits. If companies can't attract them back, the growth outlook will be weaker.

The Big Picture and Global Trends

www.gapminder.org

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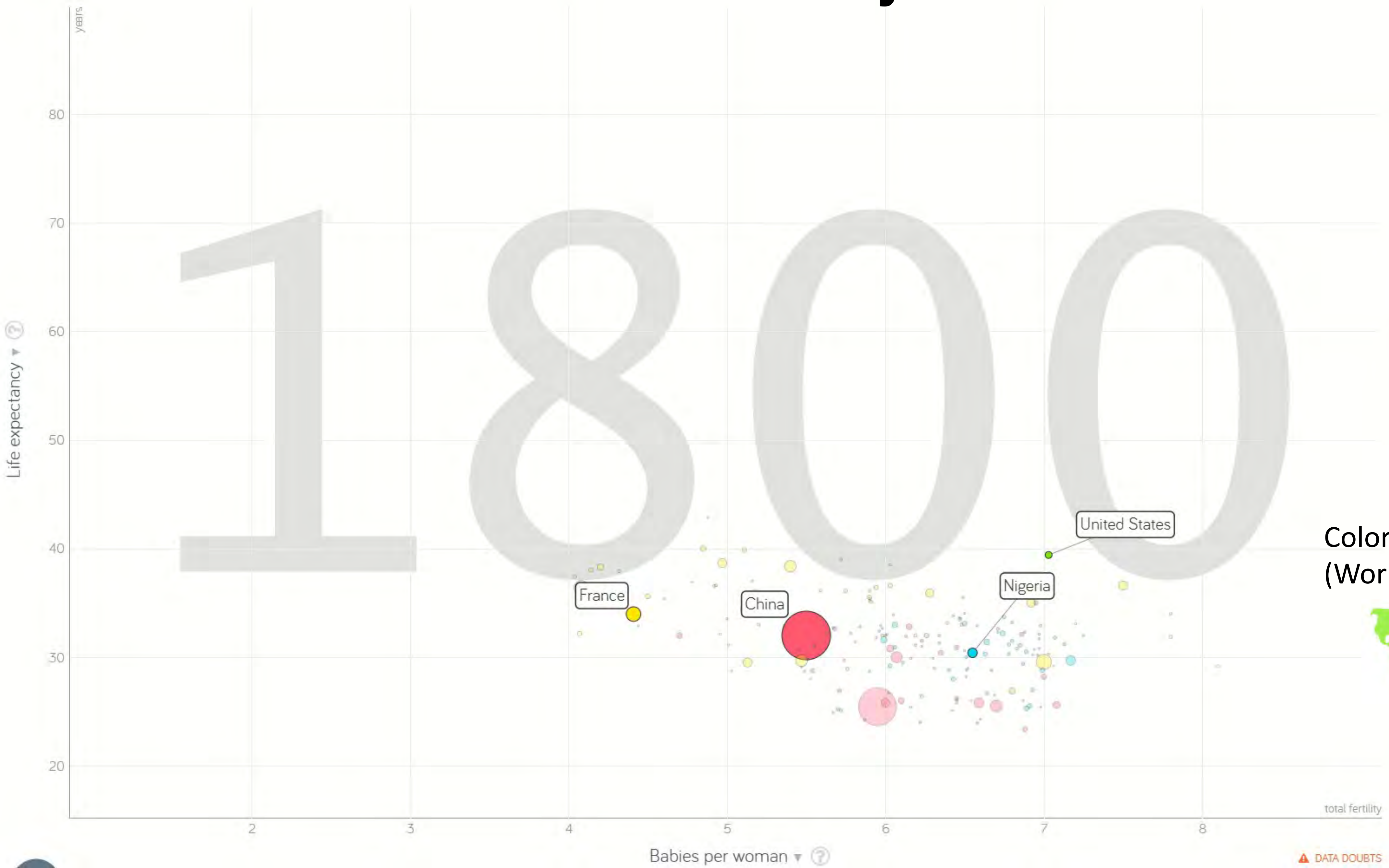
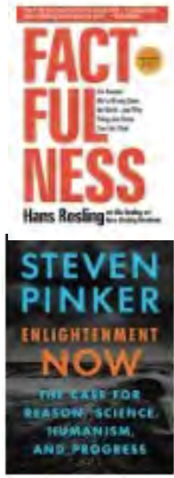
Video

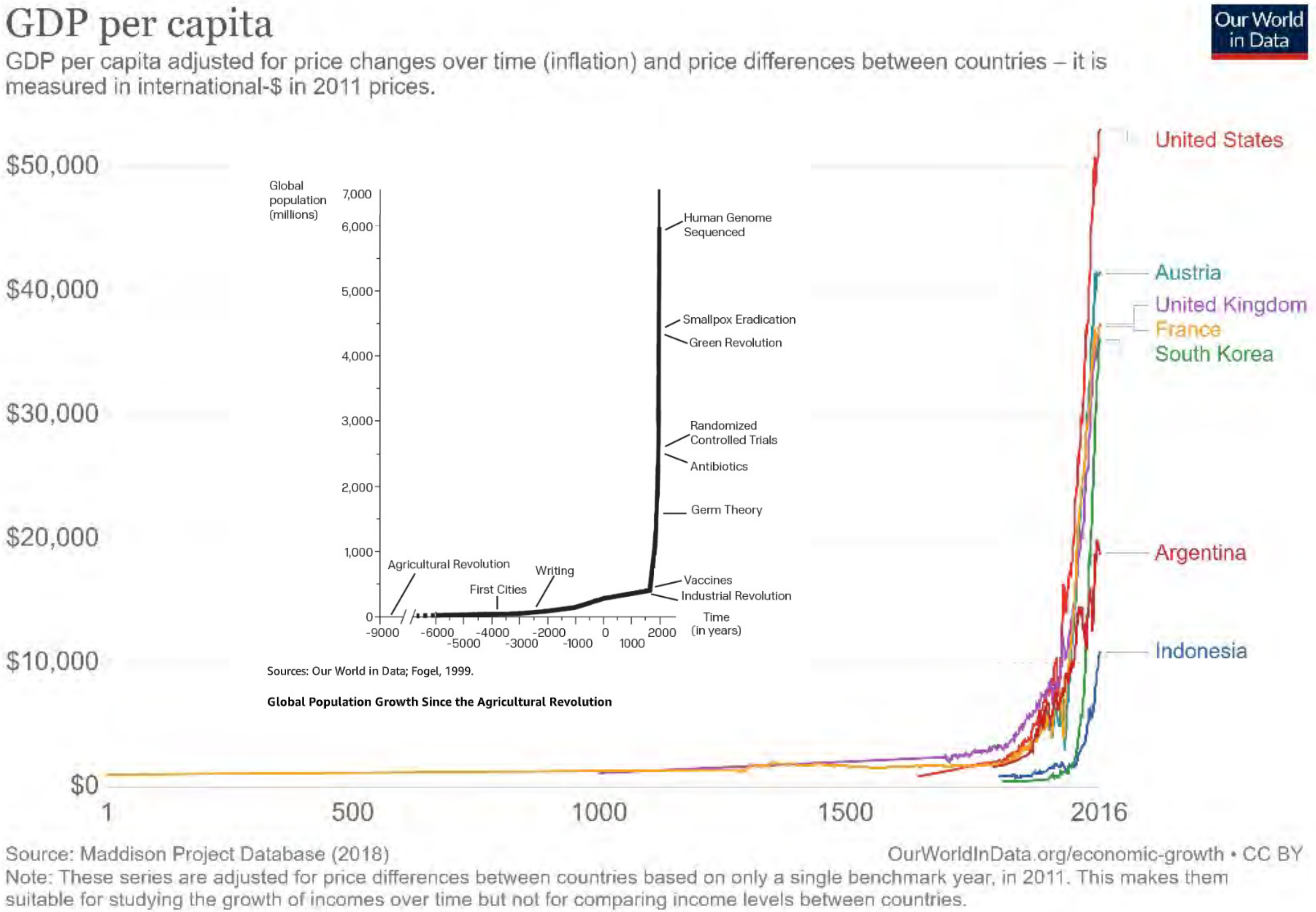
220 Years of World History in 60 Seconds





Color Code
(World Regions)

regional impact + local relevance



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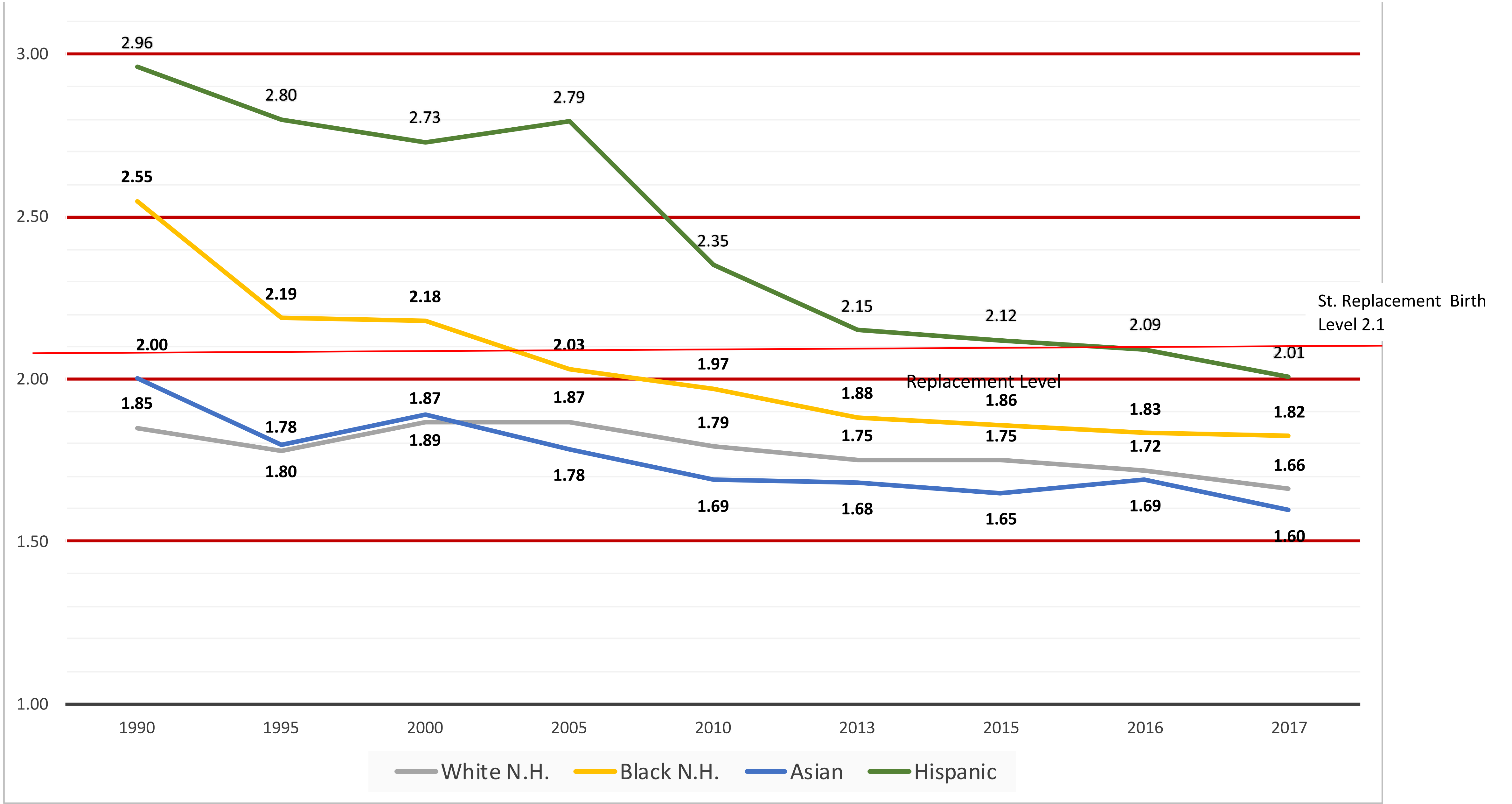
The Future: Fertility Trends



https://www.cdc.gov/nchs/data/nvsr/nvsr67/nvsr67_08-508.pdf

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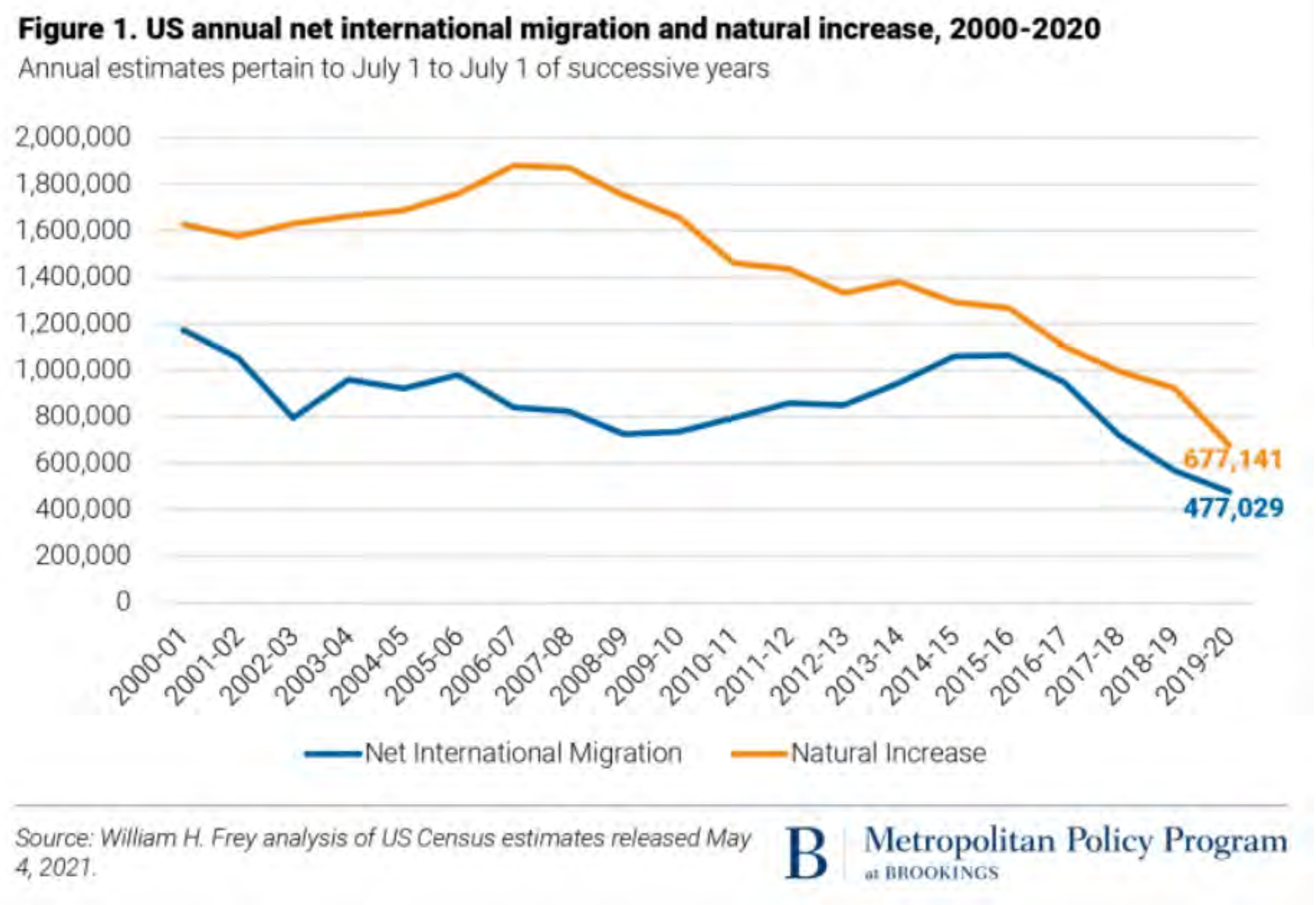
Lowest Growth in 120y

Together, low immigration, more deaths and fewer births led to a national 2019-21 growth rate of 0.35%—[the lowest in at least 120 years](). This sets the context for growth patterns in most regions and metropolitan areas throughout the U.S., leaving domestic migration—movement within the U.S.—as the factor which can either exacerbate or reduce these areas’ further population downturns.



https://www.brookings.edu/research/pandemic-population-change-across-metro-america-accelerated-migration-less-immigration-fewer-births-and-more-deaths/

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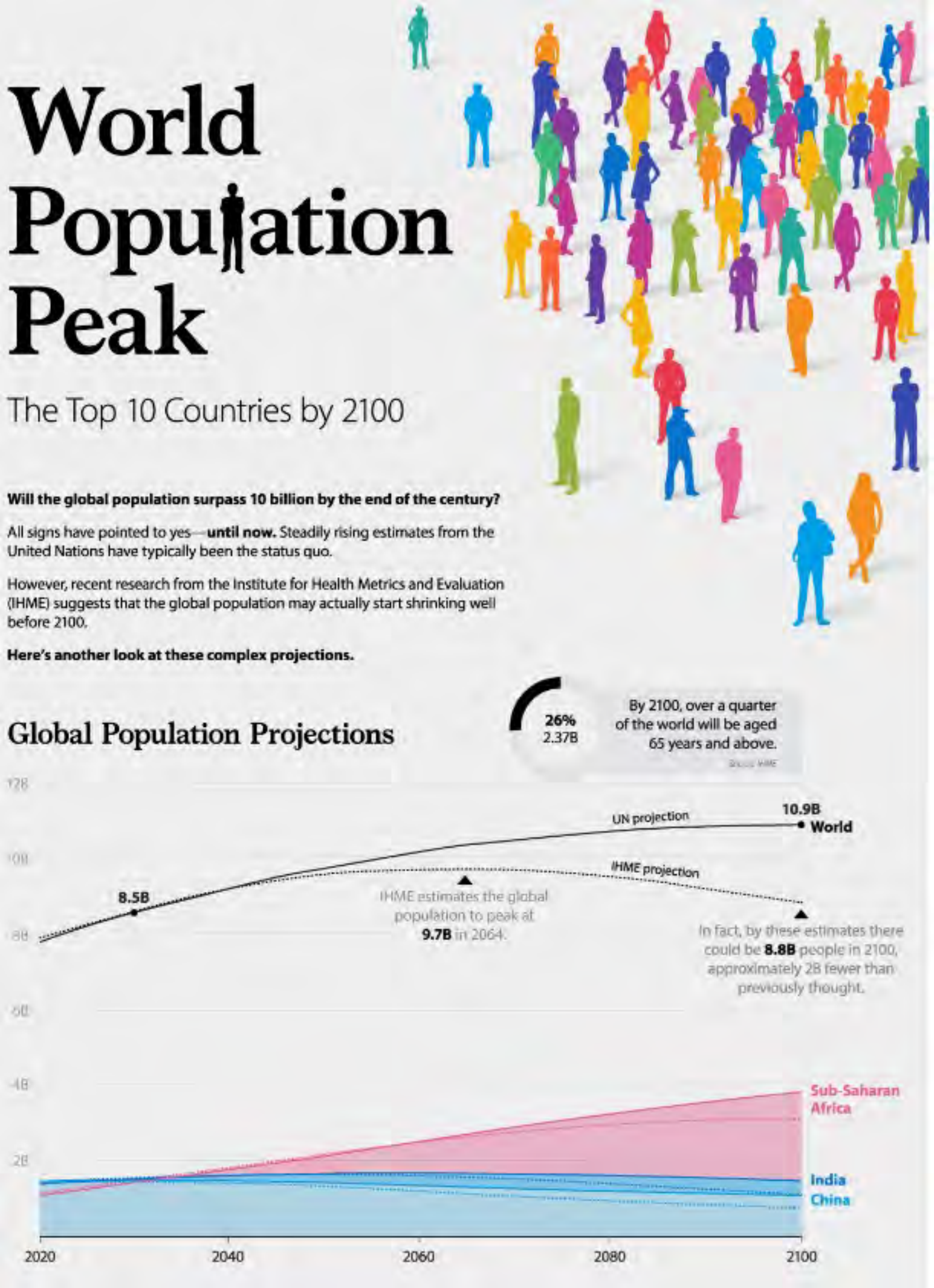
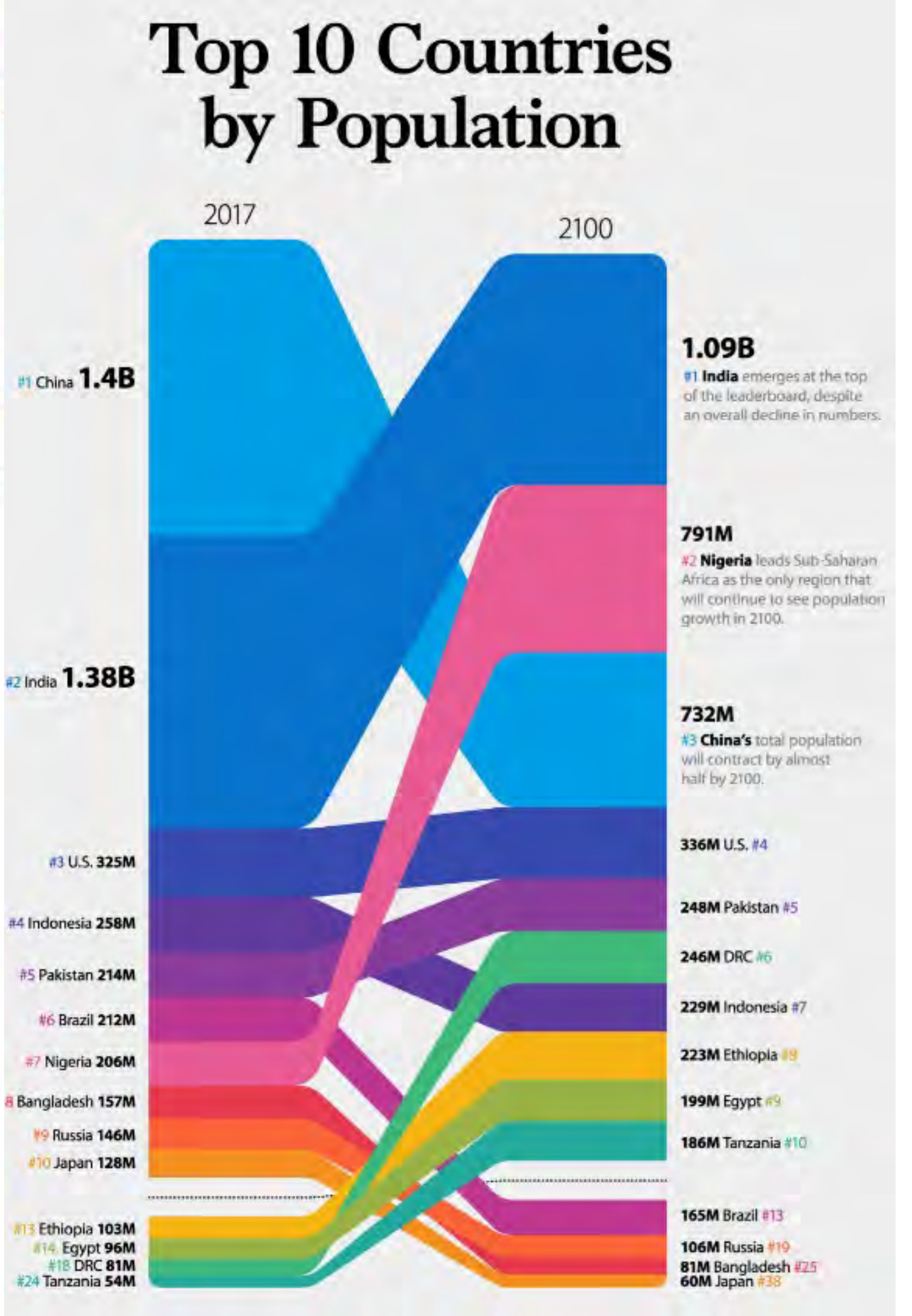
The IHME Projection

[Institute for Health Metrics and Evaluation]





[https://www.visualcapitalist.com/world-population-2100-country/]

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

Asia · Europe · Latin America and the Caribbean · Africa · Northern America

1950		2020		2100	
China	554	China	1,439	India	1,450
India	376	India	1,380	China	1,065
U.S.	159	U.S.	331	Nigeria	733
Russia	103	Indonesia	274	U.S.	434
Japan	83	Pakistan	221	Pakistan	403
Germany	70	Brazil	213	D.R. Congo	362
Indonesia	70	Nigeria	206	Indonesia	321
Brazil	54	Bangladesh	165	Ethiopia	294
UK	51	Russia	146	Tanzania	286
Italy	47	Mexico	129	Egypt	225

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.
Source: United Nations Department of Economic and Social Affairs, Population Division, "World Population Prospects 2019."

PEW RESEARCH CENTER

https://www.pewresearch.org/fact-tank/2019/06/17/worlds-population-is-projected-to-nearly-stop-growing-by-the-end-of-the-century/

Looking to the year 2100

Fertility Rate continues to decline 2.5 to 1.9

-Median Age increase to 42 from 31 (2018) from 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

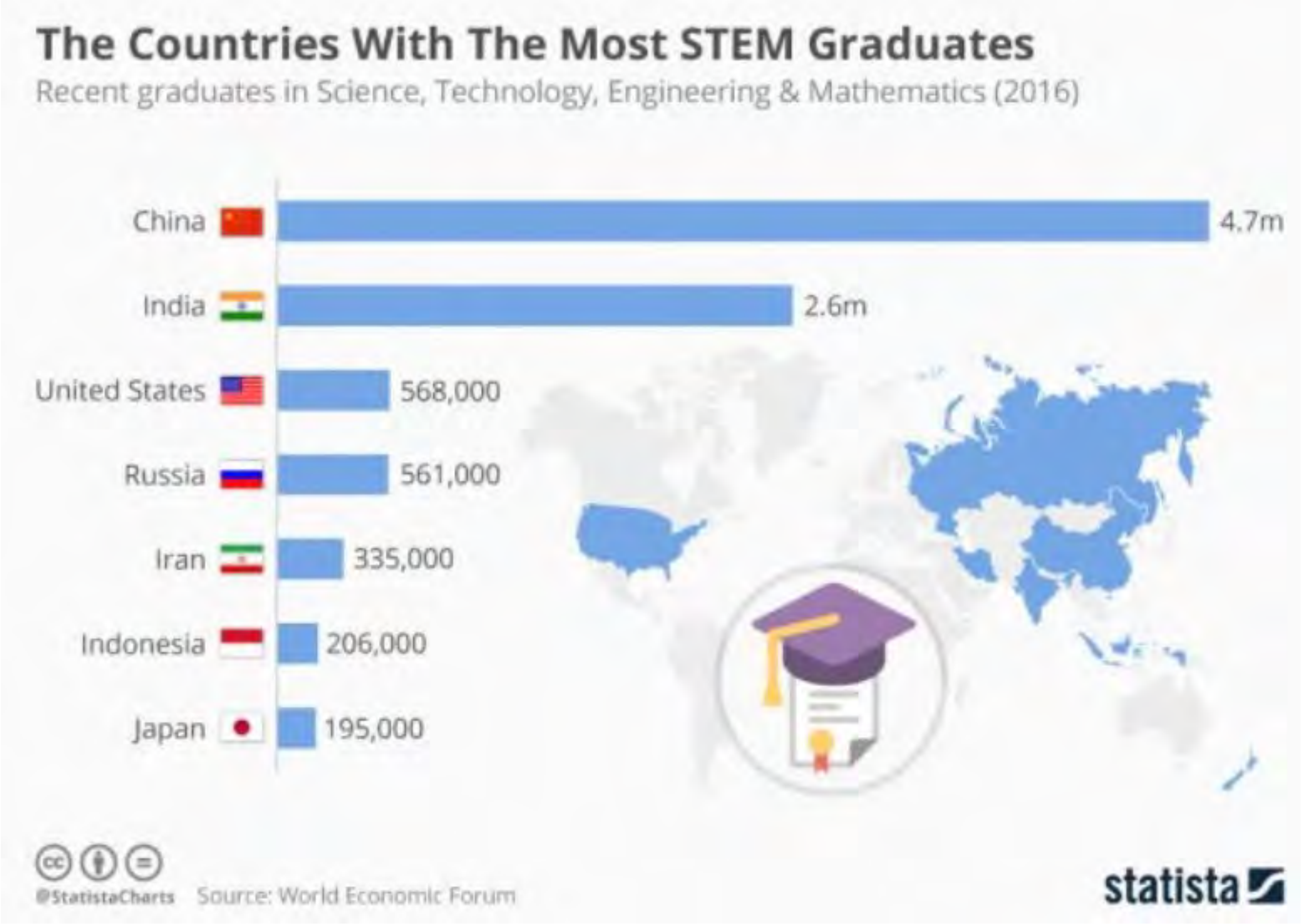
-India is projected to surpass China as the world's most populous country by 2027

-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

The "New Cold War" .. Technology Investment



https://www.nytimes.com/2021/06/09/podcasts/the-daily/senate-industry-bill-china.html

https://www.theguardian.com/cities/2019/feb/28/the-grey-wall-of-china-inside-the-worlds-concrete-superpower

Growth
Georgia and Metropolitan Atlanta In Context

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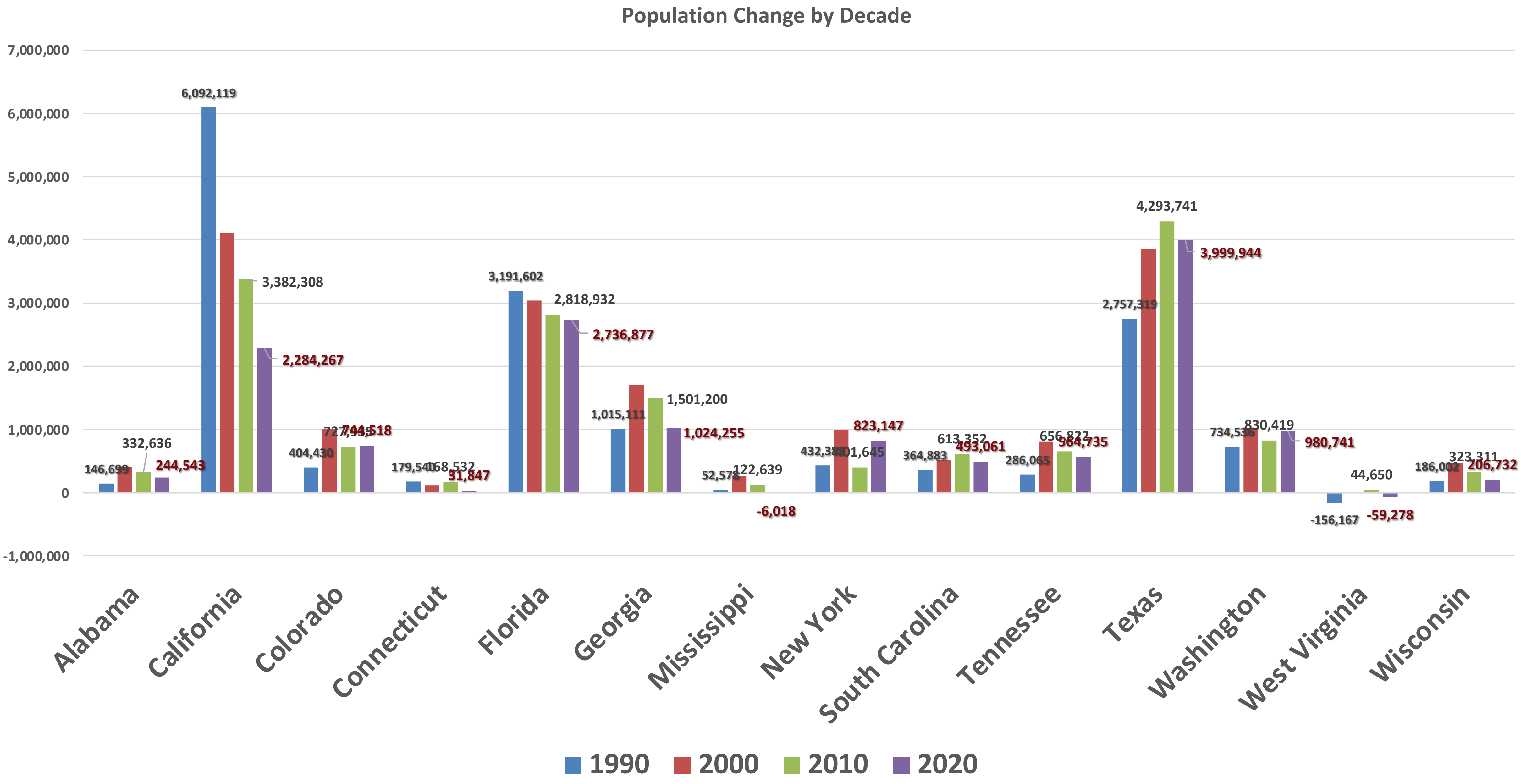
State Population Change by Decade



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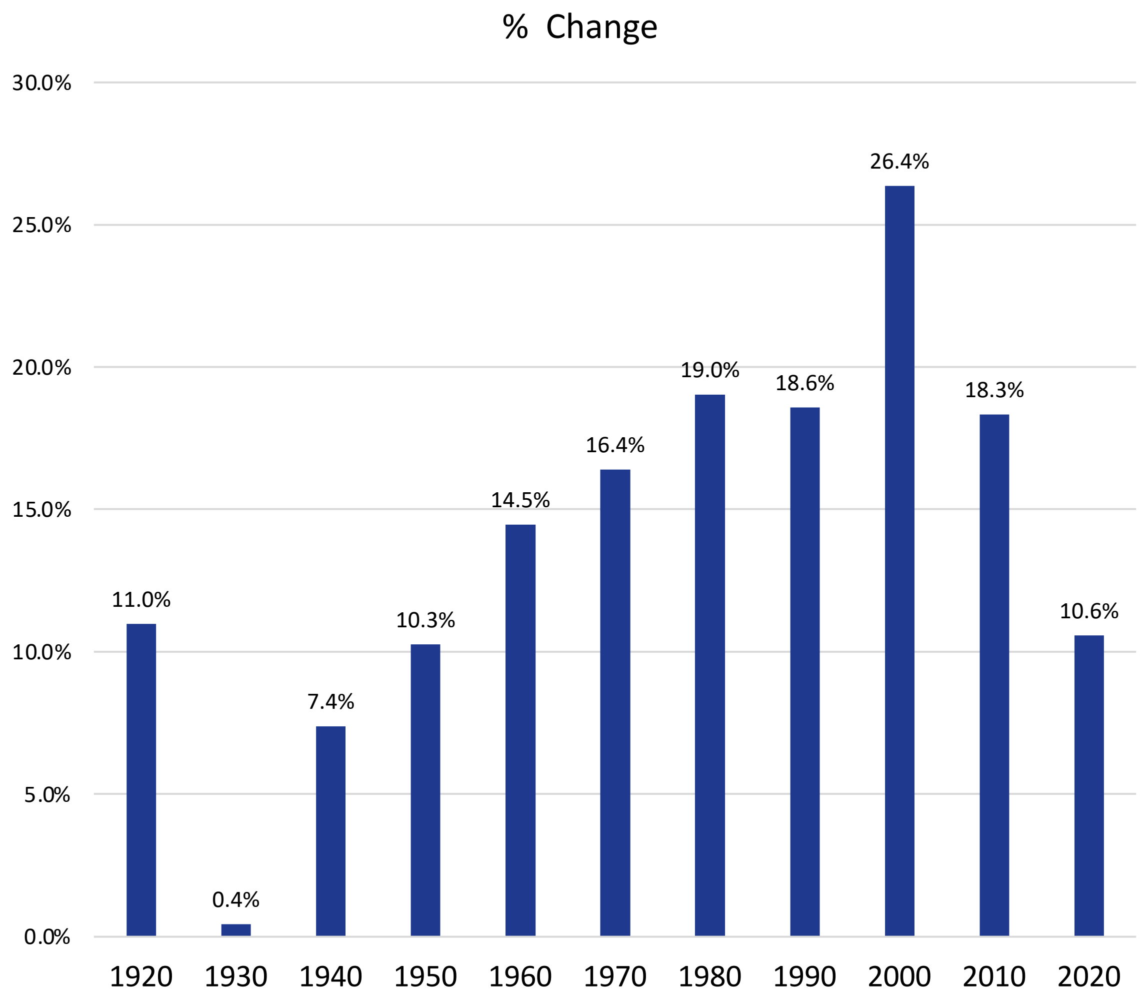
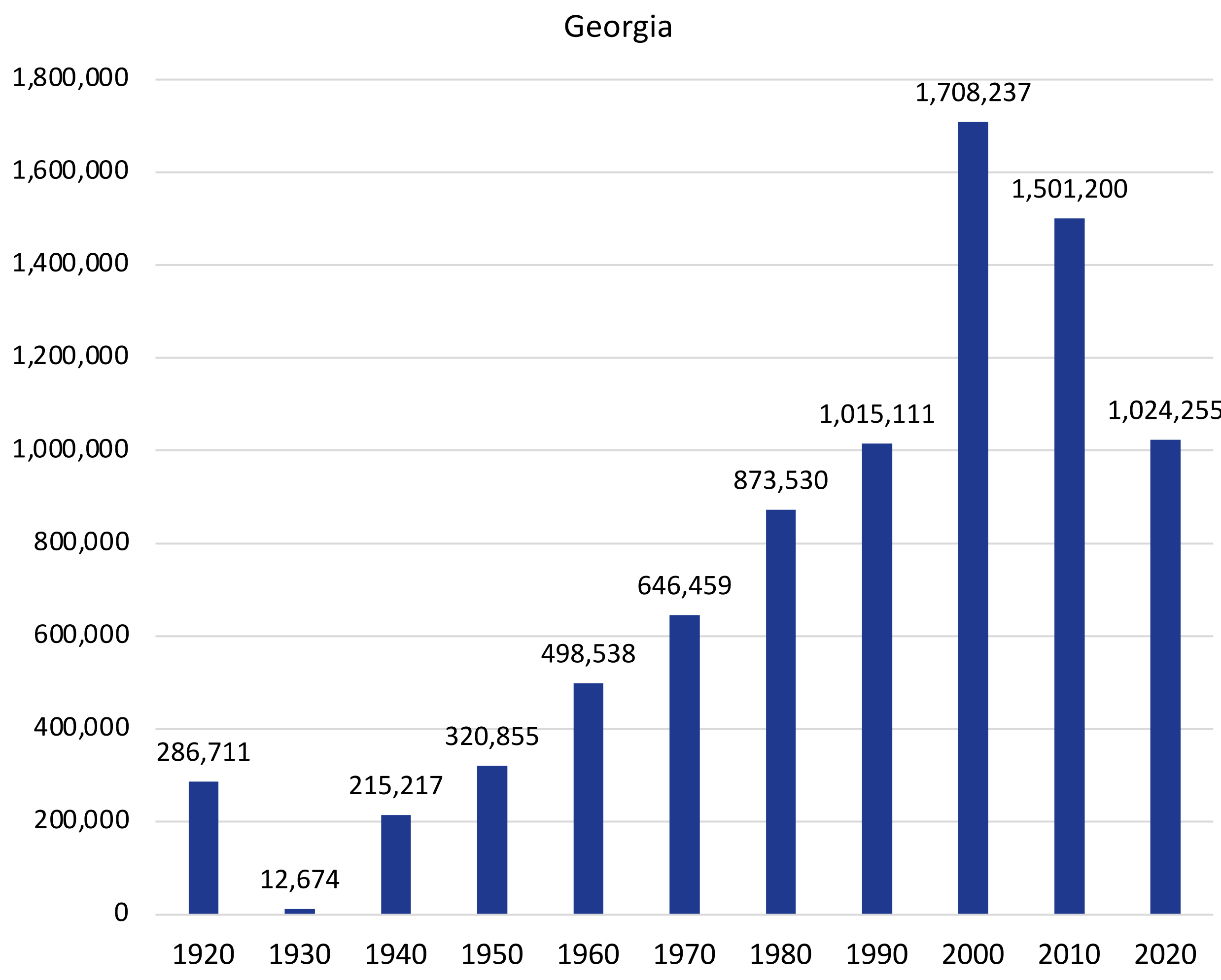
Georgia Historical Population Growth Rates





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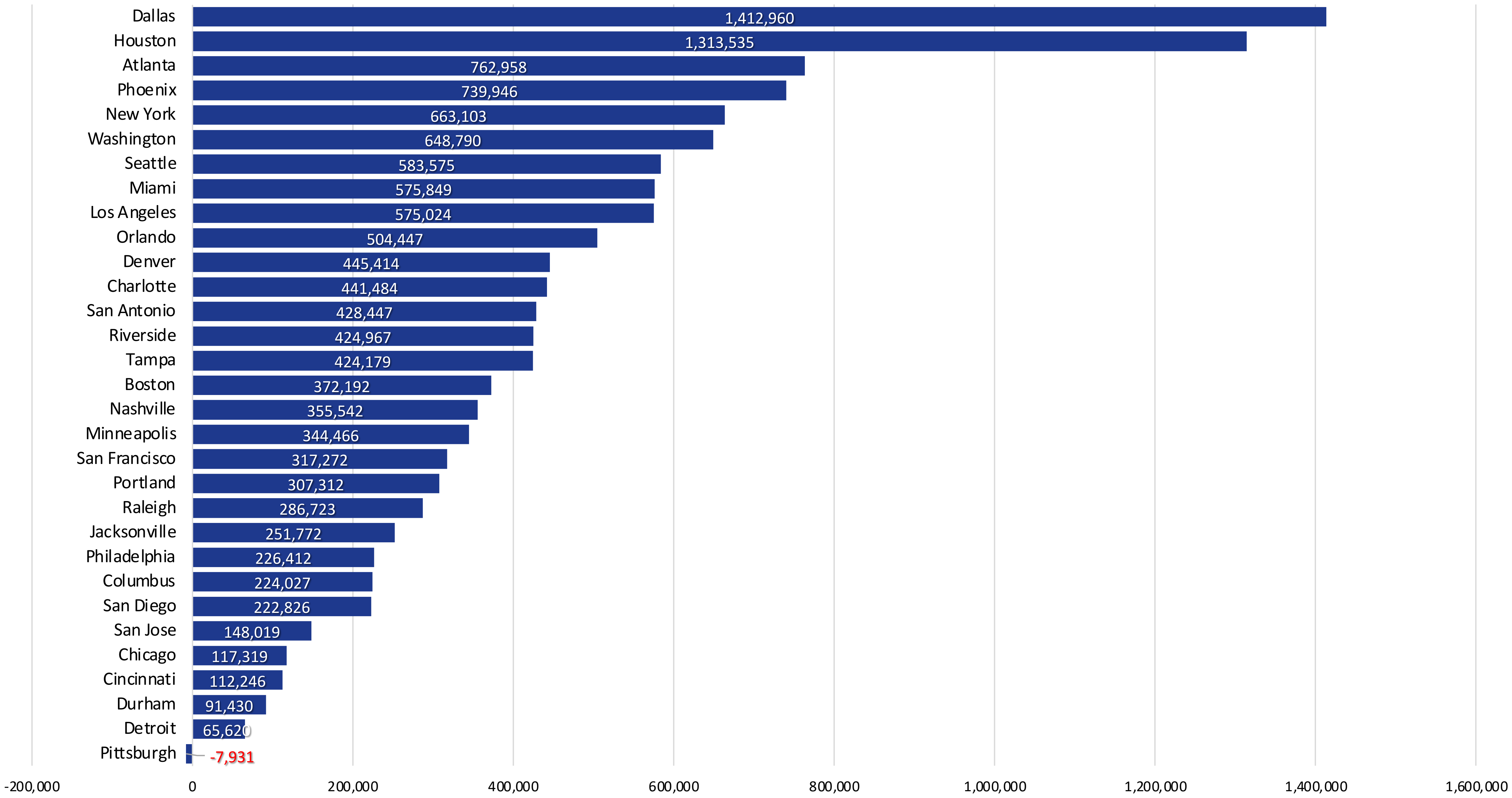
Population Growth, 2010-2020



Source: ESRI Demographics

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https://www.brookings.edu/interactives/metro-monitor-2021/

Atlanta-Sandy Springs-Alpharetta, GA

Population: **6,020,364** | Metropolitan area size class: **Very Large**

Ranks* 1–11 12–22 23–32 33–43 44–53

Of the 53 very large metro areas with populations over 1 million.

14 Growth *2009–2019*

16 Change in jobs (%)
+23.5% *Chart*

16 Change in Gross Metropolitan Product (GMP) (%)
+31.3% *Chart*

13 Change in jobs at young firms (%)
+11.5% *Chart*

21 Prosperity *2009–2019*

22 Change in productivity (%)
+6.3% *Chart*

20 Change in average annual wage (%)
+10.1% *Chart*

22 Change in standard of living (%)
+14.3% *Chart*

14 Inclusion *2009–2019*

25 Change in employment rate (% points)
+4.7% *Chart*

17 Change in median earnings (%)
+11.2% *Chart*

6 Change in relative poverty rate (% points)
-3.0% *Chart*

4 Racial inclusion *2009–2019*

17 Change in white/people of color employment rate gap (% points)
-3.8% *Chart*

13 Change in white/people of color median earnings gap ($)
-$912 *Chart*

2 Change in white/people of color relative poverty rate gap (% points)
-5.1% *Chart*

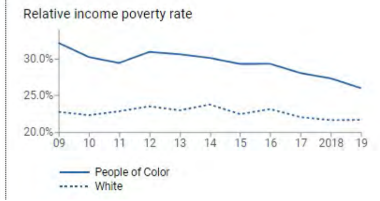
28 Geographic inclusion *2005–09 to 2015–19*

24 Change in top/bottom neighborhoods employment rate gap (% points)
-1.6% *Chart*

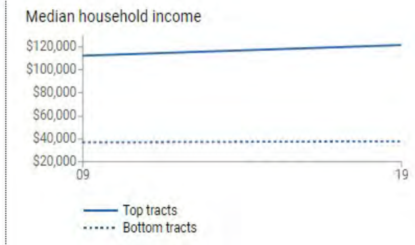
45 Change in top/bottom neighborhoods median household income gap ($)
+$8,316 *Chart*

16 Change in top/bottom neighborhoods relative poverty rate gap (% points)
-3.4% *Chart*

2 Change in white/people of color relative poverty rate gap (% points)
-5.1% *Chart*



45 Change in top/bottom neighborhoods median household income gap ($)
+$8,316 *Chart*



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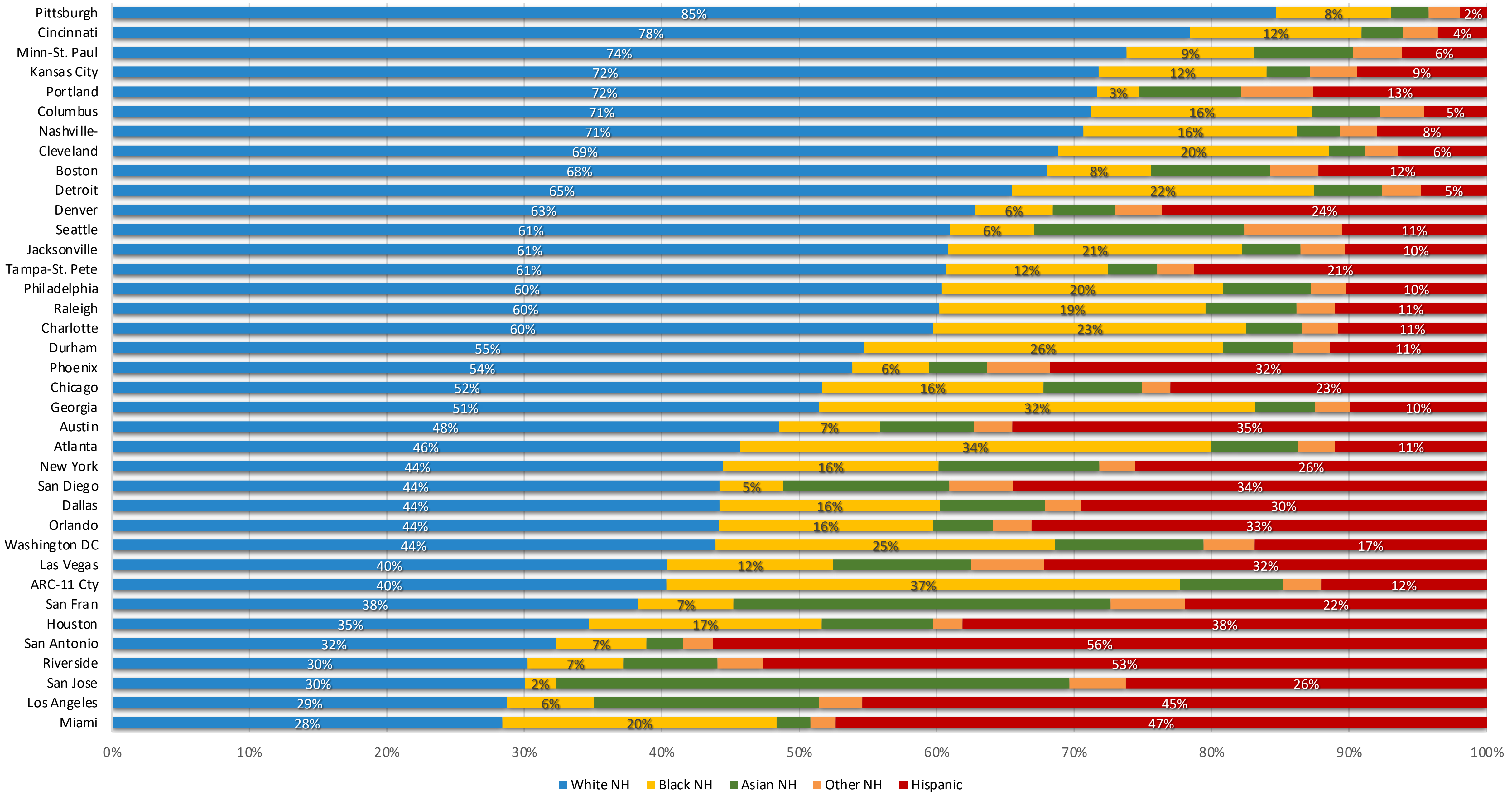
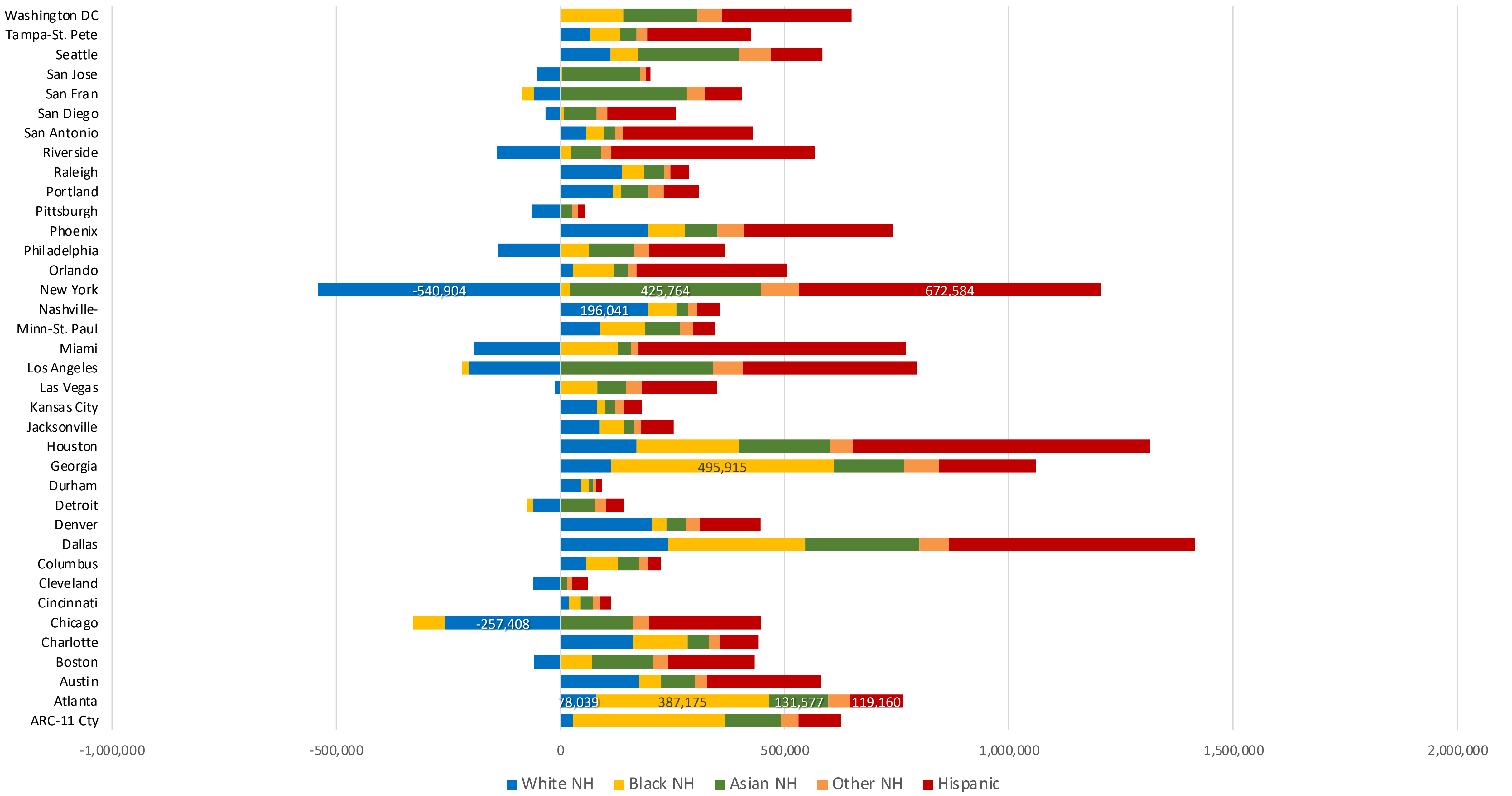
Metropolitan Race and Ethnicity 2020 *(And Ga)*



regional impact + local relevance

Metropolitan Race and Ethnicity Change 2010-20 *(And Ga)*



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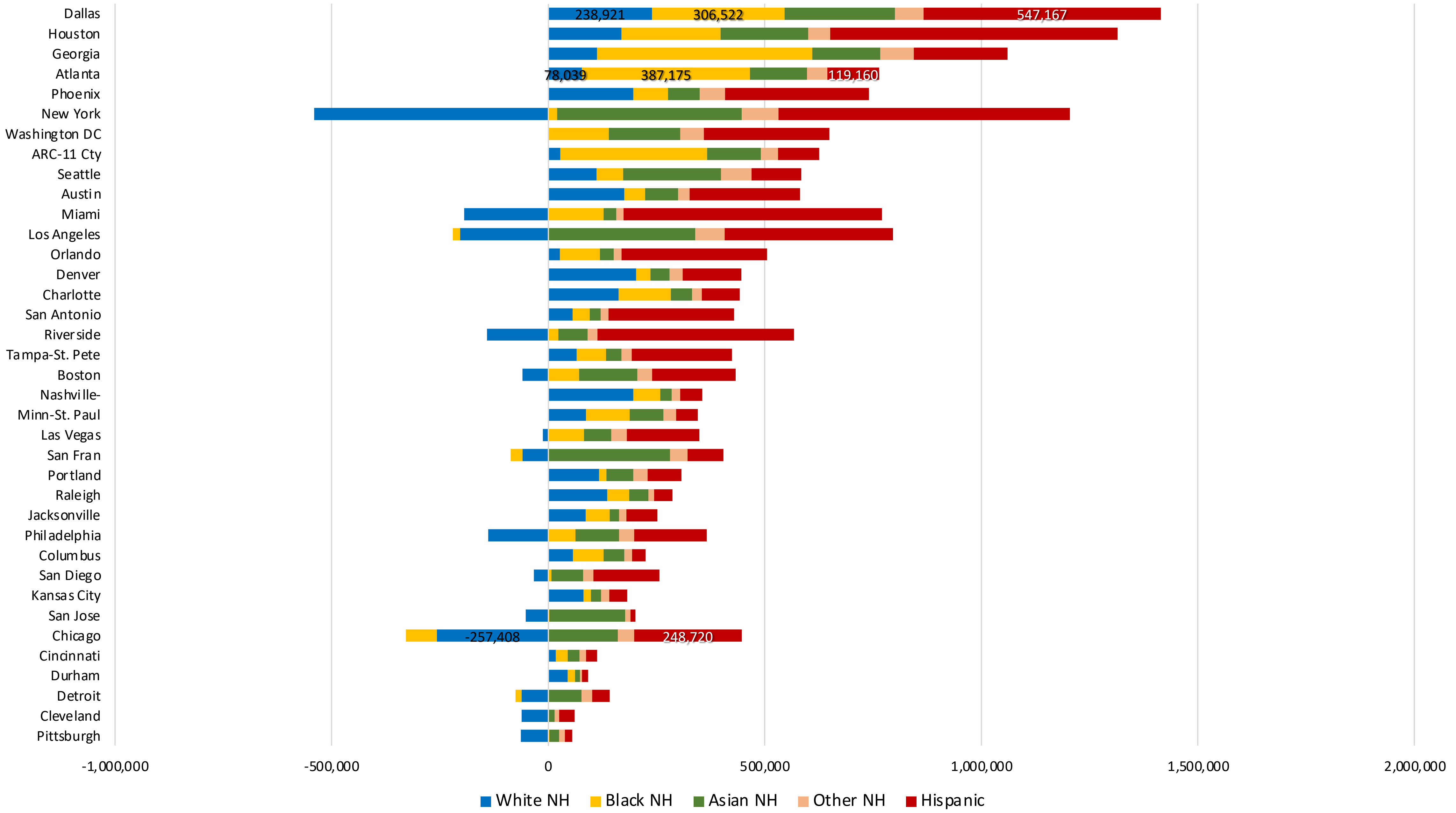
Metropolitan Race and Ethnicity Change 2010-20 *(And Ga)*



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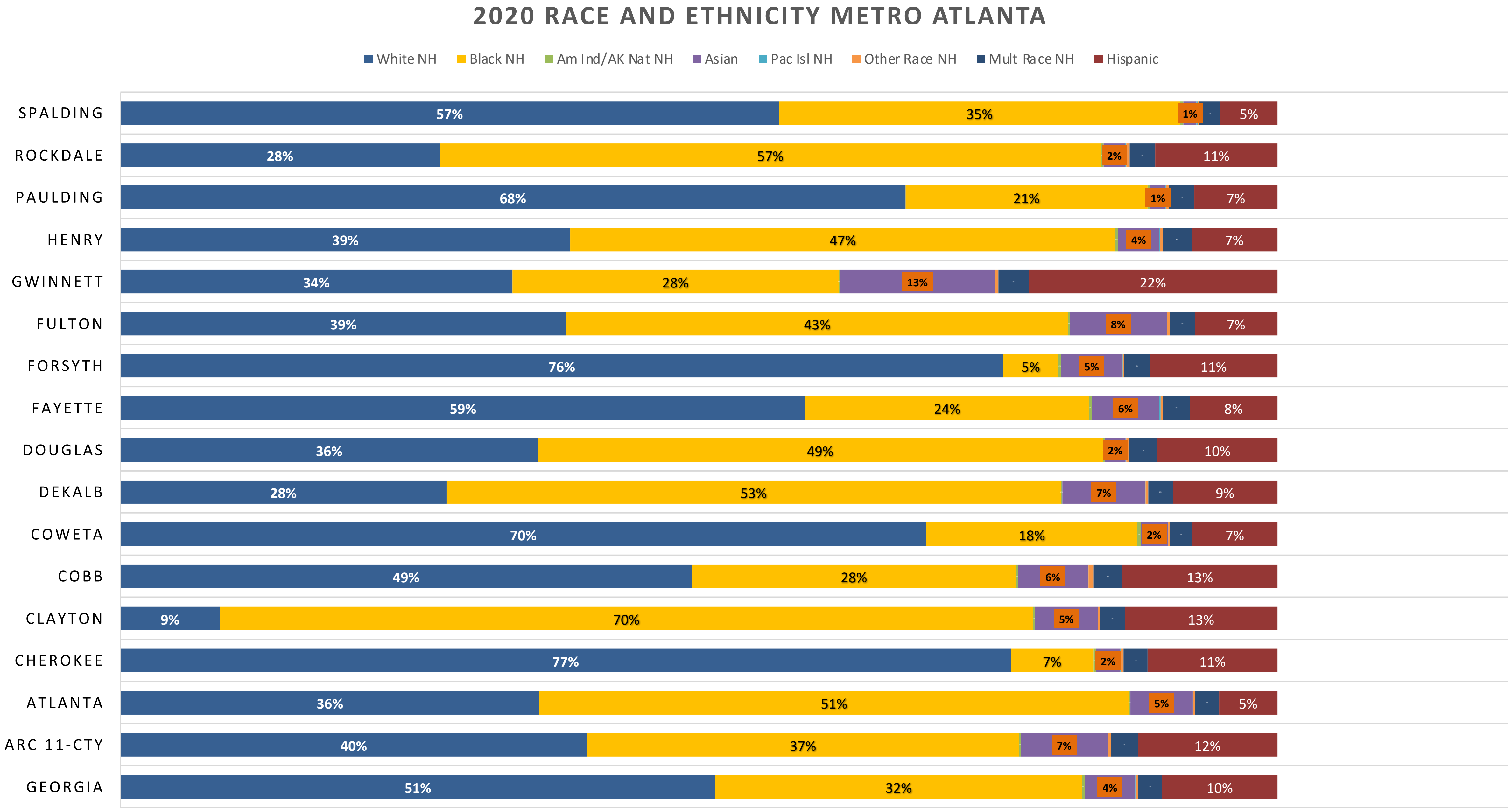
Local Race and Ethnicity 2020

Source: ESRI Demographics



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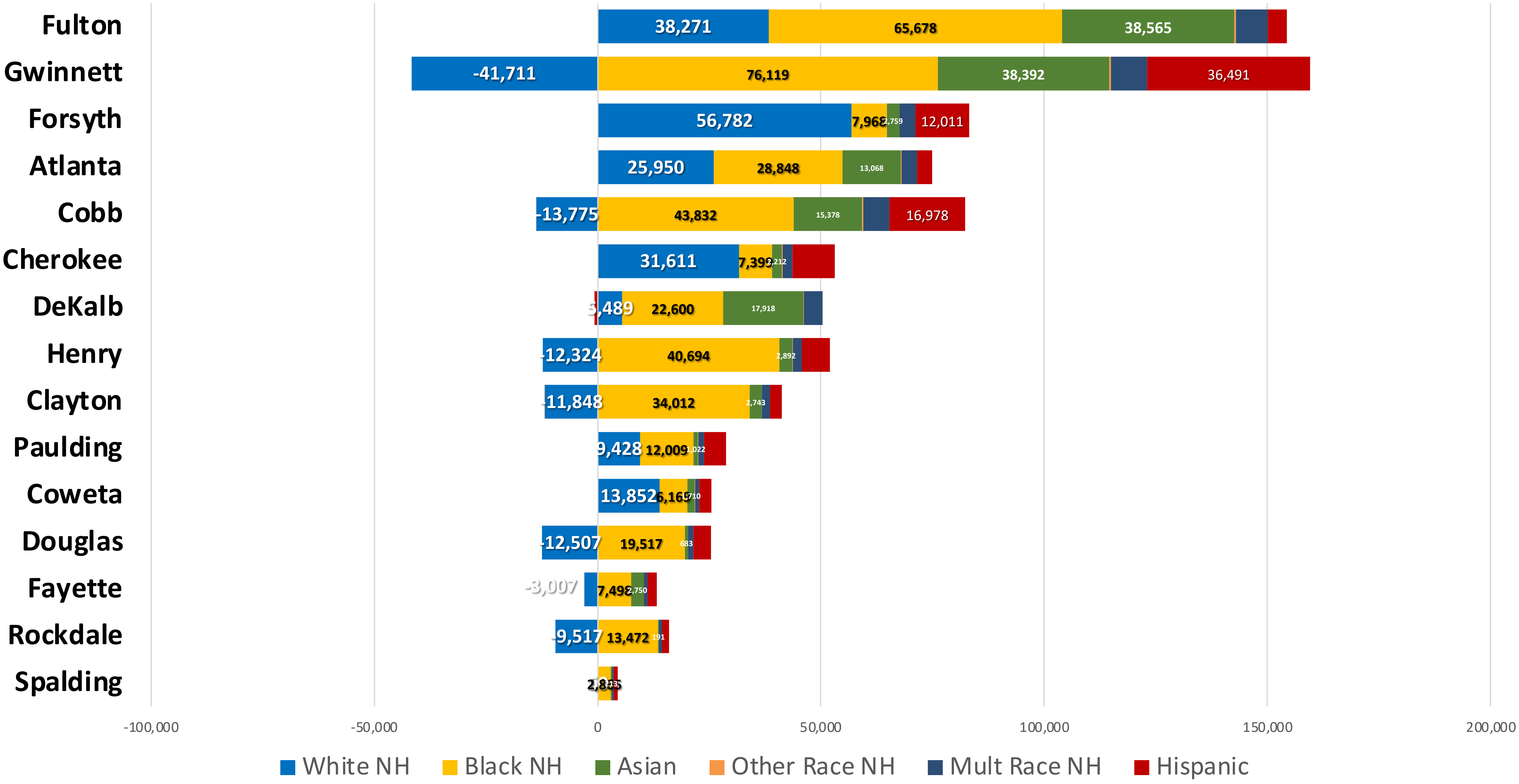
Change in Race and Ethnicity 2010-2020



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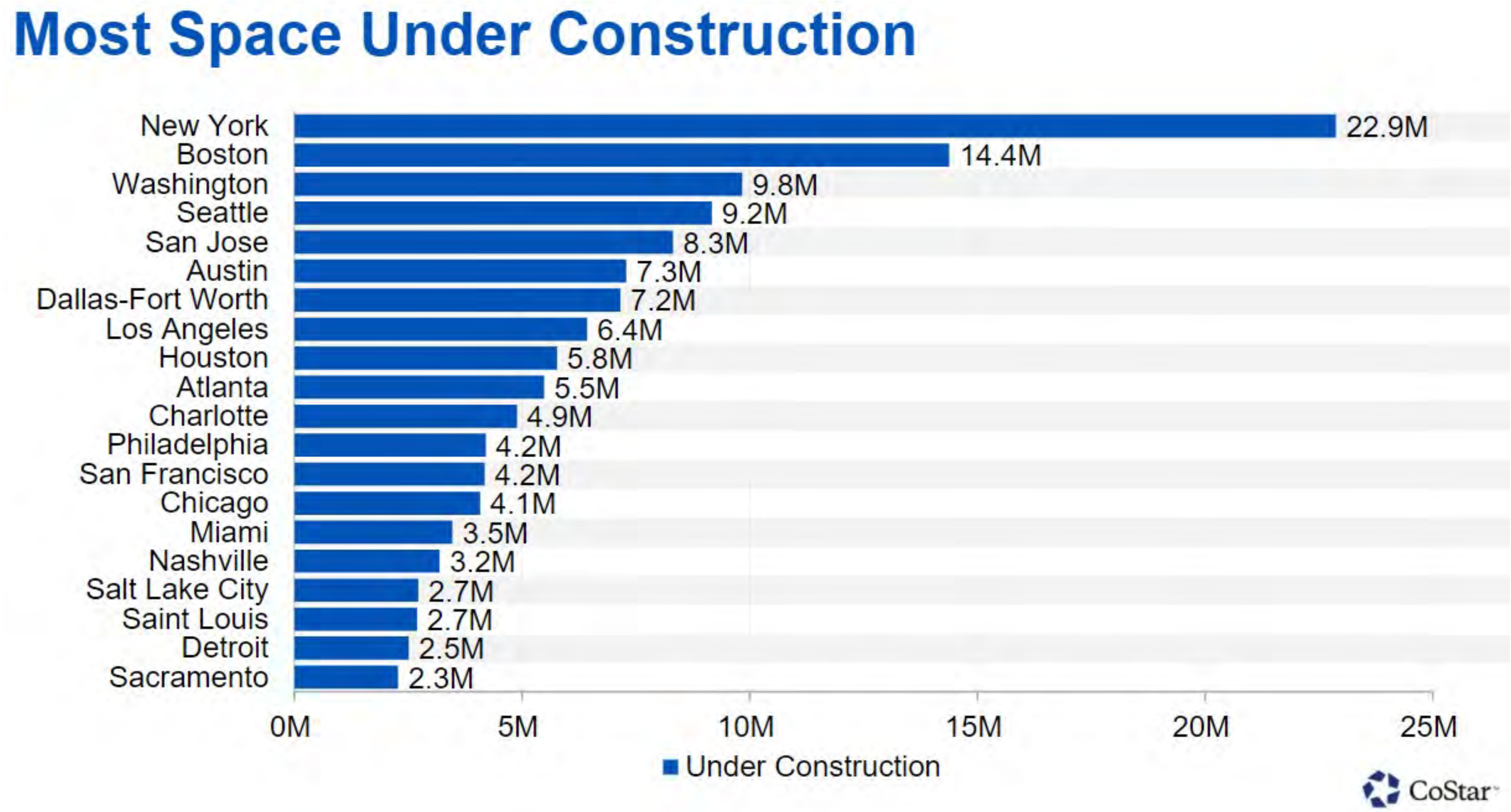
SPACE and CONSTRUCTION

Office Trends (July 2021)



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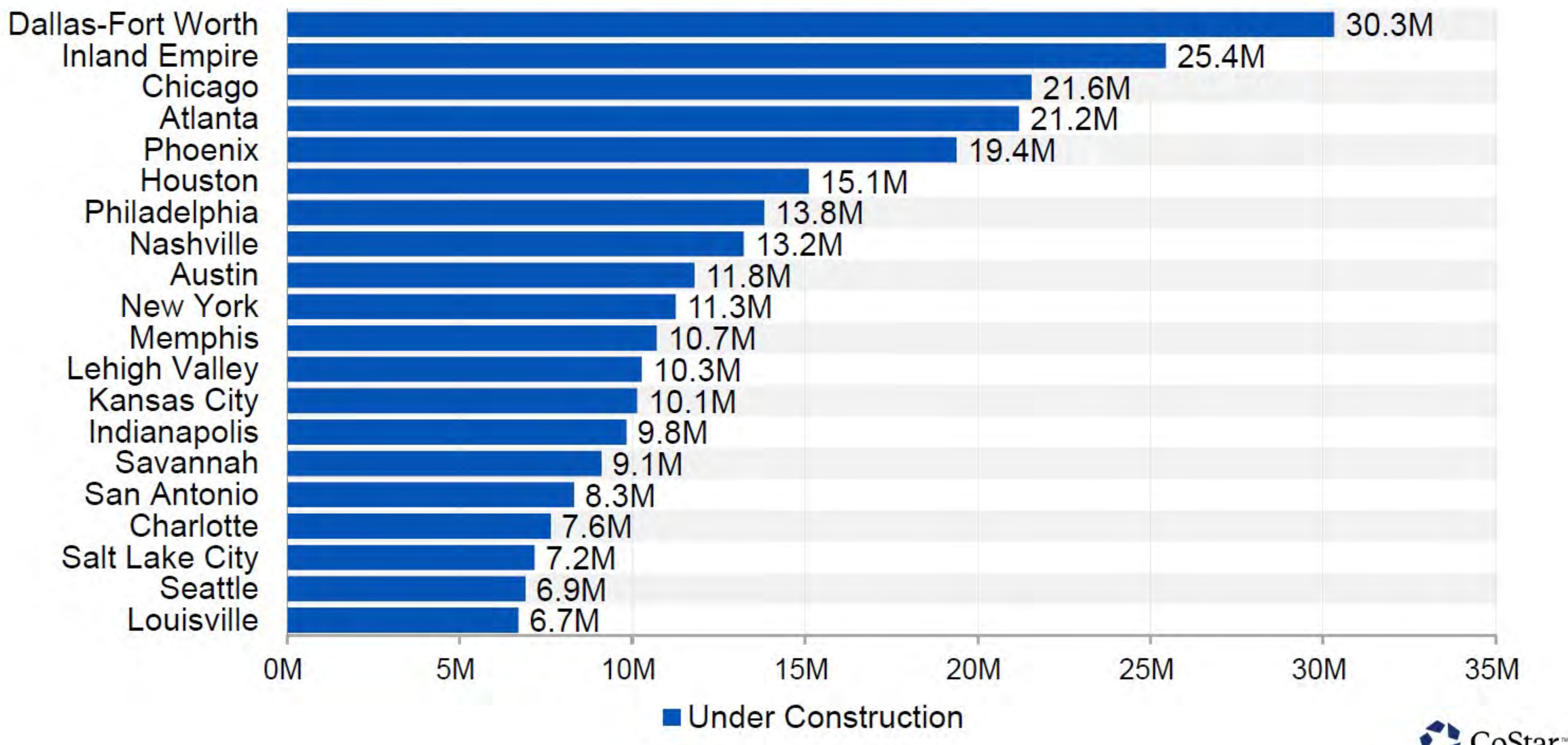
Industrial Trends (May 2021)

Most Space Under Construction



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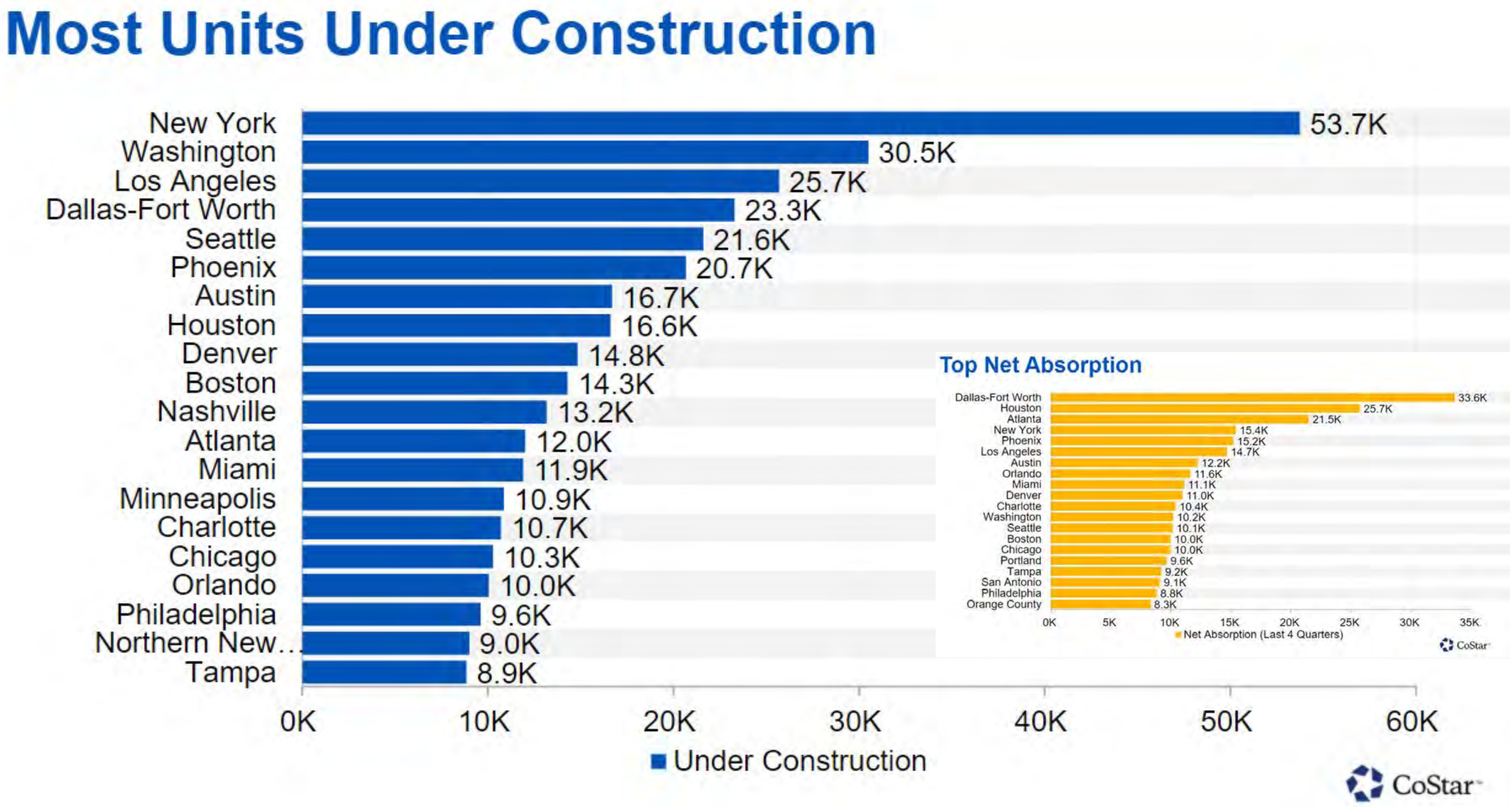
Multi-Family (July 2021)



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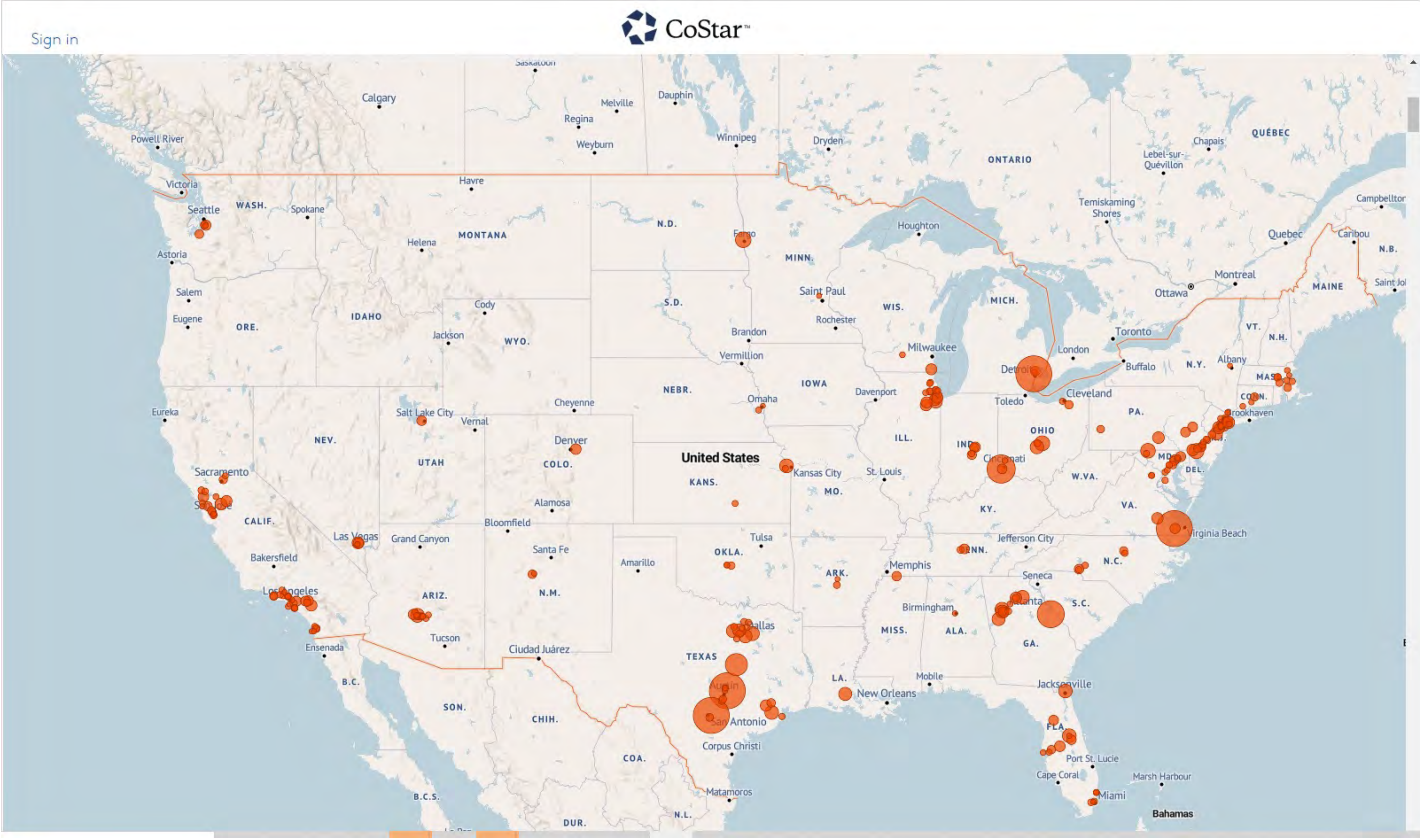
Amazon Growth



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National Office Space

Market totals (CBD and Suburban)	Inventory (s.f.)	Quarterly total net absorption (Including Subleases)	YTD total net absorption (Including Subleases)	YTD total net absorption (% of Inventory)	Total vacancy (s.f.)	Total vacancy (%)	Current quarter direct average marketed rent ($p.s.f.)
San Francisco	78,474,725	799,612	2,424,779	3.1%	4,361,570	6%	$ 92.59
New York	456,733,421	1,848,372	6,755,285	1.5%	33,249,446	7%	$ 85.16
San Francisco Peninsula	29,890,661	758,523	1,545,550	5.2%	3,047,806	10%	$ 70.66
Silicon Valley	72,274,038	501,044	4,227,964	5.8%	8,667,271	12%	$ 56.64
Oakland-East Bay	52,634,530	187,754	435,547	0.8%	6,553,008	13%	$ 49.56
Austin	55,134,649	726,044	2,677,189	4.9%	4,800,713	9%	$ 48.39
Los Angeles	188,658,532	810,873	2,695,655	1.4%	25,260,855	13%	$ 44.28
Seattle-Bellevue	98,467,553	885,213	2,693,022	2.7%	9,073,968	9%	$ 43.99
Washington, DC	336,914,194	341,002	2,554,474	0.8%	53,664,923	16%	$ 42.69
Boston	167,667,375	611,028	2,327,213	1.4%	20,070,135	12%	$ 41.49
Miami	38,363,936	90,746	341,325	0.9%	5,924,188	15%	$ 41.20
Orange County	97,730,884	(88,617)	936,692	1.0%	13,289,158	14%	$ 37.39
San Diego	80,150,052	142,214	629,694	0.8%	9,208,611	12%	$ 37.20
West Palm Beach	19,762,184	5,423	95,446	0.5%	2,987,529	15%	$ 36.87
Fairfield County	41,832,287	160,789	(345,403)	-0.8%	9,551,707	23%	$ 34.62
North San Francisco Bay	22,180,304	109,945	314,247	1.4%	2,745,061	12%	$ 34.53
Fort Lauderdale	21,835,418	209,626	267,956	1.2%	3,036,492	14%	$ 34.30
Chicago	248,331,043	908,500	2,264,192	0.9%	38,950,263	16%	$ 33.87
Portland	57,899,054	234,761	626,122	1.1%	6,934,130	12%	$ 33.37
Nashville	38,493,679	228,955	353,317	0.9%	4,271,135	11%	$ 32.64
Houston	169,814,234	428,853	297,915	0.2%	40,192,095	24%	$ 31.40
Tampa Bay	37,217,154	242,391	368,674	1.0%	5,116,183	14%	$ 30.70
Charlotte	53,119,392	1,000,685	2,587,348	4.9%	6,113,777	12%	$ 30.66
Denver	114,552,387	349,945	1,490,968	1.3%	15,497,800	14%	$ 30.42
Atlanta	**149,058,414**	**(210,169)**	**378,905**	**0.3%**	**26,866,216**	**18%**	**$ 29.83**
Minneapolis	83,669,585	(114,234)	494,711	0.6%	12,682,877	15%	$ 29.07
Dallas	188,894,365	454,377	1,969,021	1.0%	38,955,613	21%	$ 28.86

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Atlanta Office Market Statistics (CoStar)

Submarket	Vacancy Rate	Availability Rate	Market Rent/SF	Annual Rent Growth	Inventory SF	12 Mo Delivered SF	Under Constr SF	Under Constr % of Inventory	12 Mo Net Absorp SF	Market Sale Price/SF	12 Mo Sales Vol	12 Mo Sales Vol Growth	Market Cap Rate
Midtown/Pershing Point	16.6%	24.6%	$39.74	-0.6%	27,701,269	661,781	2,813,624	10.2%	-953,437	$307	$36,880,700	-81.8%	6.8%
Northside Dr/Georgia Tech	16.8%	37.9%	$35.19	-0.2%	2,370,183	190,381	975,763	41.2%	-60,320	$264	$9,928,599	-93.2%	6.9%
Downtown Atlanta	12.2%	14.1%	$28.37	-0.1%	36,693,561	119,973	649,945	1.8%	-528,897	$208	$174,267,779	-12.3%	7.0%
N Fulton/Forsyth County	14.1%	21.9%	$23.47	-0.2%	38,585,442	190,725	559,231	1.4%	-721,701	$174	$359,038,476	-45.9%	7.7%
Northlake/Lavista	23.5%	29.8%	$21.14	0.1%	5,234,269	0	530,000	10.1%	-11,573	$147	$4,811,000	-67.2%	8.1%
Central Perimeter	19.4%	23.0%	$29.16	-0.5%	36,173,267	145,167	429,200	1.2%	-996,444	$206	$102,498,399	-77.2%	7.2%
Cumberland/Galleria	14.9%	18.9%	$26.03	-0.1%	30,630,198	37,761	395,561	1.3%	-381,011	$186	$61,577,500	-90.8%	7.4%
Upper Buckhead	20.2%	26.2%	$36.91	-0.8%	21,444,496	68,429	340,000	1.6%	-1,254,847	$275	$72,017,392	-83.1%	6.6%
West Atlanta	30.0%	19.5%	$22.36	0.3%	1,522,479	27,312	261,461	17.2%	26,244	$183	$363,000	-98.7%	7.6%
Cherokee County	5.9%	6.7%	$19.51	0.0%	4,472,902	25,313	82,618	1.8%	-29,040	$172	$17,109,100	-70.8%	8.0%
Duluth/Suwanee/Buford	12.5%	15.3%	$22.39	0.6%	17,605,286	46,054	63,754	0.4%	-3,394	$150	$58,731,514	-56.1%	8.0%
Lower Buckhead	12.2%	16.8%	$29.49	0.0%	2,568,450	33,671	58,000	2.3%	-11,320	$216	$1,427,000	-95.6%	7.0%
Fayette/Coweta County	7.0%	8.7%	$20.78	1.0%	6,722,609	215,285	41,645	0.6%	237,494	$164	$27,040,197	-67.3%	8.2%
Kennesaw/Town Center	10.0%	14.2%	$20.14	0.2%	12,333,509	200,012	30,837	0.3%	-113,501	$179	$67,501,537	-48.9%	7.9%
North Clayton/Airport	11.0%	13.5%	$19.07	1.1%	13,926,535	83,000	20,000	0.1%	61,637	$175	$84,251,388	-21.2%	7.8%
East Cobb	6.1%	7.7%	$19.15	0.3%	3,552,630	9,976	18,200	0.5%	12,014	$155	$32,937,051	162.2%	7.9%
I-20 East/Conyers	7.9%	7.5%	$20.70	0.1%	4,395,930	0	12,000	0.3%	31,530	$147	$21,675,500	-23.1%	7.9%
Bartow County	5.5%	6.0%	$17.86	0.2%	1,439,932	0	11,000	0.8%	-56,716	$146	$5,238,870	6.3%	8.4%
Walton County	3.2%	7.0%	$20.05	1.7%	1,196,470	0	10,560	0.9%	10,572	$161	$5,814,000	5.0%	7.8%
Chamblee/Dville/N D Hills	10.1%	11.6%	$23.64	0.0%	12,172,540	165,903	0	0.0%	-45,541	$164	$41,061,000	-42.1%	7.7%
Norcross/Peachtree Corners	20.2%	21.3%	$19.99	1.1%	10,553,644	0	0	0.0%	-39,062	$134	$104,952,674	-17.9%	7.9%
Decatur	5.1%	5.6%	$25.40	-0.2%	7,558,306	52,388	0	0.0%	-43,540	$185	$16,923,748	-56.4%	7.5%
Lawrenceville/Lilburn	7.6%	8.8%	$20.19	1.7%	7,528,450	31,089	0	0.0%	-73,406	$137	$44,698,395	35.5%	8.2%
South Clayton/Henry Cnty	5.0%	6.1%	$19.57	1.3%	4,712,260	9,800	0	0.0%	17,271	$161	$34,321,009	-8.1%	8.4%
Gainesville/Hall County	6.5%	5.9%	$19.33	0.4%	5,035,839	0	0	0.0%	8,644	$131	$66,844,008	117.5%	9.2%
Douglasville/Lithia Springs	5.0%	7.7%	$19.31	-1.0%	3,048,339	0	0	0.0%	23,412	$149	$17,985,000	-27.4%	7.8%
Outlying Bibb County	13.6%	15.1%	$15.38	0.3%	2,044,930	0	0	0.0%	-103,695	$106	$6,915,030	-16.7%	9.6%
Suburban Macon	8.4%	8.8%	$13.70	0.3%	2,422,196	867	0	0.0%	-35,610	$83	$7,177,886	56.5%	10.0%
Villa Rica/West Outlying	5.6%	5.7%	$20.30	0.4%	1,390,866	3,000	0	0.0%	37,119	$142	$2,026,506	-35.9%	7.7%
Stone Mountain	3.8%	4.8%	$20.97	0.3%	1,355,935	0	0	0.0%	-4,639	$144	$4,277,300	-43.5%	8.2%

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Federal Infrastructure Investment Numbers

GDOT Georgia Department of Transportation

Bipartisan Framework vs. H.R. 3684—INVEST Act

Comparison of Increases to Baseline by Mode/Program

		Bipartisan Framework		HR 3684, As Passed	
	Baseline	Increase	Total	Increase	Total
Roads, Bridges, Major Projects	251.0	+110.0	361.0	+77.5	328.5
Safety	10.0	+11.0	21.0	+0.5	10.5
Public Transit	66.0	+48.5	114.5	+38.4	104.4
Passenger and Freight Rail	15.0	+66.0	81.0	+84.6	99.6
EV Infrastructure	0.0	+7.5	7.5	+17.7	17.7
Low-No Carbon Bus, Ferry	0.0	+7.5	7.5	+4.1	4.1
Reconnecting Communities	0.0	+1.0	1.0	+3.0	3.0
Resiliency	0.0	+47.2	47.2	+6.3	6.3
Total, These Modes	**342.0**	**+298.7**	**640.7**	**+232.2**	**574.2**

Eno Center for Transportation

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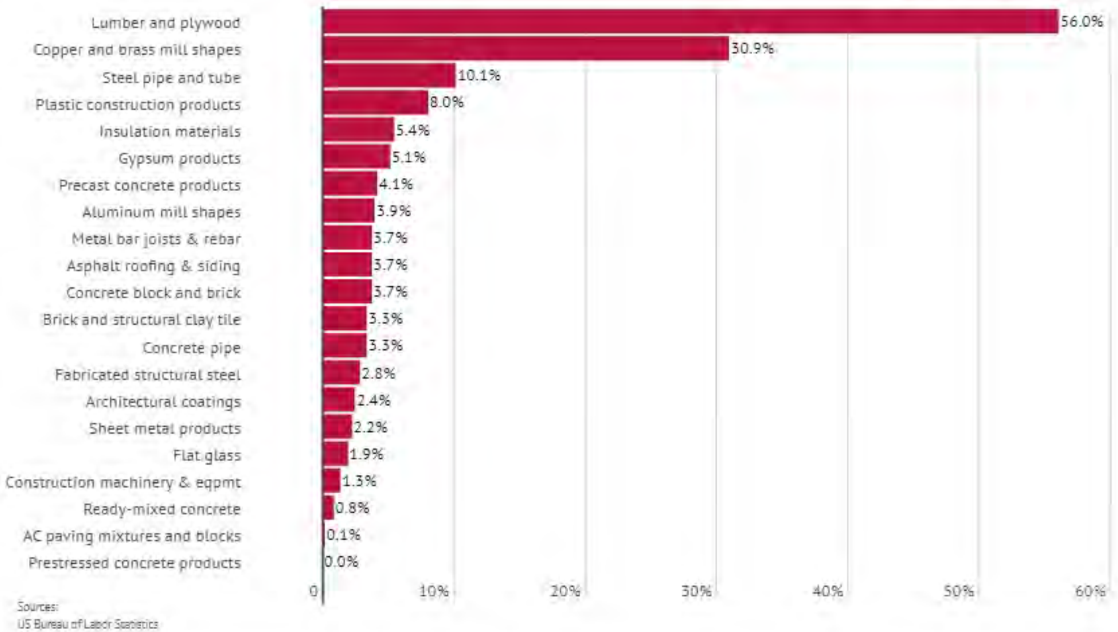
Construction Forecasts

Construction Materials Price Movement - Last 12 Months

CUMMING
Building Value Through Expertise



Total Construction Market Volume by Sector (x $1m, Nominalized 2012$)

CUMMING
Building Value Through Expertise

HISTORIC ‹ › FORECAST

Sector		2016	2017	2018	2019	2020	2021	2022	2023
Total (x $1m)		**1,091,258**	**1,102,693**	**1,101,018**	**1,087,523**	**1,100,482**	**1,088,318**	**1,089,754**	**1,075,842**
Residential		408,209	440,983	434,856	412,361	437,869	475,280	479,561	475,617
Commercial		138,950	143,757	146,483	141,342	133,096	120,927	117,087	114,896
Manufacturing		72,763	63,200	61,872	64,796	57,626	51,805	51,259	50,715
Healthcare		37,891	39,786	38,552	38,641	39,113	39,224	39,569	39,709
Education		82,942	85,359	85,872	85,140	80,707	75,689	79,112	80,491
Other Struct*		70,199	74,194	75,148	72,929	74,314	66,637	64,337	63,172
Infrastructure		280,303	255,414	258,236	272,313	277,757	258,757	258,830	251,241
Total Increase		**Y-O-Y %**	**1.0%**	**-0.2%**	**-1.2%**	**1.2%**	**-1.1%**	**0.1%**	**-1.3%**
Residential		Y-O-Y %	8.0%	-1.4%	-5.2%	6.2%	8.5%	0.9%	-0.8%
Commercial		Y-O-Y %	3.5%	1.9%	-3.5%	-5.8%	-9.1%	-3.2%	-1.9%
Manufacturing		Y-O-Y %	-13.1%	-2.1%	4.7%	-11.1%	-10.1%	-1.1%	-1.1%
Healthcare		Y-O-Y %	5.0%	-3.1%	0.2%	1.2%	0.3%	0.9%	0.4%
Education		Y-O-Y %	2.9%	0.6%	-0.9%	-5.2%	-6.2%	4.5%	1.7%
Other Struct*		Y-O-Y %	5.7%	1.3%	-3.0%	1.9%	-10.3%	-3.5%	-1.8%
Infrastructure		Y-O-Y %	-8.9%	1.1%	5.5%	2.0%	-6.8%	0.0%	-2.9%

https://ccorpinsights.com/domestic-materials/

https://ccorpinsights.com/construction-volume/

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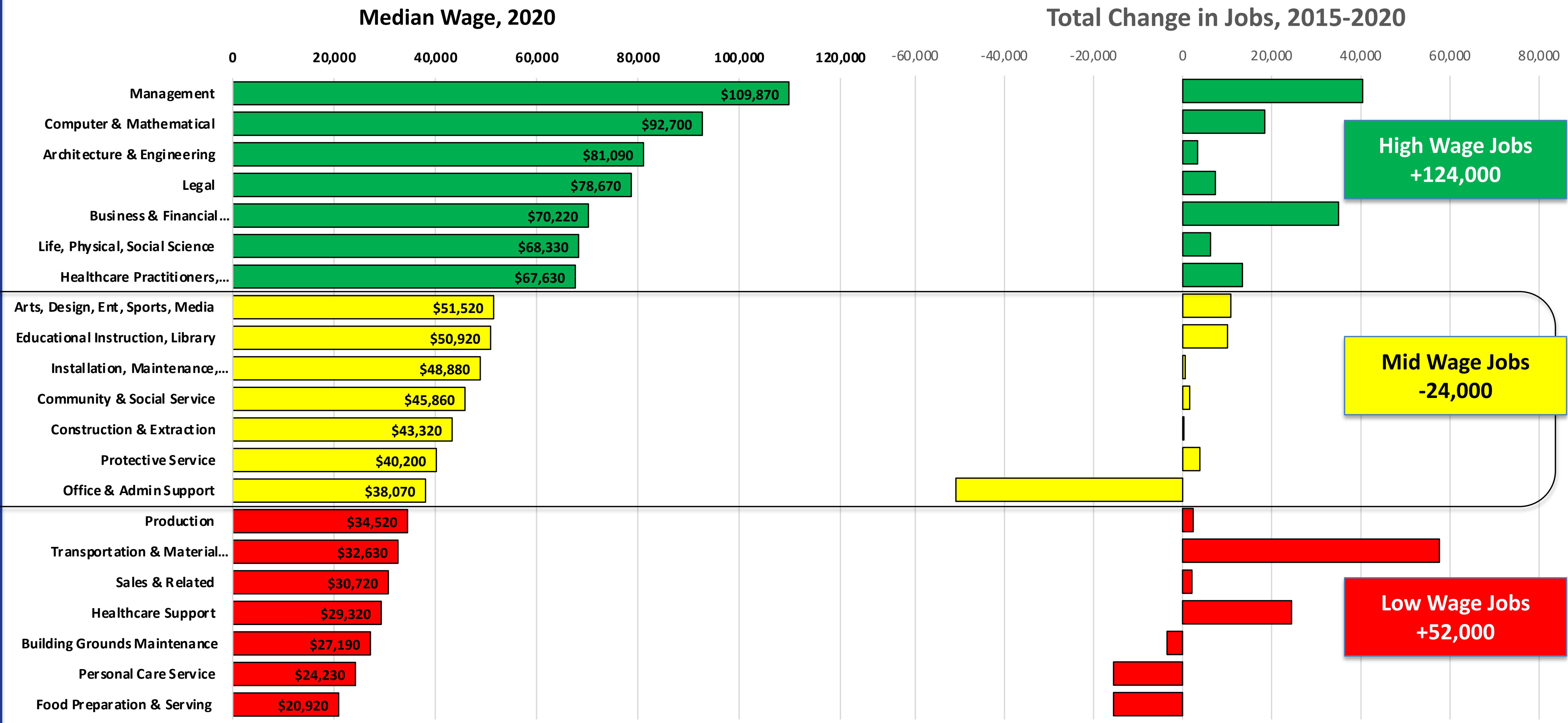
+

Employment Growth and Trends

regional impact + local relevance

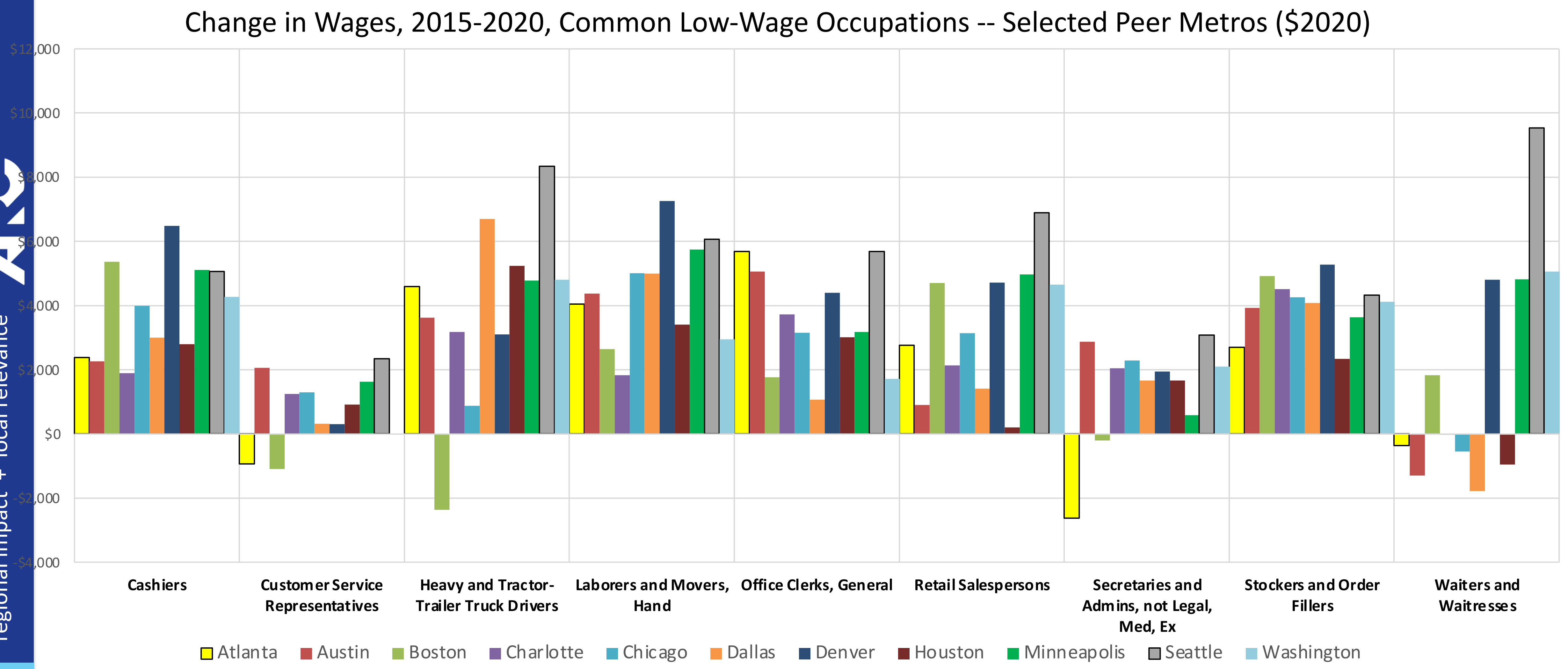
https://www.pwc.com/us/en/services/consulting/workforce-of-the-future/library/workforce-pulse-survey.html

Where Did Middle Wage Jobs Go?



Source: Bureau of Labor Statistics

And Why Are Wages Stuck Here More So Than Elsewhere… at Least for Some Occupations?



Source: Bureau of Labor Statistics

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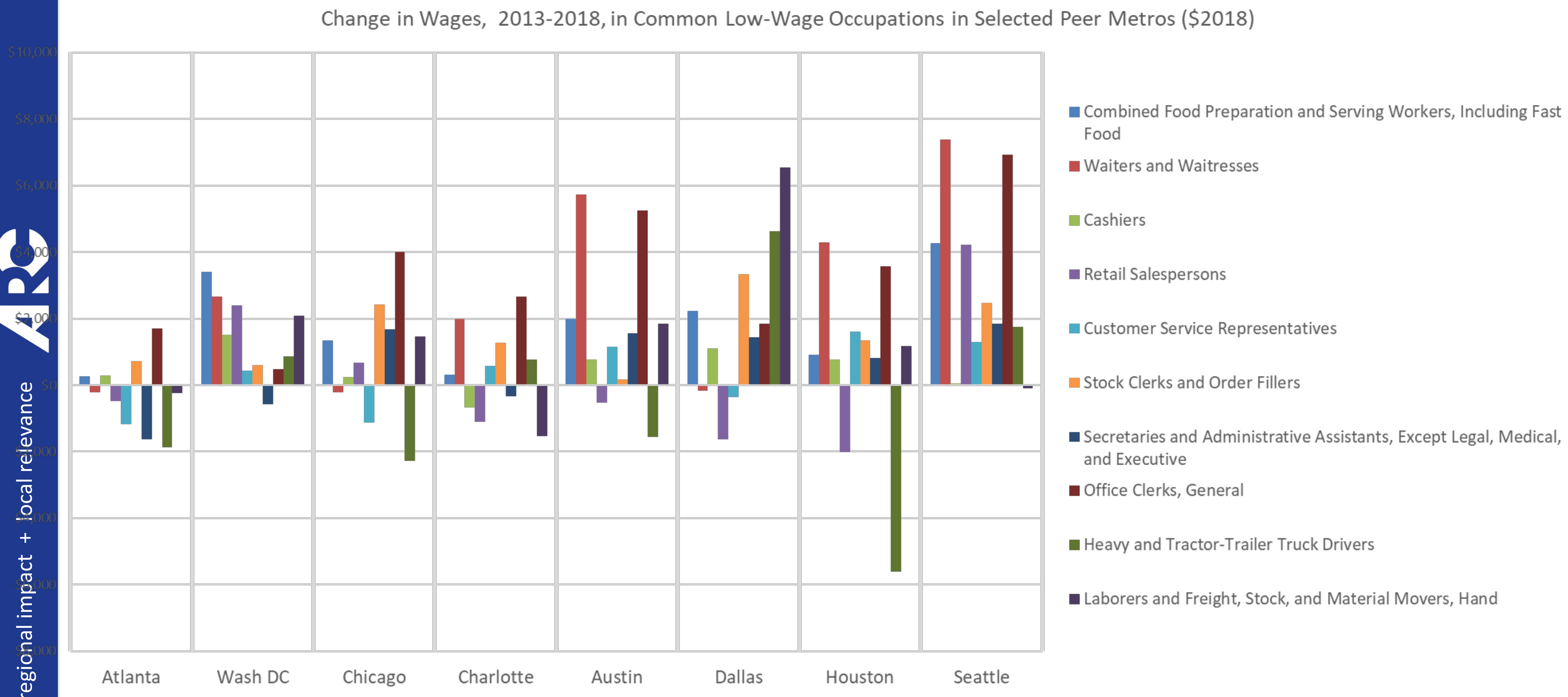
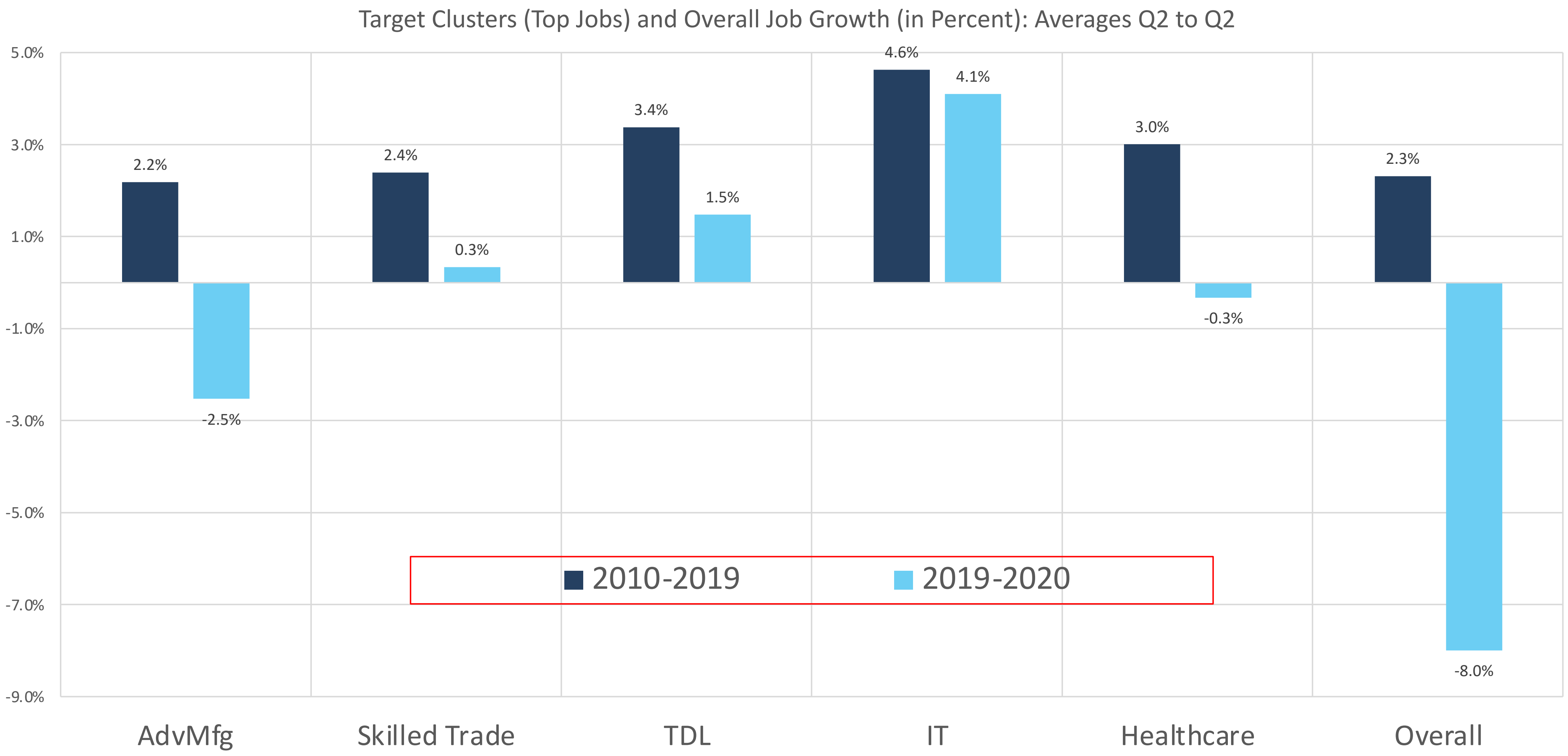
And Why Are Wages Stuck Here More So Than Elsewhere?



Source: Bureau of Labor Statistics

regional impact + local relevance

What We THINK We Know About Pandemic Effects on High Demand Clusters



Source: Jobs EQ, 2020Q2

regional impact + local relevance

US State Employment Growth (Select)

State	Jun. 2020 (thousands)	May 2021 (thousands)	Jun. 2021 (p) (thousands)	Over-the-month net change (thousands)	Over-the-month percent change (%)	Over-the-year net change (thousands)	Over-the-year percent change (%)
California	15,611.7	16,343.1	16,416.6	73.5	0.4	804.9	5.2
New York	8,223.8	8,878.4	8,896.2	17.8	0.2	672.4	8.2
Texas	11,970.1	12,568.5	12,624.3	55.8	0.4	654.2	5.5
New Jersey	3,574.8	3,919.0	3,935.6	16.6	0.4	360.8	10.1
Florida	8,339.9	8,616.9	8,698.2	81.3	0.9	358.3	4.3
Pennsylvania	5,371.5	5,685.4	5,696.9	11.5	0.2	325.4	6.1
Illinois	5,435.0	5,732.6	5,745.1	12.5	0.2	310.1	5.7
Massachusetts	3,164.7	3,448.1	3,457.5	9.4	0.3	292.8	9.3
Michigan	3,858.3	4,117.4	4,131.3	13.9	0.3	273.0	7.1
North Carolina	4,257.3	4,460.5	4,502.4	41.9	0.9	245.1	5.8
Georgia	4,296.2	4,488.2	4,521.0	32.8	0.7	224.8	5.2
Washington	3,180.6	3,350.8	3,374.9	24.1	0.7	194.3	6.1
Virginia	3,703.8	3,891.0	3,894.2	3.2	0.1	190.4	5.1
Ohio	5,130.8	5,289.5	5,320.8	31.3	0.6	190.0	3.7

Source: BLS https://www.bls.gov/web/laus/statewide_otm_oty_change.htm

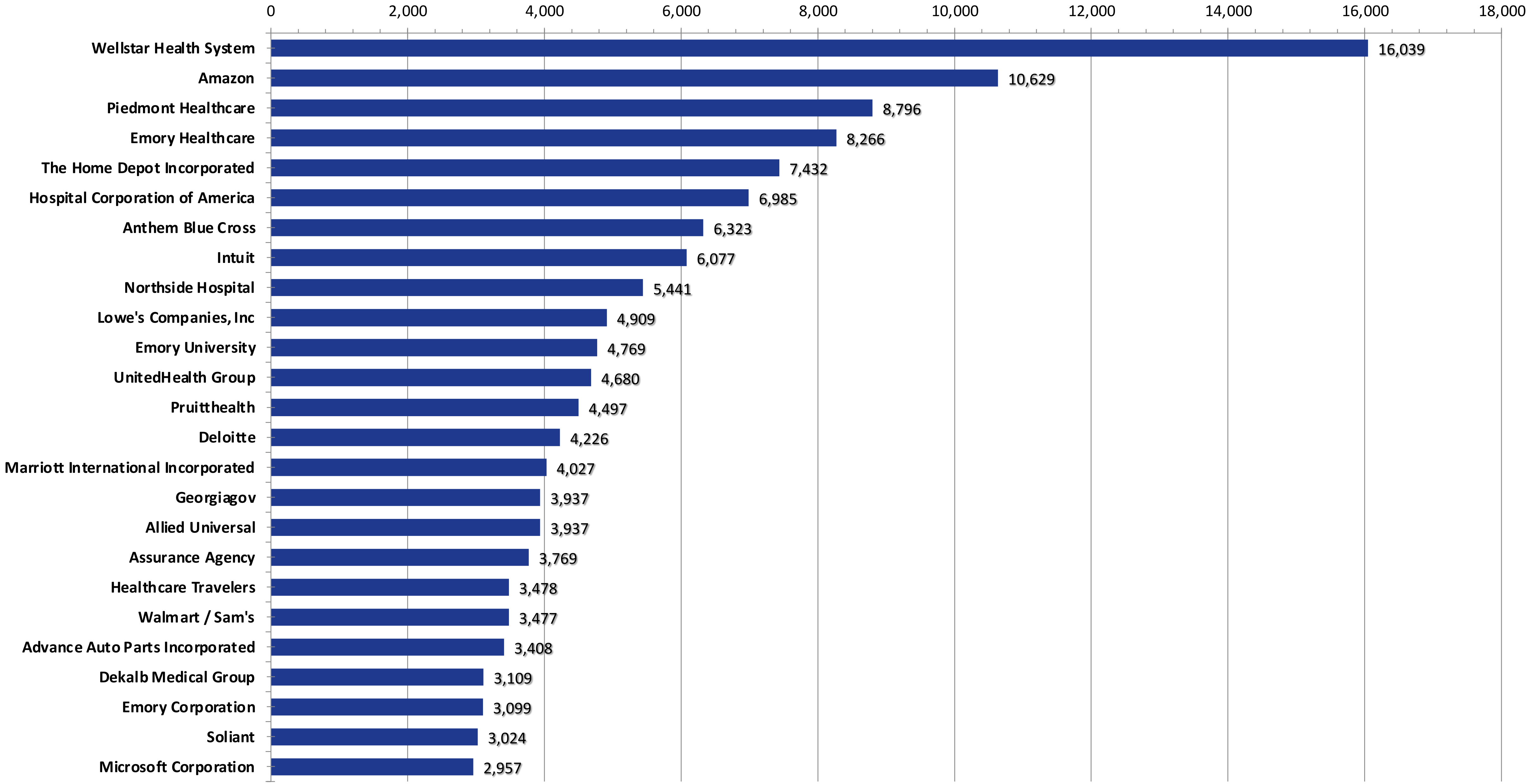
Georgia - COVID, 2021Q1[1]

NAICS	Industry	Current			10-Year History		10-Year Forecast				
		Empl	Avg Ann Wages	LQ	Empl Change	Ann %	Total Demand	Exits	Transfers	Empl Growth	Ann % Growth
722	Food Services and Drinking Places	332,980	$19,324	1.13	29,881	0.9%	867,195	315,938	412,134	139,123	3.6%
561	Administrative and Support Services	350,864	$42,196	1.26	60,096	1.9%	537,466	194,720	269,092	73,654	1.9%
541	Professional, Scientific, and Technical Services	313,671	$92,083	0.94	60,433	2.2%	352,530	108,718	185,317	58,496	1.7%
621	Ambulatory Health Care Services	241,643	$67,415	0.96	63,419	3.1%	291,353	111,352	121,767	58,234	2.2%
611	Educational Services	382,447	$51,635	1.01	-5,385	-0.1%	436,072	185,013	201,665	49,394	1.2%
624	Social Assistance	81,665	$29,116	0.60	412	0.1%	145,743	59,551	58,729	27,463	2.9%
238	Specialty Trade Contractors	163,402	$53,777	0.93	22,497	1.5%	201,294	62,488	115,104	23,702	1.4%
721	Accommodation	34,166	$26,320	0.80	-7,539	-2.0%	100,126	33,032	43,605	23,490	5.4%
713	Amusement, Gambling, and Recreation Industries	32,517	$25,704	0.75	2,012	0.6%	98,206	32,744	43,212	22,249	5.4%
812	Personal and Laundry Services	65,144	$26,125	1.09	-946	-0.1%	116,469	47,152	49,097	20,220	2.7%
622	Hospitals	179,306	$64,672	0.88	12,816	0.7%	162,267	69,870	74,568	17,828	1.0%
813	Religious, Grantmaking, Civic, Professional, and Similar Organizations	86,652	$31,465	0.99	3,779	0.4%	124,002	47,793	60,501	15,708	1.7%
448	Clothing and Clothing Accessories Stores	30,778	$22,966	1.01	-10,717	-2.9%	75,820	25,520	34,605	15,695	4.2%
551	Management of Companies and Enterprises	86,676	$132,949	1.20	33,004	4.9%	101,066	31,539	54,476	15,051	1.6%
623	Nursing and Residential Care Facilities	62,042	$35,093	0.59	-250	0.0%	91,549	39,018	38,867	13,664	2.0%
921	Executive, Legislative, and Other General Government Support	139,476	$49,783	1.49	-2,369	-0.2%	151,820	59,853	78,478	13,489	0.9%
512	Motion Picture and Sound Recording Industries	13,219	$61,127	1.38	5,692	5.8%	39,118	11,378	16,011	11,730	6.6%
493	Warehousing and Storage	63,913	$42,474	1.33	37,457	9.2%	93,818	31,344	50,863	11,611	1.7%
423	Merchant Wholesalers, Durable Goods	110,861	$81,695	1.13	12,161	1.2%	131,626	44,924	76,588	10,113	0.9%
236	Construction of Buildings	60,536	$71,966	0.97	12,660	2.4%	72,156	22,893	39,295	9,968	1.5%
711	Performing Arts, Spectator Sports, and Related Industries	18,383	$65,110	0.89	642	0.4%	40,365	13,802	17,249	9,314	4.2%
425	Wholesale Electronic Markets and Agents and Brokers	36,679	$109,440	2.32	-5,508	-1.4%	52,656	16,052	27,439	9,165	2.3%
452	General Merchandise Stores	105,098	$26,949	1.12	6,257	0.6%	167,824	71,539	87,137	9,149	0.8%
441	Motor Vehicle and Parts Dealers	66,599	$58,371	1.11	11,418	1.9%	91,901	32,890	50,616	8,395	1.2%
424	Merchant Wholesalers, Nondurable Goods	62,062	$67,627	0.95	1,903	0.3%	81,028	27,949	45,548	7,530	1.2%
311	Food Manufacturing	65,428	$48,491	1.27	2,700	0.4%	91,220	32,938	50,786	7,496	1.1%
811	Repair and Maintenance	47,826	$44,757	1.05	5,446	1.2%	63,324	21,358	34,590	7,376	1.4%
485	Transit and Ground Passenger Transportation	24,014	$25,138	0.83	8,613	4.5%	39,975	18,625	14,150	7,200	2.7%
336	Transportation Equipment Manufacturing	49,108	$71,272	0.97	10,890	2.5%	61,478	19,126	35,342	7,010	1.3%
531	Real Estate	61,851	$65,041	0.94	11,912	2.2%	71,591	30,584	34,288	6,718	1.0%
237	**Heavy and Civil Engineering Construction**	34,560	$76,632	0.91	11,043	3.9%	45,120	13,638	24,786	**6,696**	1.8%
492	Couriers and Messengers	35,670	$42,530	1.04	15,464	5.8%	50,539	16,998	27,240	6,302	1.6%
445	Food and Beverage Stores	98,195	$26,434	0.99	16,493	1.9%	155,287	68,755	80,476	6,055	0.6%
524	Insurance Carriers and Related Activities	84,588	$84,907	1.05	18,257	2.5%	86,424	31,693	48,991	5,741	0.7%

County Level Employment Change

	2010 Q3	2015 Q3	2020 Q3	2015-20 Change
Fulton	685110	811633	825060	139950
Gwinnett	305097	350550	357141	52044
Cobb	320459	359775	361956	41497
Forsyth	60638	77632	85651	25013
Chatham	121662	142956	144450	22788
Cherokee	42717	53996	64047	21330
Hall	69207	81865	90440	21233
DeKalb	283715	305812	299333	15618
Henry	49439	55471	64954	15515
Jackson	16699	22415	28582	11883
Coweta	29419	35609	38102	8683
Bartow	31106	33975	38977	7871
Fayette	36846	41287	44534	7688
Burke	6506	7849	13834	7328
Paulding	19223	22923	25906	6683
Columbia	27692	32027	34058	6366
Newton	20288	24397	25509	5221
Oconee	8929	11161	13937	5008
Clayton	118073	124983	122561	4488
Gordon	18037	19622	22360	4323
Barrow	15471	18453	19613	4142
Douglas	38145	43048	42230	4085
Troup	31641	38193	35531	3890
Walton	18261	20144	21983	3722
Houston	41401	42110	44779	3378
Carroll	37011	38298	40102	3091
Bryan	5925	6733	8903	2978
White	5885	7853	8863	2978
Coffee	13789	16027	16301	2512

Top Posting Employers (Georgia)



regional impact + local relevance

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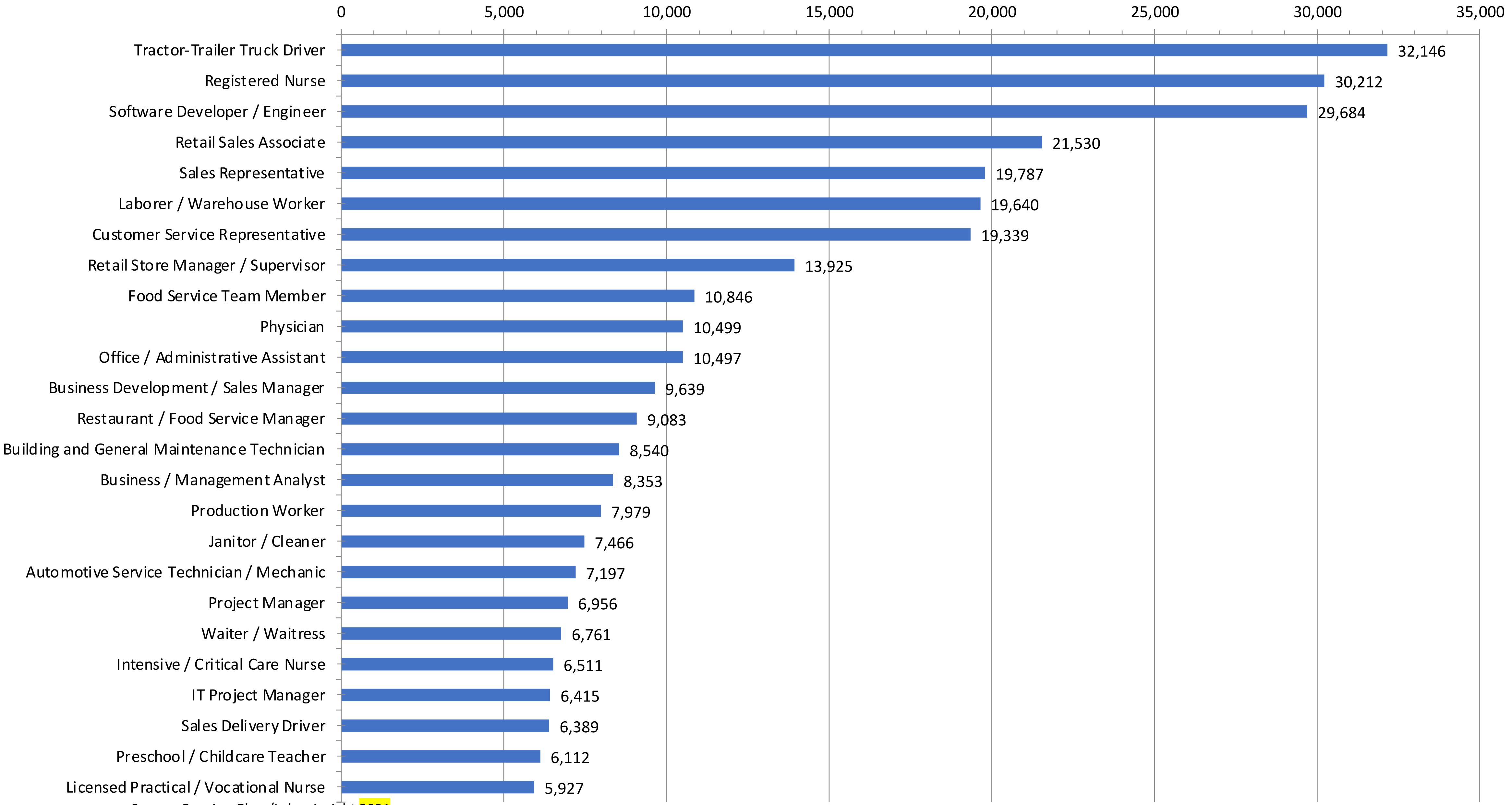
Top Posting Occupations- Atlanta MSA



Source: Burning Glass/Labor Insight 2021

Burning Glass Job Postings 19-20 compared to 20-21

March 2019-2020 Occupation	19-20	20-21	Change	March20-2021 Occupation	Job Postings
Registered Nurses	28,131	31,910	3,779	Registered Nurses	31,910
Software Developers, Applications	26,724	12,847	-13,877	Heavy and Tractor-Trailer Truck Drivers	28,768
Sales Representatives, Wholesale and Manufacturing, Except Technical and Scientific Products	21,342	17,364	-3,978	Sales Representatives, Wholesale and Manufacturing, Except Technical and Scientific Products	17,364
Retail Salespersons	18,246	16,958	-1,288	Retail Salespersons	16,958
Customer Service Representatives	13,215	12,830	-385	Software Developers, Applications	12,847
Managers, All Other	12,610	9,553	-3,057	Customer Service Representatives	12,830
First-Line Supervisors of Retail Sales Workers	11,818	11,609	-209	First-Line Supervisors of Retail Sales Workers	11,609
Heavy and Tractor-Trailer Truck Drivers	11,472	28,768	17,296	Managers, All Other	9,553
Sales Managers	7,732	5,963	-1,769	Laborers and Freight, Stock, and Material Movers, Hand	9,483
Medical and Health Services Managers	7,466	7,563	97	Medical and Health Services Managers	7,563
Management Analysts	6,854	4,516	-2,338	Combined Food Preparation and Serving Workers, Including Fast Food	7,431
Food Service Managers	6,698	7,191	493	Food Service Managers	7,191
Computer Systems Engineers/Architects	6,582	3,858	-2,724	Critical Care Nurses	6,754
General and Operations Managers	6,534	5,963	-571	Maintenance and Repair Workers, General	6,174
Maintenance and Repair Workers, General	6,360	6,174	-186	Sales Managers	6,028
Combined Food Preparation and Serving Workers, Including Fast Food	5,988	7,431	1,443	General and Operations Managers	5,963
Computer Systems Analysts	5,686	3,298	-2,388	Waiters and Waitresses	5,063
Marketing Managers	5,450	4,778	-672	Nursing Assistants	4,980
Laborers and Freight, Stock, and Material Movers, Hand	5,389	9,483	**4,094**	**Licensed Practical and Licensed Vocational Nurses**	4,844
Waiters and Waitresses	5,351	5,063	-288	Marketing Managers	4,778
Computer User Support Specialists	5,303	2,954	-2,349	**Automotive Specialty Technicians**	4,631
Information Technology Project Managers	5,286	3,259	-2,027	Management Analysts	4,516
Accountants	5,067	3,136	-1,931	**Insurance Sales Agents**	4,068
Secretaries and Administrative Assistants, Except Legal, Medical, and Executive	5,034	3,503	-1,531	**Janitors and Cleaners, Except Maids and Housekeeping Cleaners**	3,992
Web Developers	4,848	1,643	-3,205	**Security Guards**	3,943
Critical Care Nurses	4,440	6,754	2,314	Computer Systems Engineers/Architects	3,858
Financial Managers, Branch or Department	4,439	2,882	-1,557	**Medical Secretaries**	3,713
Financial Analysts	4,312	2,734	-1,578	**Real Estate Sales Agents**	3,687
Cooks, Restaurant	4,273	3,285	-988	**Driver/Sales Workers**	3,652
Nursing Assistants	4,100	4,980	880	**Preschool Teachers, Except Special Education**	3,604

JOBSEQ Atlanta-Sandy Springs-Alpharetta, GA MSA, 2020Q3[1]

		Current			1-Year History		10-Year Forecast				
NAICS	Industry	Empl	Avg Ann Wages	LQ	Empl Change	Ann %	Total Demand	Exits	Transfers	Empl Growth	Ann % Growth
493	Warehousing and Storage	38,673	$42,107	1.51	4,199	12.2%	56,170	18,885	30,645	6,640	1.6%
621	Ambulatory Health Care Services	145,465	$66,463	0.97	3,134	2.2%	172,252	66,239	72,240	33,773	2.1%
551	Management of Companies and Enterprises	75,267	$137,895	1.73	2,204	3.0%	81,666	26,482	45,366	9,817	1.2%
492	Couriers and Messengers	24,505	$41,573	1.34	1,783	7.8%	34,860	11,698	18,747	4,415	1.7%
518	Data Processing, Hosting, and Related Services	13,450	$132,731	1.91	1,757	15.0%	14,826	4,106	8,217	2,503	1.7%
445	Food and Beverage Stores	59,267	$26,353	1.02	1,480	2.6%	93,121	41,307	48,265	3,550	0.6%
524	Insurance Carriers and Related Activities	57,313	$93,363	1.20	1,116	2.0%	60,173	21,667	33,492	5,014	0.8%
444	Building Material and Garden Equipment and Supplies Dealers	22,819	$34,597	0.92	947	4.3%	32,576	13,096	17,678	1,802	0.8%
522	Credit Intermediation and Related Activities	46,905	$109,654	0.94	751	1.6%	50,993	17,592	29,163	4,238	0.9%
511	Publishing Industries (except Internet)	21,224	$122,968	1.45	639	3.1%	23,577	6,774	13,290	3,513	1.5%
236	Construction of Buildings	37,292	$76,543	0.99	490	1.3%	40,309	13,468	22,790	4,050	1.0%
523	Securities, Commodity Contracts, and Other Financial Investments and Related Activities	14,975	$201,345	0.79	478	3.3%	15,077	4,674	8,995	1,407	0.9%
926	Administration of Economic Programs	7,482	$90,346	0.63	464	6.6%	7,125	2,813	3,964	349	0.5%
999	Unclassified	7,422	$63,516	2.55	426	6.1%	9,693	3,722	5,100	870	1.1%
447	Gasoline Stations	13,892	$30,046	0.80	410	3.0%	23,930	11,262	12,175	492	0.3%
238	Specialty Trade Contractors	105,357	$56,103	1	-1,921	-1.80%	121,967	39,077	71,367	11,523	1.00%
541	Professional, Scientific, and Technical Services	232,060	$94,531	1.17	-1,925	-0.80%	253,384	79,144	134,488	39,752	1.60%
424	Merchant Wholesalers, Nondurable Goods	38,379	$68,909	0.97	-2,020	-5.00%	45,230	16,422	26,468	2,340	0.60%
711	Performing Arts, Spectator Sports, and Related Industries	15,043	$54,824	1.06	-2,457	-14.00%	20,277	8,492	9,940	1,846	1.20%
611	Educational Services	219,269	$55,731	0.94	-2,688	-1.20%	230,012	101,357	109,425	19,230	0.80%
624	Social Assistance	53,033	$28,448	0.65	-3,087	-5.50%	84,261	36,083	35,017	13,161	2.20%
812	Personal and Laundry Services	44,913	$26,111	1.18	-3,882	-8.00%	65,335	28,891	29,219	7,225	1.50%
622	Hospitals	90,031	$66,881	0.74	-4,465	-4.70%	83,393	35,233	37,511	10,649	1.10%
721	Accommodation	22,305	$30,718	0.7	-4,599	-17.10%	33,488	14,282	17,589	1,616	0.70%
512	Motion Picture and Sound Recording Industries	12,808	$61,339	1.79	-4,656	-26.70%	19,717	7,797	9,626	2,295	1.70%
713	Amusement, Gambling, and Recreation Industries	22,994	$23,770	0.75	-5,183	-18.40%	43,652	17,124	21,591	4,937	2.00%
448	Clothing and Clothing Accessories Stores	21,459	$22,538	1.07	-5,876	-21.50%	32,184	13,247	16,961	1,976	0.90%
481	Air Transportation	25,903	$111,908	2.87	-6,609	-20.30%	30,225	10,843	16,743	2,638	1.00%
561	Administrative and Support Services	225,721	$44,754	1.33	-13,838	-5.80%	304,195	117,336	158,854	28,004	1.20%
722	Food Services and Drinking Places	213,756	$19,943	1.09	-26,528	-11.00%	412,085	167,810	211,997	32,278	1.40%

An Overview: Working on the "Workforce"

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Image credit: Medium.com

Key Points

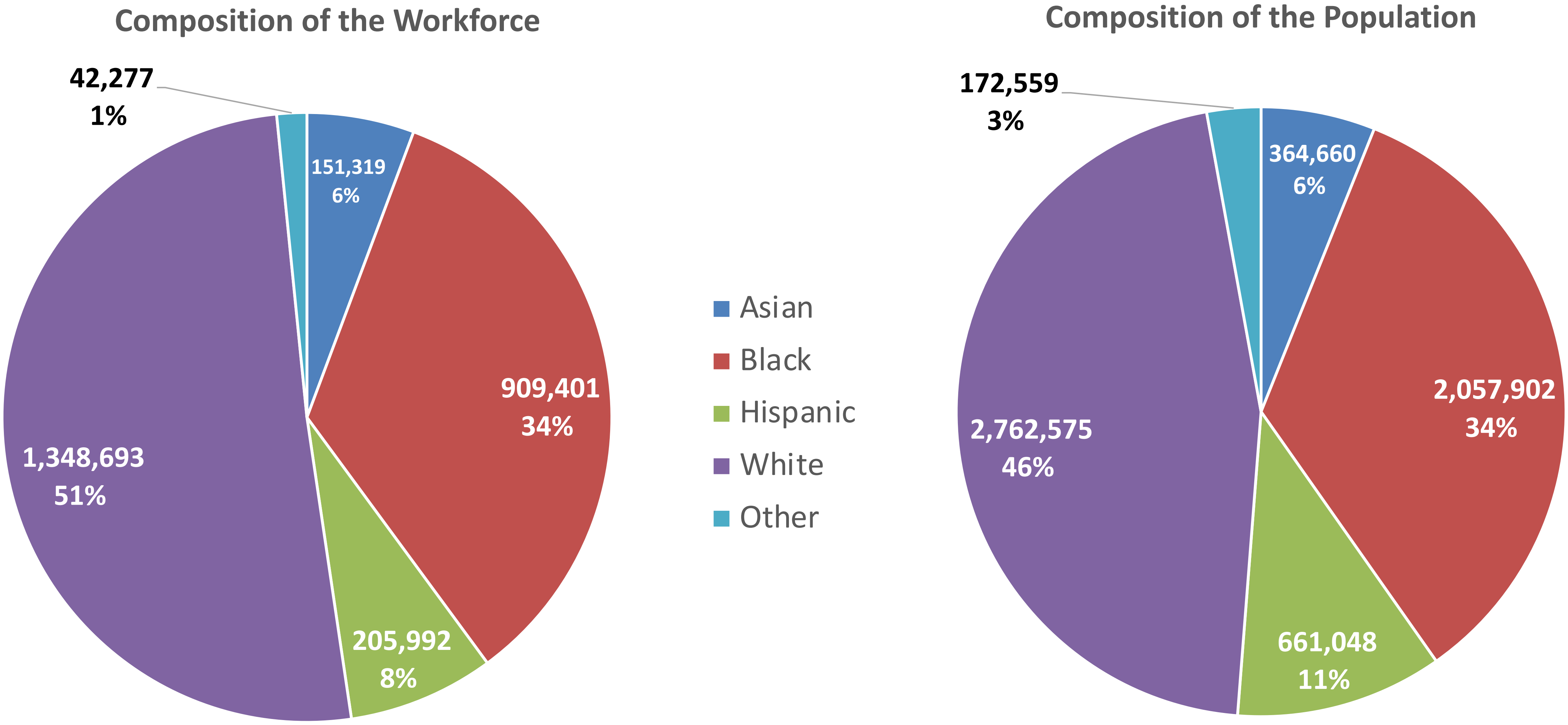
- The occupations that have an over-representation of workers-of-color tend to have the lowest wages.

- Lowest-wage workers have fared the worst in the pandemic economy, with employment rates declining some 23 percent since January 2020 for workers making less than $27K annually.

- Growth in middle-wage occupations has stagnated; while many common low-wage occupations are paying less today, in real terms, than they did five years ago.

- Occupations in high demand clusters have held up well compared to the job market overall.

Who Is Metro Atlanta's Workforce?

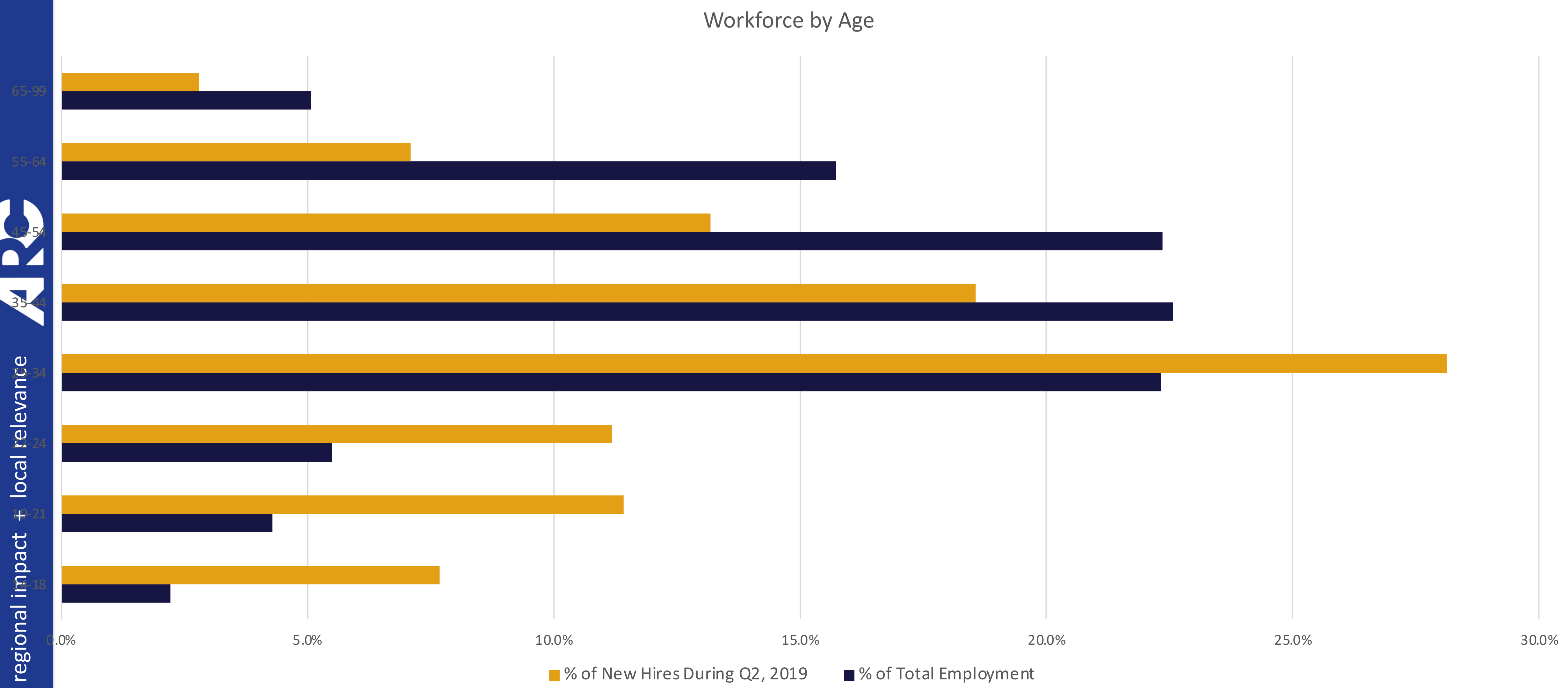


Click to add text

Source: Jobs EQ and American Community Survey

regional impact + local relevance

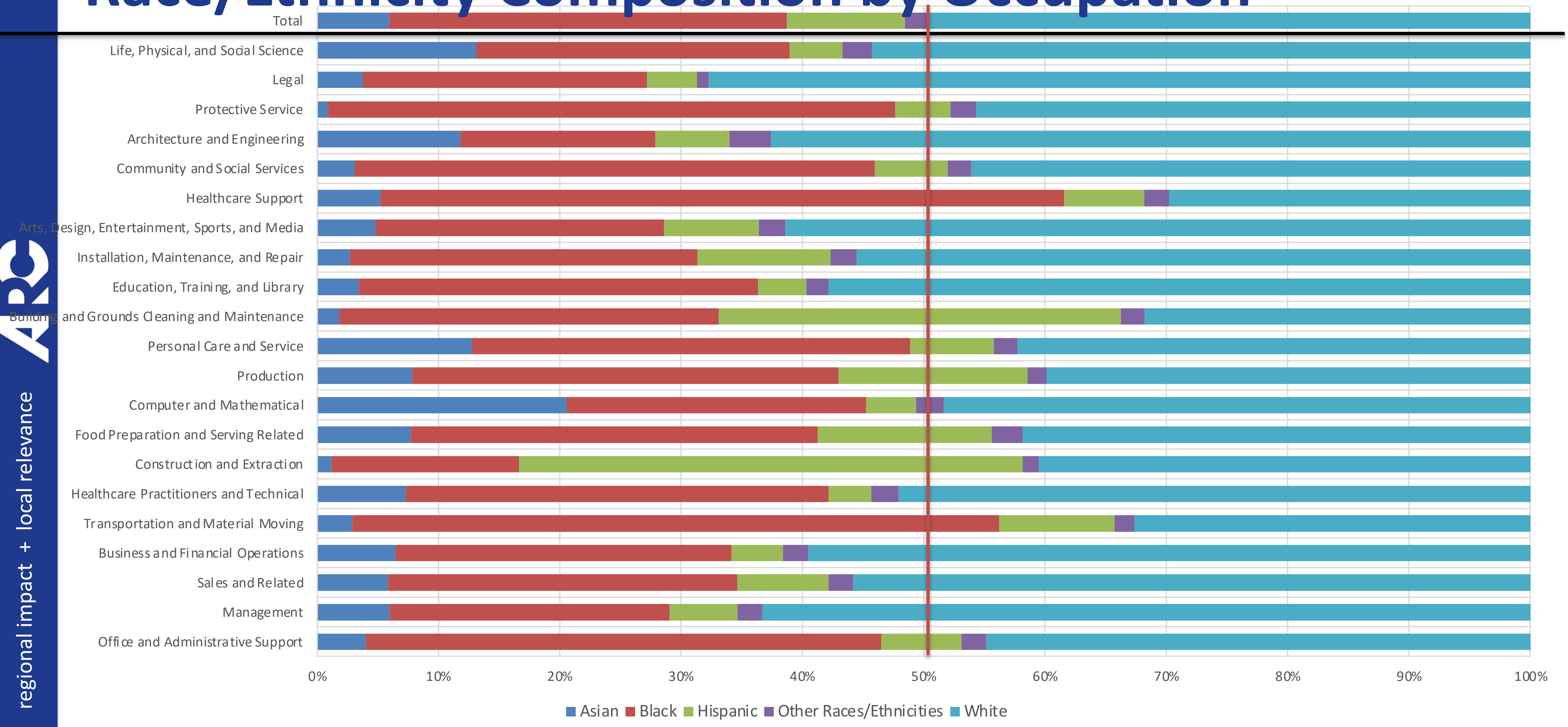
Demographics of our Workforce: Age Composition



regional impact + local relevance

Source: JobsEQ, 2019Q2

Race/Ethnicity Composition by Occupation



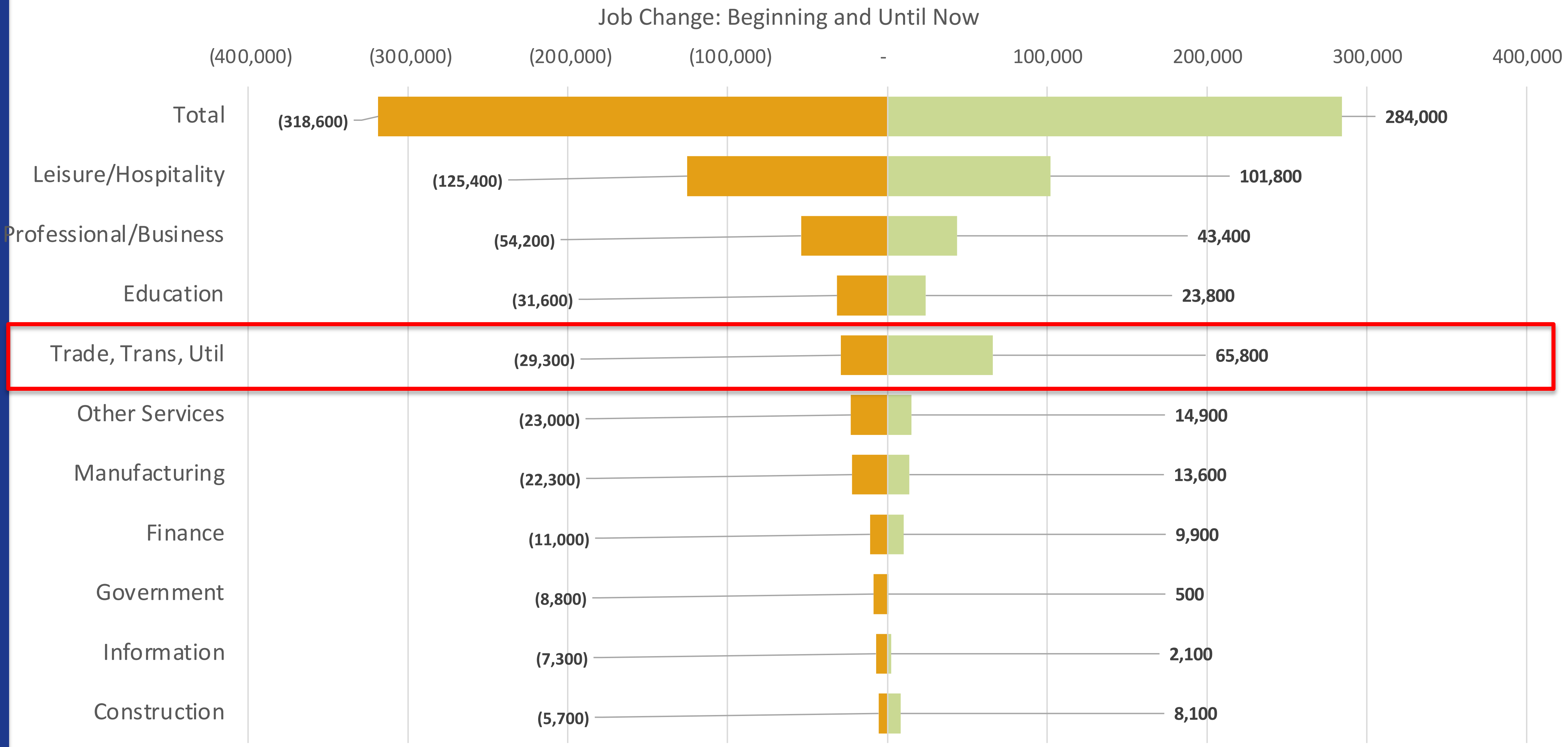
Source: Burning Glass

regional impact + local relevance

Gender Composition by Occupation

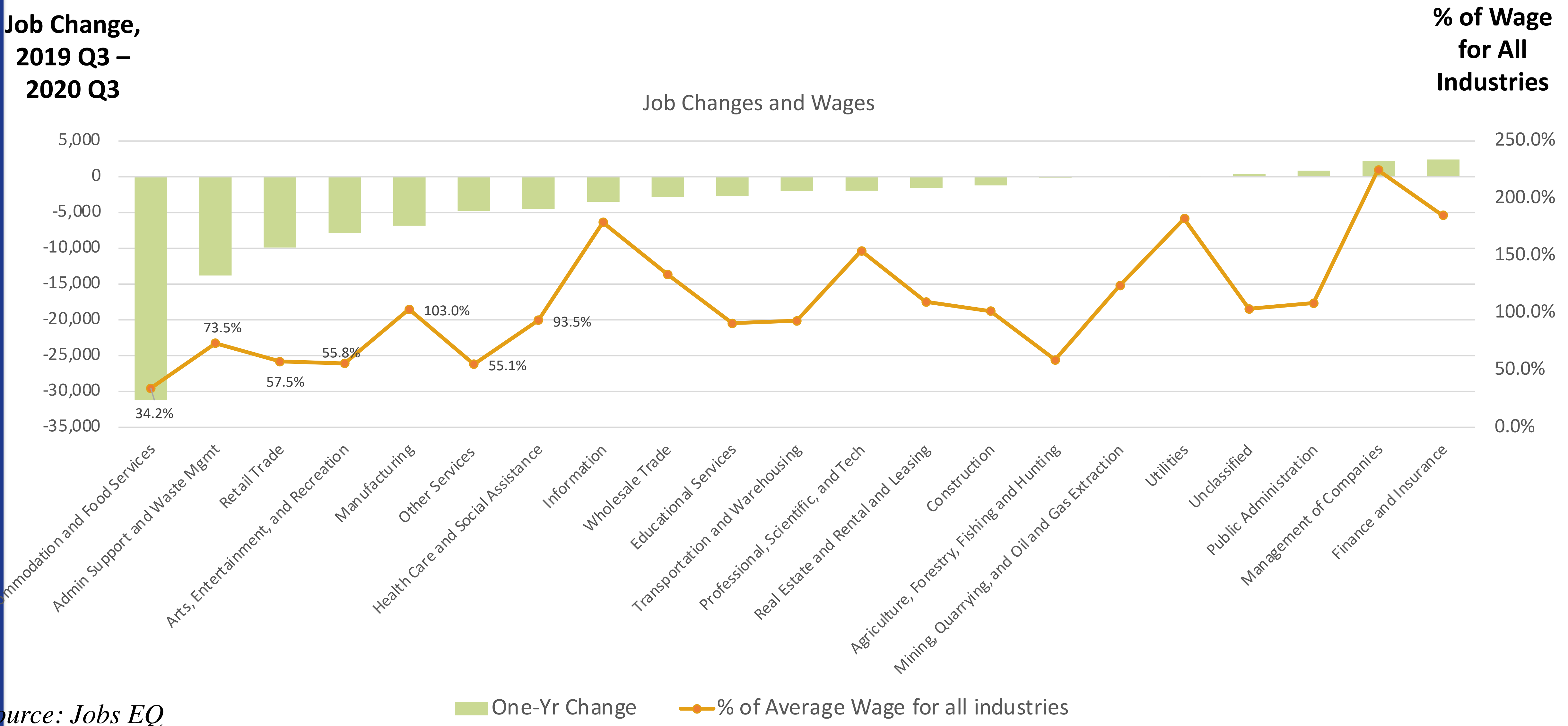
Source: Burning Glass

Tale of Two Times



Source: Bureau of Labor Statistics

Job Losses Concentrated in Low-Wage Industries



Source: Jobs EQ

Source: Bureau of Labor Statistics

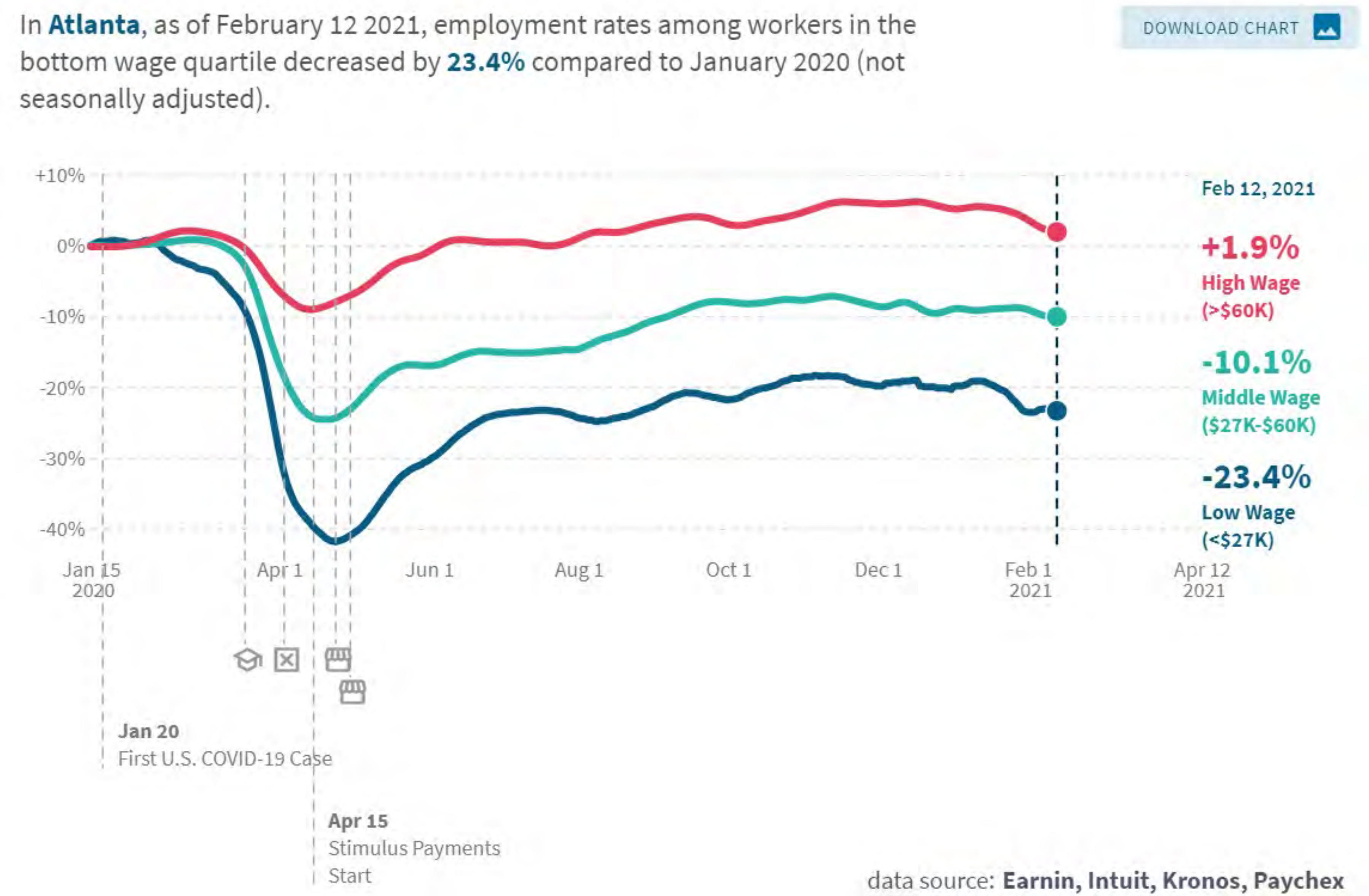
There Will Clearly Be Some Winners… based on BLS's "Strong- Pandemic Impact" Scenario

Source: Bureau of Labor Statistics, via NY Times - https://www.nytimes.com/2021/02/22/upshot/jobs-future-pandemic-.html

But Some Occupations Could Continue to Struggle… based on BLS's "Strong- Pandemic Impact" Scenario

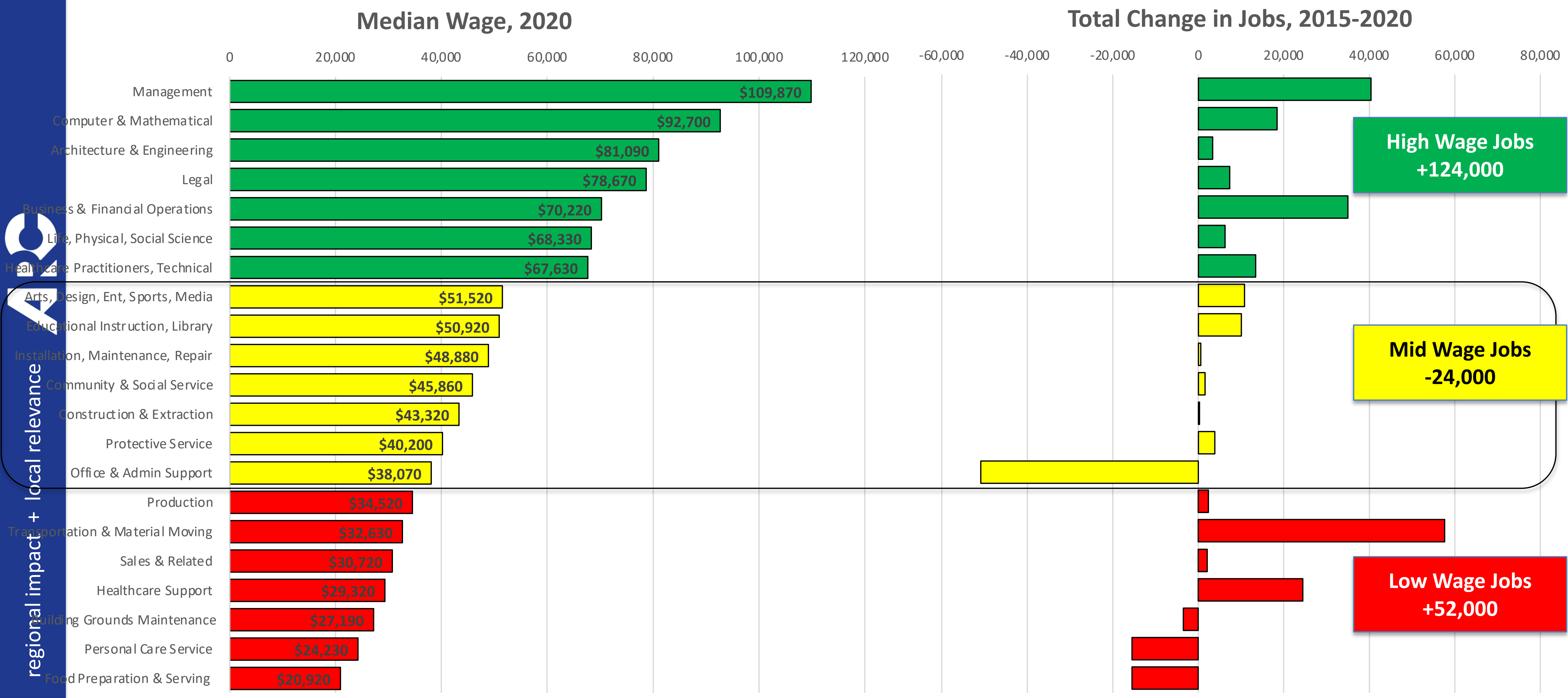
Source: Bureau of Labor Statistics, via NY Times - https://www.nytimes.com/2021/02/22/upshot/jobs-future-pandemic-.html

It's The Low Wage Workers Who Are Suffering



Source: tracktherecovery.org

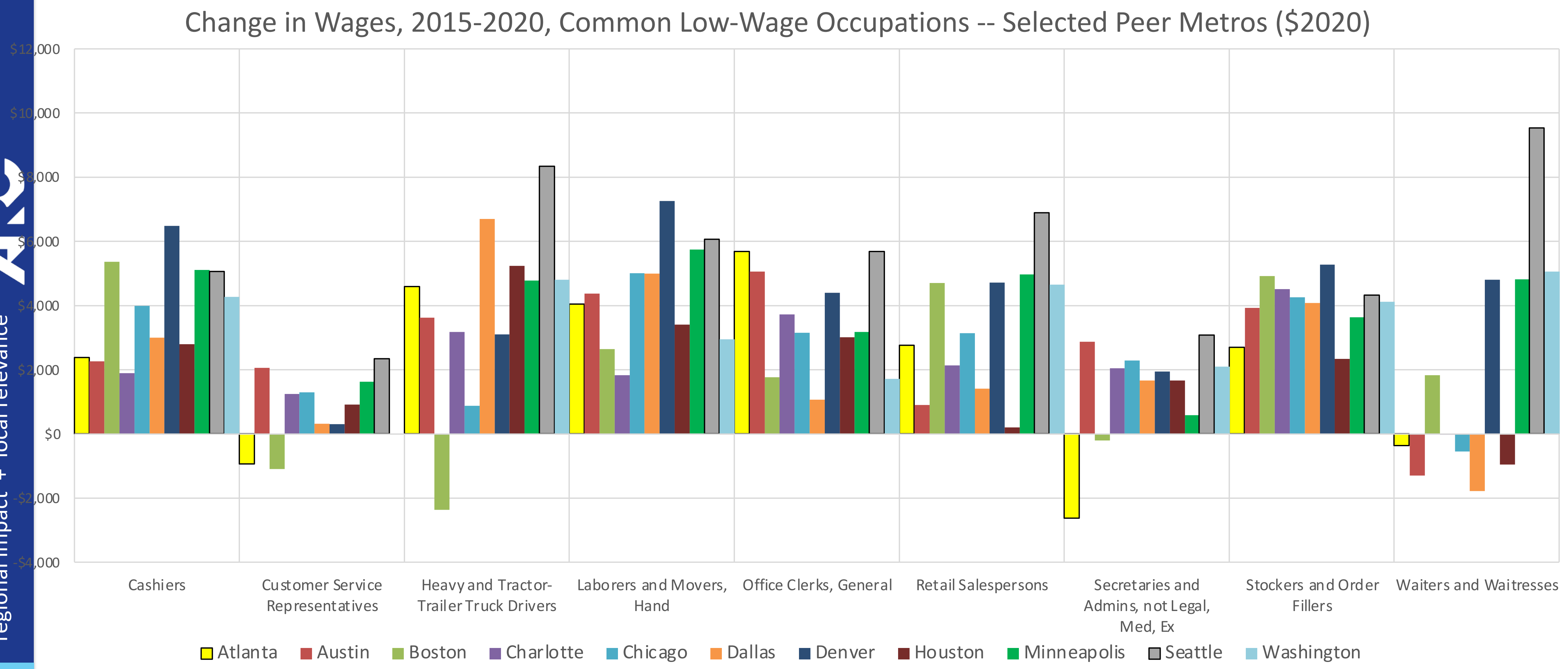
Where Did Middle Wage Jobs Go?



Source: Bureau of Labor Statistics

regional impact + local relevance

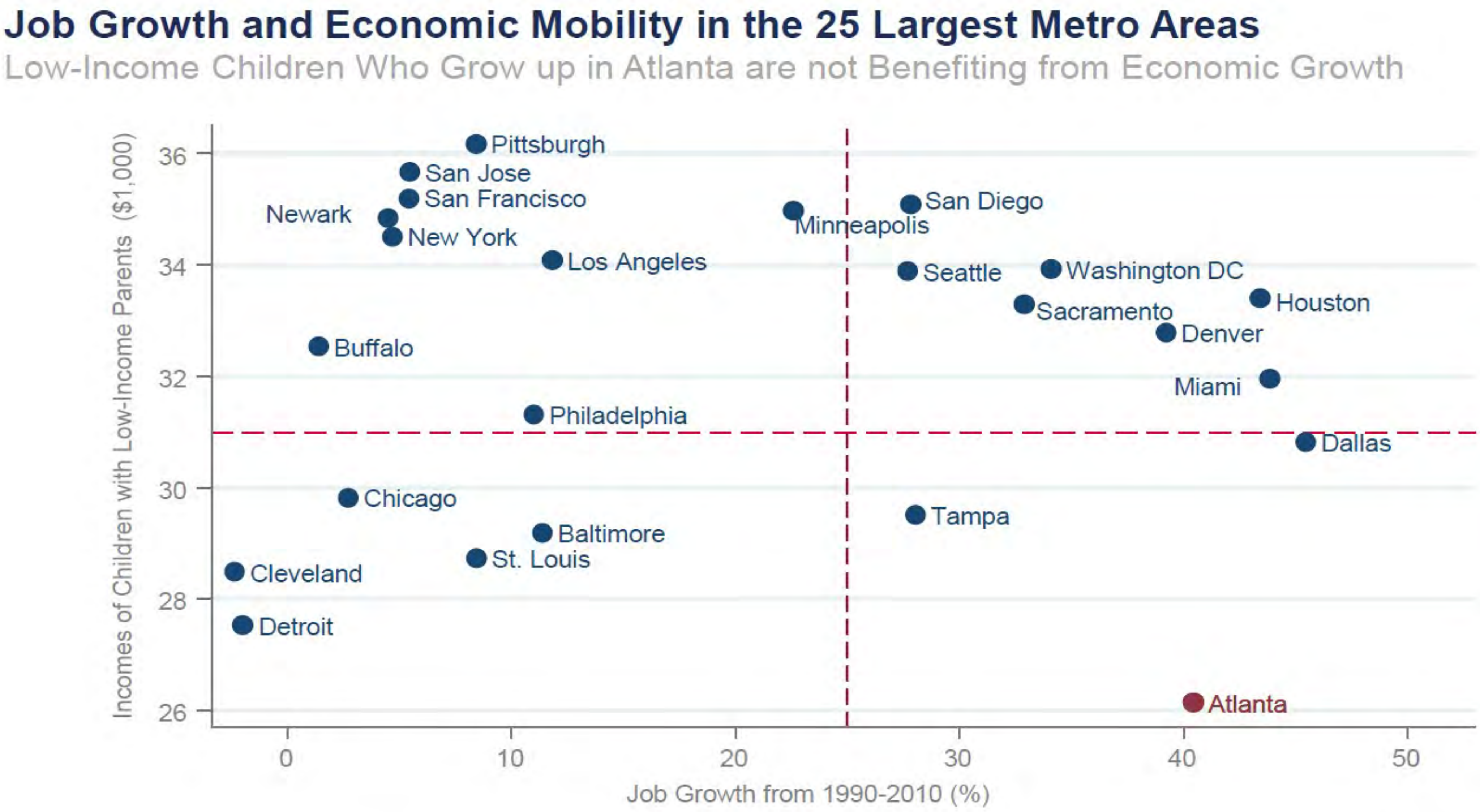
And Why Are Wages Stuck Here More So Than Elsewhere… at Least for Some Occupations?



Source: Bureau of Labor Statistics

regional impact + local relevance

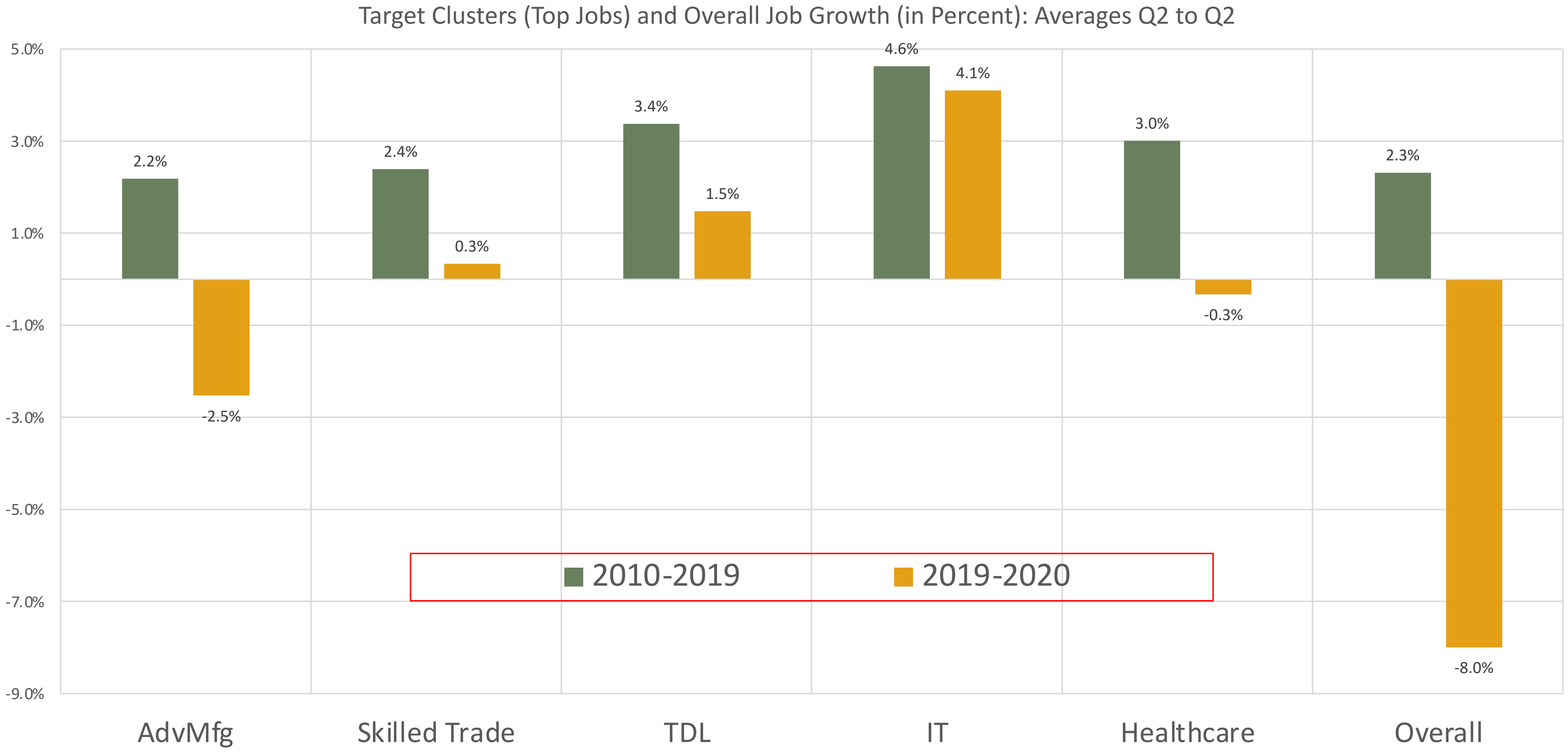
So It's REALLY About Economic Mobility



Source: Brookings Institute

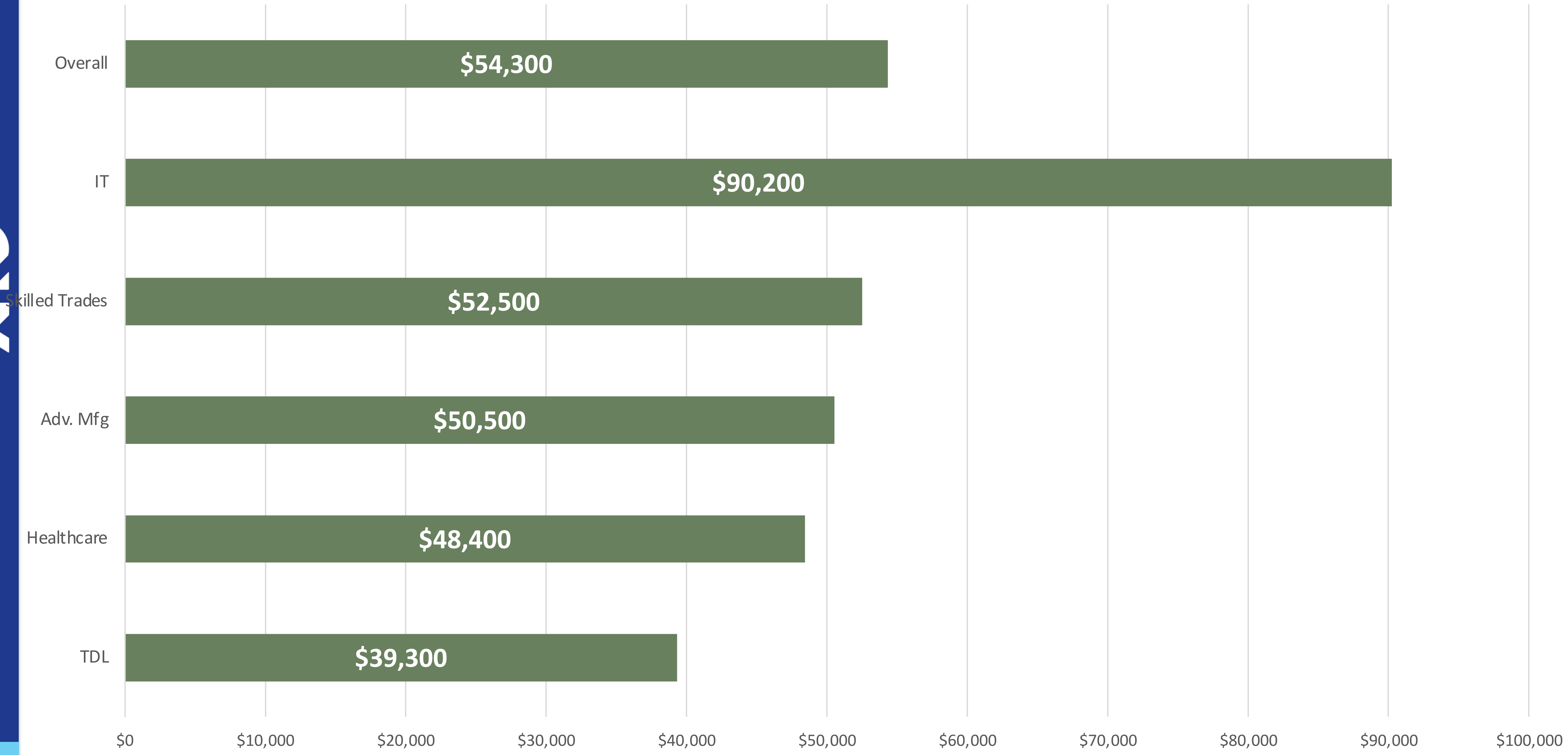
Overview: High Demand Occupations

What We THINK We Know About Pandemic Effects on High Demand Clusters



Source: Jobs EQ, 2020Q2

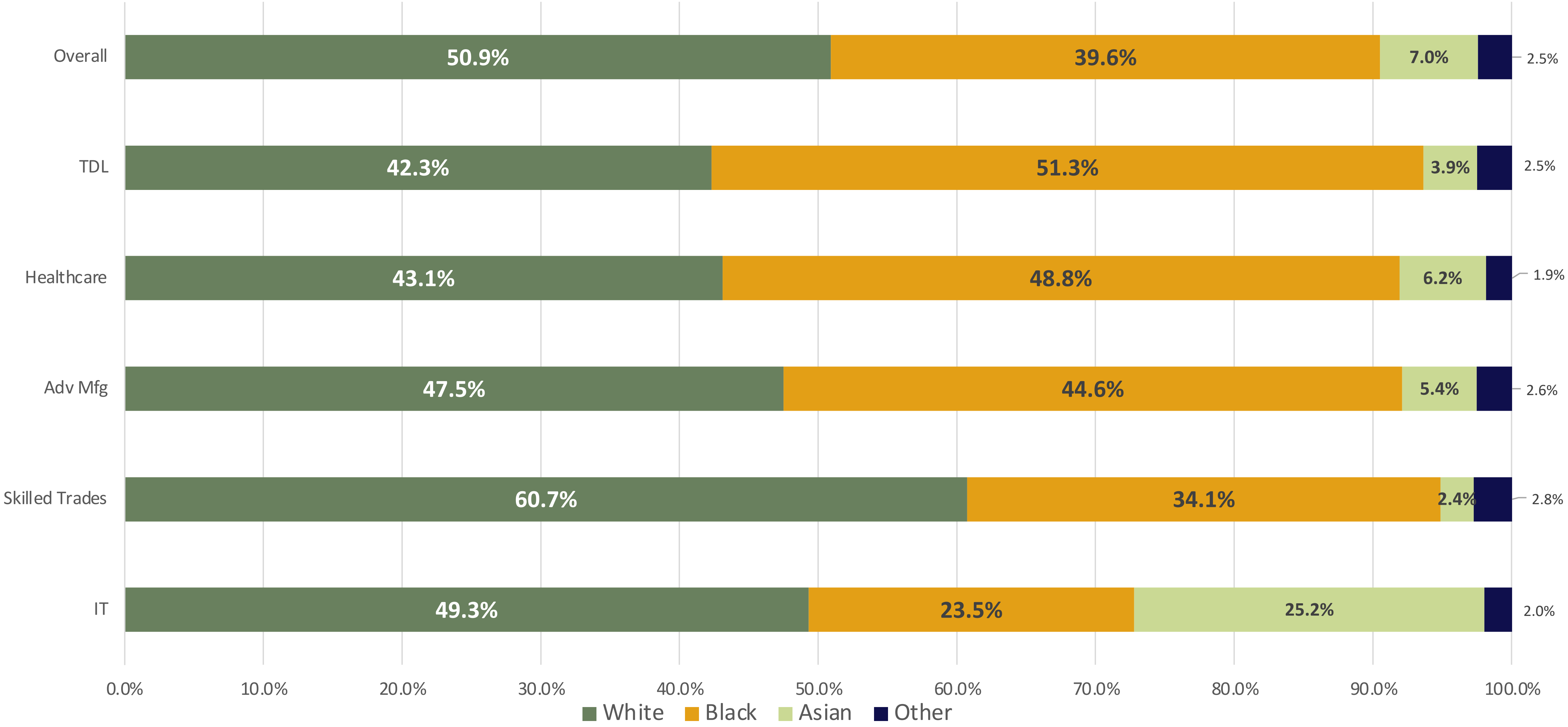
Average Wages for High Demand Clusters



Source: Jobs EQ, 2020Q2

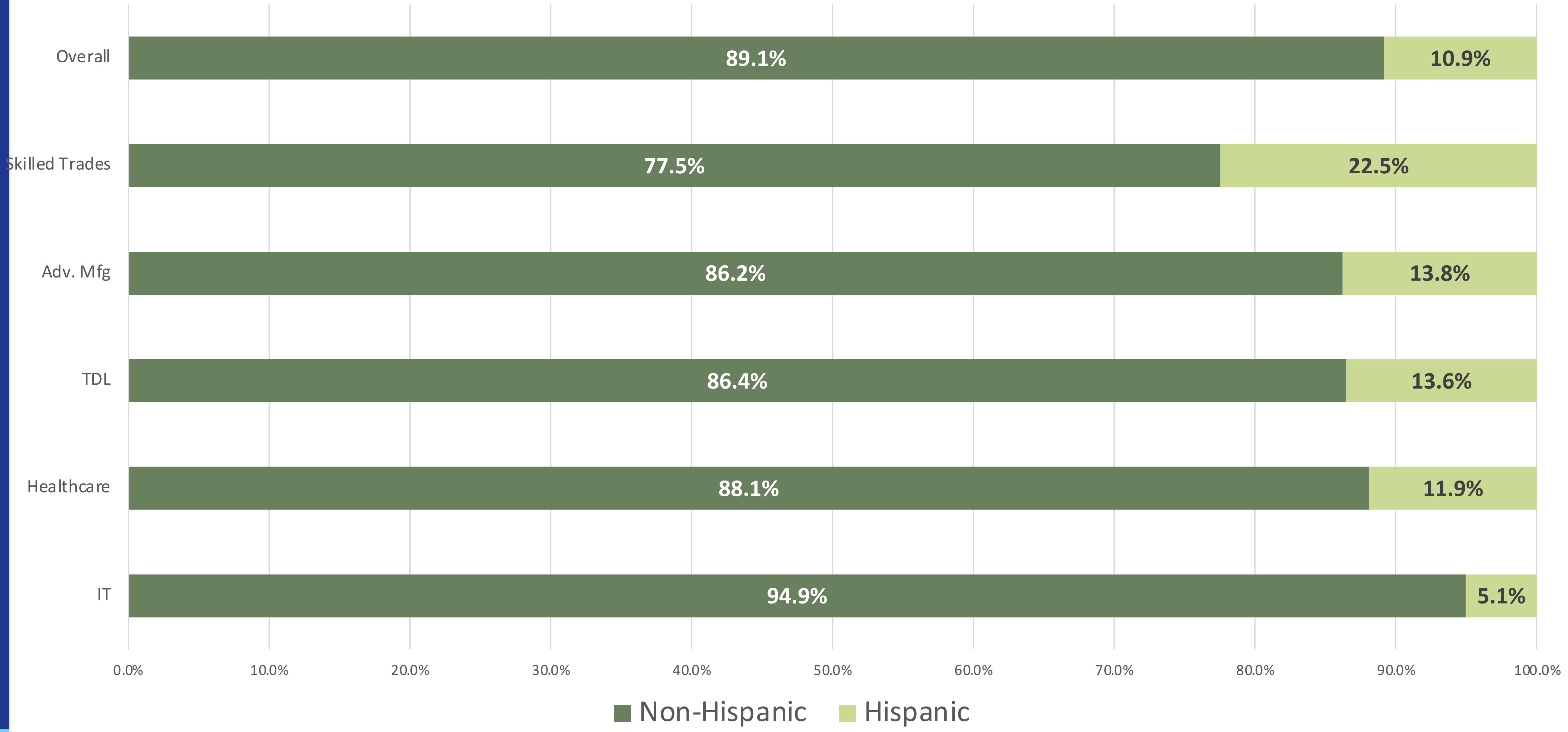
regional impact + local relevance

Race Composition of High Demand Clusters



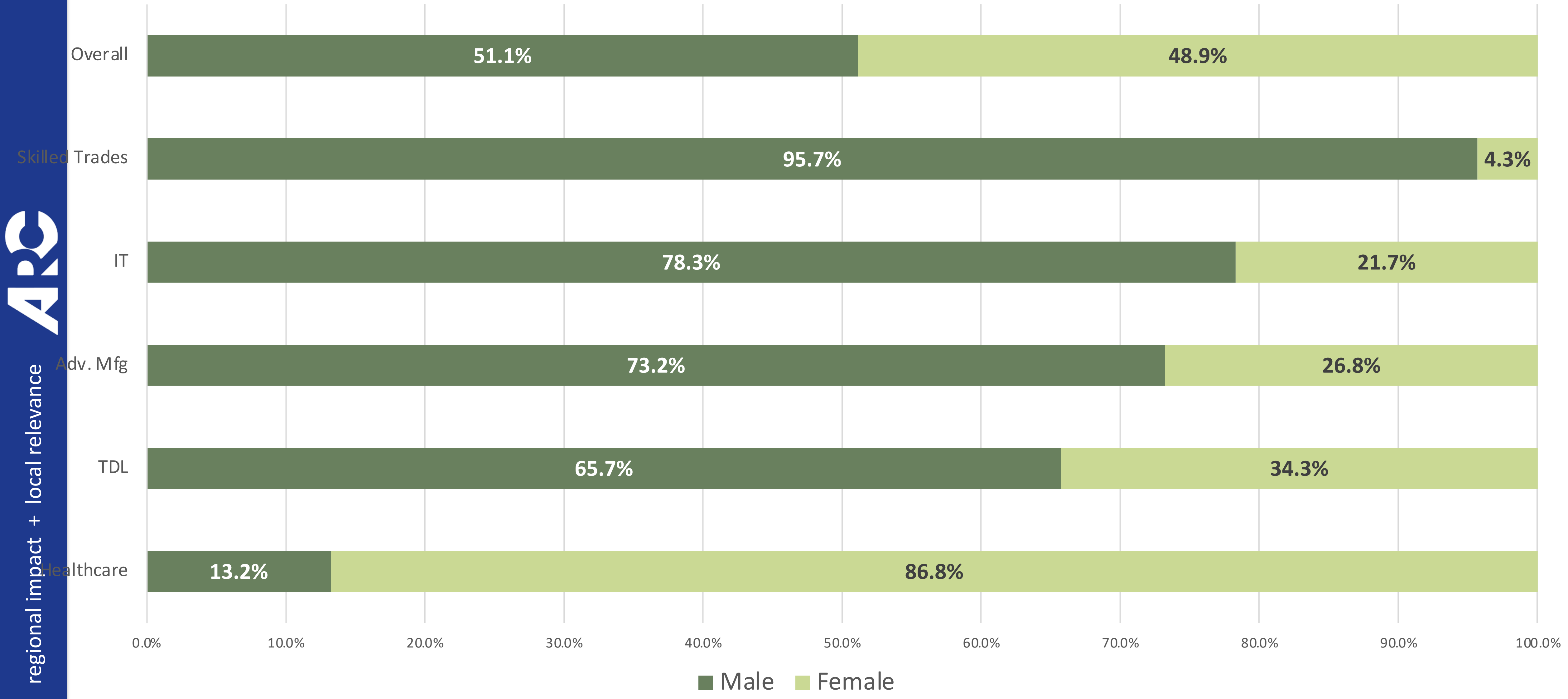
Source: Jobs EQ, 2020Q2

Ethnicity Composition of High Demand Clusters



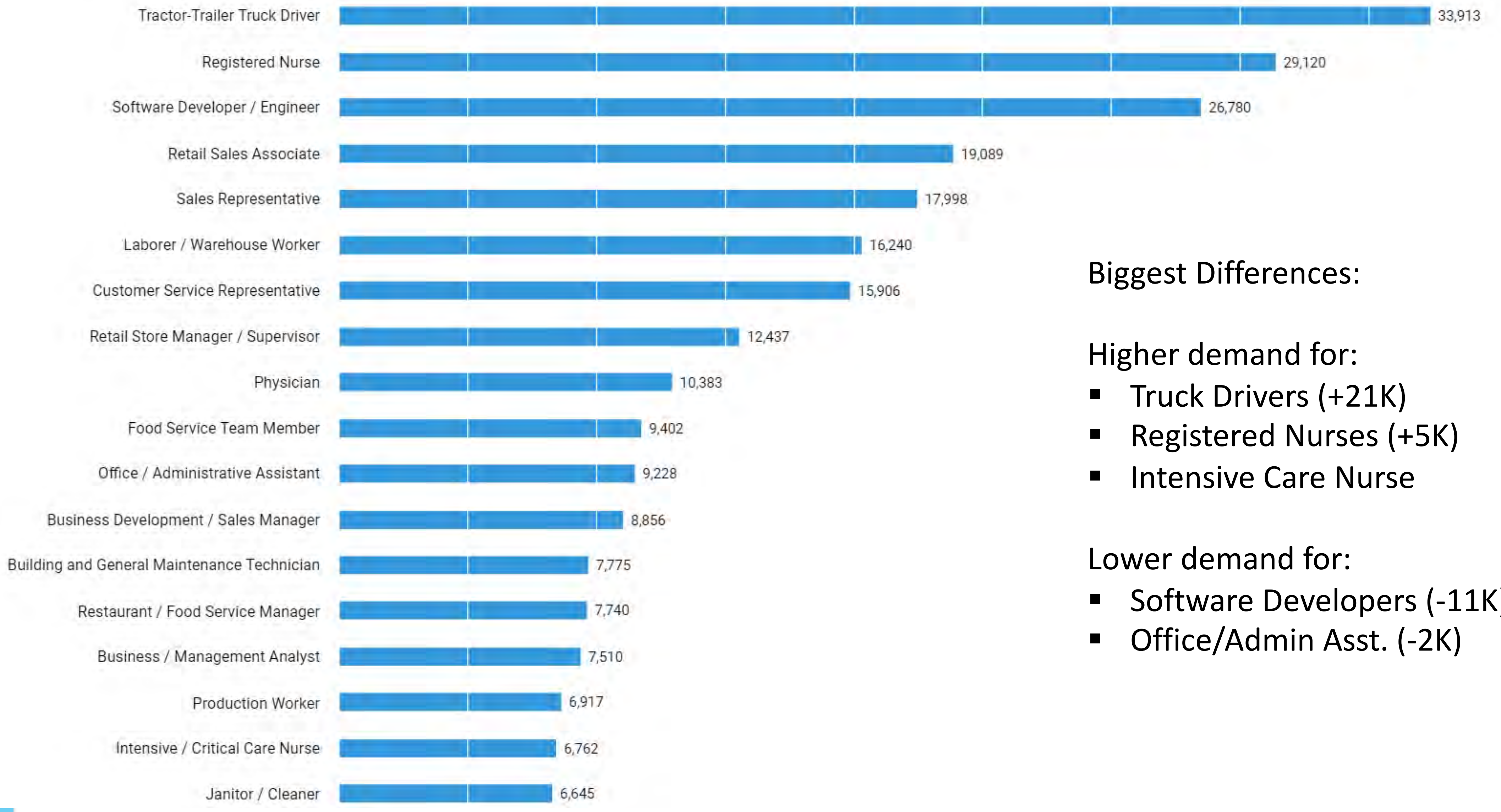
Source: Jobs EQ, 2020Q2

Gender Composition of High Demand Clusters



Source: Jobs EQ, 2020Q2

Job Postings by Occupations
April 1, 2020 – March 31, 2021



Source: Burning Glass

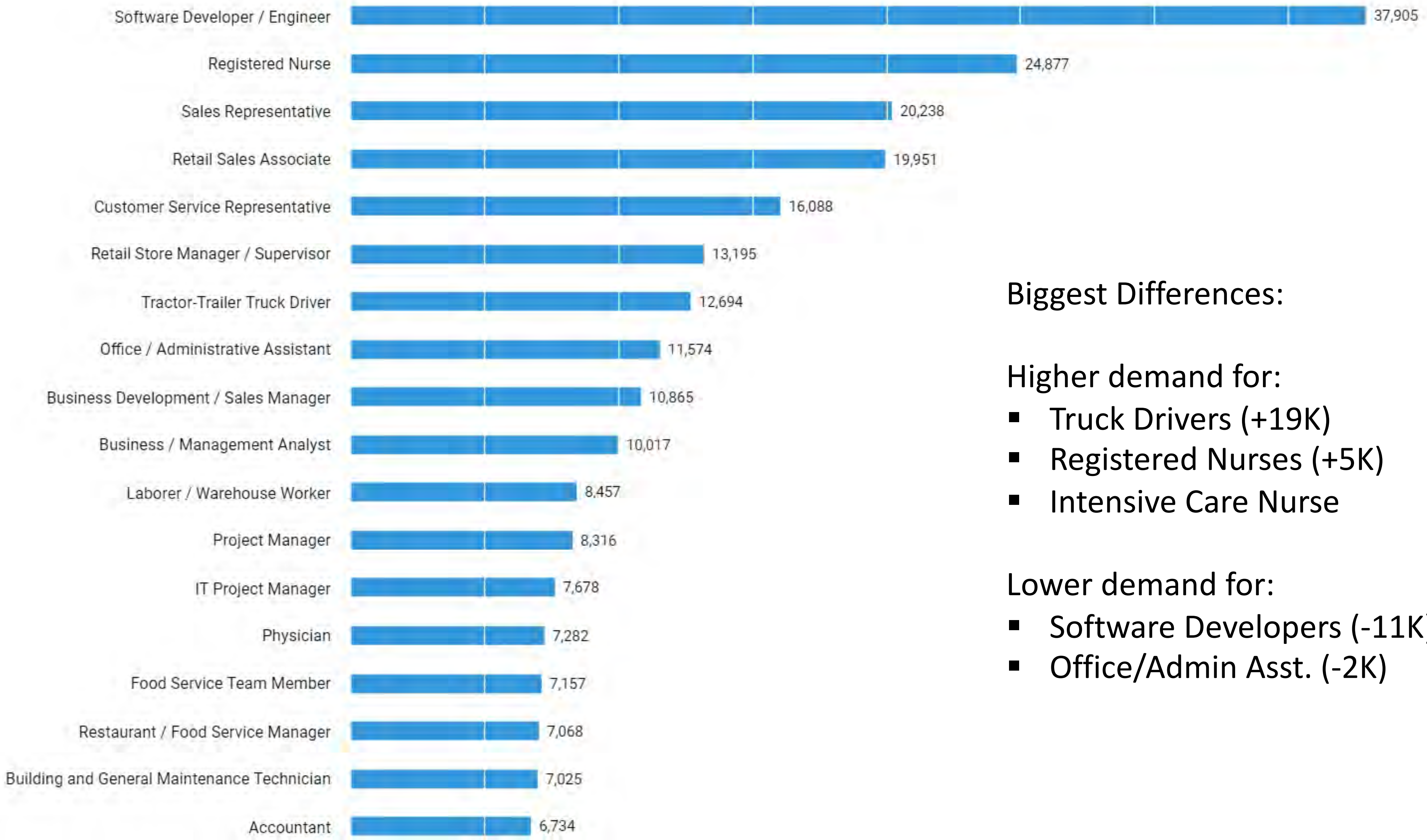
Biggest Differences:

Higher demand for:
- Truck Drivers (+21K)
- Registered Nurses (+5K)
- Intensive Care Nurse

Lower demand for:
- Software Developers (-11K)
- Office/Admin Asst. (-2K)

Job Postings by Occupations

April 1, 2019- March 31, 2020



Source: Burning Glass

Biggest Differences:

Higher demand for:

- Truck Drivers (+19K)
- Registered Nurses (+5K)
- Intensive Care Nurse

Lower demand for:

- Software Developers (-11K)
- Office/Admin Asst. (-2K)

Who's Hiring? Last 60 Days

Source: Burning Glass

What Groups Stand Out?

- Healthcare
- IT
- TDL
- Skilled Trades?

Atlanta Regional WorkSource Georgia
Connecting Talent with Opportunity
A proud partner of the AmericanJobCenter network

Metro Atlanta Industry Partnerships
A collaboration of Atlanta CareerRise and WorkSource Metro Atlanta

regional impact + local relevance

Atlanta CareerRise Economic Mobility Dashboard

https://neighborhoodnexus.org/maps-and-data/workforce-dashboard/

- **Home**
- Employment over time
- By wage
- By age
- By gender
- By race
- By ethnicity
- Workforce qualifications
- Data notes and sources

CareerRise Economic Mobility Dashboard

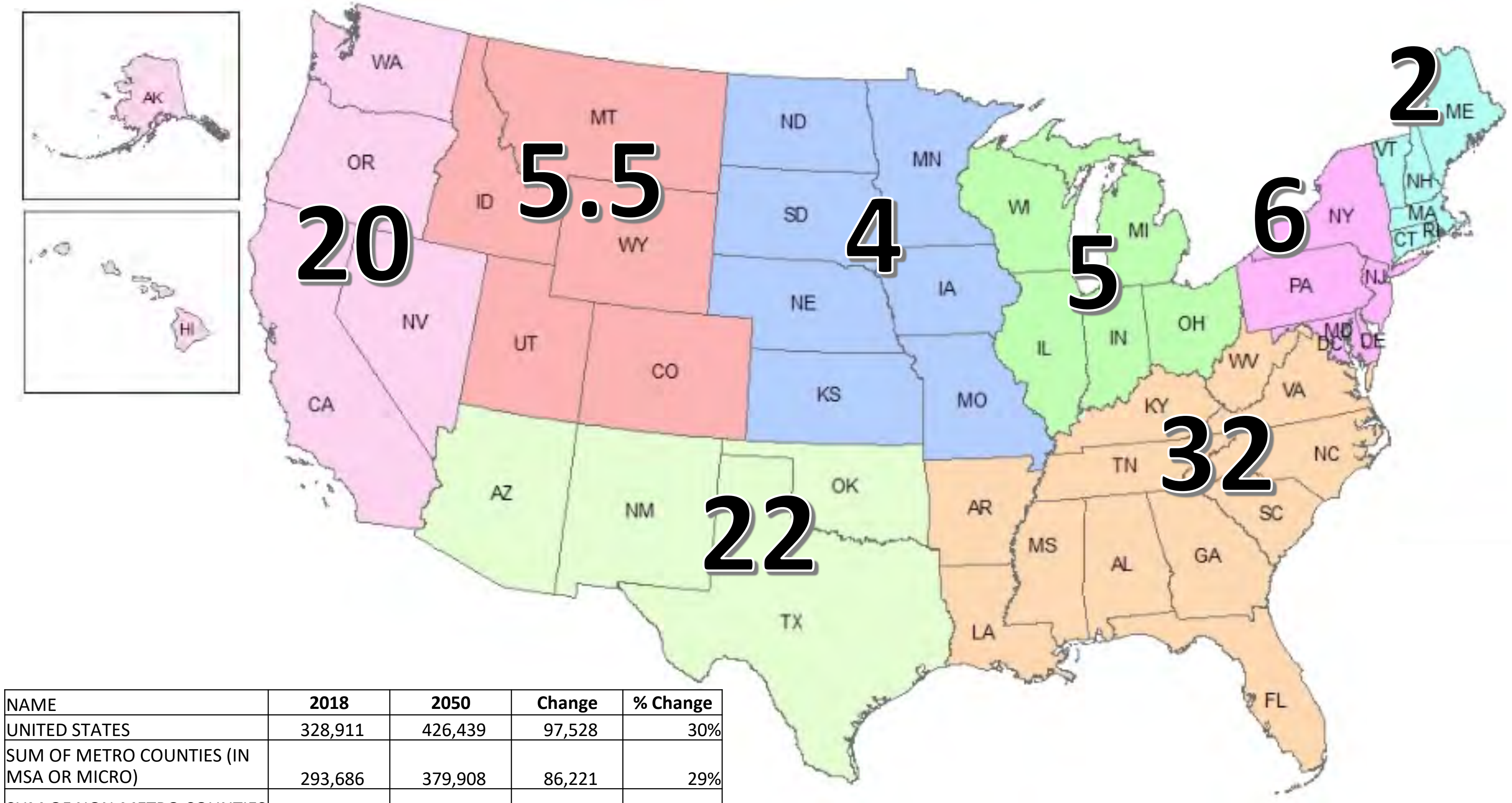
This dashboard presents labor demand and supply data for the 10-county metro Atlanta region, also known as the Atlanta Regional Commission (ARC) region. For this region, the tool summarizes key elements of the workforce ecosystem by profiling job and worker characteristics. It focuses on the characteristics of 'top jobs' within five high-demand industry clusters, as identified by and in the WorkSource Atlanta Regional Plan, and as refined by CareerRise outreach efforts (via the Metro Atlanta Industry Partnership) to local employers. These high-demand clusters are Transportation, Distribution and Logistics (TDL); Healthcare; Information Technology (IT); Advanced Manufacturing; and Skilled Trades. Each of the 'top job' occupations highlighted in these clusters were identified by local employers as most critical to their labor demand needs.

* Important note: you will be able to get a lot of the same information for occupations NOT within the five clusters: the region's largest occupations (those with 1,000 or more jobs).

Forecasts

US Regions Growth 2018-2050 *Numbers in Millions*

Woods & Poole Economics, Inc. (BEA regions)

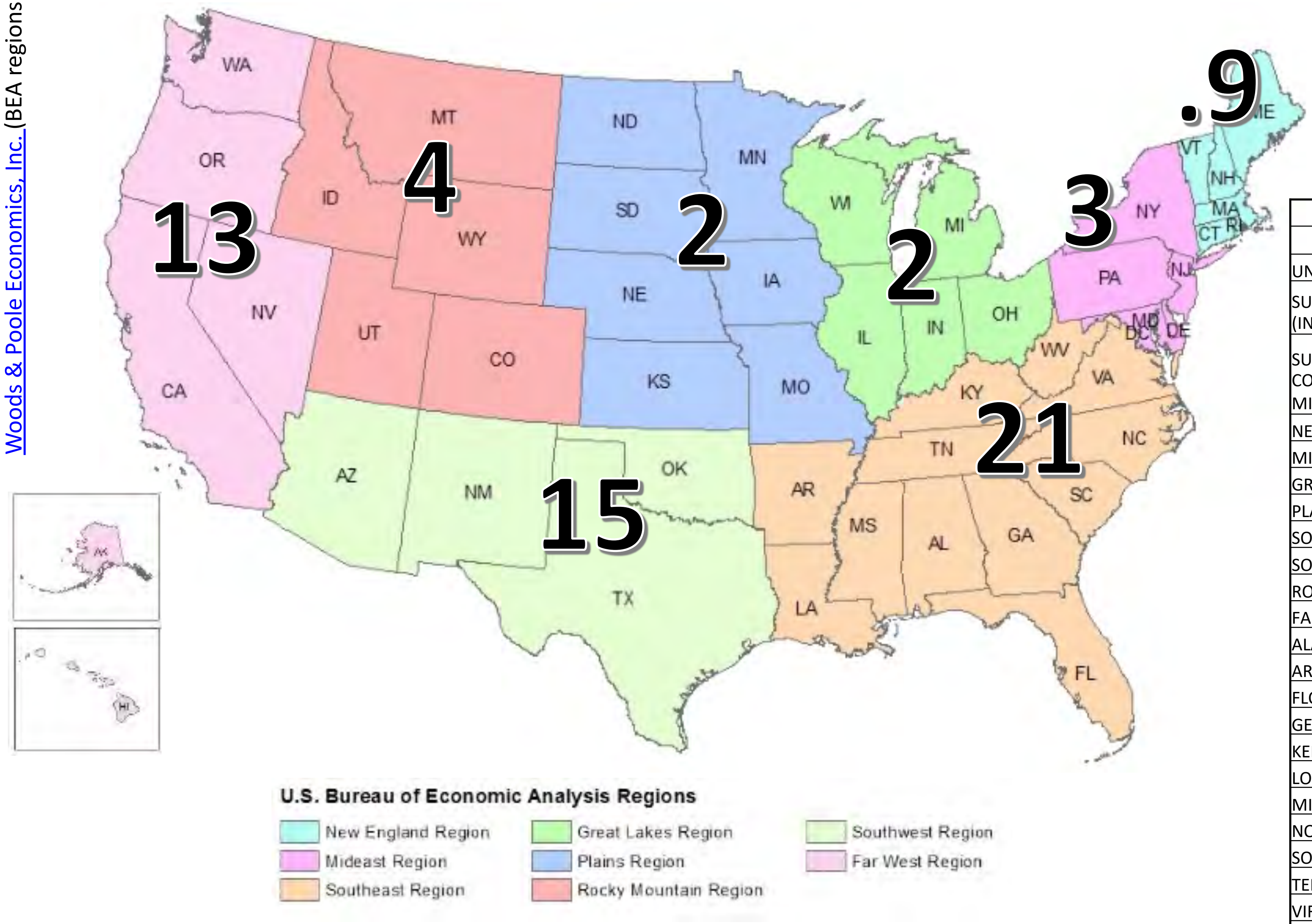


NAME	2018	2050	Change	% Change
UNITED STATES	328,911	426,439	97,528	30%
SUM OF METRO COUNTIES (IN MSA OR MICRO)	293,686	379,908	86,221	29%
SUM OF NON-METRO COUNTIES (NOT IN MSA OR MICRO)	35,225	46,532	11,307	32%
NEW ENGLAND	14,891	17,001	2,110	14%
MIDEAST	49,581	55,616	6,035	12%
GREAT LAKES	47,134	51,940	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%

regional impact + local relevance

US Regions Growth 2020-2050 *Big Numbers in Millions*

[Woods & Poole Economics, Inc.](BEA regions)



In Thousands				
NAME	2020	2050	Change	% Change
UNITED STATES	331,473	392,768	61,296	18%
SUM OF METRO COUNTIES (IN MSA OR MICRO)	313,239	374,094	60,854	19%
SUM OF NON-METRO COUNTIES (NOT IN MSA OR MICRO)	18,234	18,675	441	2%
NEW ENGLAND	14,946	15,841	894	6%
MIDEAST	49,261	51,975	2,714	6%
GREAT LAKES	47,144	48,807	1,663	4%
PLAINS	21,580	24,068	2,488	12%
SOUTHEAST	85,816	107,248	21,432	25%
SOUTHWEST	42,856	58,148	15,292	36%
ROCKY MOUNTAIN	12,511	16,626	4,115	33%
FAR WEST	57,359	70,057	12,698	22%
ALABAMA	4,932	5,455	524	11%
ARKANSAS	3,049	3,535	487	16%
FLORIDA	21,801	29,876	8,076	37%
GEORGIA	10,731	14,026	3,295	31%
KENTUCKY	4,507	4,962	455	10%
LOUISIANA	4,691	5,009	318	7%
MISSISSIPPI	3,009	3,267	258	9%
NORTH CAROLINA	10,584	13,657	3,073	29%
SOUTH CAROLINA	5,176	6,553	1,377	27%
TENNESSEE	6,869	8,258	1,389	20%
VIRGINIA	8,656	10,764	2,109	24%
WEST VIRGINIA	1,812	1,884	72	4%

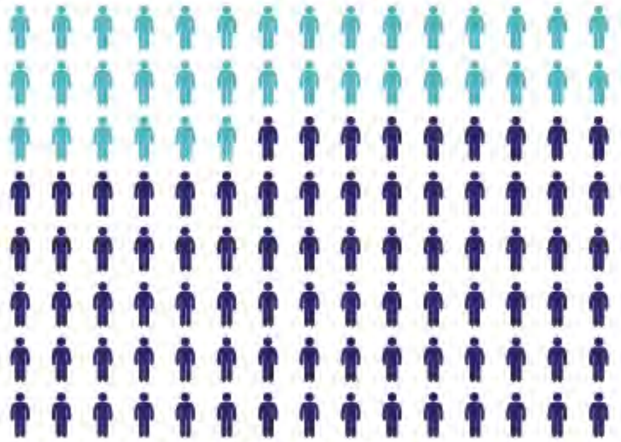
The Region's Plan Forecast

Top Metro Growth, 2010-2019

Atlanta is the 4th fastest-growing metro area in the US

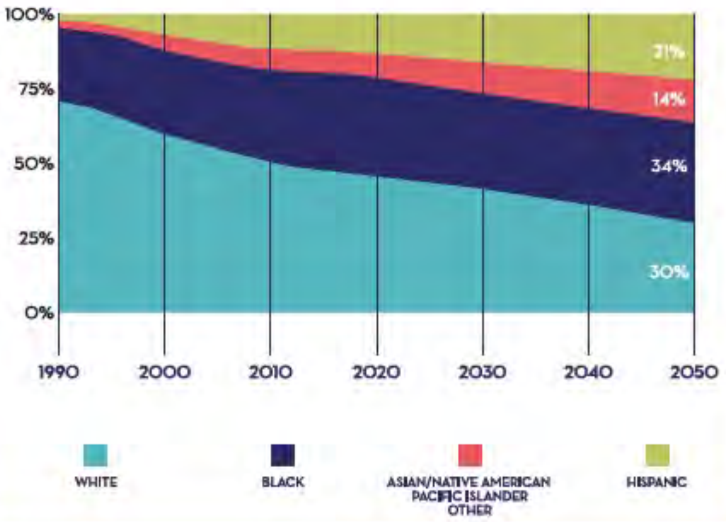
Regional Population Forecast by 2050

Atlanta will add 2.9 MILLION people by 2050, for a forecasted total of 8.6 MILLION people



That's like the entire population of metro Denver moving to the region!

Increasing Diversity in Metro Atlanta



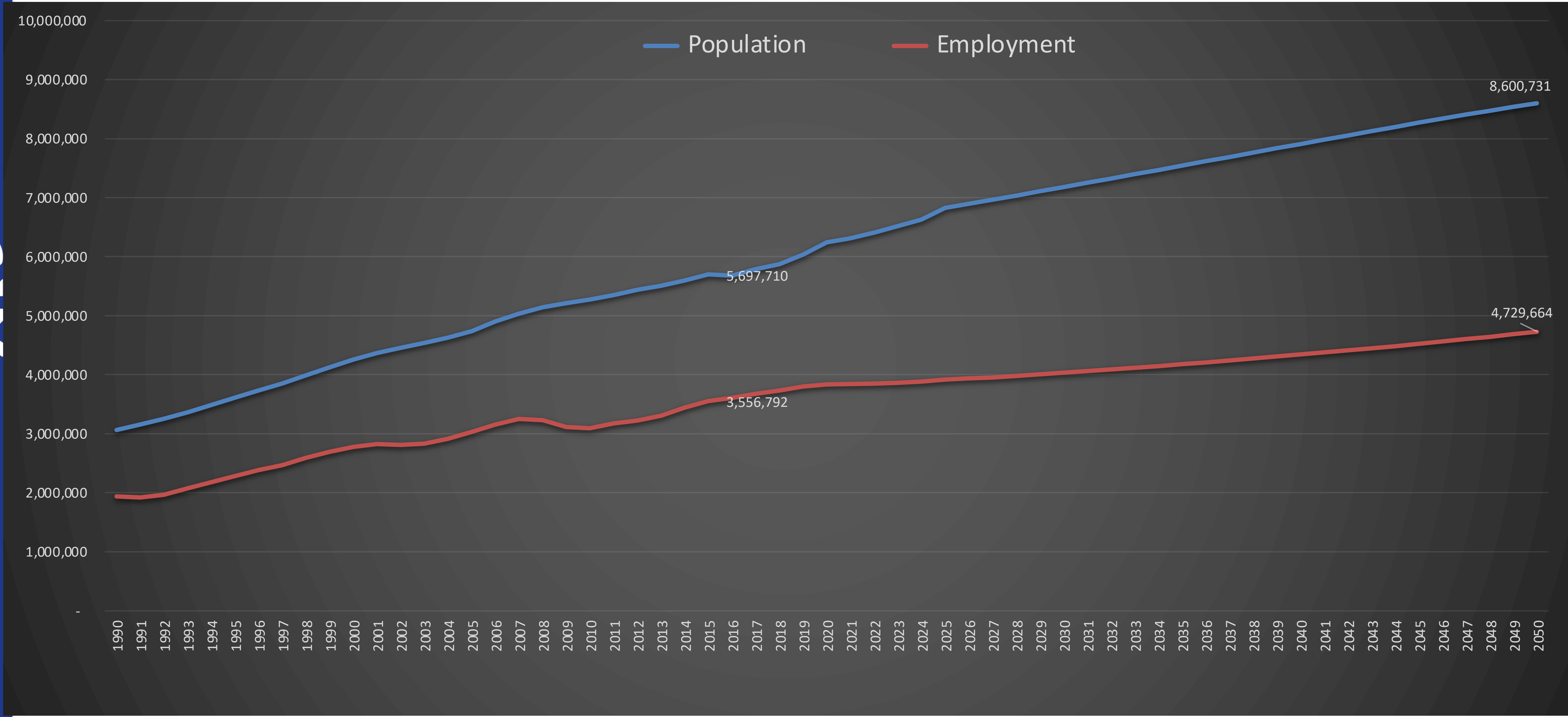
By 2050, the metropolitan area's Hispanic population will almost triple in size, and comprise more than 21% of metro Atlanta's population

The region's oldest age cohort – those 75 years and older – will be the population that grows the fastest between 2015 and 2050.

By 2050, 1 out of 8 adults will be over 75.

regional impact + local relevance

ARC ***DRAFT*** S16 Forecast (21-County)



Source: ARC *The Region's Plan* Forecast (2019) Series 16 DRAFT

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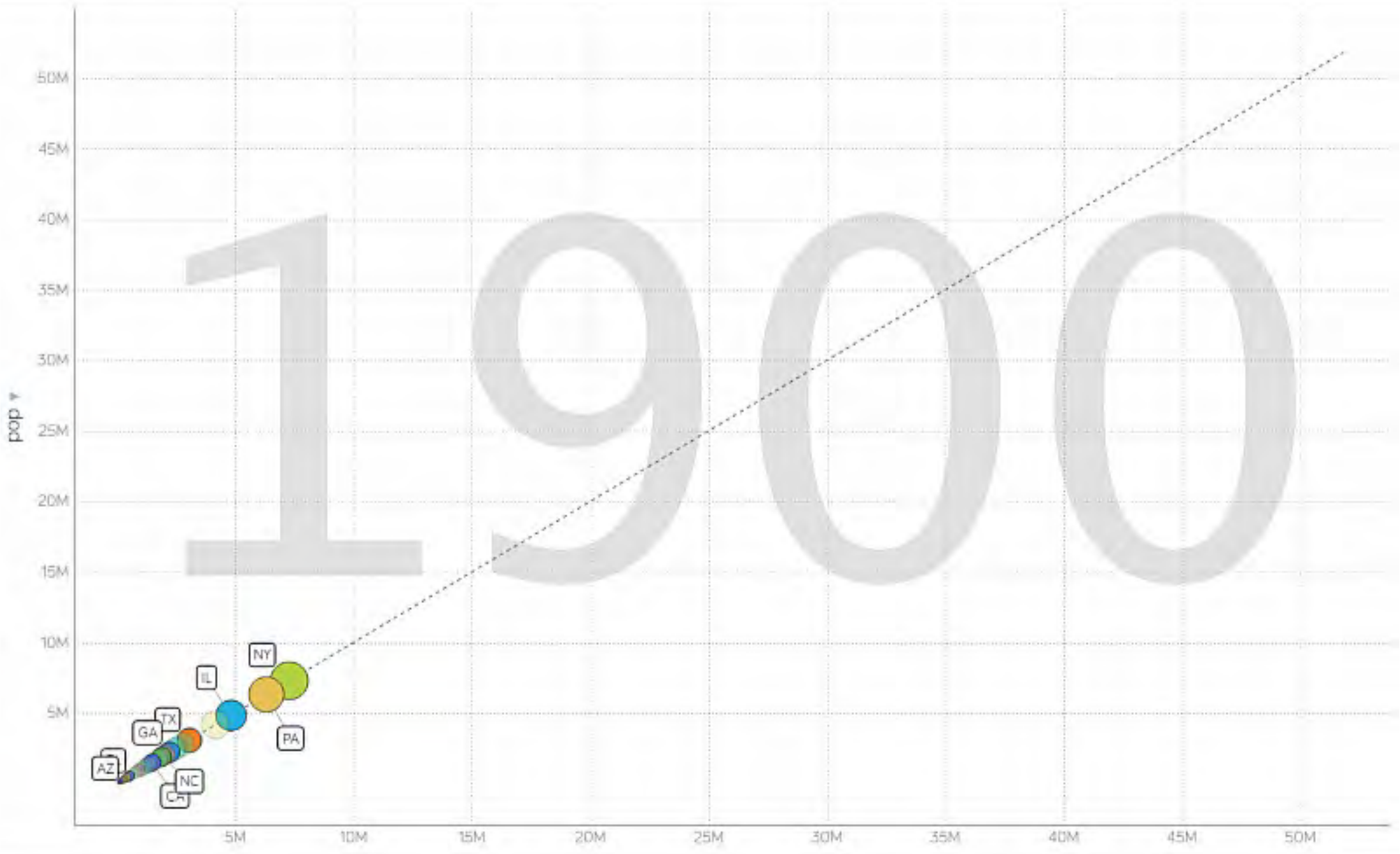
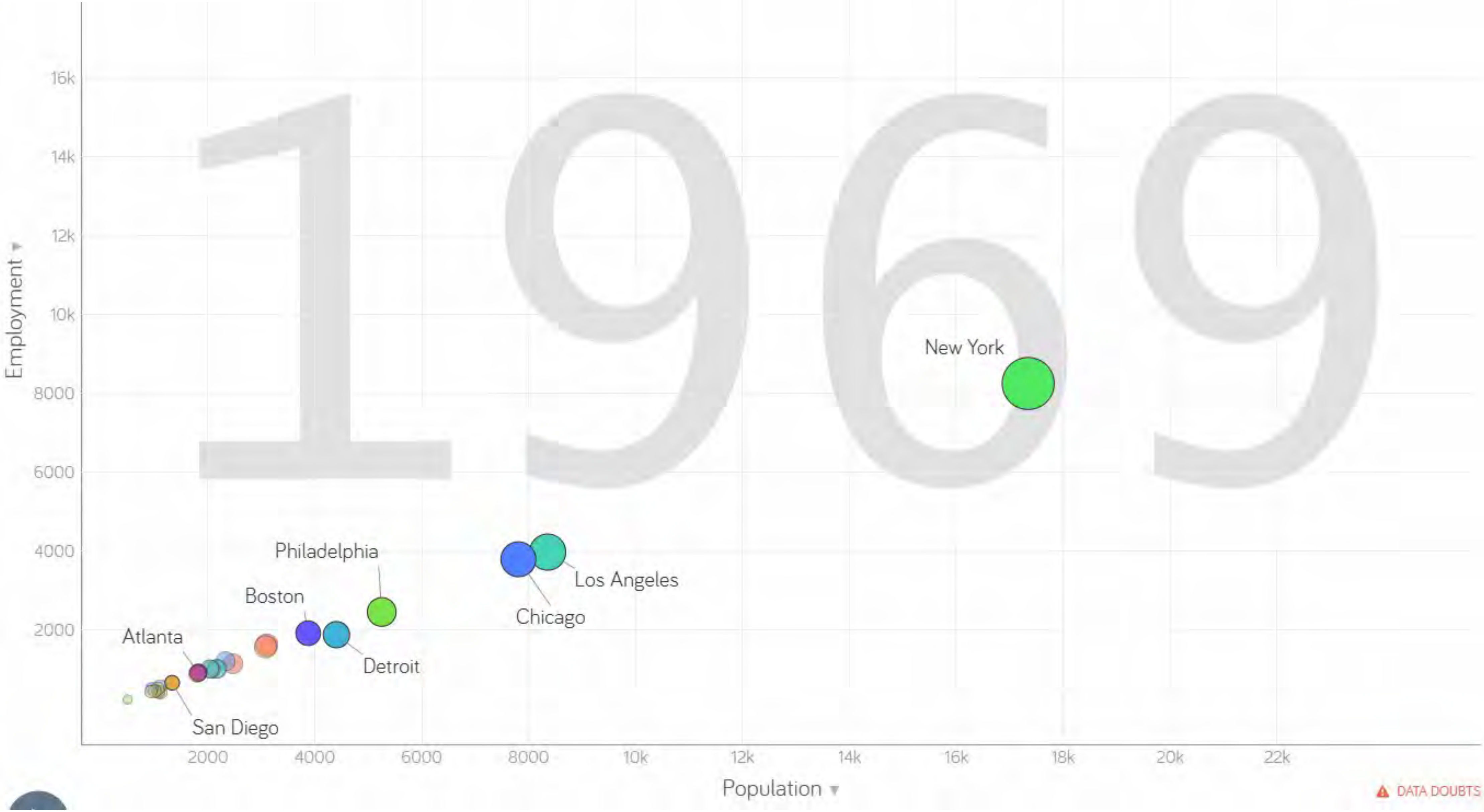
State Growth



Source: Woods and Poole

regional impact + local relevance

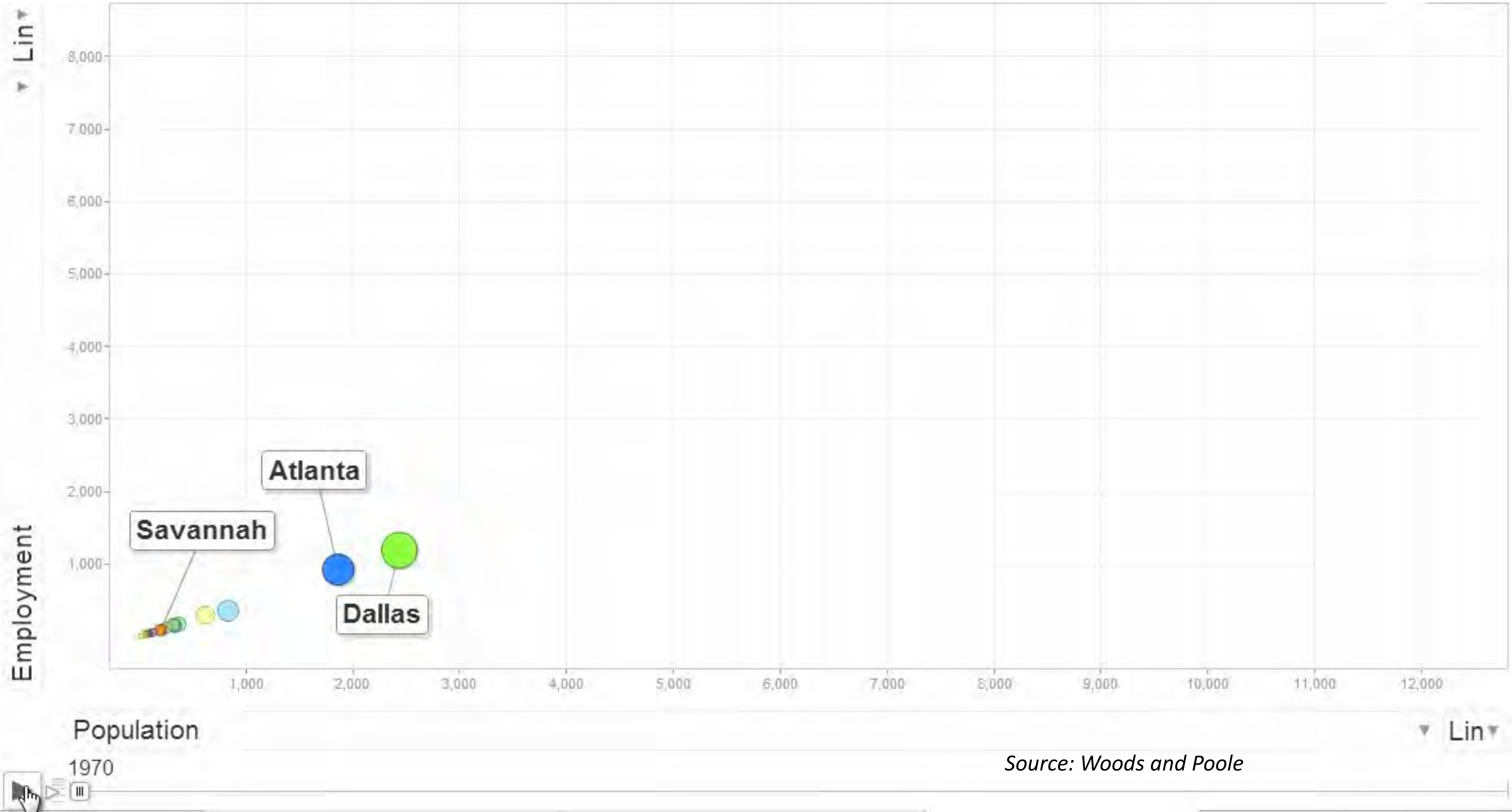
Metro Growth
VIDEO



Source: Woods and Poole

regional impact + local relevance

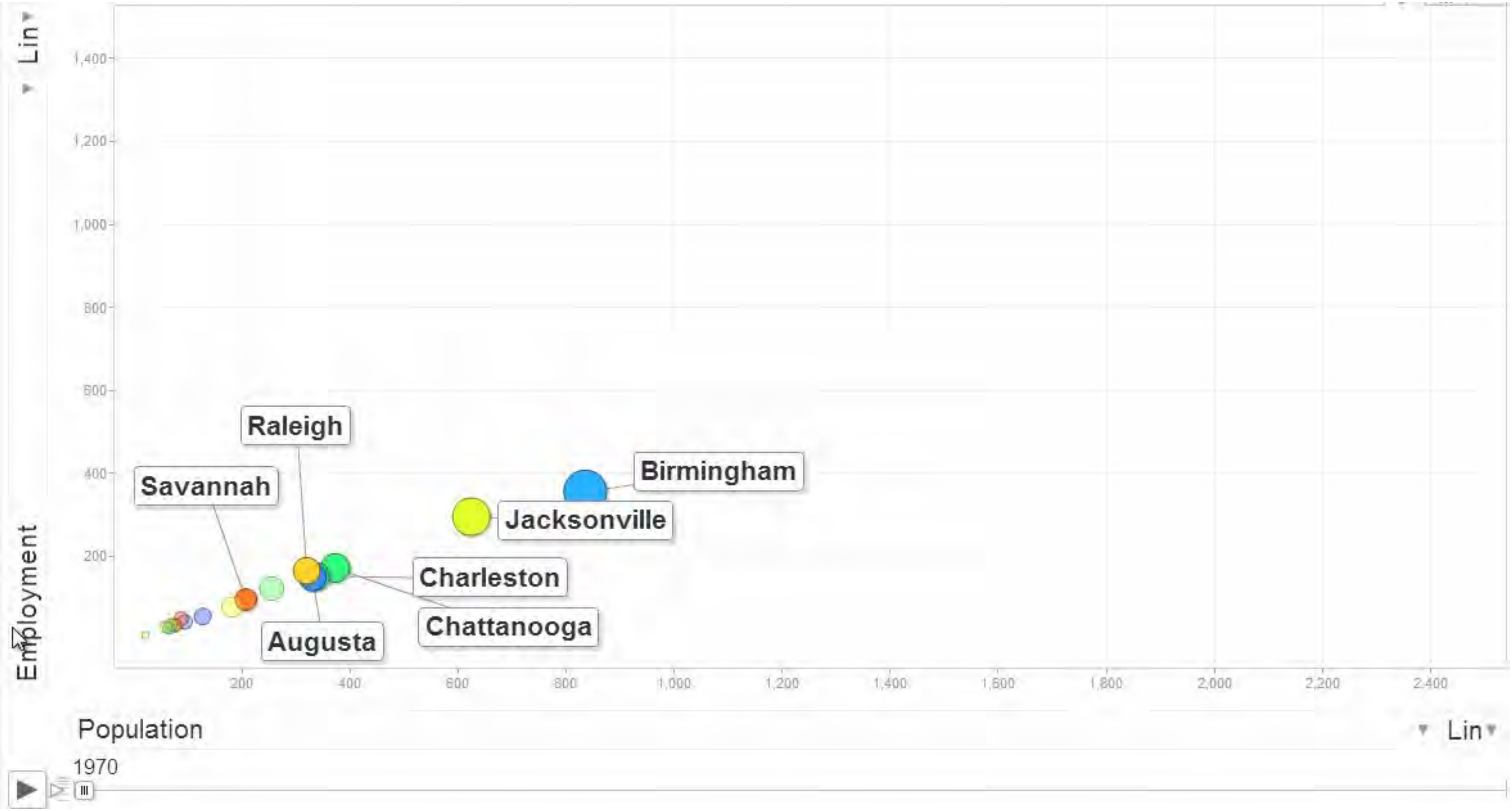
Metro Comparison



Source: Woods and Poole

regional impact + local relevance

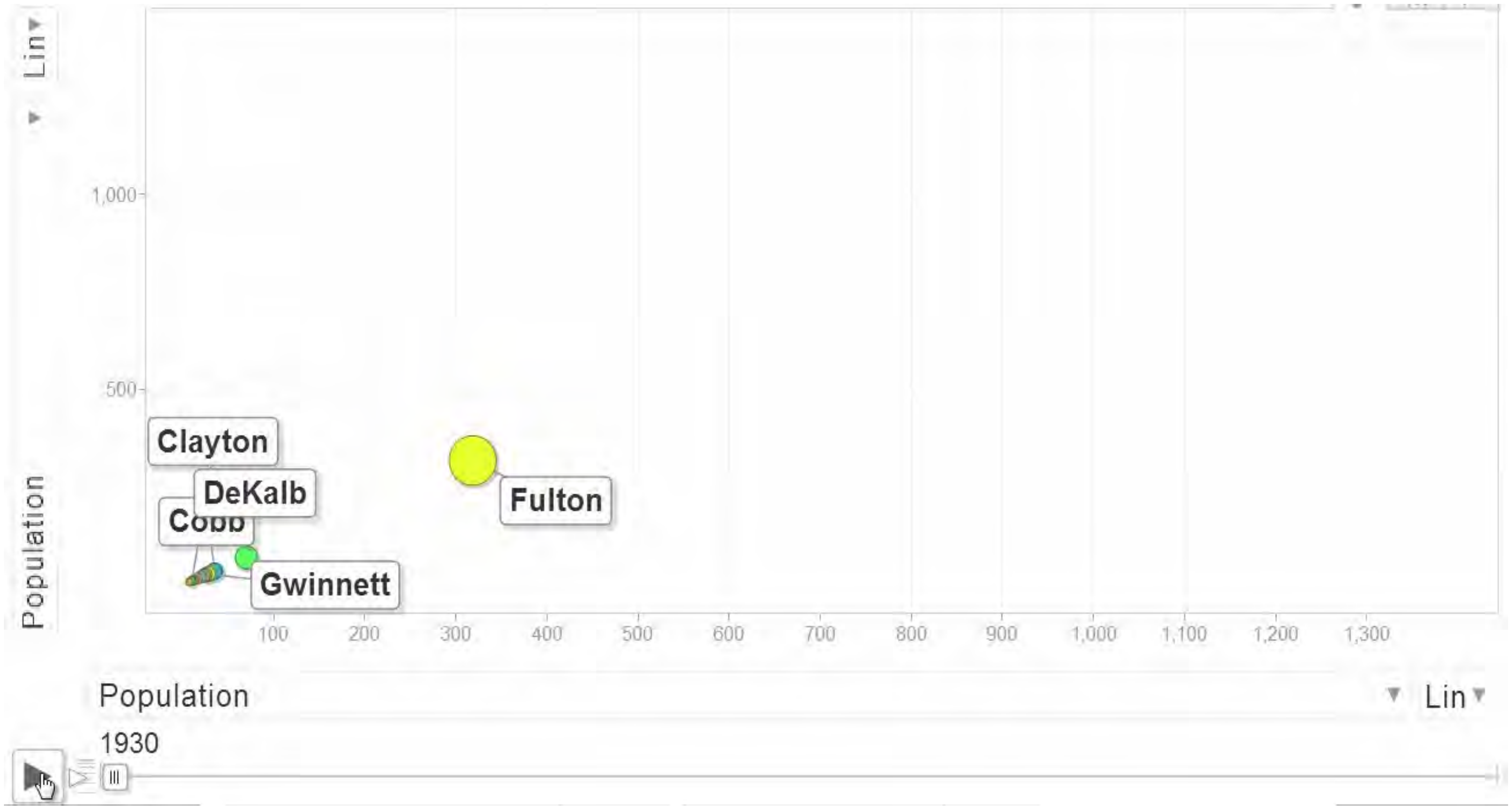
Mid-Sized Metro Growth



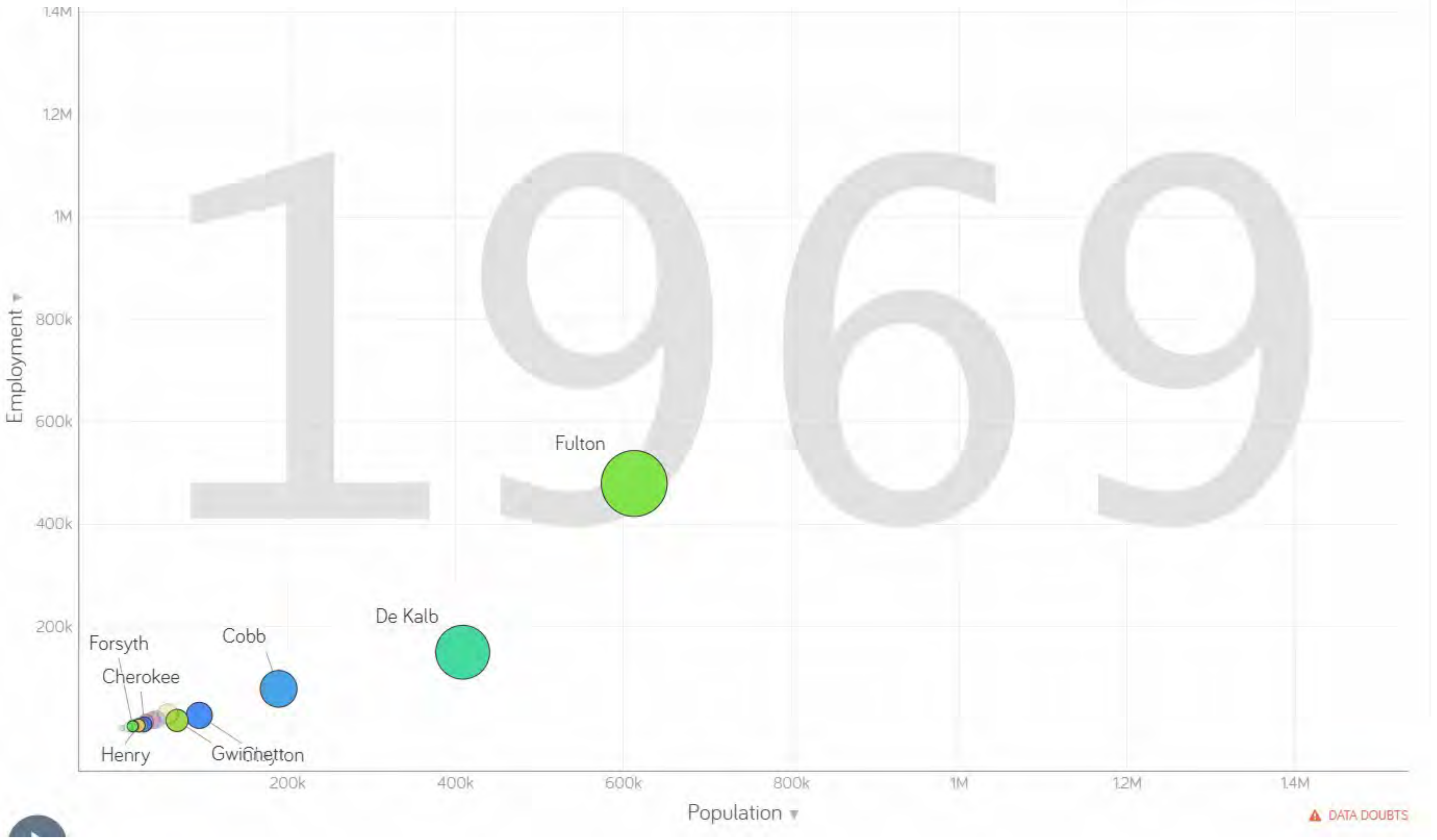
Source: Woods and Poole

regional impact + local relevance

120 Years of Growth



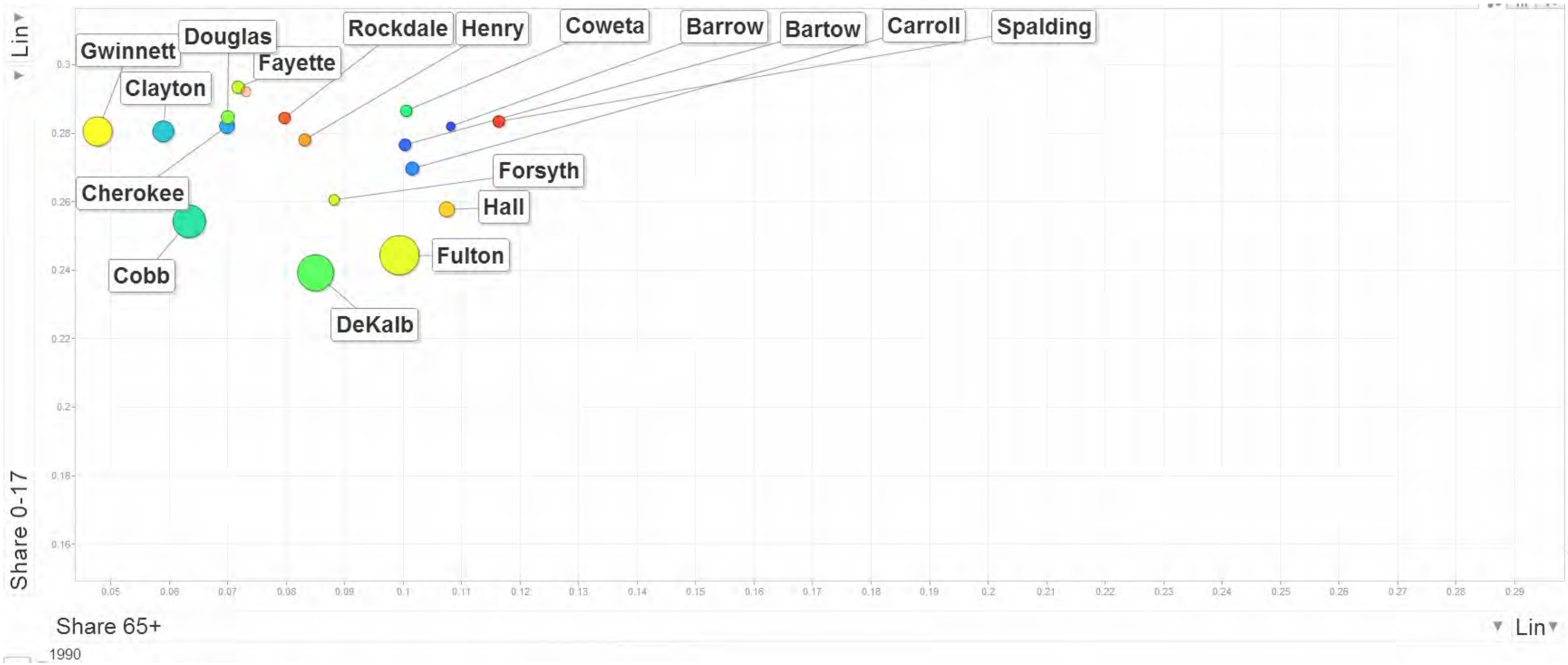
All Metro Counties *Series 16 Forecast Draft* Video



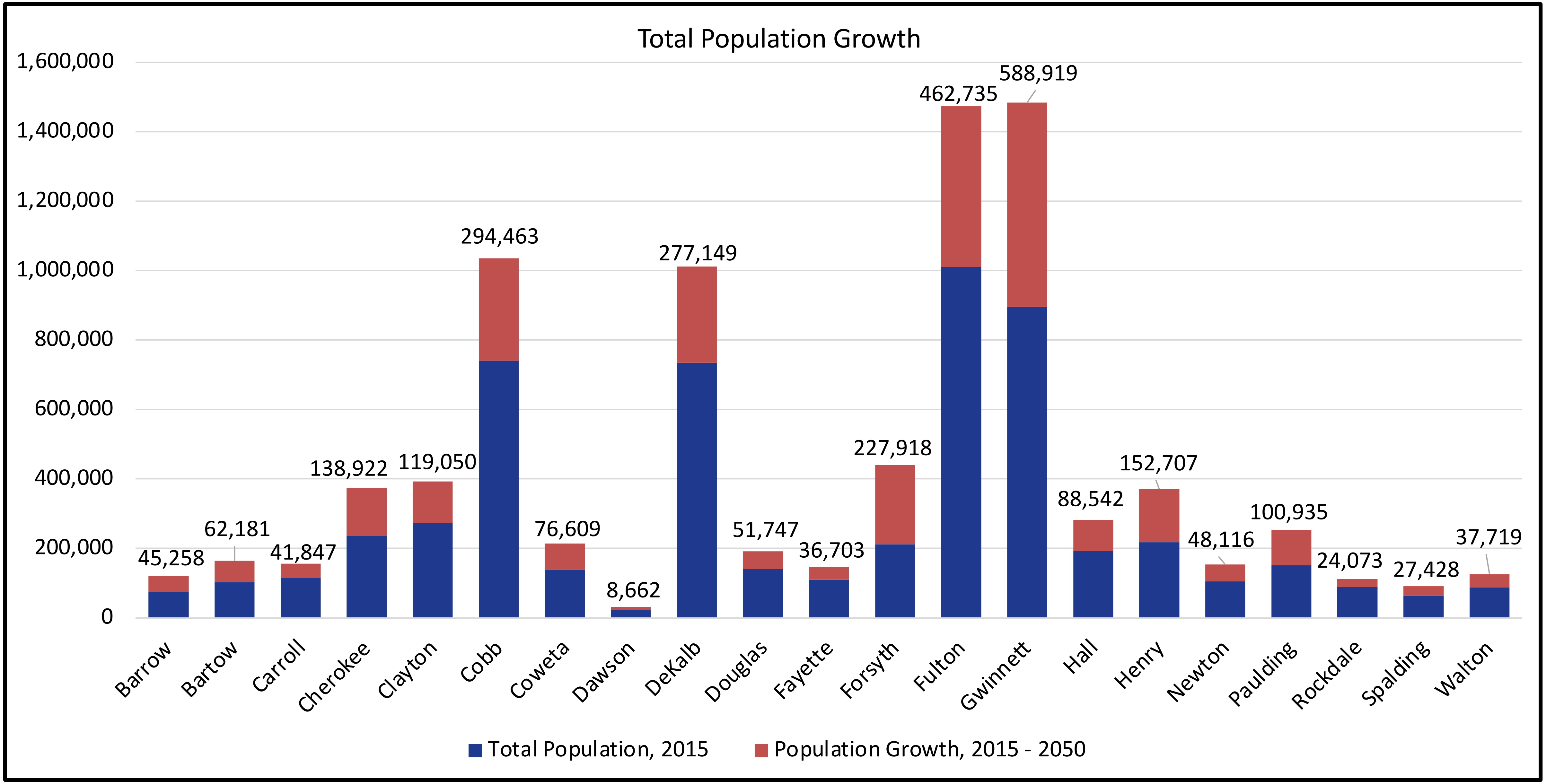
Source: Census, ARC Forecast S16 Draft 2050

regional impact + local relevance

County Age Forecasts VIDEO



2015 – 2050 Population Forecasts by County



Source: ARC *The Region's Plan* Forecast (2019) Series 16 DRAFT

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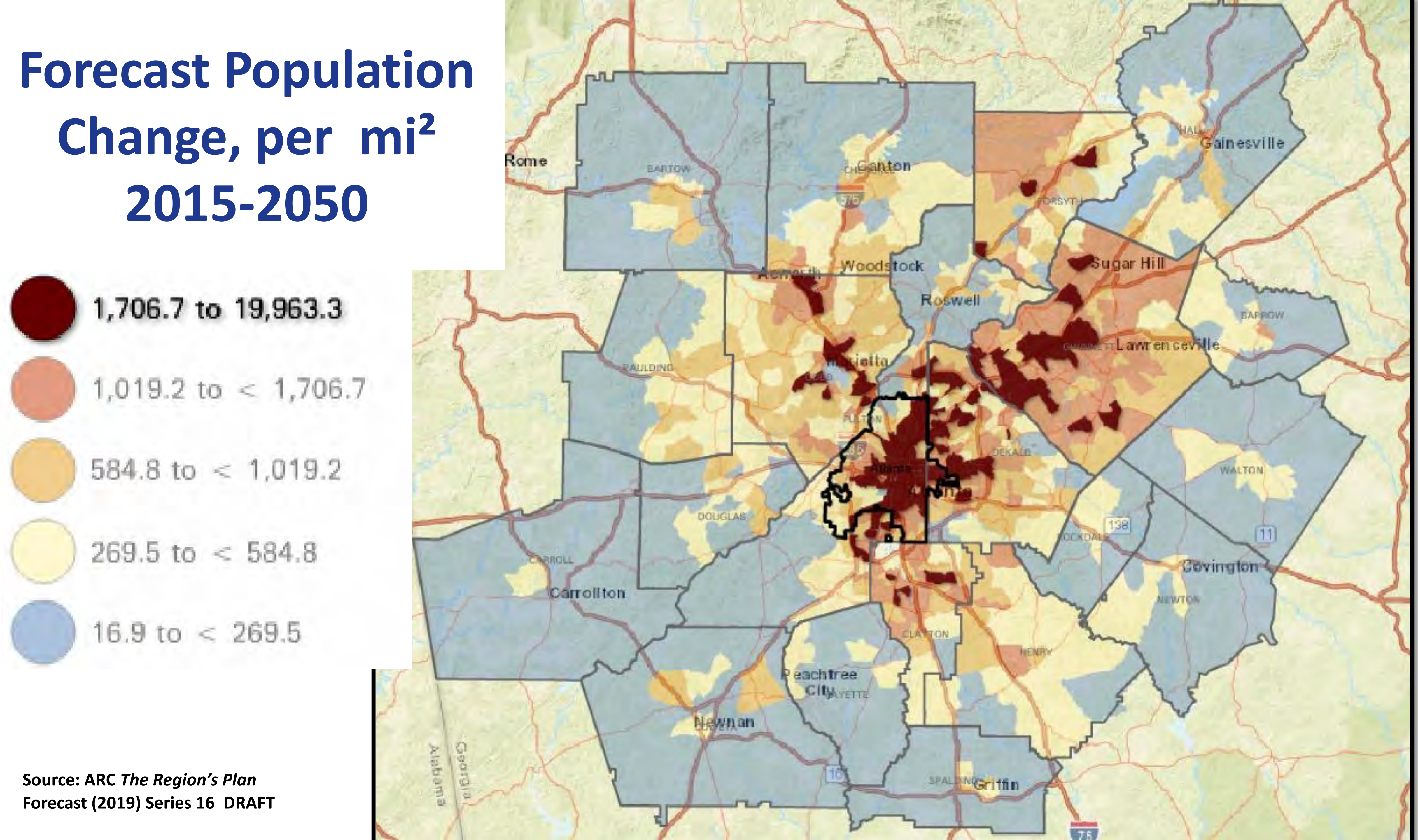
Forecast Population Change, per mi^2 2015-2050



Source: ARC *The Region's Plan* Forecast (2019) Series 16 DRAFT

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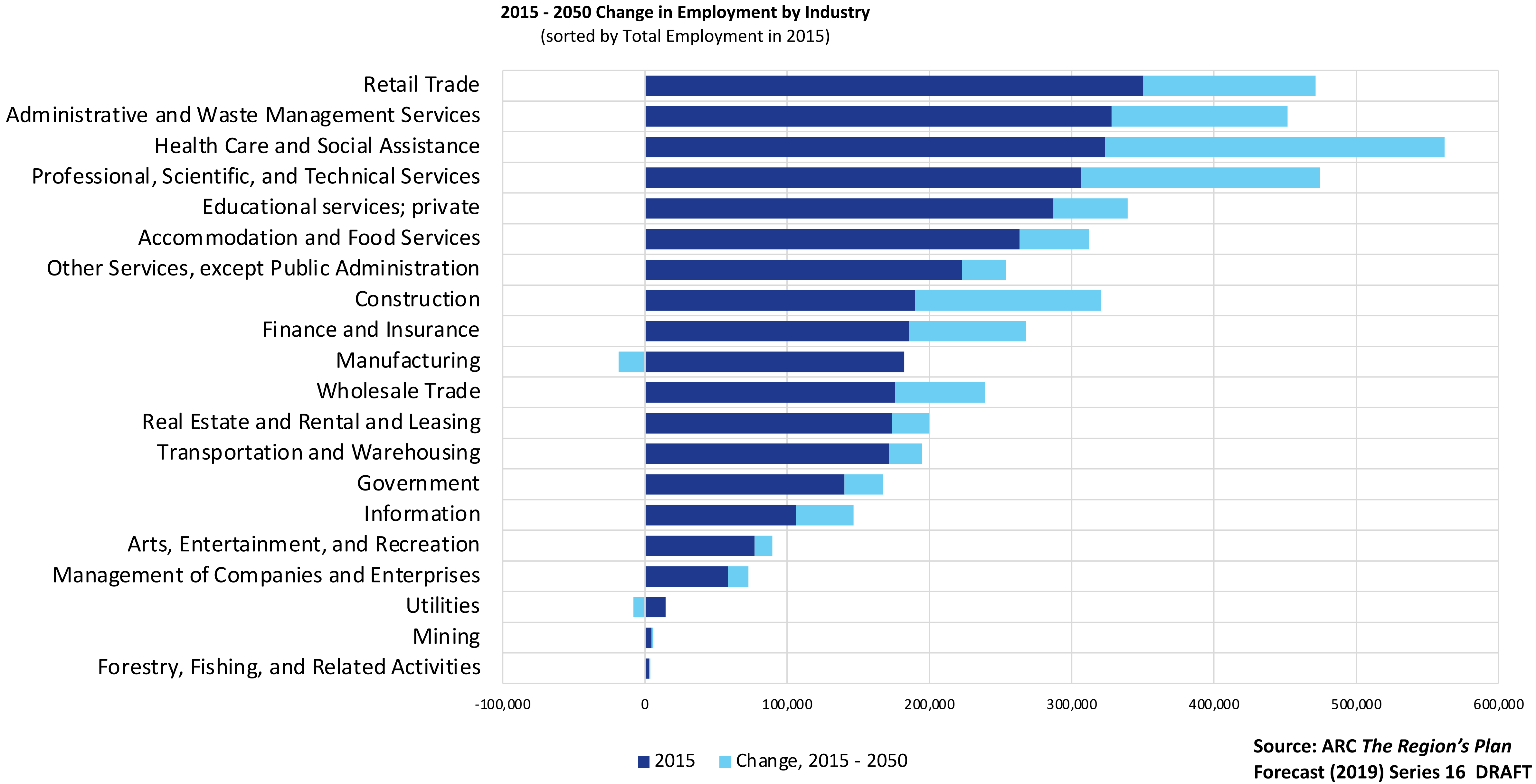
Forecasts: Metro Atlanta Employment by Sector



Source: ARC *The Region's Plan* Forecast (2019) Series 16 DRAFT

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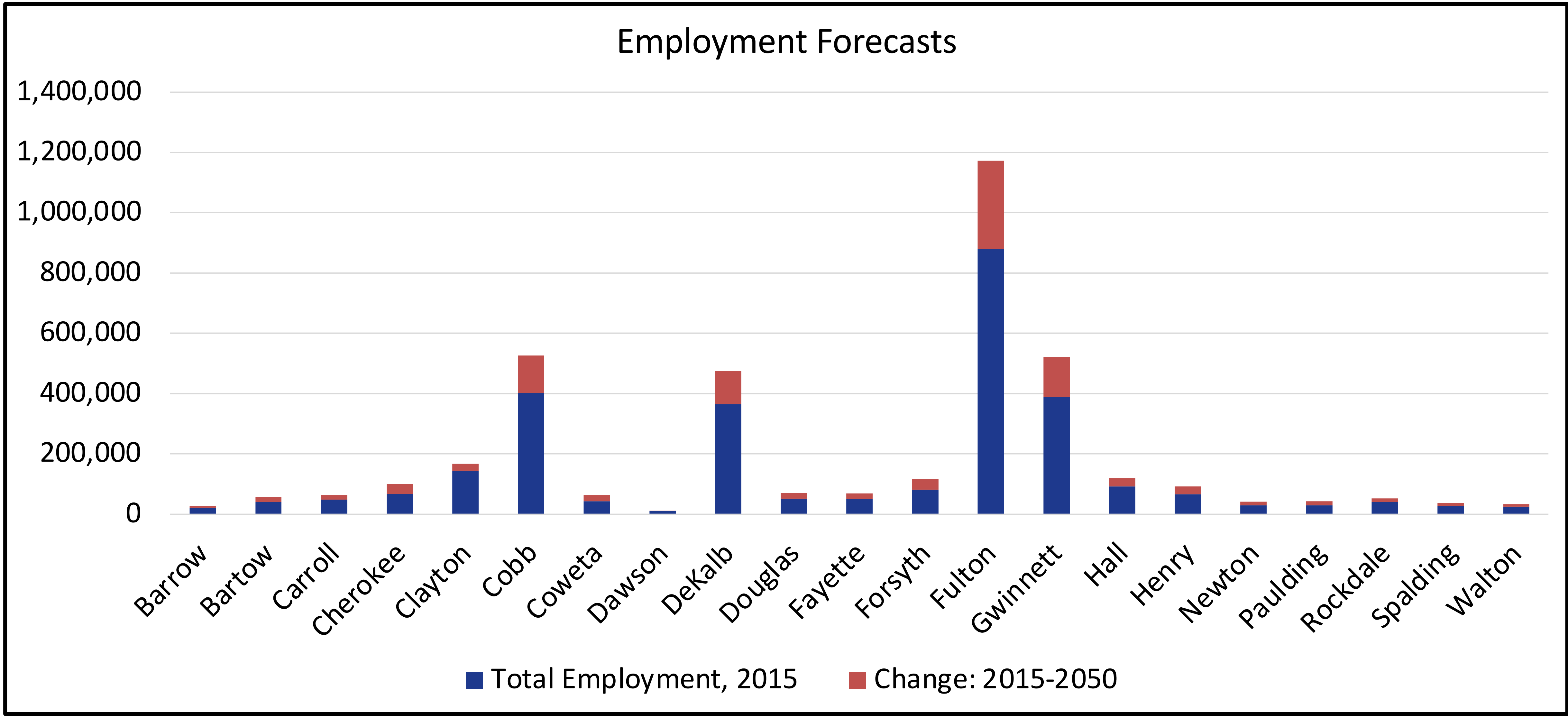
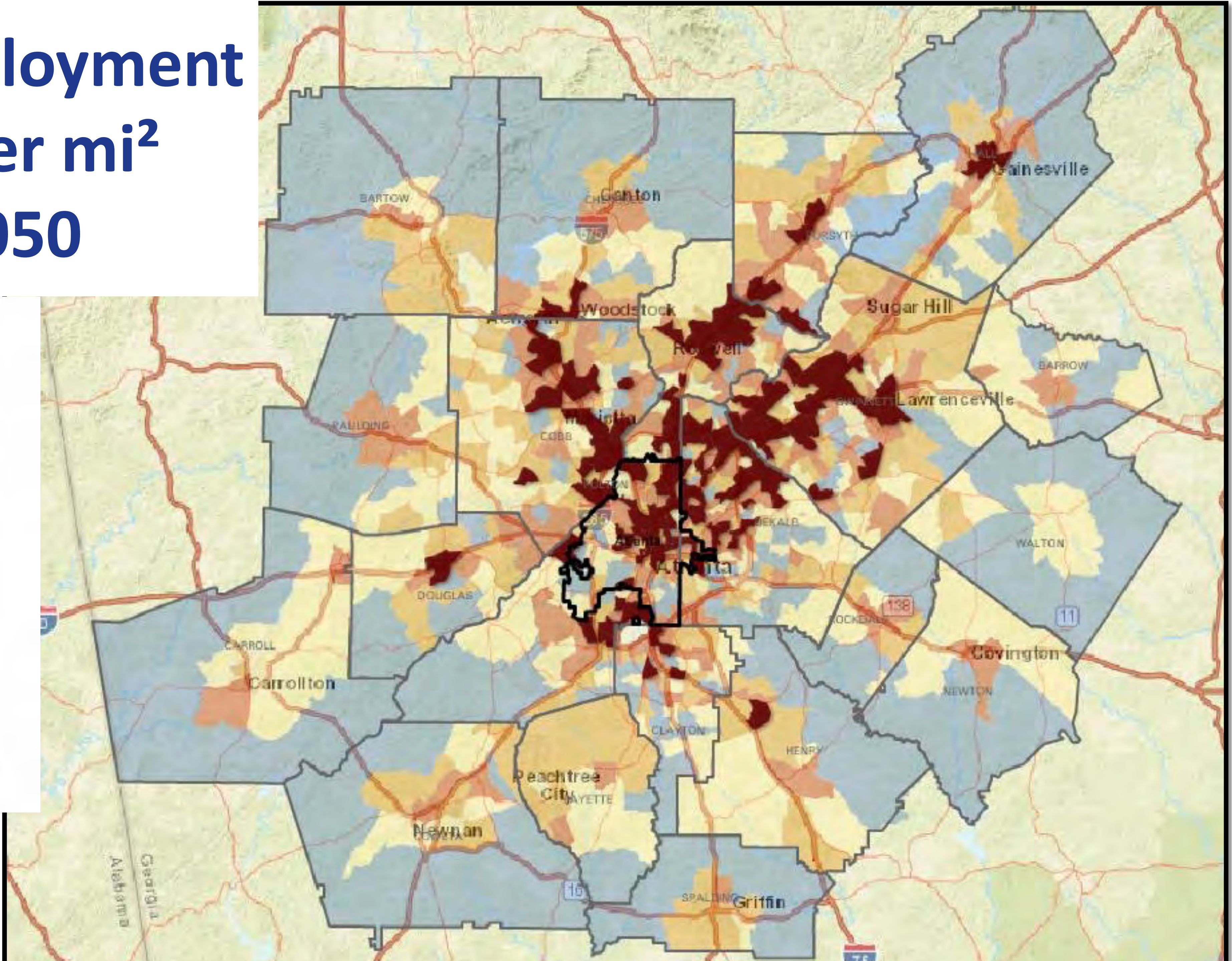
Forecasts: Employment by County



regional impact + local relevance

Source: ARC *The Region's Plan* Forecast (2019) Series 16 DRAFT

Forecast Employment Change, per mi^2 2015-2050



Source: ARC *The Region's Plan* Forecast (2019) Series 16 DRAFT

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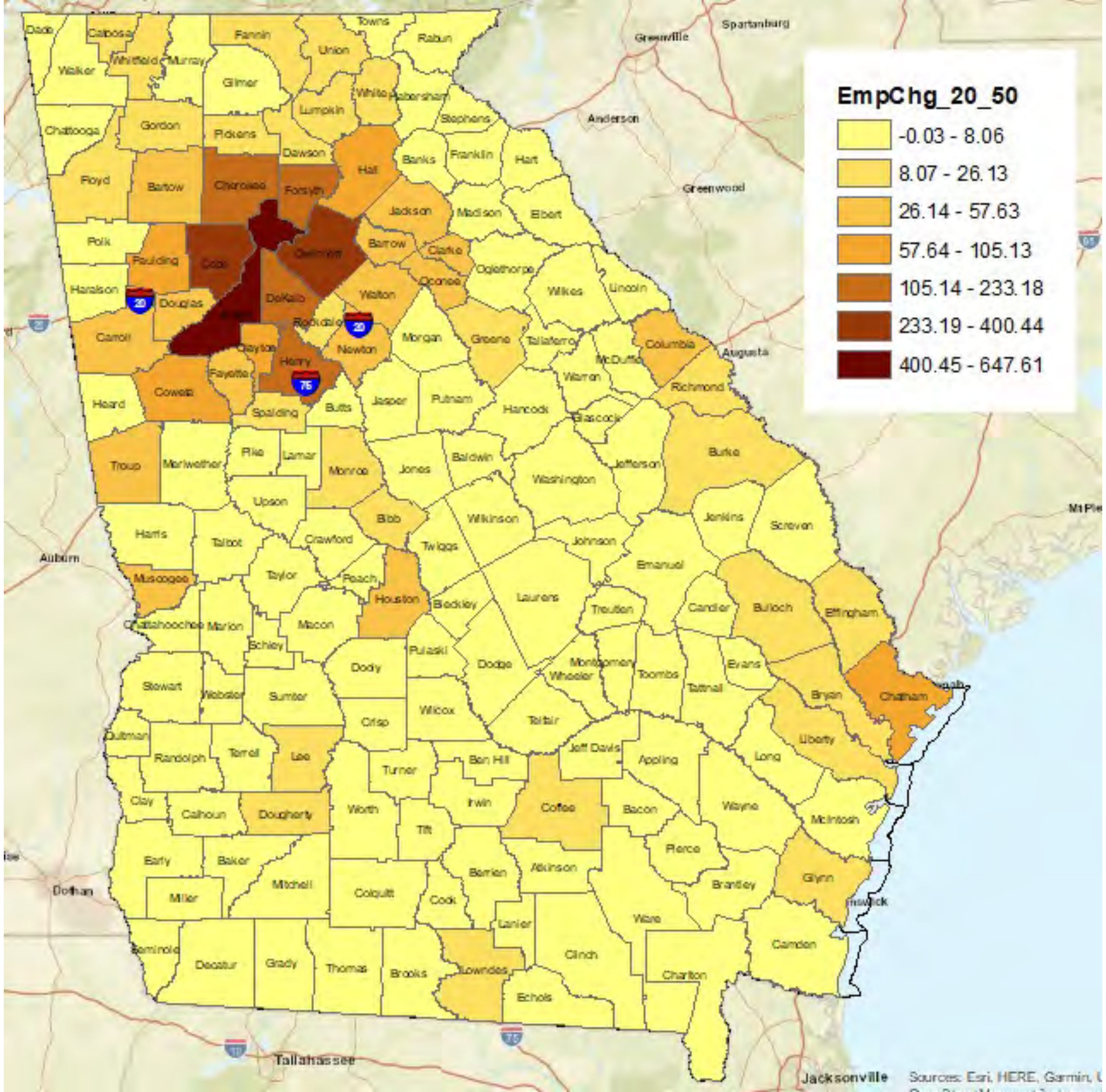
Forecast Emp Change 2020 to 2050 (in thous)



Source: Woods and Poole

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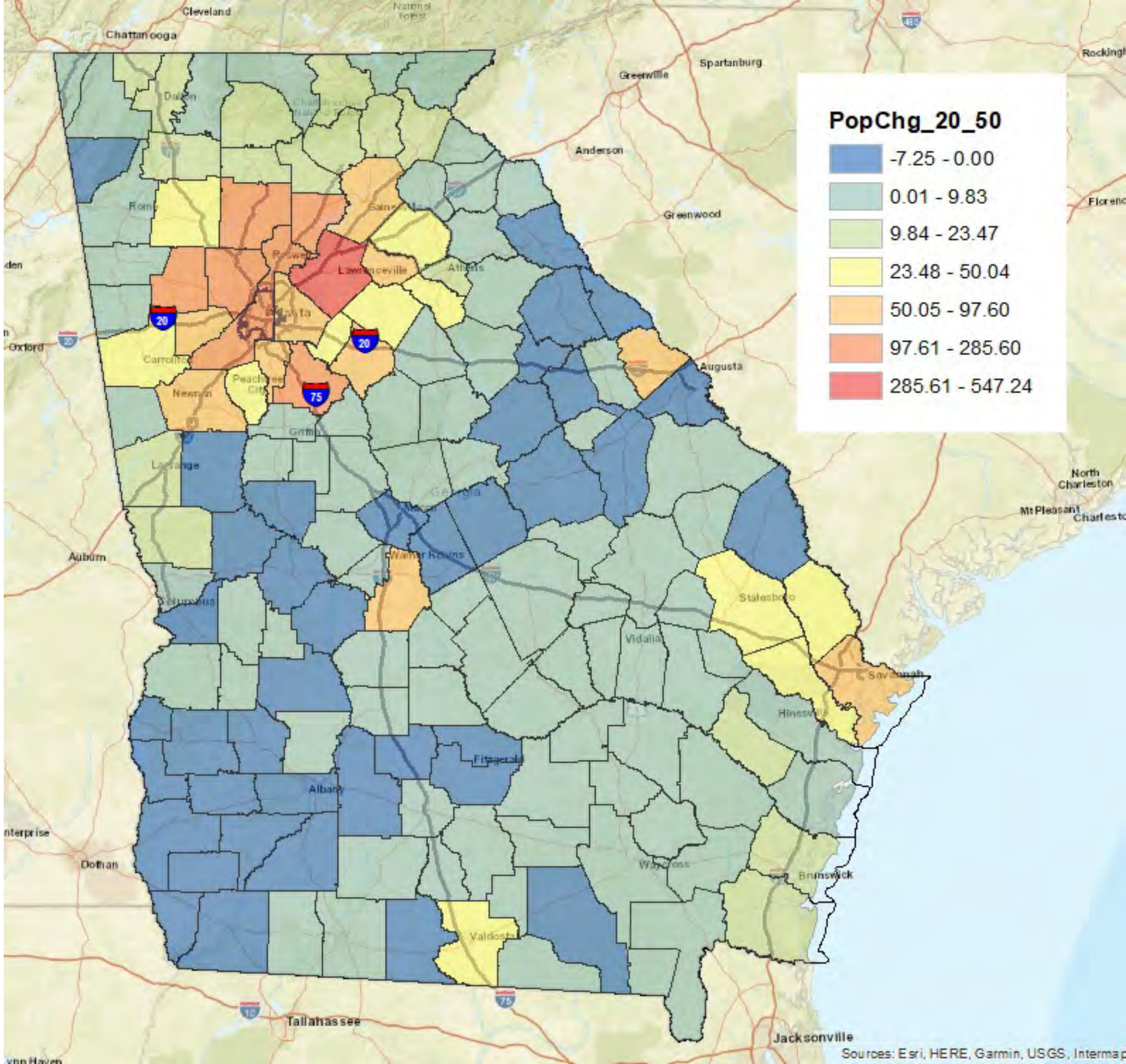
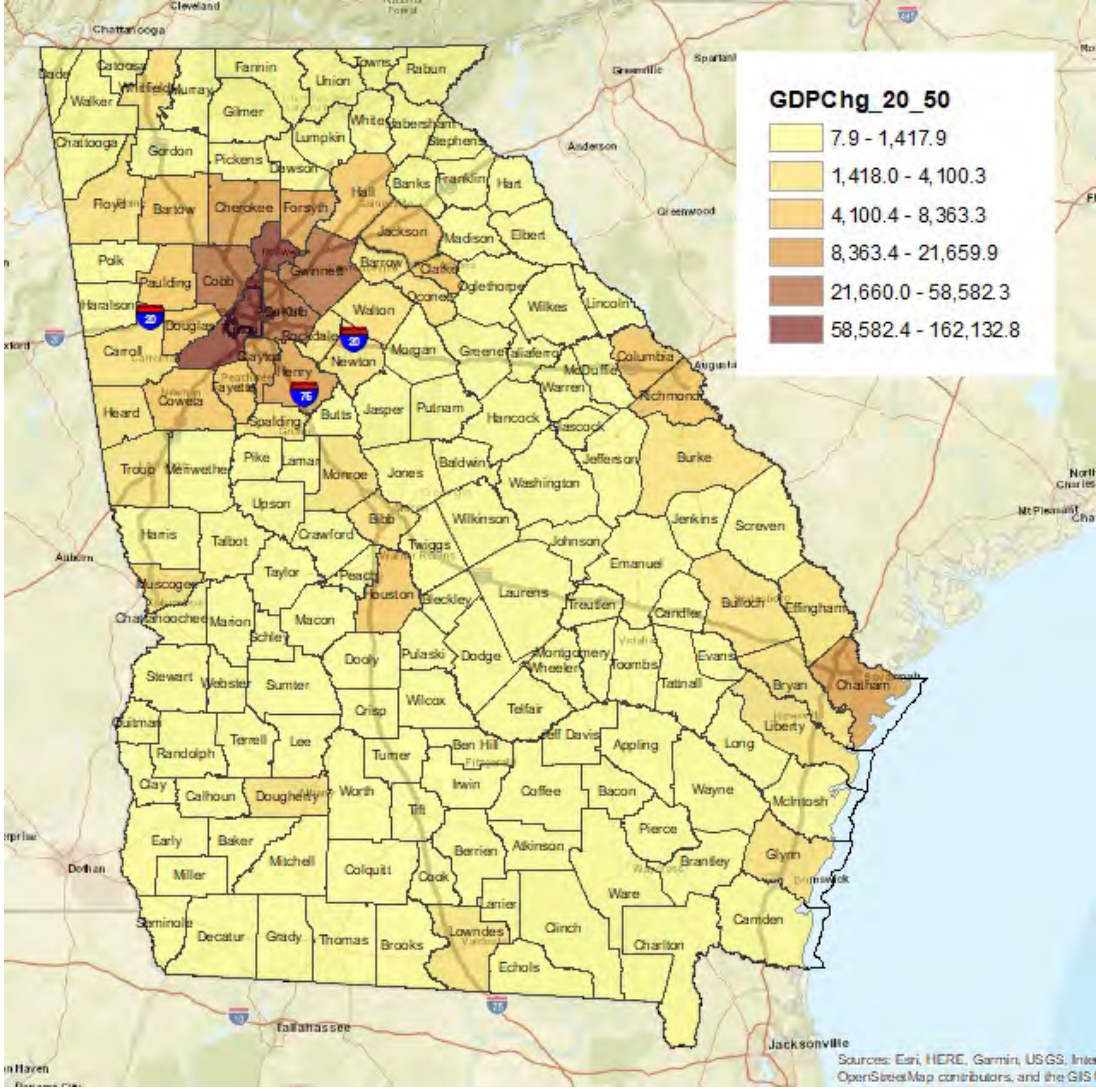
Forecast Population Change (thous) 2020-2050



Source: Woods and Poole

Forecast GDP Change 2020 to 2050 (millions in 2012$)



Source: Woods and Poole

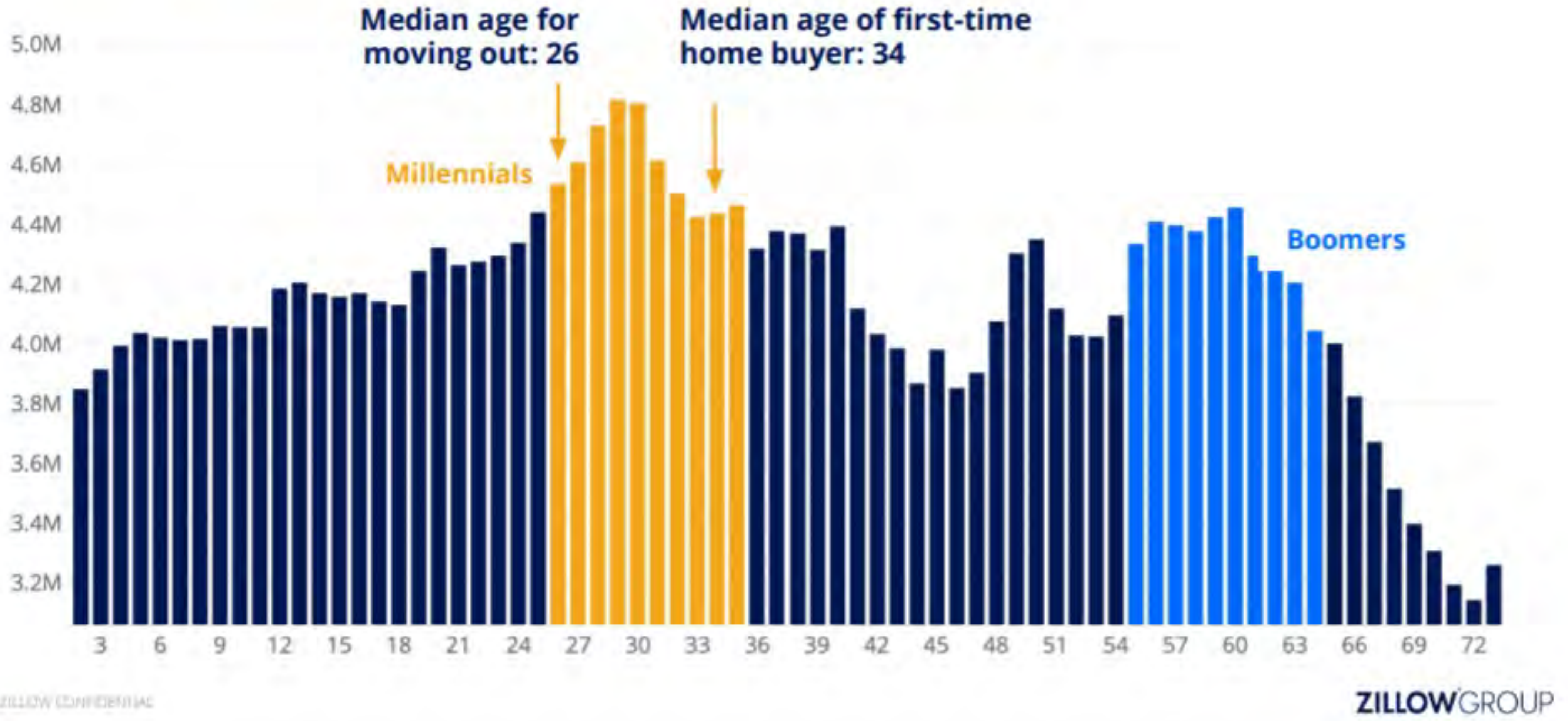
regional impact + local relevance

Housing

This explains it all:

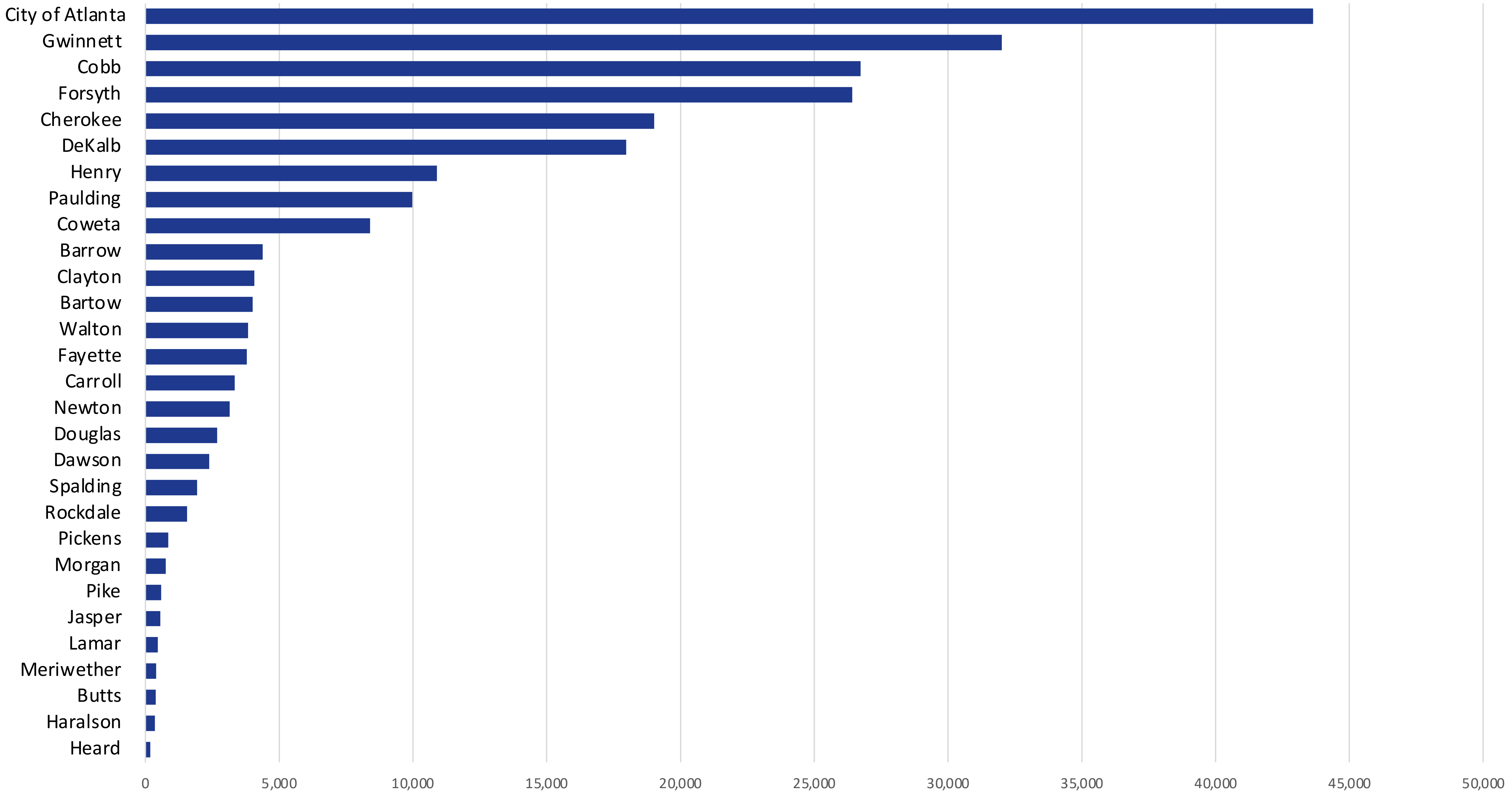
The booming housing market suggests there is a lot of money to be made selling homes. But there are more real-estate agents than homes for sale in the U.S., making the prospect of striking it big as realtor [harder than it looks].

Demand: Millennial Wave Hitting Prime Home Buying Age in Coming Years



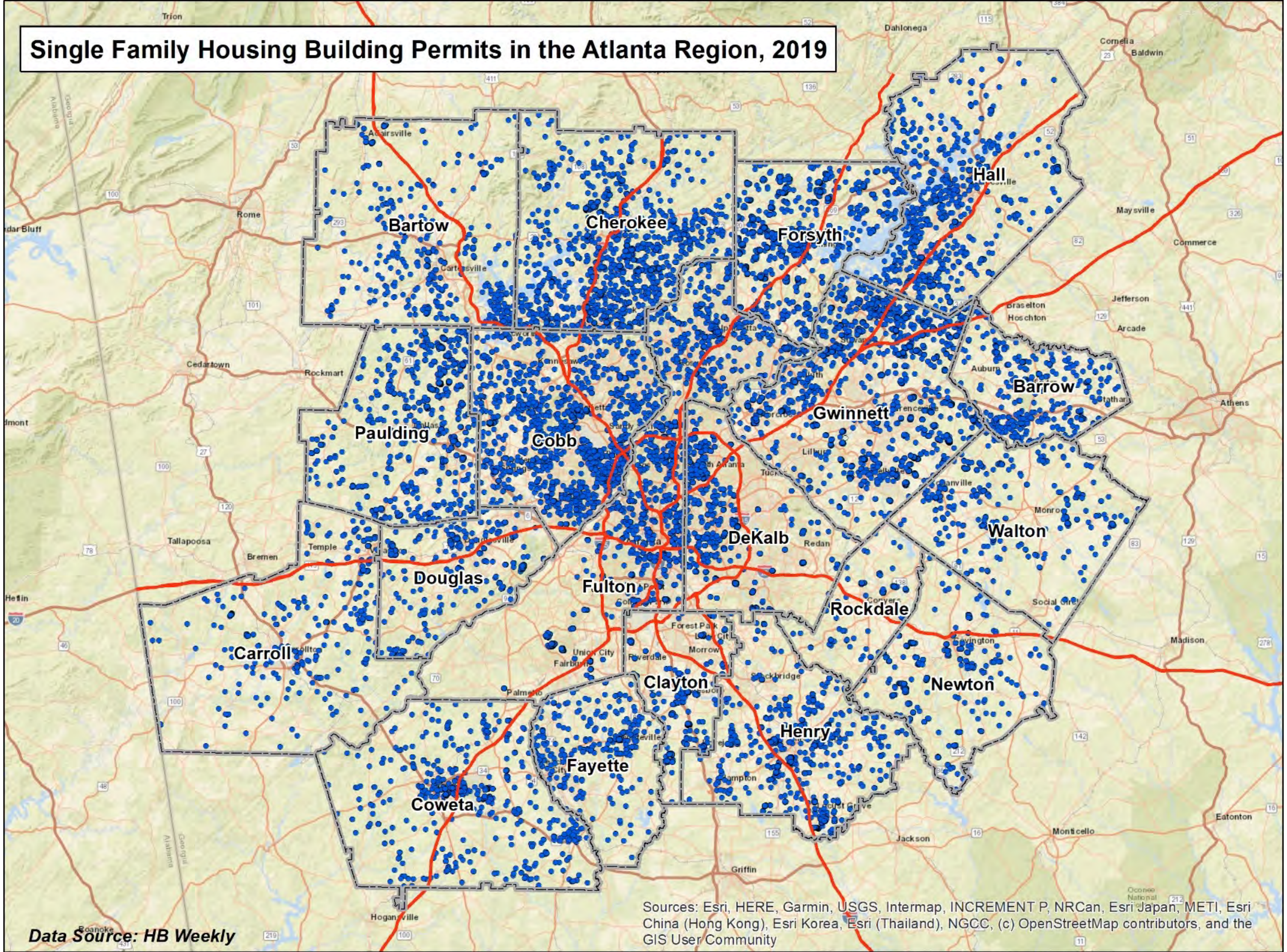
https://wp-tid.zillowstatic.com/3/National-Economists-Club-Svenja-Gudell-e05285.pdf

Building Permit Trends 2010-2020

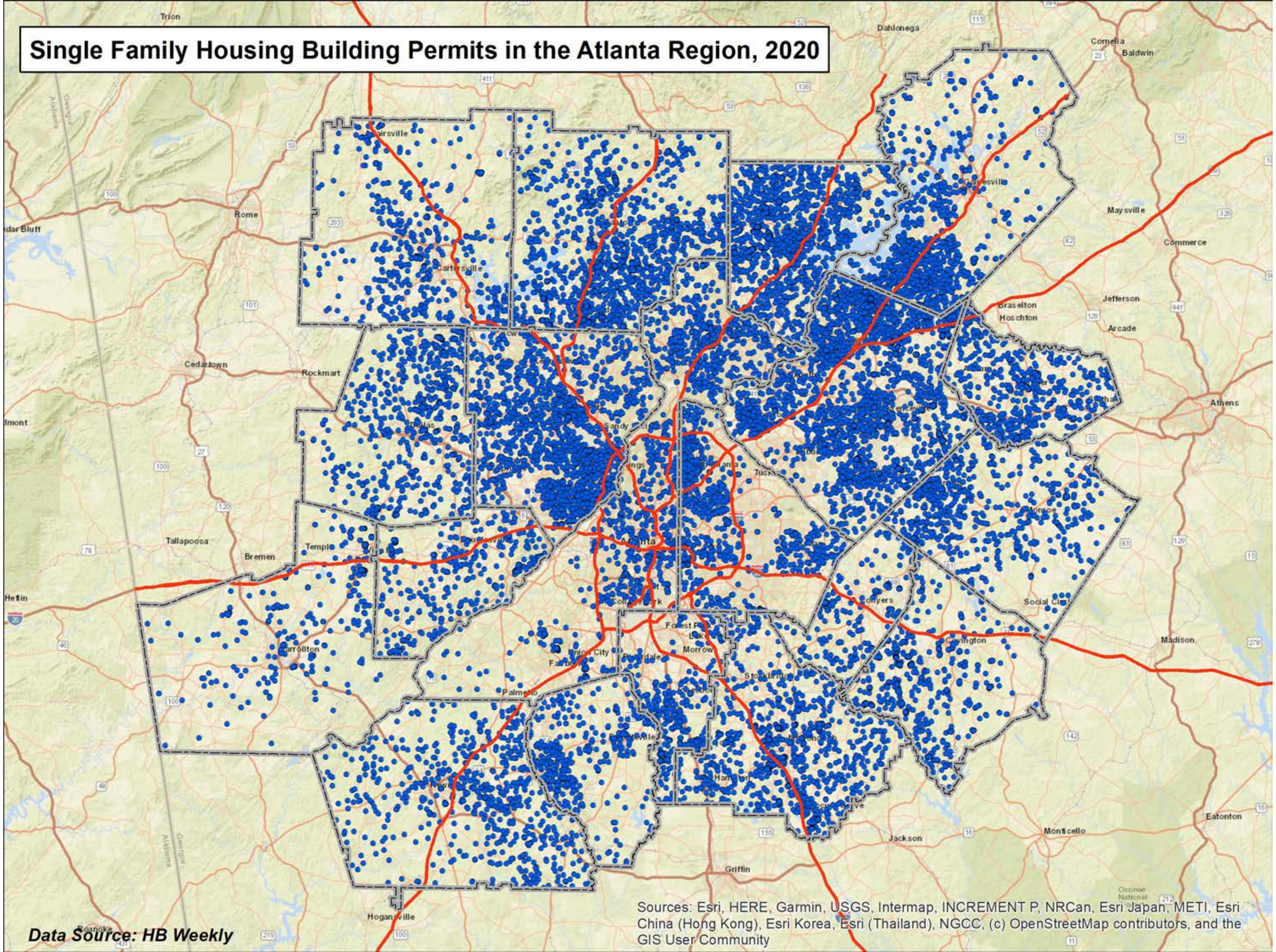


Source: State of the Cities Database (SOCDS)

regional impact + local relevance



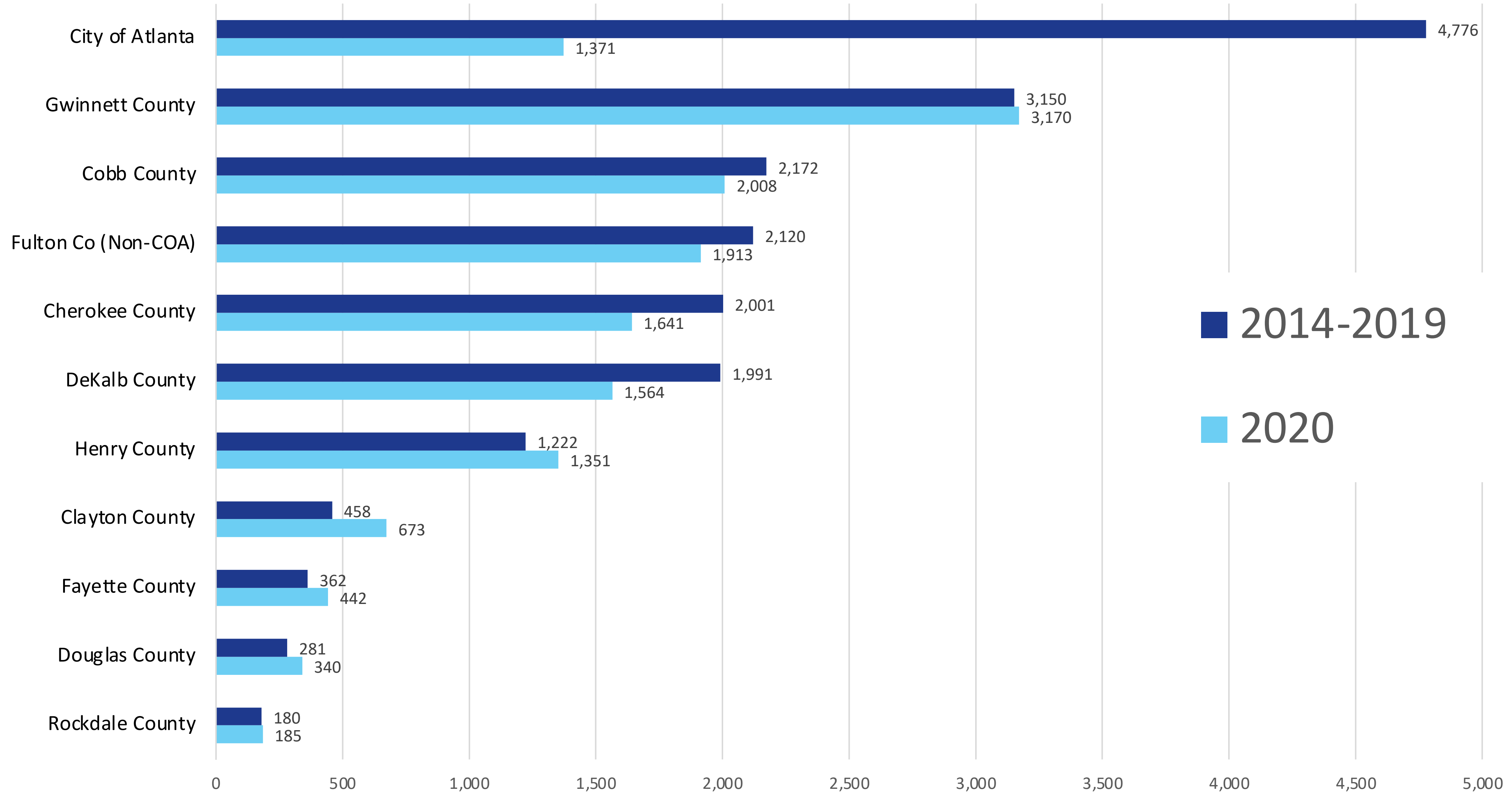
regional impact + local relevance



regional impact + local relevance

ARC

Average Housing Units Permitted Jan-Sept (2014-19 average compared to 2020)



regional impact + local relevance

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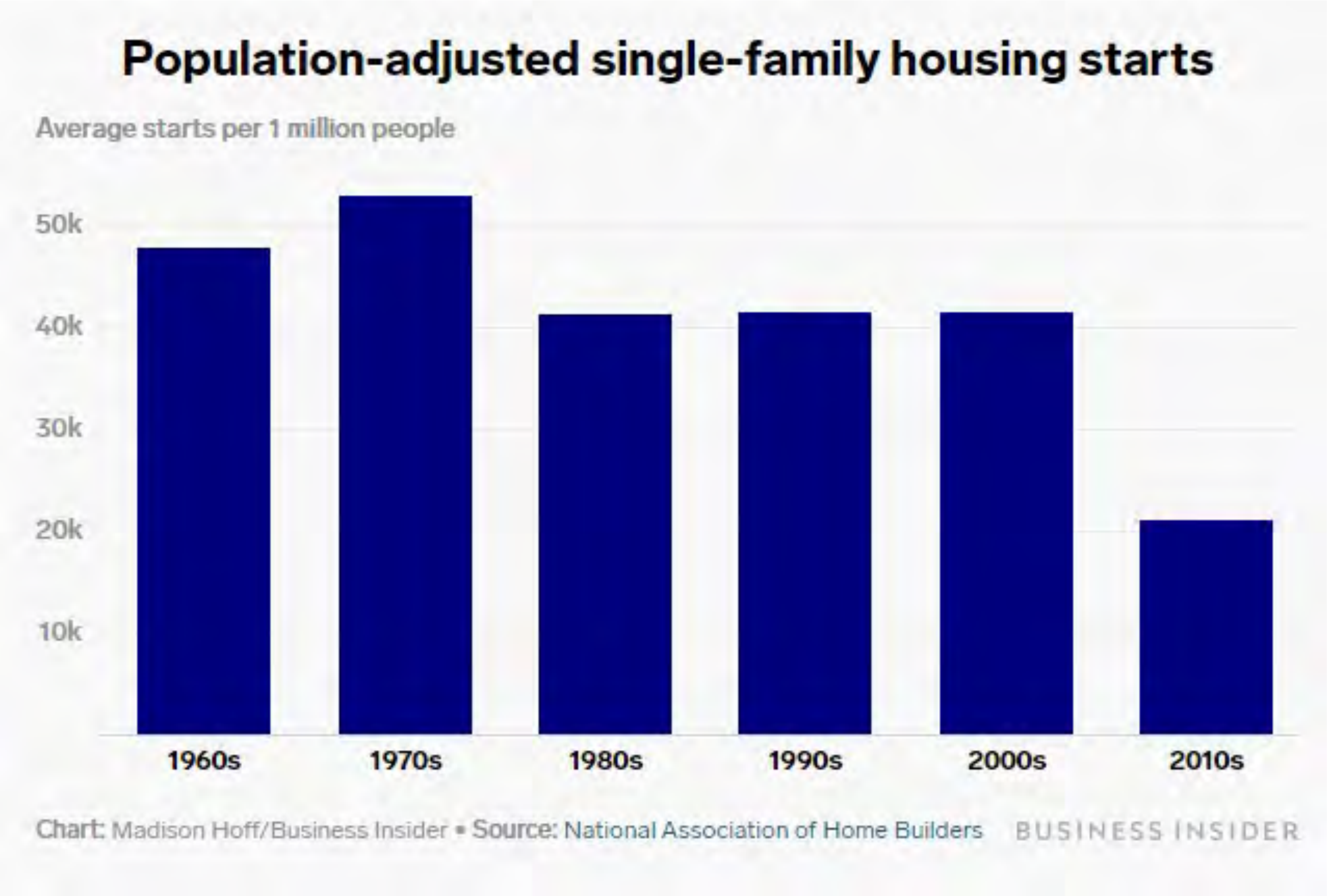
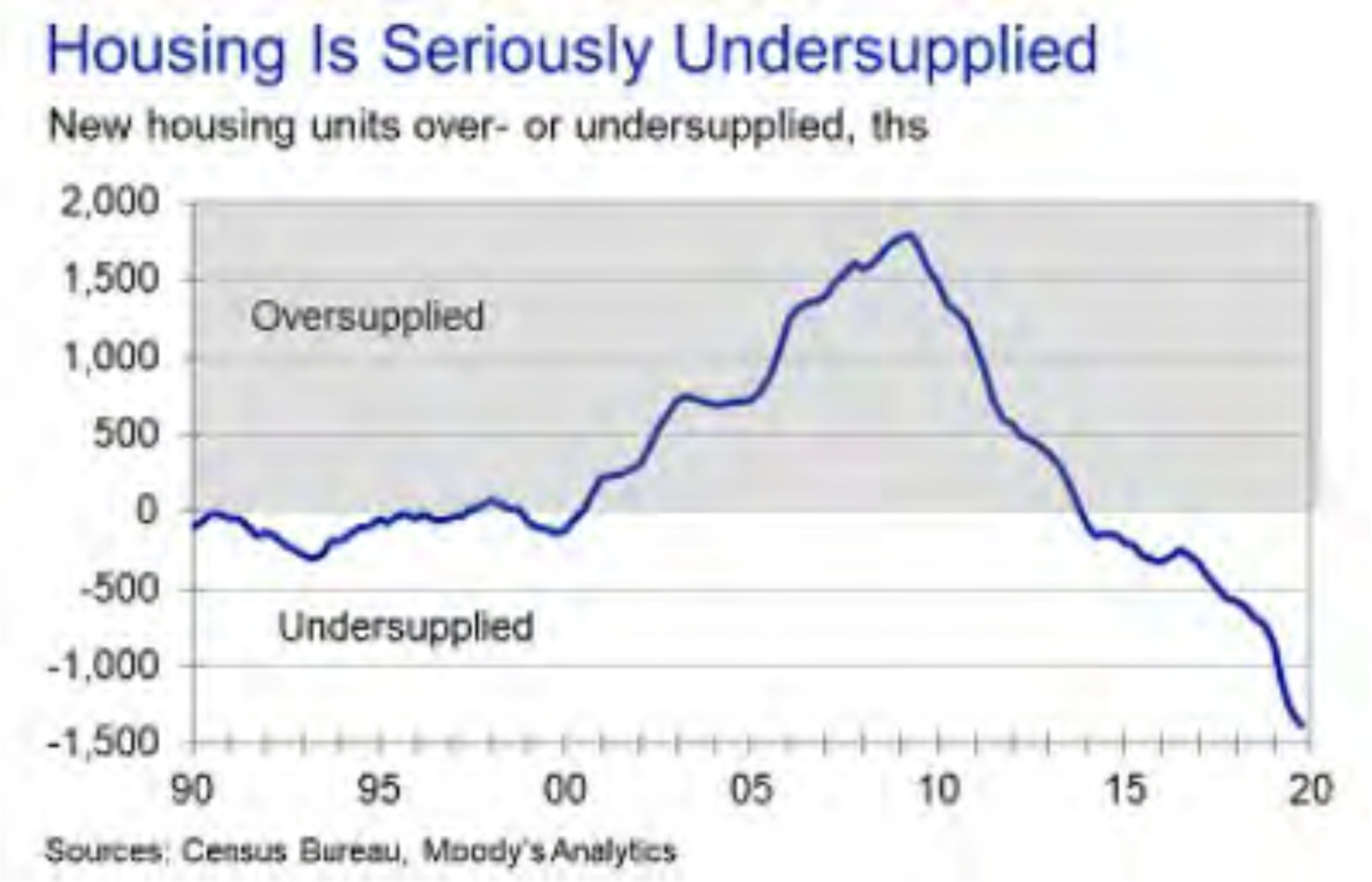
The simplest slide to say we aren't building enough housing

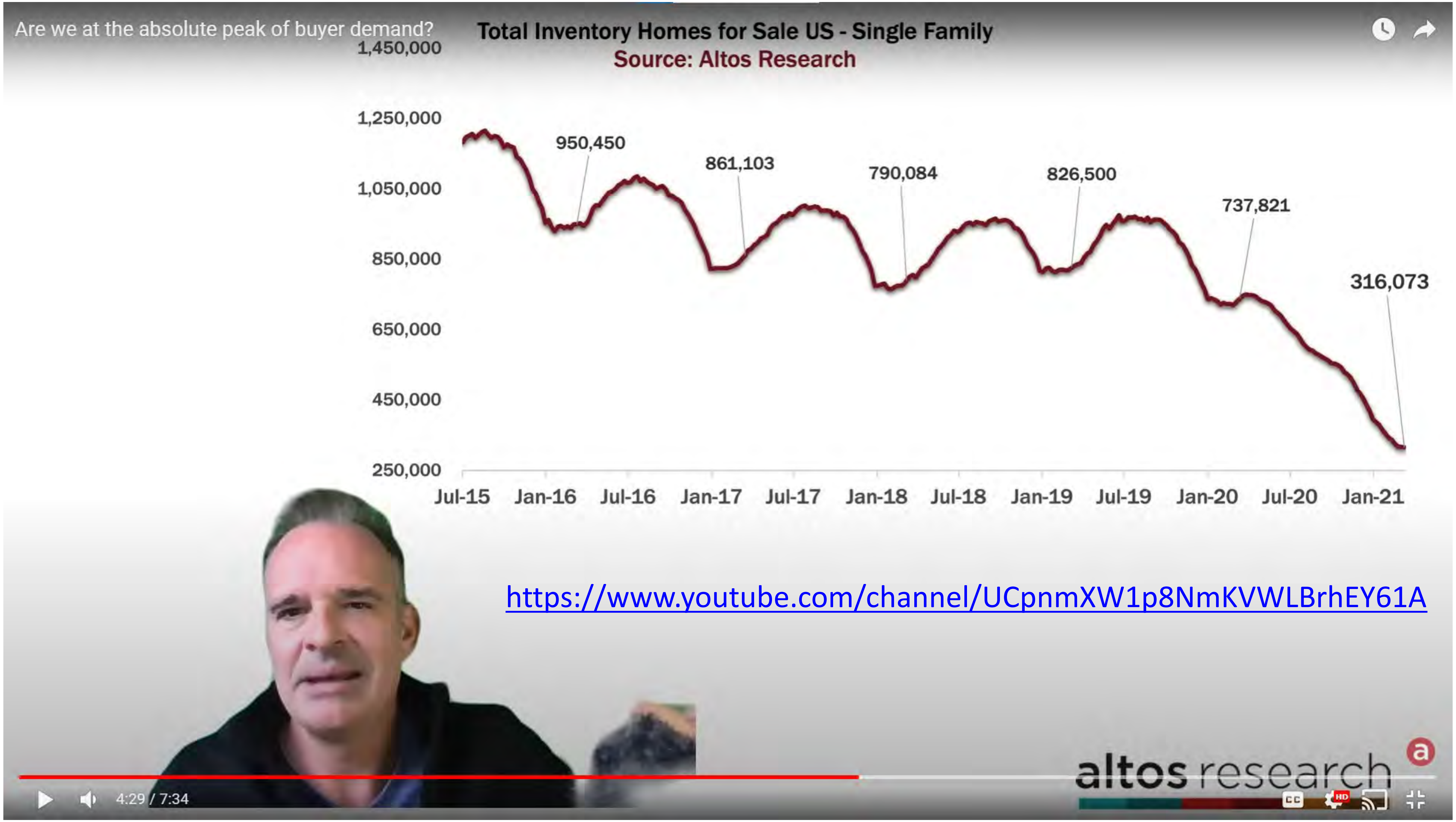


Moody's Analytics: Housing is Seriously Undersupplied



https://www.economy.com/economicview/analysis/383523/This-Week-in-the-COVID-Crisis

Nationally, Record LOWEST # of listings



regional impact + local relevance

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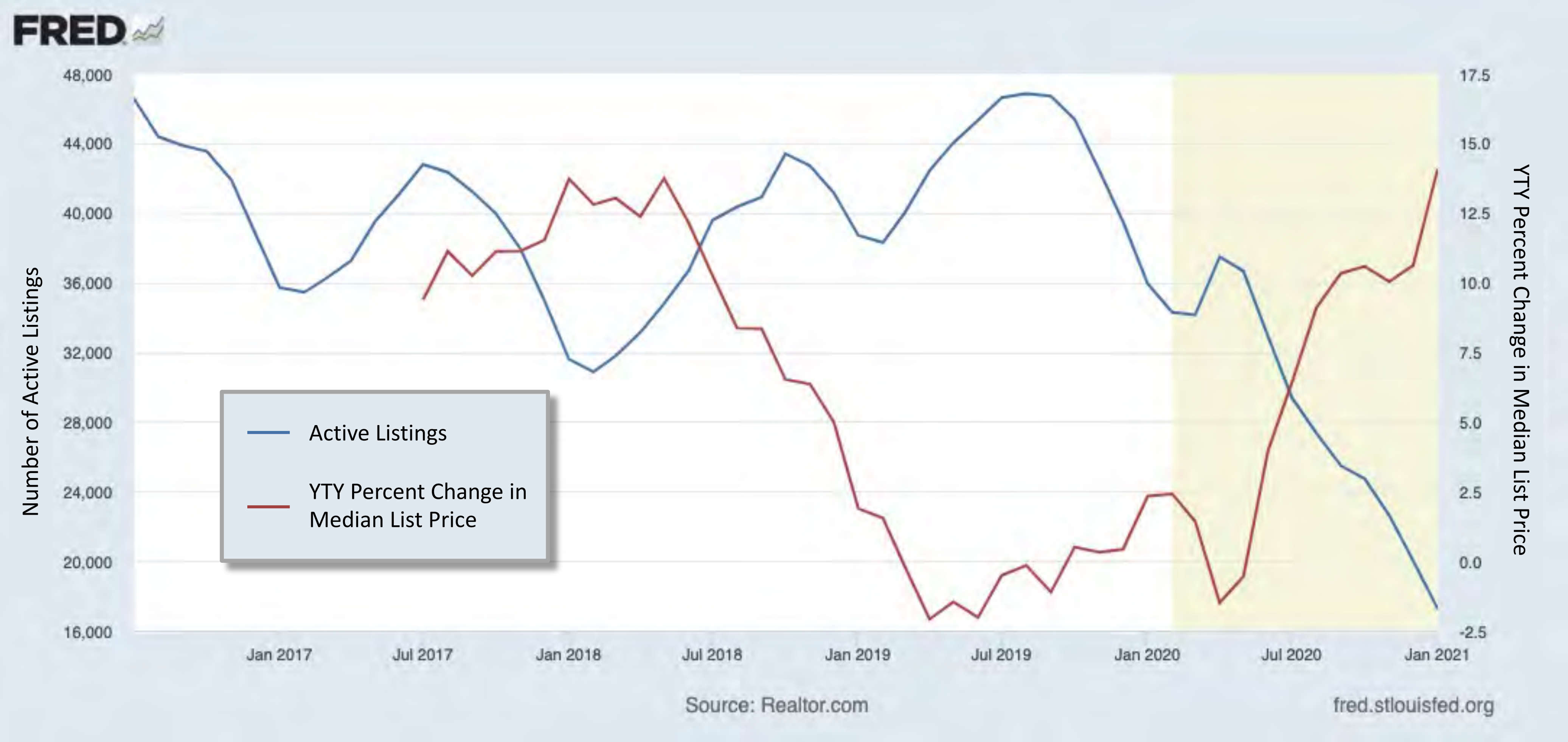
regional impact + local relevance

Regional Housing Snapshot 2021

For-Sale Inventory Vs. YTY Percent Change in Median List Price

Monthly YTY Percent Change in Atlanta CBSA, July 2017 to Jan. 2021

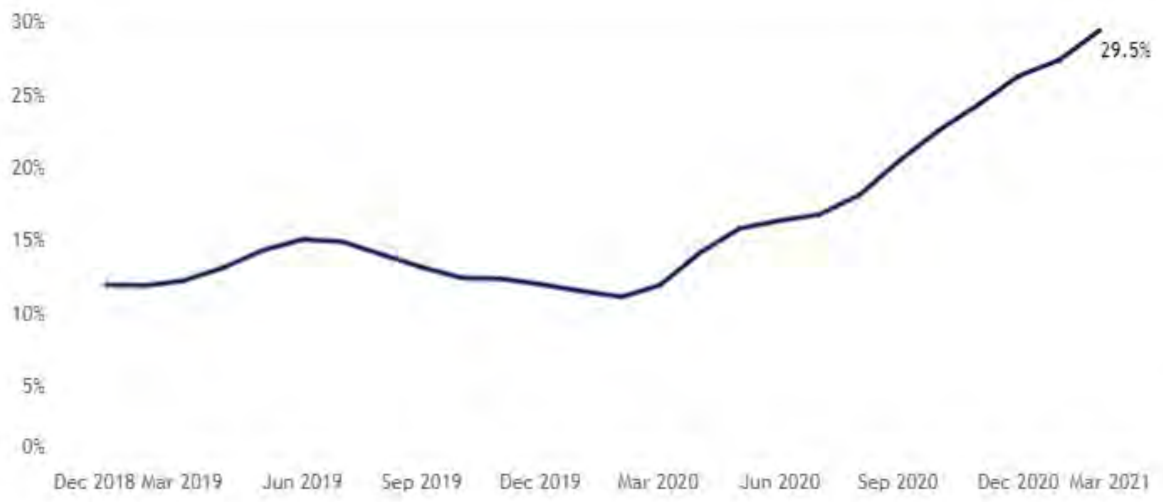


New Housing Data Point

Share of Homes That Sold Above List Price | April 2021

REGION NAME

Atlanta, GA



Zillow Economic Research

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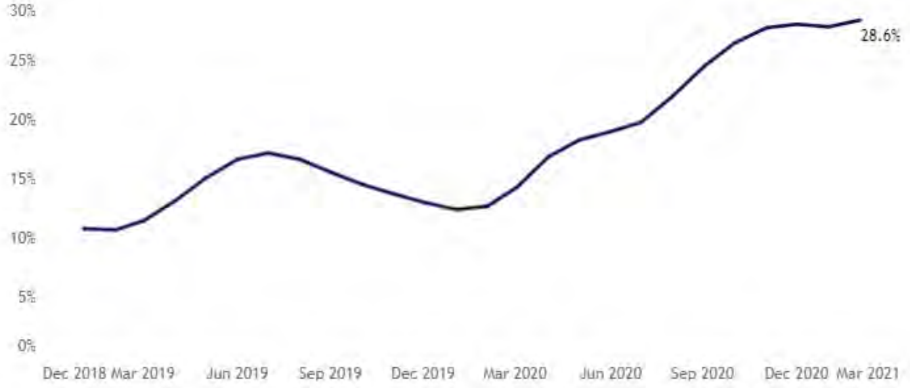
Share of Homes That Sold Above List Price | April 2021

REGION NAME

United States



Zillow Economic Research

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regional impact + local relevance

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A New Real Estate Market:

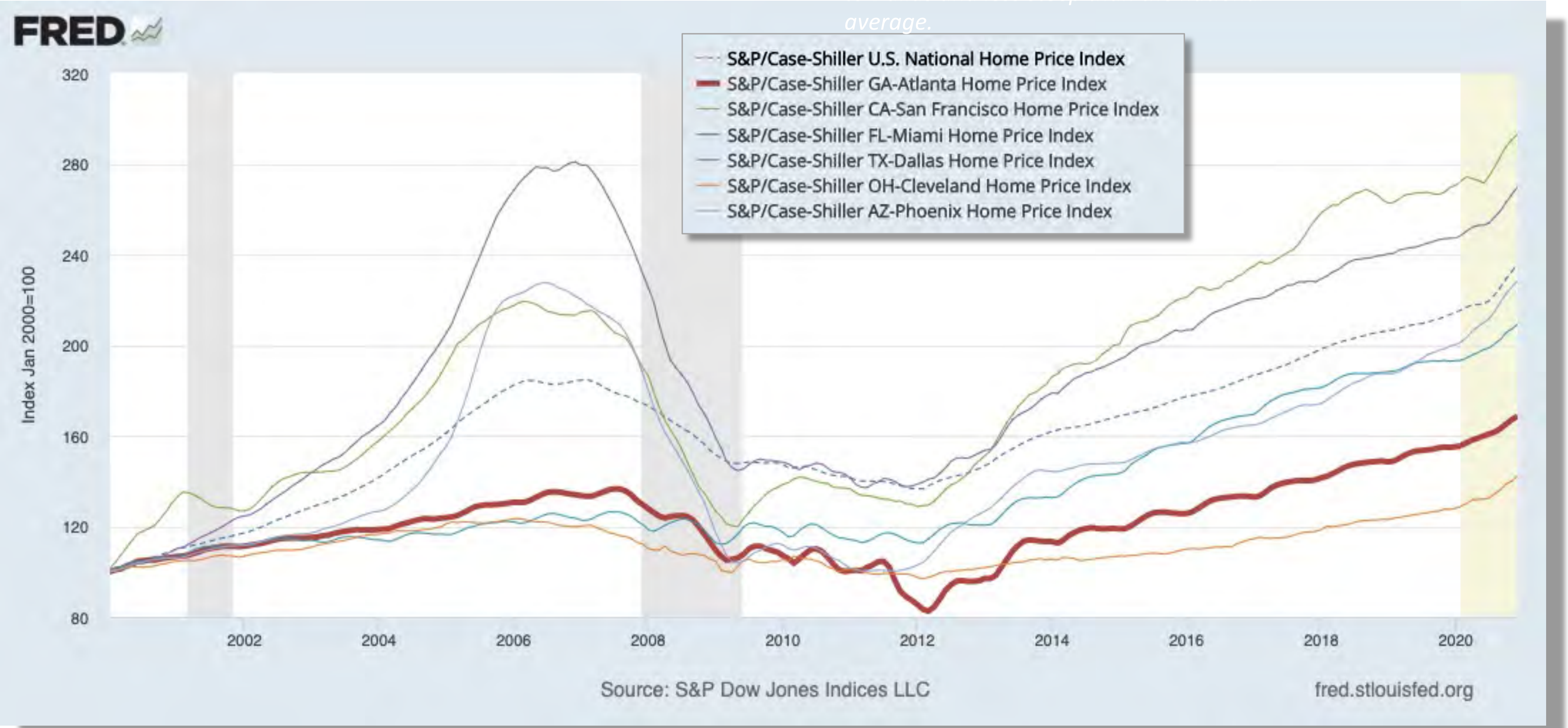
Good morning. The offer the Seller selected had several terms that were better than all other offers...but the main reason this offer was not a top contender is that the buyer offered $50K over list price, yet could only make up a deficit of $20K. That means the home would have to appraise for $330K. If the Seller had confidence it would appraise for $330 we would be listed higher...so the offers they considered were willing to bridge the gap fully in the offer they were making. We are not yet binding on a backup offer if you would like to re submit!

This house had 26 formal offers…

Regional Housing Snapshot 2021

Case-Shiller Home Price Index

Comparison of Monthly Average by MSA, Jan. 2000 to Dec. 2020



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ARC’s Regional Housing Strategy

SUBMARKET 1
Higher-priced core neighborhoods
Learn more

SUBMARKET 2
Higher-priced near core and employment corridor neighborhoods
Learn more

SUBMARKET 3
Rapidly changing core neighborhoods experiencing the greatest increase in housing costs regionally Learn more

SUBMARKET 4
Lower-priced core neighborhoods vulnerable to increasing housing costs Learn more

SUBMARKET 5
Suburban neighborhoods along employment corridors with moderate-to-higher-priced mix of single family and multifamily housing Learn more

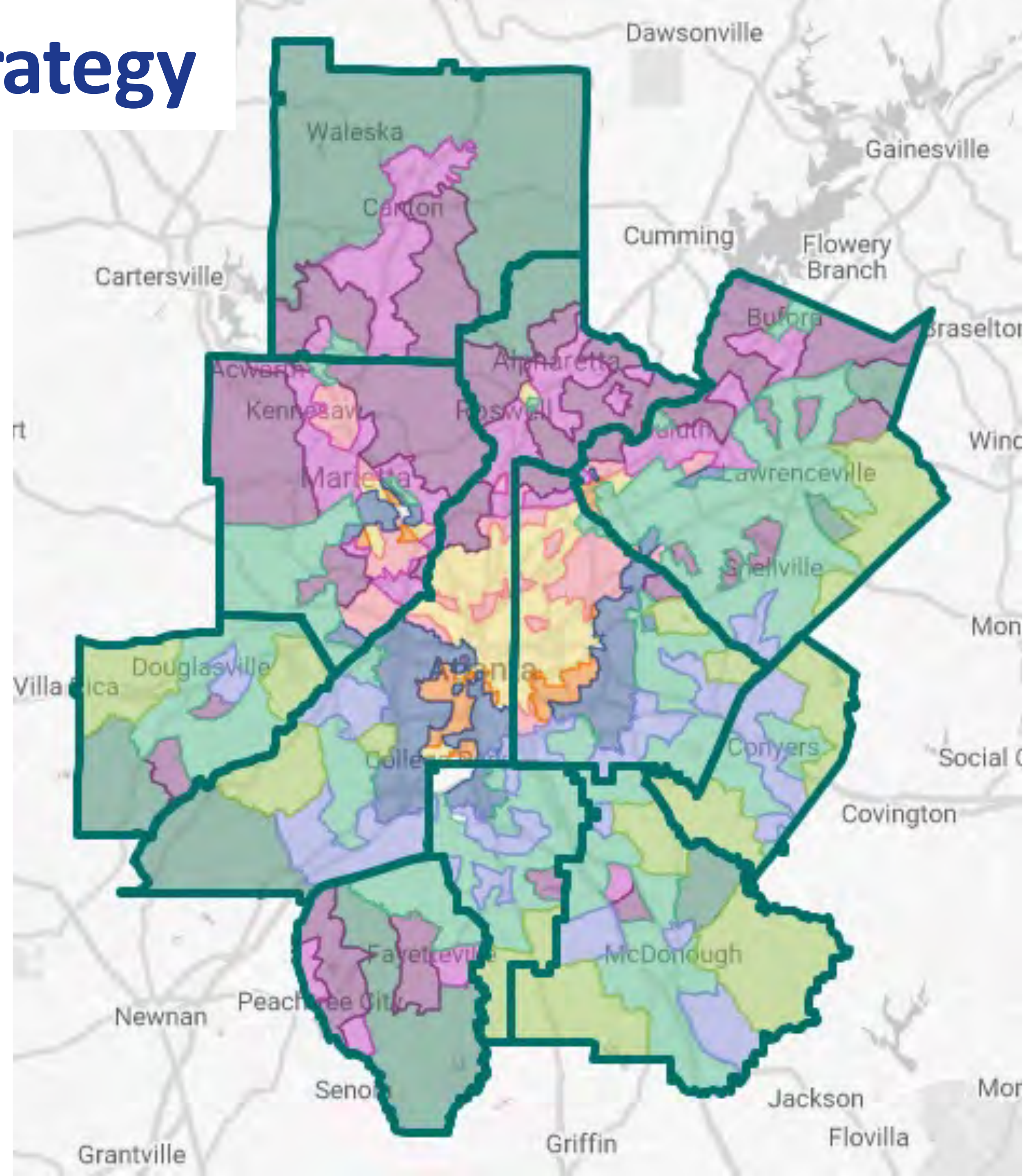
SUBMARKET 6
Suburban neighborhoods with moderate-to-higher-priced housing
Learn more

SUBMARKET 7
Suburban neighborhoods with lower-to-moderate-priced housing, biggest increase in renters Learn more

SUBMARKET 8
Suburban neighborhoods with lowest-priced single-family homes, mix of renters and owners Learn more

SUBMARKET 9
Lower-priced rural areas Learn more

SUBMARKET 10
Higher-priced rural areas Learn more



https://metroatlhousing.org/

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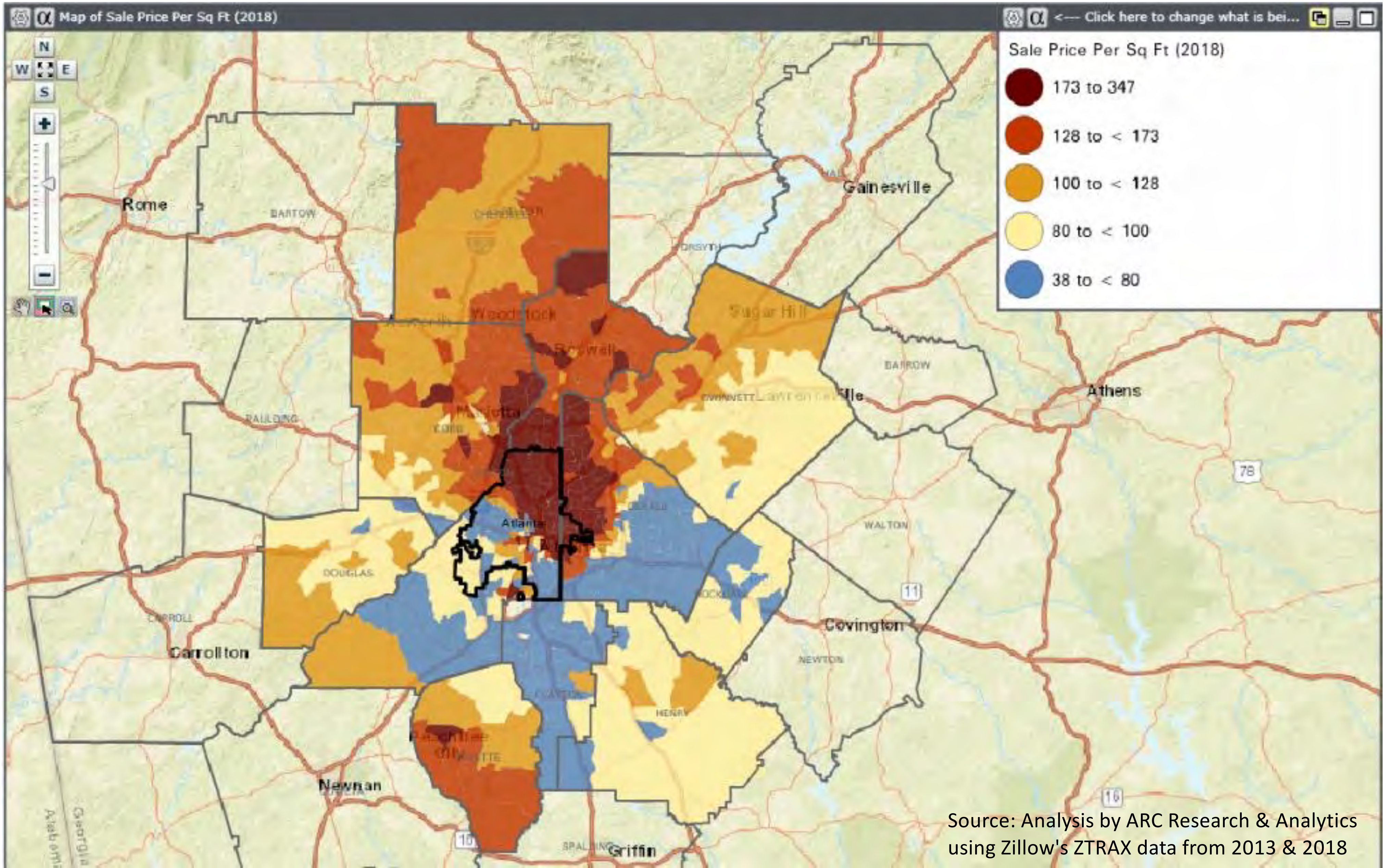
Home Price per Sq Ft



Source: Analysis by ARC Research & Analytics using Zillow's ZTRAX data from 2013 & 2018

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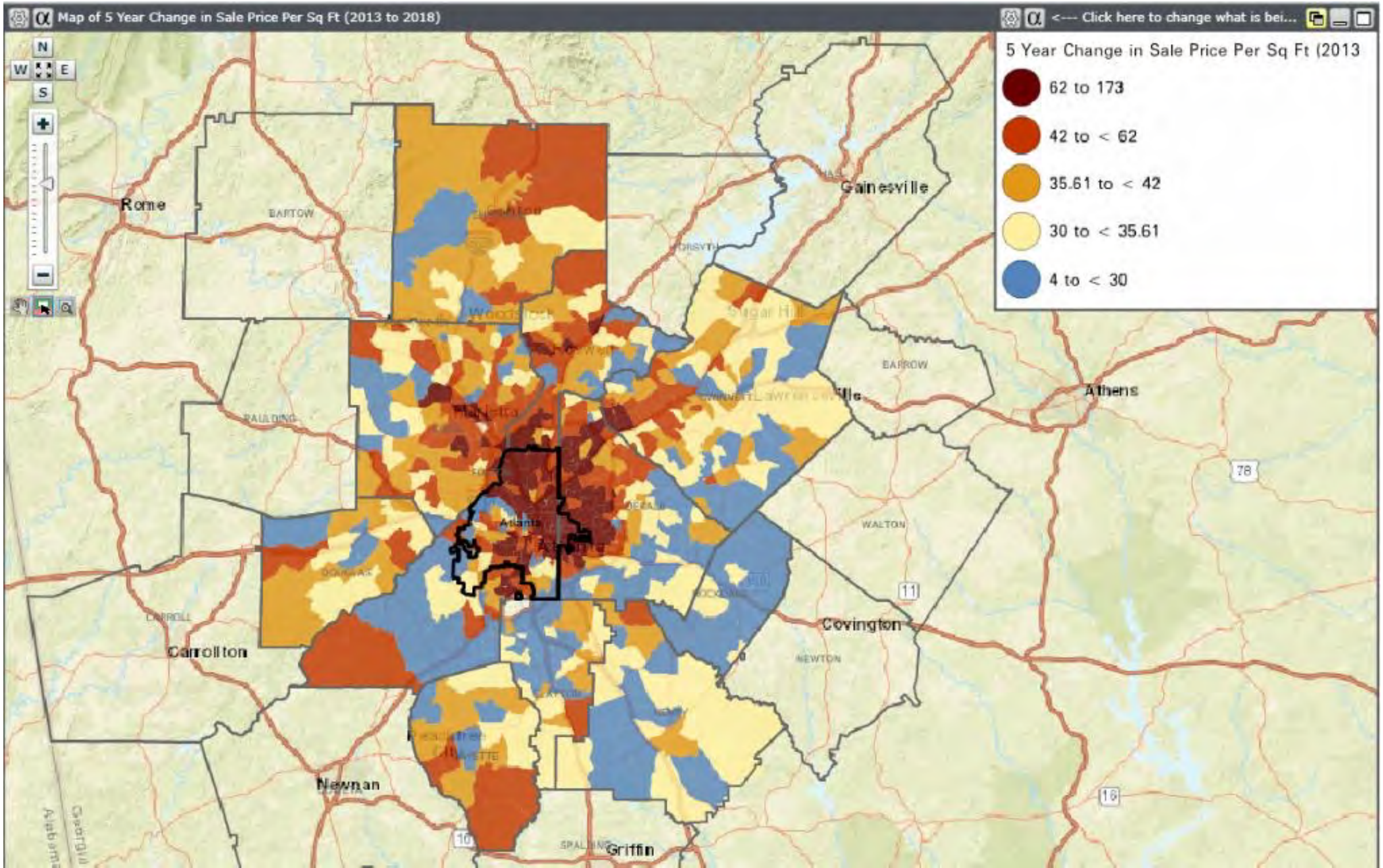
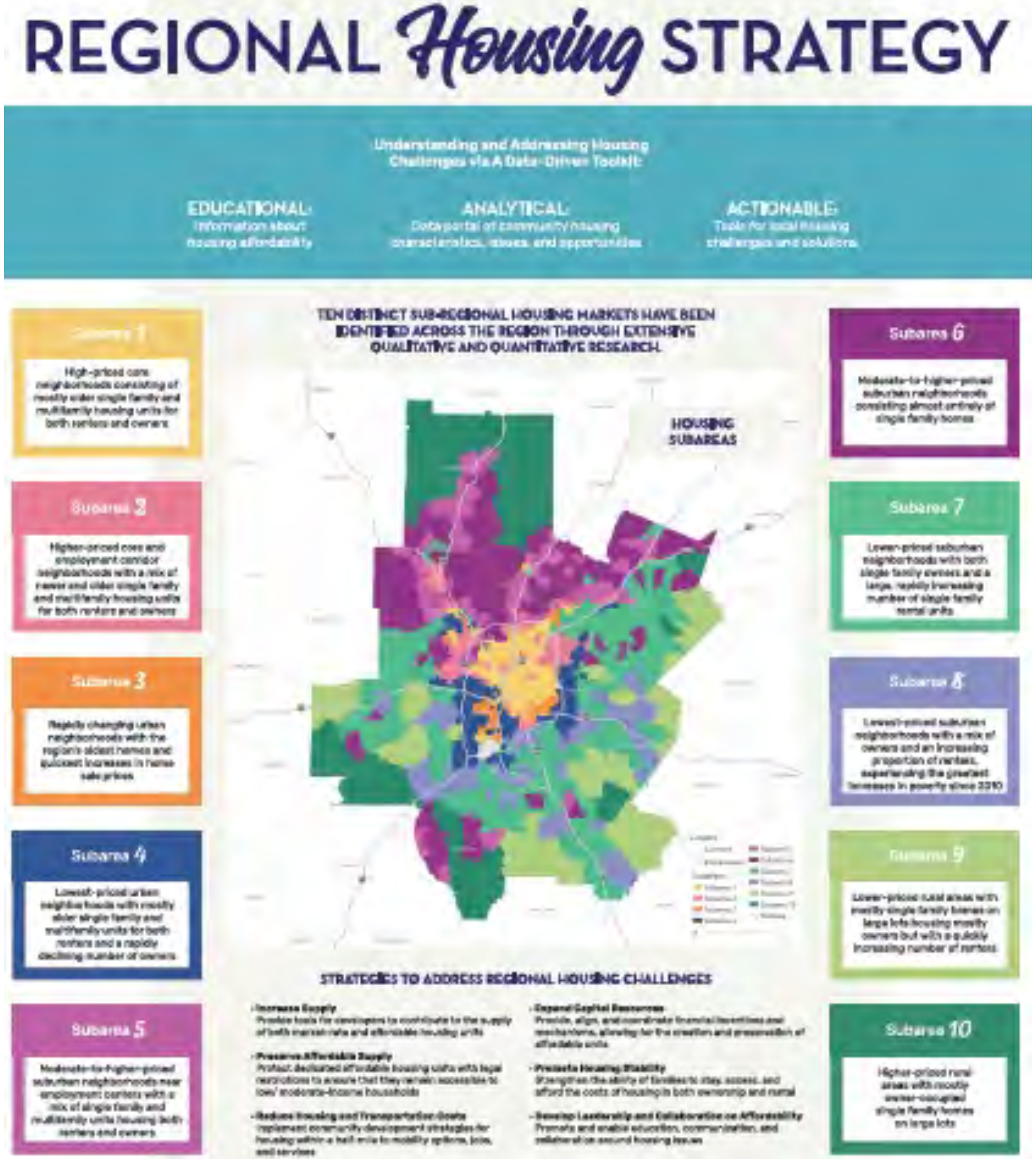
Change in Home Price per Sq Ft, 2013-2018





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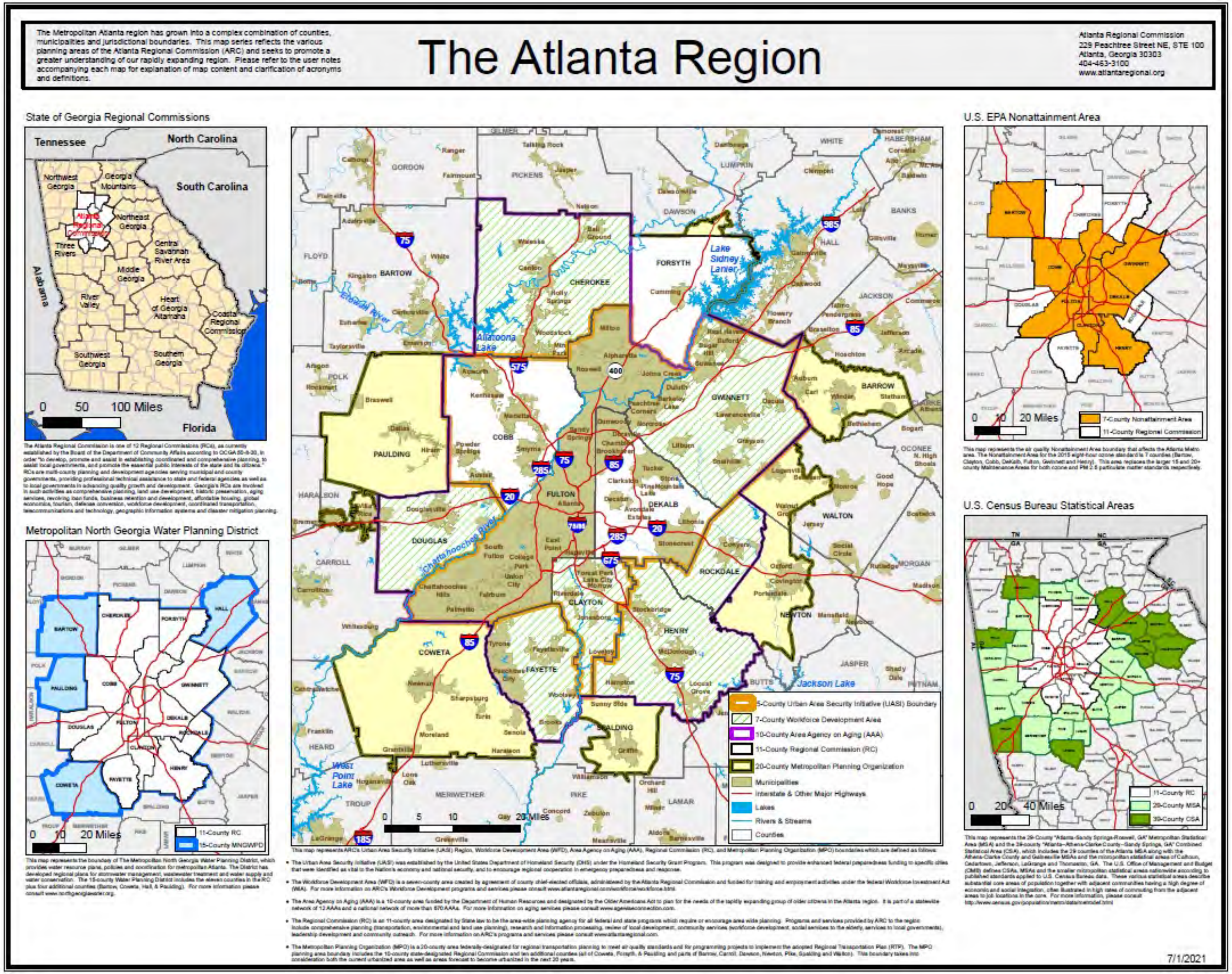
Infrastructure


The Metropolitan Atlanta region has grown into a complex combination of counties, municipalities and jurisdictional boundaries. This map series reflects the various planning areas of the Atlanta Regional Commission (ARC) and seeks to promote a greater understanding of our rapidly expanding region. Please refer to the user notes accompanying each map for explanation of map content and clarification of acronyms and definitions.
The Atlanta Region
Atlanta Regional Commission
229 Peachtree Street NE, STE 100
Atlanta, Georgia 30303
404-463-3100
www.atlantaregional.org
State of Georgia Regional Commissions
Tennessee
North Carolina
South Carolina
Alabama
Florida
0 50 100 Miles
Metropolitan North Georgia Water Planning District
0 10 20 Miles
U.S. EPA Nonattainment Area
0 10 20 Miles
U.S. Census Bureau Statistical Areas
0 20 40 Miles
FORSYTH
CHEROKEE
BARTOW
PAULDING
COBB
GWINNETT
BARROW
DOUGLAS
FULTON
DEKALB
ROCKDALE
WALTON
NEWTON
CLAYTON
HENRY
FAYETTE
COWETA
SPALDING
Lake Sidney Lanier
Allatoona Lake
Jackson Lake
West Point Lake
0 5 10 20 Miles
7/1/2021

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KEY ATLANTA REGION TRANSPORTATION AGENCIES

Atlanta Regional Commission	Atlanta-region Transit Link Authority	Georgia Department of Transportation	Georgia Regional Transportation Authority	Metropolitan Atlanta Rapid Transportation Authority	State Road and Tollway Authority

Federal and State Defined Roles

ARC	**FEDERAL:** As the state-designated Metropolitan Planning Organization (MPO) for a region defined by the U.S. Census urbanized area, fulfills federally mandated requirements related to development of a multimodal fiscally constrained long range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP). *23 USC § 134* **STATE:** As the Metropolitan Area Planning and Development Commission (MAPDC) and Regional Commission (RC), fulfills state planning mandates for ten counties for programs which require or encourage regional planning. *OCGA § 50-8-80*
ATL	**FEDERAL:** Existence not mandated by federal law. For the Atlanta Region, serves as federally-required designated recipient for FTA 5307 funds since 2018. This role was previously fulfilled by MARTA. *49 USC § 5307* **STATE:** Develops the Atlanta Regional Transit Plan (ARTP), which is the primary source of transit projects for consideration for inclusion in the TIP/RTP. Prioritizes transit projects for state and federal funding opportunities. *OCGA § 50-39-1*
GDOT	**FEDERAL:** Fulfills federally required statewide and nonmetropolitan transportation planning requirements. *23 USC § 135* **STATE:** Organizes, administers and operates a system of public roads and other modes of transportation including public transit, rail, aviation and ports. *OCGA § 32-2-2*
GRTA	**FEDERAL:** Existence not mandated by federal law. For the Atlanta Region, fulfills a federal MPO process requirement by approving the short-range Transportation Improvement Program (TIP) on behalf of the Governor. *23 USC § 134(j)(1)(D)(ii)* **STATE:** Manages land transportation and air quality issues within certain areas of the state. Approves the Atlanta Region's short-range Transportation Improvement Program (TIP) on behalf of the Governor. *OCGA § 50-32*
marta	**FEDERAL:** Existence not mandated by federal law. For the Atlanta Region, previously served as federally-required designated recipient for FTA 5307 funds, but this role was assumed by the ATL Authority in 2018. *N/A - No code reference* **STATE:** Plans, designs, constructs, finances, operates and maintains a rapid transit system within a portion of the Atlanta Region. *MARTA Act of 1965 (as most recently revised in 2018)*
SRTA	**FEDERAL:** Existence not mandated by federal law. *N/A - No code reference* **STATE:** Operates tolled transportation facilities within the state and serves as Georgia's transportation financing arm. *OCGA § 32-10-61*

Management Structure

EXECUTIVE DIRECTOR: Doug Hooker **BOARD CHAIR:** Kerry Armstrong

BOARD: (39 members) - County Commission Chairs, Mayors, Atlanta City Council Member, Department of Community Affairs representative, Citizen Members (selected by the elected officials on the Board). Elected officials terms coincide with holding the office being represented. Citizen members serve four year terms.

EXECUTIVE DIRECTOR: Chris Tomlinson **BOARD CHAIR:** Charlie Sutlive

BOARD: (15 voting members, 1 nonvoting member) - Ten members chosen by caucus of elected officials holding office within boundaries of ten districts, two members appointed by the Lieutenant Governor, two members appointed by the Speaker of the House, one member appointed by the Governor (this person serves as chair). The GDOT Commissioner is a nonvoting member. Four year terms for members elected by caucus. Others are subject to the political appointment process.

COMMISSIONER: Russell McMurry **BOARD CHAIR:** Rudy Bowen

BOARD: (14 members) - Elected by a majority of a caucus of General Assembly members from within the boundaries of each of the state's 14 congressional districts. Five year terms.

EXECUTIVE DIRECTOR: Chris Tomlinson **BOARD CHAIR:** Walter (Sonny) Deriso

BOARD: (15 members) – All members are appointed by Governor. Five year terms.

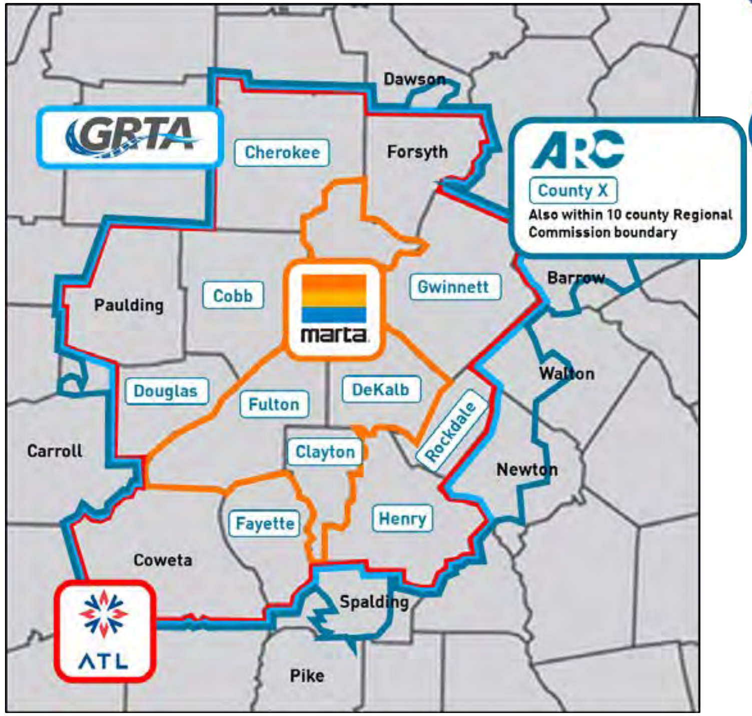
GENERAL MANAGER / CEO: Jeff Parker **BOARD CHAIR:** Rita A. Scott

BOARD: (11 voting members, two nonvoting members) - 10 voting members are appointed by the jurisdictions in which MARTA operates, one voting member is appointed by the Governor. GDOT Commissioner and GRTA Executive Director are nonvoting members. Four year terms.

EXECUTIVE DIRECTOR: Chris Tomlinson **BOARD CHAIR:** Governor Brian Kemp

BOARD MEMBERS: (5) - Governor, DOT Commissioner, Director of the Office of Planning and Budget, one position appointed by Lieutenant Governor, one position appointed by Speaker of the House. Terms based on holding the office being represented or subject to political appointment process.

Agency Jurisdictions



Funding Sources for Projects and Programs

ARC

FEDERAL: Receives FHWA and FTA planning funds to fulfill MPO functions. Conducts competitive solicitation process and makes programming recommendations for Surface Transportation Block Grant Program (STBGP), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Program (CMAQ).
STATE: Receives some funding to fulfill MAPDC/RC functions through the annual budgeting process.
LOCAL: Counties are required by state law to pay annual membership dues to support MAPDC/RC functions.

ATL

FEDERAL: Utilizes a portion of region's FTA 5307 fund allocation for planning and to fulfill designated recipient function.
STATE: Receives funding through the annual budgeting process.
LOCAL: N/A

GDOT

FEDERAL: Responsible agency for numerous FHWA formula and discretionary programs. Designated recipient for FTA 5311 rural and 5307 small urban program funds. Administers FTA 5303 planning formula funds (ARC receives a portion).
STATE: Utilizes fuel excise taxes and various fees on lodging, electric vehicles and heavy vehicles.
LOCAL: N/A

GRTA

FEDERAL: Eligible to utilize some federal formula and discretionary programs through competitive solicitation processes.
STATE: Receives funds through annual budgeting process.
LOCAL: N/A

marta

FEDERAL: Utilizes allocations from FTA formula and discretionary funding programs to operate bus and train services. Eligible to utilize some FHWA funding programs through competitive solicitation processes.
STATE: Eligible to receive funds through SRTA competitive solicitation process or annual budgeting process.
LOCAL: Utilizes sales tax collected within the MARTA service area. Collects and utilizes fares. Some additional revenue streams are available such as advertising and land development contracts.

SRTA

FEDERAL: Utilizes allocations from FTA formula and discretionary funding programs to operate Xpress and vanpool services. Eligible to utilize some FHWA funding programs through competitive solicitation processes.
STATE: Utilizes state bonds and motor fuel tax allocations to fund transit capital and highway infrastructure programs through a competitive solicitation process. Receives funds through the annual budgeting process to operate Xpress and vanpool services.
LOCAL: Collects and utilizes Xpress and vanpool fares. Collects and utilizes Xpress lanes tolls.

Estimated Investments through 2050

Investment Program Areas	Percent of Total	Subtotals
MAINTENANCE & MODERNIZATION		
Road and Bridge Preservation	28.5%	$49.2 Billion
Road System Optimization and Safety	12.3%	$21.3 Billion
Transit Operation and Capital Management (All Systems)	18.3%	$31.6 Billion
MAINTENANCE & MODERNIZATION SUBTOTAL	59.2%	$102.1 Billion
EXPANSION		
Managed Lanes	9.4%	$16.2 Billion
Interchange and Highway Expansion	6.4%	$11.1 Billion
Transit Expansion	6.3%	$10.9 Billion
EXPANSION SUBTOTAL	22.1%	$38.2 Billion

Investment Program Areas	Percent of Total	Subtotals
DEMAND MANAGEMENT		
Walking, Bicycling, and LCI	3.0%	$5.2 Billion
TDM and Other Programs and Initiatives	2.6%	$4.5 Billion
DEMAND MANAGEMENT SUBTOTAL	5.6%	$9.7 Billion
OTHER COSTS		
Administrative Costs	10.4%	$18.0 Billion
Unprogrammed Funding	2.7%	$4.7 Billion
OTHER COSTS SUBTOTAL	13.2%	$22.7 Billion
TOTAL INVESTMENTS	100%	172.6 Billion

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Transportation Infrastructure Funding

regional impact + local relevance

HB 170
2015

HB 930
2018

FEDERAL Funding SOURCES

The United States federal excise tax on gasoline is 18.4 cents per gallon and 24.4 cents per gallon for diesel fuel.

The federal tax was last raised in 1993 and is not indexed to inflation, which increased by a total of 73 percent from 1993 until 2018.

Total funding for the Atlanta region:
$1.5 BILLION
per year

STATE Funding SOURCES IN GEORGIA

GAS TAX	AMT	PER
EXCISE TAX, GASOLINE	27.5¢	GALLON
EXCISE TAX, DIESEL FUEL	30.8¢	GALLON

ELECTRIC VEHICLES	AMT	PER
COMMERCIAL ELECTRIC VEHICLES	$300	YEAR
TAX CREDIT ELIMINATED	$5000	YEAR
PRIVATE ELECTRIC VEHICLES	$200	YEAR

COMMERCIAL VEHICLES	AMT	PER
15,500 TO 26,000 POUNDS	$50	YEAR
26,001 POUNDS OR MORE	$100	YEAR

LODGING	AMT	PER
ROOM FEE	$5	ROOM/NIGHT

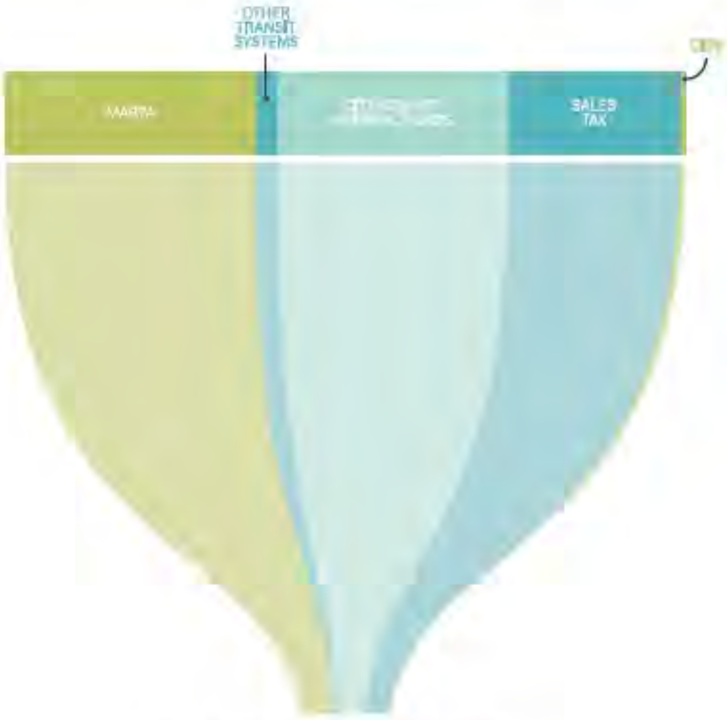
TOTAL	$2 BILLION	YEAR

THE 2015 GEORGIA TRANSPORTATION FUNDING ACT ADDED SIGNIFICANT NEW SOURCES OF UNRESTRICTED FUNDS FOR TRANSPORTATION

Total funding for the Atlanta region:
$1.6 BILLION
per year

LOCAL Funding SOURCES FOR CITY/COUNTY

Estimated other local transportation revenues through 2050:



Total funding for the Atlanta region:
$2.9 BILLION
per year

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Summary of Active SPLOSTs/TSPLOSTs in the Atlanta Region

Jurisdiction	Type of Tax	Duration of Tax	Date of Most Recent Vote	Tax Begins	Tax Ends	Anticipated Collections	% for Transportation*
City of Atlanta	TSPLOST	5 years	November 8, 2016	April 1, 2017	March 31, 2022	$300 million	100%
Barrow County	SPLOST	5 years	November 7, 2017	July 1, 2018	June 30, 2023	$57 million	31%
Carroll County	SPLOST	6 years	November 4, 2014	April 1, 2015	March 31, 2021	$100 million	50%
Cherokee County	SPLOST	6 years	November 7, 2017	August 1, 2018	July 31, 2024	$253 million	50%
Clayton County	SPLOST	6 years	May 20, 2014	January 1, 2015	December 31, 2020	$272 million	36%
Cobb County	SPLOST	6 years	November 4, 2014	January 1, 2016	December 31, 2021	$750 million	57%
Coweta County	SPLOST	6 years	November 7, 2017	January 1, 2019	December 31, 2024	$140 million	64%
Dawson County	SPLOST	6 years	November 4, 2014	July 1, 2015	June 30, 2021	$46 million	49%
DeKalb County	SPLOST	6 years	November 7, 2017	April 1, 2018	March 31, 2024	$637 million	66%
Douglas County	SPLOST	6 years	November 8, 2016	April 1, 2017	March 31, 2023	$160 million	49%
Fayette County	SPLOST	6 years	March 21, 2017	July 1, 2017	June 30, 2023	$141 million	49%
Forsyth County	SPLOST	6 years	November 6, 2018	July 1, 2019	June 30, 2025	$274 million	61%
Fulton County	TSPLOST	5 years	November 8, 2016	April 1, 2017	March 31, 2022	$569 million	100%
Gwinnett County	SPLOST	6 years	November 8, 2016	April 1, 2017	March 31, 2022	$950 million	63%
Henry County	SPLOST	5 years	November 5, 2019	April 1, 2020	March 31, 2025	$204 million	48%
Newton County	SPLOST	6 years	March 21, 2017	July 1, 2017	June 30, 2023	$65 million	37%
Paulding County	SPLOST	6 years	May 24, 2016	April 1, 2017	March 31, 2023	$110 million	55%
Pike County	SPLOST	6 years	March 1, 2016	July 1, 2016	June 30, 2022	$6 million	100%
Rockdale County	SPLOST	6 years	May 24, 2016	April 1, 2017	March 31, 2023	$77 million	58%
Spalding County	SPLOST	6 years	November 3, 2015	April 1, 2016	March 31, 2022	$50 million	41%
Walton County	SPLOST	6 years	November 6, 2018	January 1, 2019	December 31, 2024	$60 million	29%

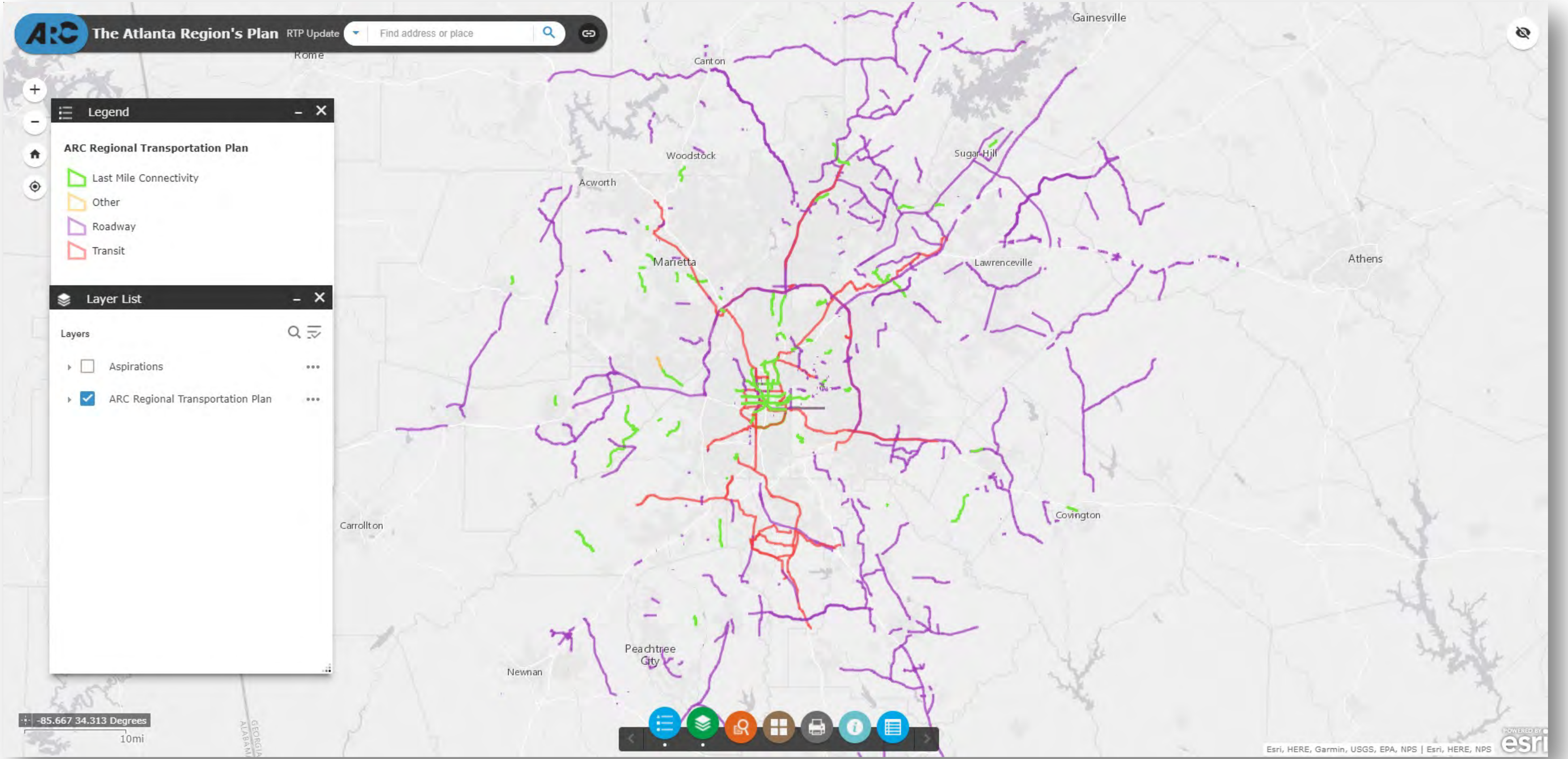
* Transportation allocation information for highlighted counties are approximated due to lack of complete information that is readily accessible online.

Estimated Revenues through 2050

Revenue Source	Percent of Total	Subtotals
FEDERAL		
FHWA Formula Funding plus Adjustments	20.2%	$34.9 Billion
FHWA Discretionary Funding	0.2%	$0.3 Billion
FTA Formula Funding plus Adjustments	6.0%	$10.3 Billion
FEDERAL SUBTOTAL	26.4%	$45.5 Billion
STATE		
Region's Share of Excise Taxes	26.0%	$44.9 Billion
Region's Share of Lodging Fees	2.5%	$4.4 Billion
Region's Share of Heavy Vehicle Impact Fees	0.2%	$0.3 Billion
Region's Share of Electric Vehicle Registration Fees	0.03%	$0.05 Billion
Region's Share of General Fund Appropriations	0.2%	$0.4 Billion
STATE SUBTOTAL	29.0%	$50.0 Billion
LOCAL		
SPLOST Revenues	8.3%	$14.3 Billion
T-SPLOST Revenues	4.8%	$8.2 Billion
MARTA Sales Tax Revenues	14.3%	$24.6 Billion
MARTA Farebox and Other Revenue	4.2%	$7.2 Billion
City and County General Funds	10.4%	$18.0 Billion
Non-MARTA Transit Agency Revenues	1.6%	$2.8 Billion
LOCAL SUBTOTAL	43.5%	$75.1 Billion
PRIVATE		
CIDs and Other Revenue	1.20%	$2.0 Billion
PRIVATE SUBTOTAL	1.20%	$2.0 Billion
TOTAL REVENUE	100.00%	172.6 Billion

Regional Transportation Projects

https://garc.maps.arcgis.com/apps/webappviewer/index.html?id=025ca60f2ee54b779dc77209e51f3f25/



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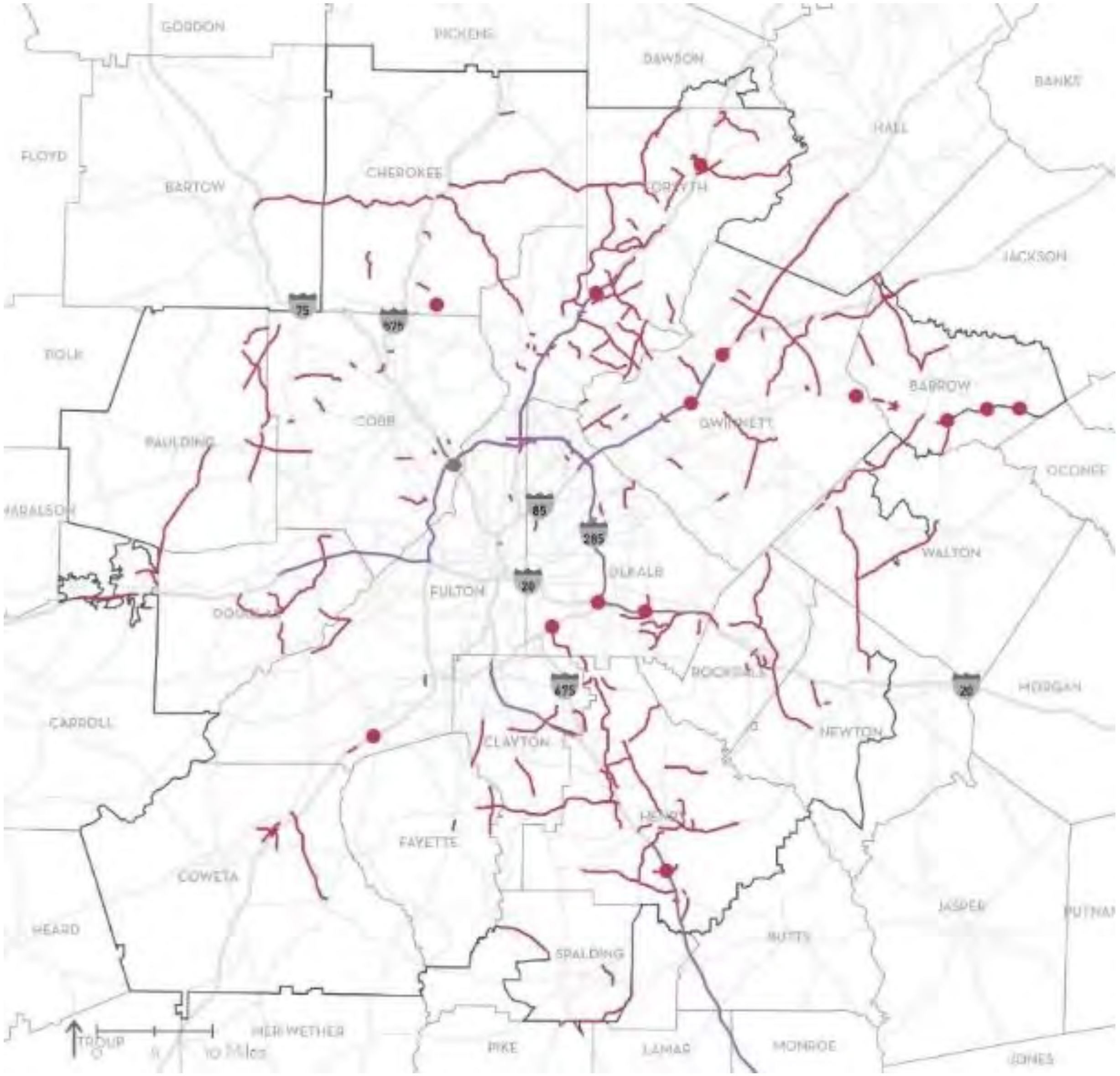
Express Lanes and Arterial Capacity Projects



MAP 18: DRAFT RTP MANAGED LANE AND INTERCHANGE AND HIGHWAY CAPACITY PROJECTS

Legend

- Managed Lanes
- Interchange and Highway Capacity
- Major Roads
- Expressways
- Counties
- MPO Boundary

- **140 additional miles of express lane corridors**
- **215 arterial capacity projects adding almost 600 lane- miles to the network**

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Major Mobility Investment Program

Interchange Reconstruction:

1. I-16/I-95
2. I-285/I-20 West
3. I-285/I-20 East

Express Lanes:

4. I-285 Eastside*
5. I-285 Top End*
6. I-285 Westside*
7. SR 400

Interstate Widening:

8. I-85 Phase 1
9. I-85 Phase 2
10. I-16

Commercial Vehicle Lanes:

11. I-75

I-285 Advanced Improvement Projects:

12. I-285 Westbound Ramp Extension
13. I-285/Peachtree Industrial Boulevard Interchange Improvements
14. I-285 Westside Railroad Crossings Bridge Widenings
15. I-285 Westside Bridge Replacements
16. I-285 Eastside Bridge Replacements
17. I-285 Westbound Auxiliary Lane Extension

*Construction packages will be determined pending finalization of procurement approach

https://majormobilityga.com/

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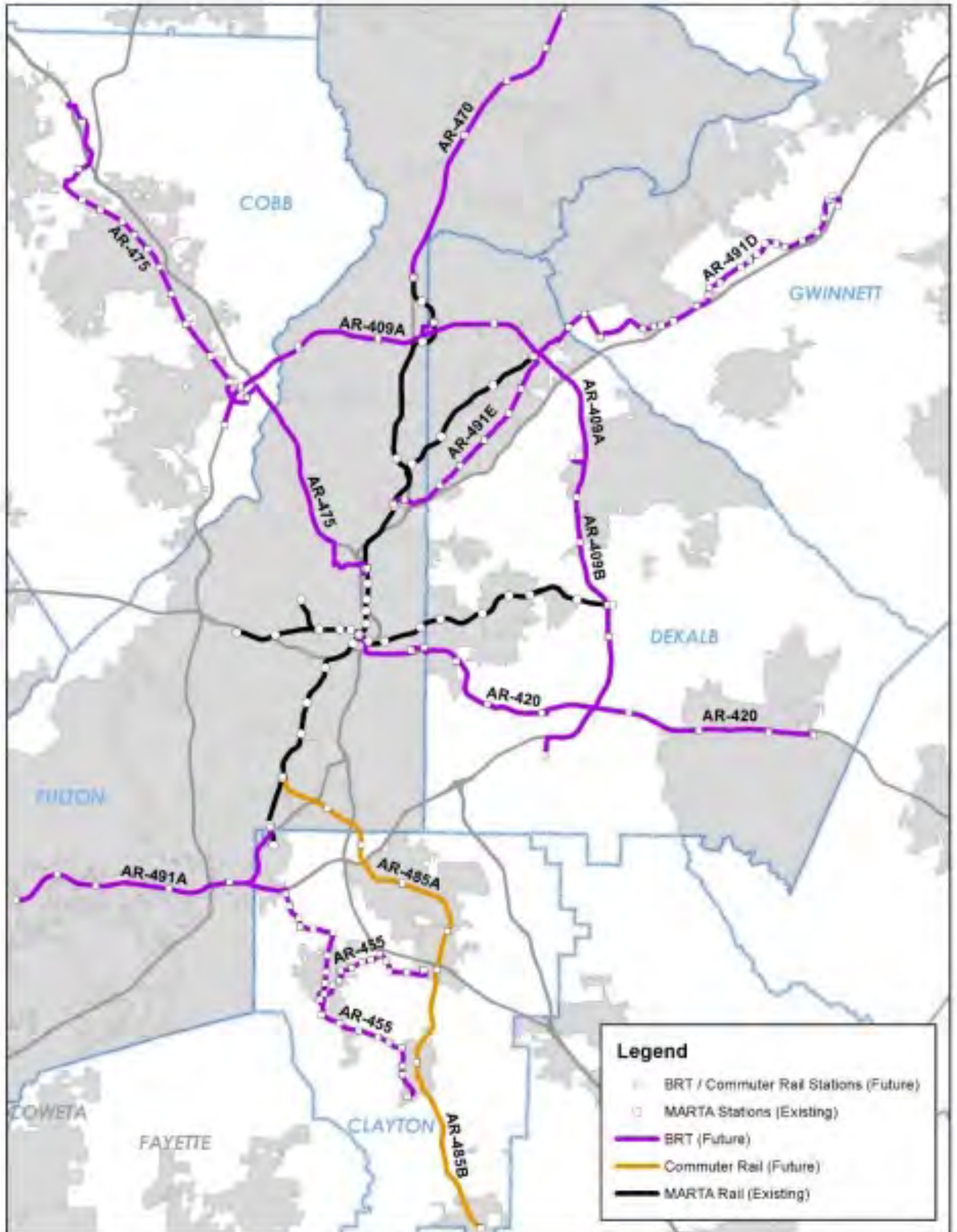
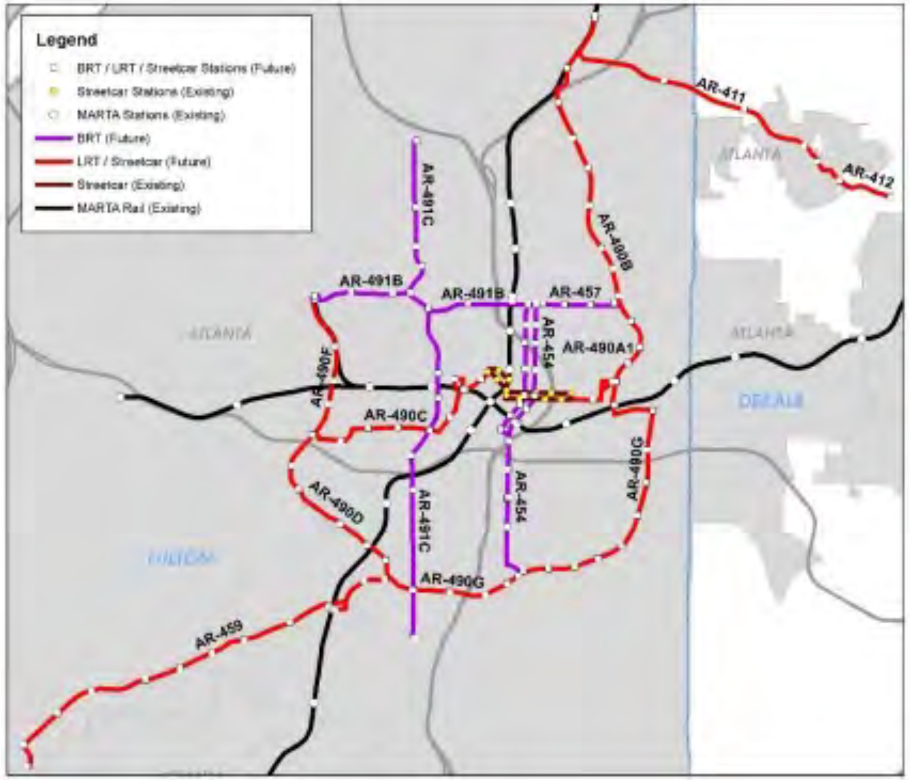
Transit Expansion Program





MILES OF NEW SERVICE*

Bus Rapid Transit (Freeway)	67 miles
Bus Rapid Transit (Arterial)	96 miles
Light Rail / Streetcar	30 miles
Commuter Rail	22 miles

*** Based on initial planning concepts; technologies subject to change***

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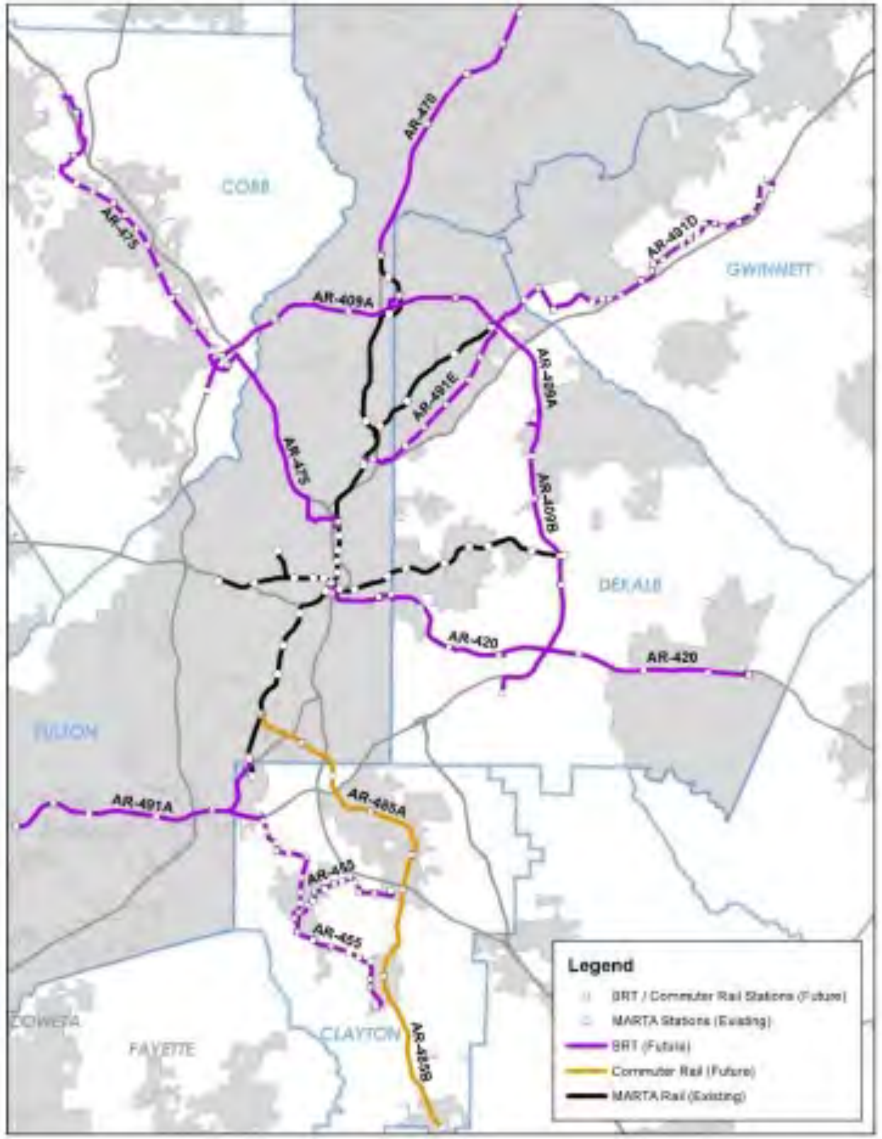
Transit Expansion Program



ARC ID	PROJECT	LIMITS
AR-475	Connect Cobb BRT	KSU to Arts Center
AR-470	Connect 400 BRT	Windward to North Springs
AR-491D	Gwinnett BRT	Sugarloaf Mills to Doraville
AR-491E	Buford Highway BRT	Lindbergh to Doraville
AR-409A	I-285 North BRT	Paces Ferry to Northlake
AR-409B	I-285 East BRT	Northlake to Panthersville
AR-420	I-20 East BRT	Stonecrest to Five Points
AR-485A/B	Clayton CRT	Lovejoy to East Point
AR-455	Clayton County BRT	College Park to Clayton
AR-491A	South Fulton BRT	College Park to SR 92

Headways for all projects assumed to be 10 minute peak and 15 minute off peak except for:

- Clayton BRT — 10 minute common & 20 minute branches all day
- Clayton CRT — 30 minute peak directional

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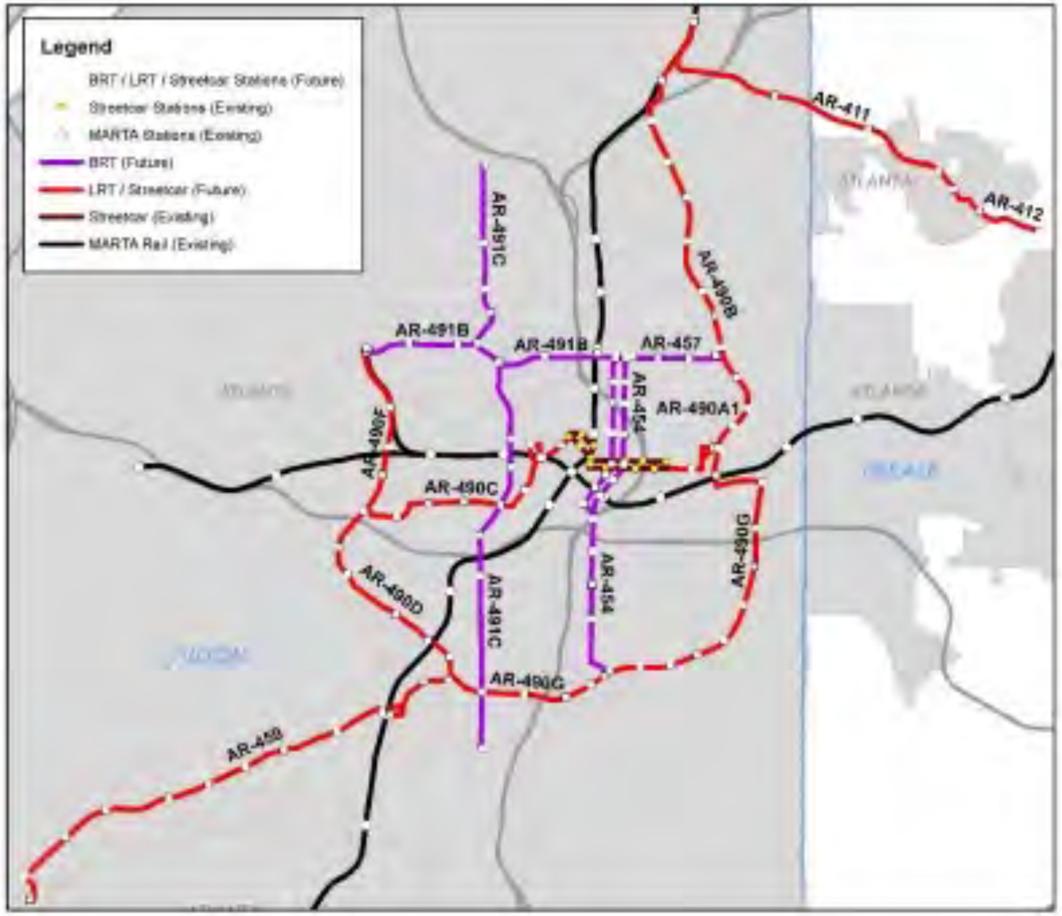
Transit Expansion Program



ARC ID	PROJECT	LIMITS
AR-411/12	Clifton LRT	Lindbergh to North Decatur
AR-490B	Northeast Beltline LRT	Lindbergh to PCM
AR-490A1	East Streetcar	PCM to Downtown
AR-490C	West Streetcar	Downtown to Westview
AR-490D	Southwest Beltline LRT	Westview to Oakland City
AR-490F	Beltline Northwest LRT	Westview to Bankhead
AR-490G	Beltline Southeast LRT	University to Irwin
AR-459	Campbellton LRT	Oakland City to Greenbriar
AR-454	Summerhill BRT	Milton Ave to North Ave
AR-457	North Ave East BRT	PCM to North Ave
AR-491B	North Ave West BRT	North Ave to Bankhead
AR-491C	Northside BRT	I-75 to Atlanta Metro

Headways for all projects assumed to be 10 minute all day except for:

- Clifton LRT 7.5 minutes peak and 12 minutes off peak

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Peachtree Corners

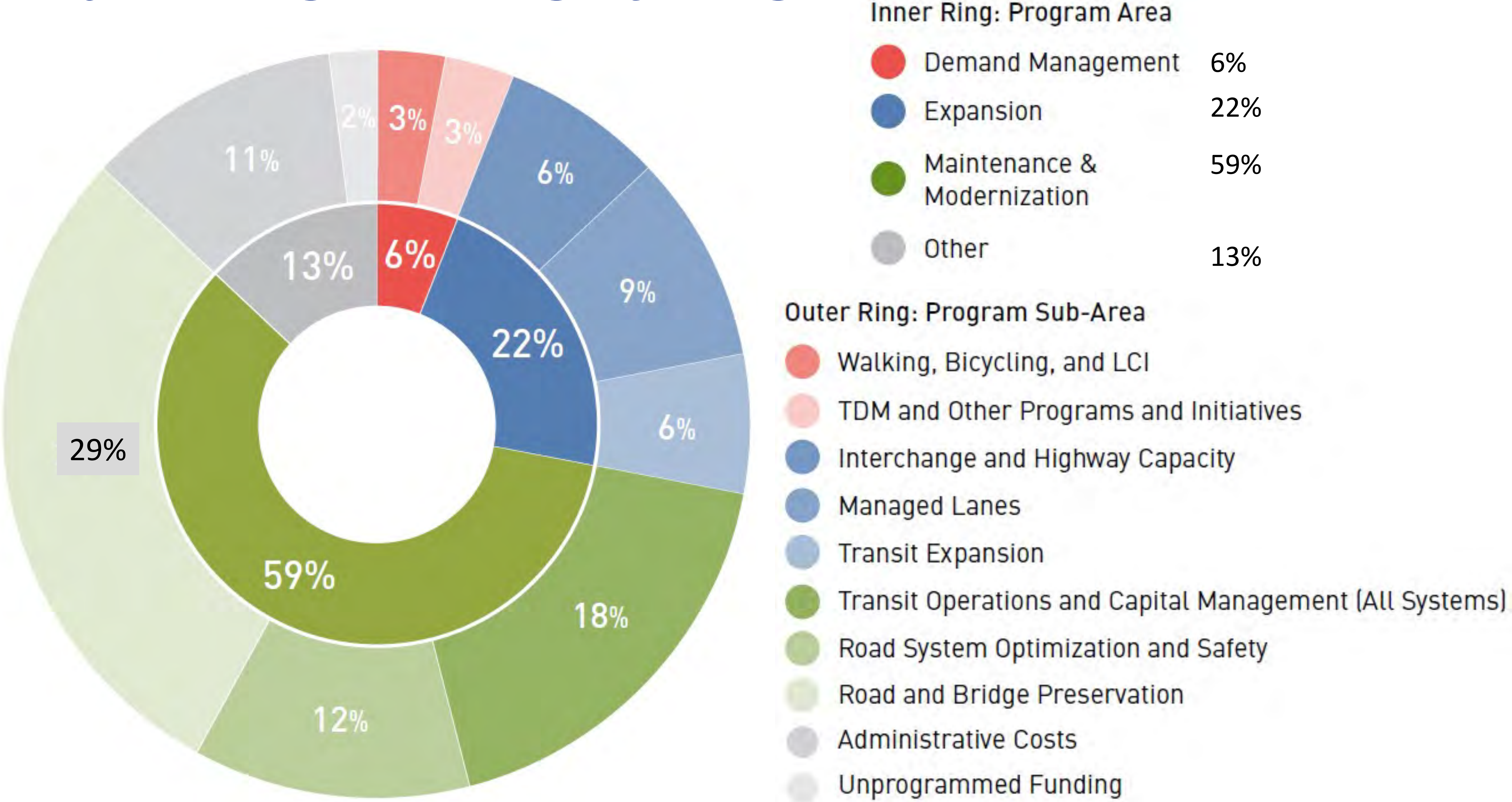
The City has evolved their planning towards a mixed-use centers vision around the LCI:

- The focus is on the LCI area along SR 141 and potentially widenia SR 141 to six lanes. The other big development focus is developing an "innovation hub." Peachtree Corners has been the one of the most aggressive cities in the region in developing a technology incubator and testing facilities for transportation technology through the Curiosity Lab.

- Several major trail projects such as Crooked Creek are in development. These will tie the residential/commercial areas to the River over time.

- The City, County and State have done some projects in recent years to manage congestion such as adding a southbound lane on SR 141 to PIB. Others in development include:
    - Bush Road at Medlock Bridge Road intersection
    - Peachtree Corners Circle at Medlock Bridge
    - SR 141/Peachtree Parkway at Peachtree Corners Circle
    - SR 141 at Spalding Road
- The area currently has transit service that connects to the Doraville Station.
- https://www.gwinnettcounty.com/static/departments/transportation/routes/2020/RT35_Web.pdf

Project Programming by Program Area and Sub-Area



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Regionally Important Performance Measures

Average Commute Travel Time in Minutes by Personal Vehicle

With 8.6 million residents expected in the region by 2050, roadway capacity projects for personal vehicles alone will not be able to meet the demand for a safe, accessible, and convenient transportation system. The RTP projects reflect solutions intended to mitigate worsening commute times while also pivoting to solutions that are multi-modal, providing residents and visitors with more travel options.

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
	31 minutes	35 minutes 13% increase	33 minutes 7% increase

Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

Total Surface Transportation Congestion Cost Per Person by Dollars

Atlanta residents incur a hidden expense of both their time and fuel when sitting in roadway congestion. Lost time means we have less time for work productivity and fewer opportunities for recreation and social connections. It also means increased pollutants from vehicle emissions, increased goods movement costs, increased unreliability, increased stress, and more frequent crashes.[1]

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
	$1,403	$2,671 90% increase	$1,916 37% increase

Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

1 USDOT Assessing the Full Costs of Congestion on Surface Transportation Systems and Reducing Them through Pricing (2009)

DRAFT

Transit Ridership between Activity Centers

The region's activity centers are centralized nodes where residents and visitors can live, work, and play. While increasing transit ridership on the whole is a desired outcome of the RTP project list, this performance measure underscores the importance of transportation and land use efficiency, supporting investments that promote connectivity amongst areas in the region with demonstrated regional significance.

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
	11,690 riders	15,422 riders 32% increase	20,956 riders 79% increase

Supporting Objective: Strategically expand the transportation system while supporting local land use plans.

Regional Transit Ridership

The region must continue to invest in modes like transit that move people efficiently, conveniently, and safely. The RTP project list includes transit expansion, operations, and capital management projects that have projected ridership productivity increases. This increase, even in the without investments scenario, is likely due to improved transit-supportive development and access, co-locating with population and employment density, and the general population increase in the region.

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
	510,520 riders	738,038 riders 45% increase	1,100,797 riders 116% increase

Supporting Objective: Improve transit and non-single-occupant vehicle options to boost economic competitiveness and reduce environmental impacts.

DRAFT

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Regionally Important Performance Measures

Average Commute Travel Time in Minutes by Personal Vehicle

With 8.6 million residents expected in the region by 2050, roadway capacity projects for personal vehicles alone will not be able to meet the demand for a safe, accessible, and convenient transportation system. The RTP projects reflect solutions intended to mitigate worsening commute times while also pivoting to solutions that are multi-modal, providing residents and visitors with more travel options.

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
↘	31 minutes	↑ 35 minutes 13% increase	↑ 33 minutes 7% increase

Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

regional impact + local relevance

Regionally Important Performance Measures

Total Surface Transportation Congestion Cost Per Person by Dollars

Atlanta residents incur a hidden expense of both their time and fuel when sitting in roadway congestion. Lost time means we have less time for work productivity and fewer opportunities for recreation and social connections. It also means increased pollutants from vehicle emissions, increased goods movement costs, increased unreliability, increased stress, and more frequent crashes.[1]

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
	$1,403	$2,671 90% increase	$1,916 37% increase

Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

1 USDOT Assessing the Full Costs of Congestion on Surface Transportation Systems and Reducing Them through Pricing (2009)

DRAFT

Regionally Important Performance Measures

Regional Transit Ridership

The region must continue to invest in modes like transit that move people efficiently, conveniently, and safely. The RTP project list includes transit expansion, operations, and capital management projects that have projected ridership productivity increases. This increase, even in the without investments scenario, is likely due to improved transit-supportive development and access, co-locating with population and employment density, and the general population increase in the region.

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
	510,520 riders	738,038 riders 45% increase	1,100,797 riders 116% increase

Supporting Objective: Improve transit and non-single-occupant vehicle options to boost economic competitiveness and reduce environmental impacts.

DRAFT

Regionally Important Performance Measures

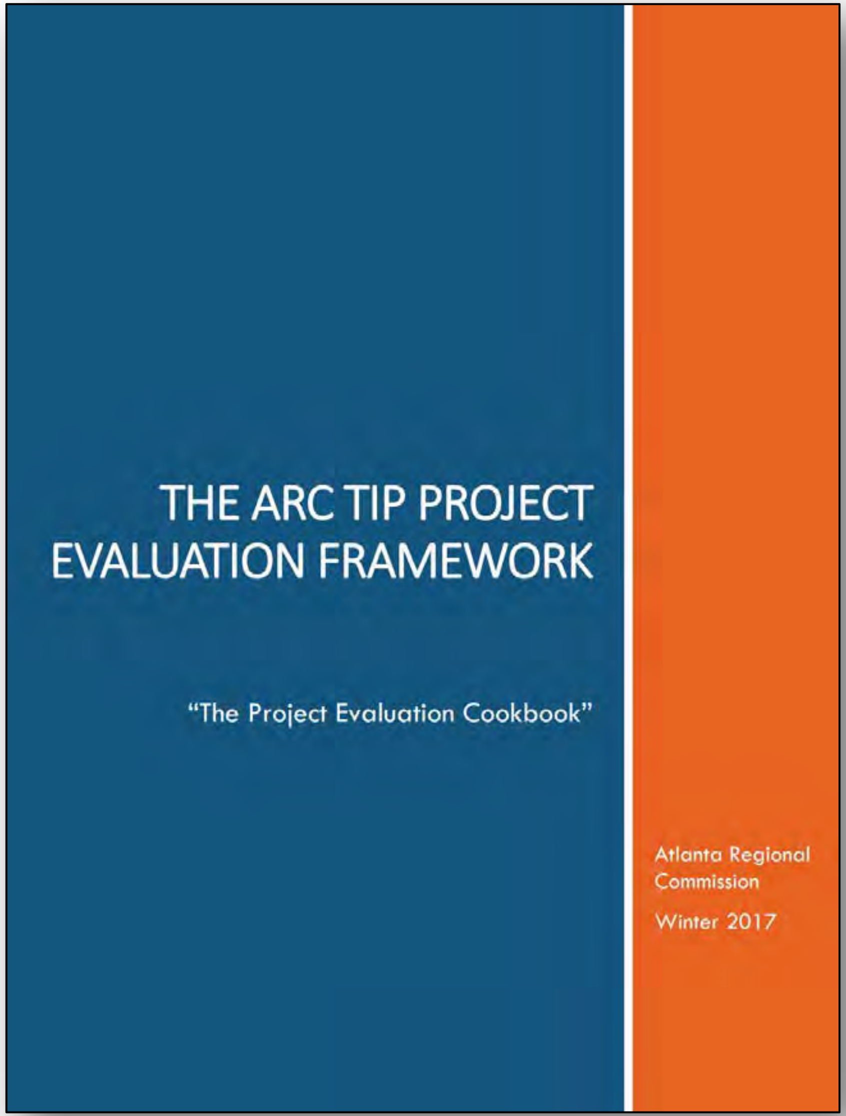
Transit Ridership between Activity Centers

The region's activity centers are centralized nodes where residents and visitors can live, work, and play. While increasing transit ridership on the whole is a desired outcome of the RTP project list, this performance measure underscores the importance of transportation and land use efficiency, supporting investments that promote connectivity amongst areas in the region with demonstrated regional significance.

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
↗	11,690 riders	↑ 15,423 riders 32% increase	↑ 20,956 riders 79% increase

Supporting Objective: Strategically expand the transportation system while supporting local land use plans.

Key Work Activity #3: Reassess Current Project Evaluation Methodologies



additional weighting schemes, including equal weights and weights based on the long-range portion of the Atlanta Region's Plan. Ultimately, the values from these tests were brought to a subcommittee of the Transportation & Air Quality Committee (TAQC) for their review. Policymakers and ARC staff came to an agreement to utilize the survey-derived weights for project evaluation in KDP2. These weights are outlined in Table S2, below. ARC understands that future work on these weights may be necessary to reflect changing values and opinions.

Table S2 – Criteria Weights by Project Type[4]

Criteria	Bike/Ped/Trail	Roadway Asset Management	Roadway Expansion & TSM&O	Transit Expansion	Transit Asset Management & System Upgrades[5]
Asset Management & Resiliency	-	14.9 %	-	-	24.4 % / 22.1 %
Mobility & Congestion	13.7 %	13.8 %	13.0 %	13.5 %	21.6 % / 19.6 %
Safety	14.5 %	14.4 %	13.4 %	8.5 %	13.6 % / 12.3 %
Network Connectivity	14.4 %	12.9 %	12.4 %	13.5 %	-
Reliability	-	-	12.1 %	12.0 %	-
Multimodalism	12.6 %	11.8 %	11.3 %	10.2 %	-
Employment Accessibility	10.4 %	10.2 %	10.3 %	11.6 %	18.6 % / 16.8 %
Land Use Compatibility	11.5 %	-	-	10.5 %	-
Social Equity	9.7 %	8.3 %	7.0 %	9.5 %	15.2 % / 13.8 %
Air Quality & Climate Change	6.3 %	-	7.3 %	6.5 %	0.0 % / 9.4 %
Goods Movement	-	8.1 %	7.8 %	-	-
Cultural & Environmental Sensitivity	6.8 %	5.5 %	5.3 %	4.1 %	6.6 % / 6.0 %

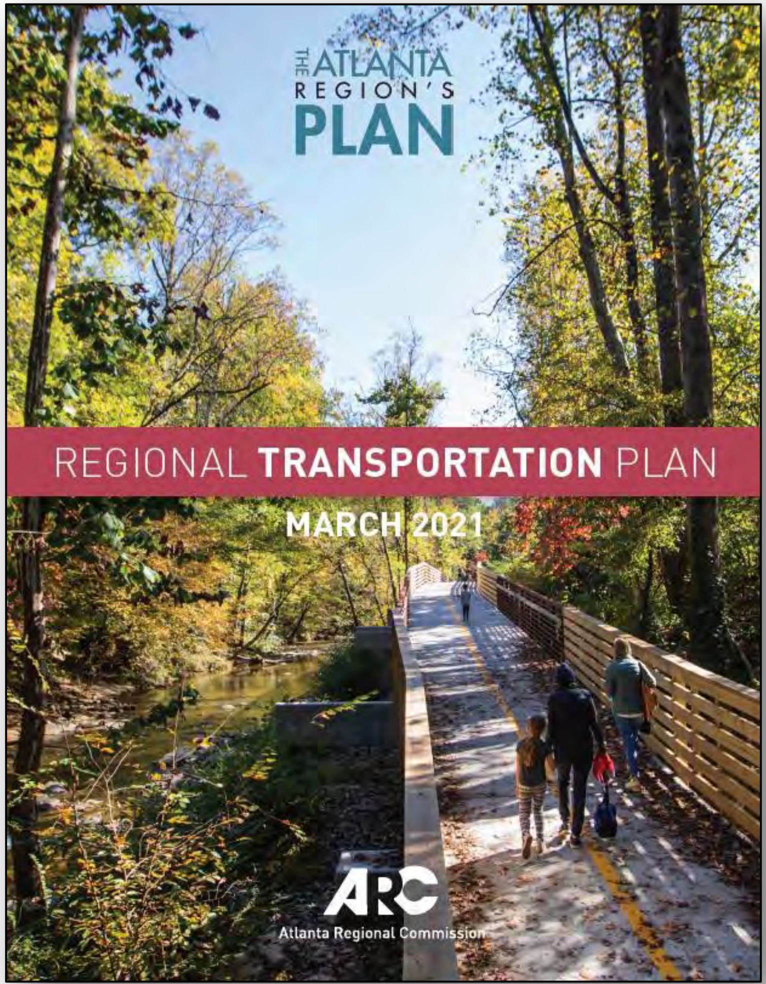
In addition, nested within some project types are multiple performance measures and metrics for each criterion. The metric level weighting was determined by ARC staff with help from partner state agencies. Information on these weights are provided in the corresponding sections of this document and do not affect criteria level weights.

Benefit-Cost Ratio and Cost-Effectiveness Scores

Historically, ARC has applied a very rigorous Benefit-Cost (B/C) ratio for roadway widening projects evaluated as part of the RTP. The B/C ratio is a sum of a project's expected benefits and disbenefits

[4] Values may not add to 100% due to rounding, some values that were surveyed were subsequently dropped from consideration as relevant criteria and are zeroed out in the weights
[5] The 2nd number is the weights for projects that replace transit buses and have an associated air quality benefit

Our Vision
A Place that Works for Everyone



www.atlantaregional.org/rtp

OUR VISION

Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets, and attractive lifestyles. We will **win the future** through intensive collaboration that honors and leverages the uniqueness of our communities.

- Atlanta Region's Plan Policy Framework

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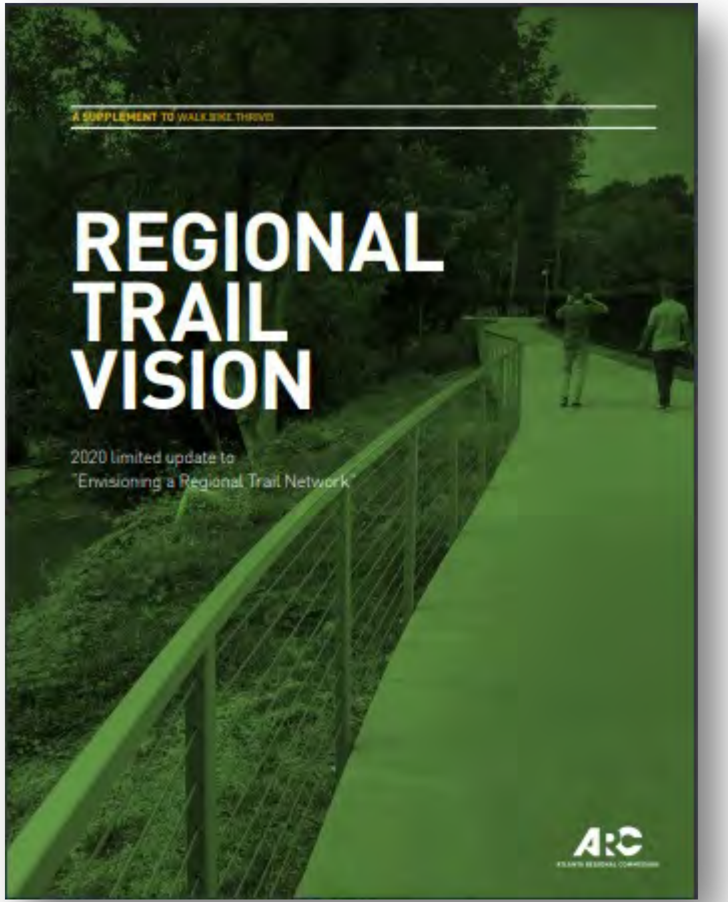
regional impact + local relevance



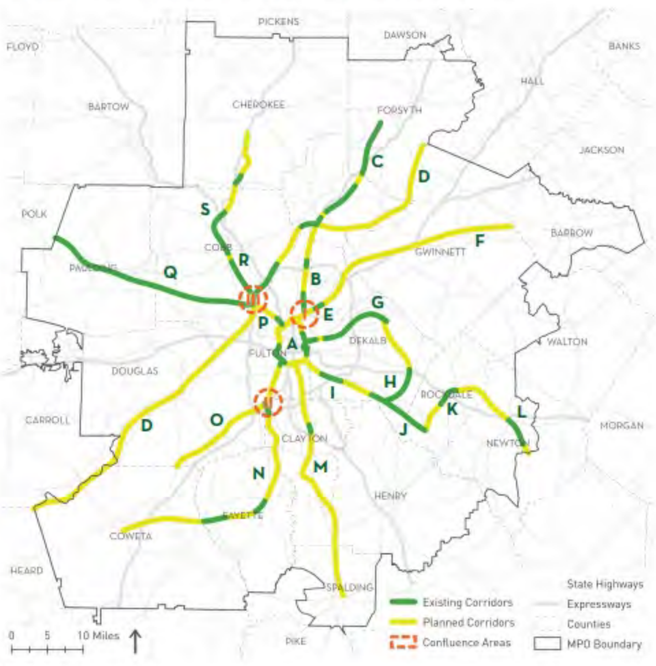
REGIONAL TRAIL VISION

Connections between jurisdictions or across boundaries are critical for ensuring travel throughout the metropolitan region. ARC recognizes trails that improve regional mobility, safety, and connectivity.

Regionally Significant Trails are key links for connecting the regional trail network; crossing jurisdictional boundaries; connecting cities, regional activity centers, or parks; or serving as destinations for residents and visitors the region. Regionally significant trails are show on the **Regional Trail Vision Map** (below).

Regional Trail Confluences are locations where several regional trails converge. These areas may need extra coordination, collaboration, or funding to build a connected regional trail network.

The Regional Trail Vision map identifies corridors for priority funding with MPO and regional funds.



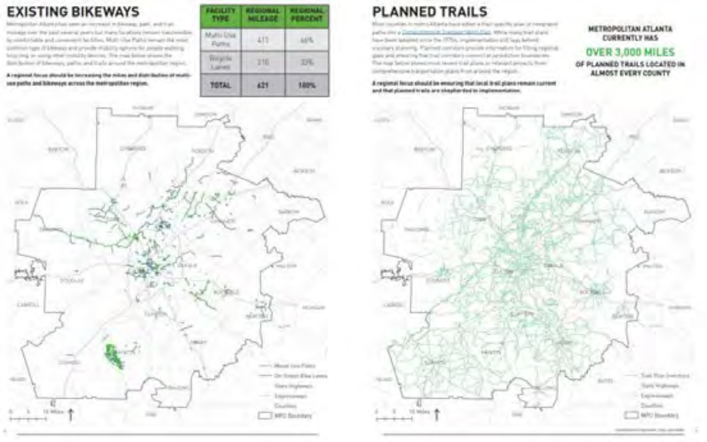
REGIONALLY SIGNIFICANT TRAILS

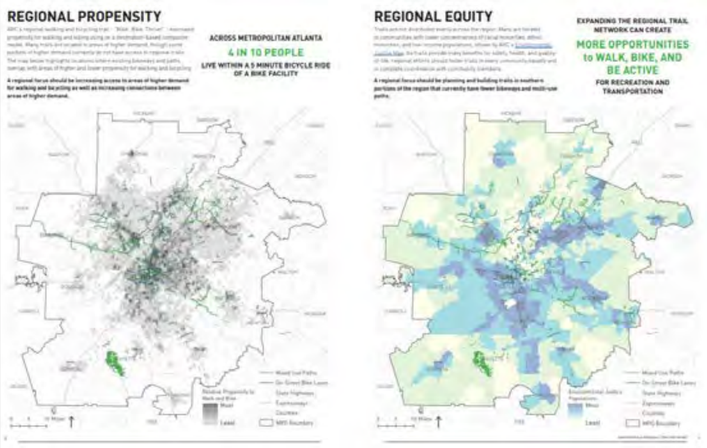
Regionally Significant Trails are priorities for regional and federal funding. These corridors and confluence areas are the primary focus for metropolitan Atlanta's Transportation Alternatives Program funding but may also be considered for ARC's Surface Transportation Block Grants or other Transportation Improvement Program funding. Other trails may be considered but they should provide similar regional benefits for connecting the regional trail network or providing increased access around the region. The following table tracks regionally significant trails along with their most recent planning documentation.

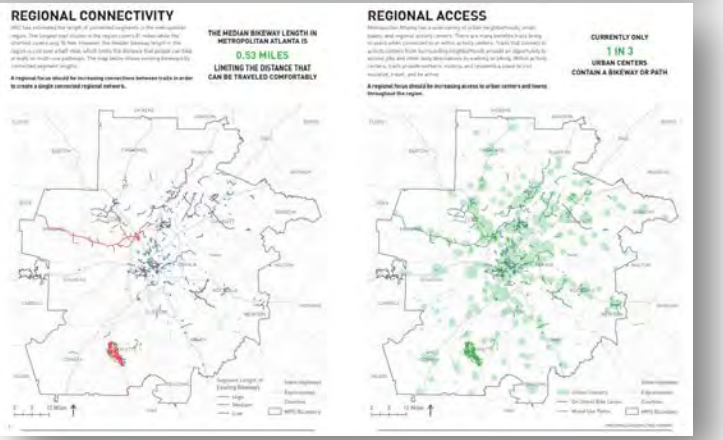
ID	Corridor Name	Jurisdictions	Source Documentation
A	Atlanta BeltLine	City of Atlanta	Atlanta Beltline Trail Map
B	PATH 400	Atlanta, Sandy Springs	Atlanta Transportation Plan North Fulton CTP
C	Big Creek Greenway	Alpharetta; Fulton and Forsyth Counties	Big Creek Greenway Map
D	Chattahoochee RiverLands	Forsyth, Gwinnett, Fulton, Cobb, Douglas, Coweta	Chattahoochee River Greenway Study
E	Peachtree Creek Greenway	Atlanta, Brookhaven, Chamblee; Dekalb County	Atlanta Transportation Plan Dekalb County CTP
F	Piedmont Pathway	Gwinnett County	Gwinnett County Trails Plan
G	Stone Mtn Trail	Decatur; Dekalb County	Dekalb County CTP
H	Arabia & Panola Trails	Dekalb County	Dekalb County CTP
I	South River	Dekalb County	Dekalb County CTP
J	Rockdale River Trail	Rockdale County	Rockdale County CTP
K	Conyers Trail	Conyers; Rockdale County	Rockdale County CTP
L	Cricket Frog Trail	Rockdale, Newton Counties	Rockdale County CTP Newton County CTP
M	Clayton-Henry-Spalding Corridor	Clayton, Henry, Spalding Counties	Clayton County Trails Master Plan Henry County CTP Spalding-Griffin CTP
N	Clayton-Fayette-Coweta Corridor	Clayton, Fayette, Coweta Counties	Fayette County Transportation Plan Coweta County Greenway Master Plan
O	Roosevelt Highway	Atlanta; Fulton County	Atlanta Transportation Plan South Fulton CTP
P	Connect the Comet	Atlanta; Cobb County	Atlanta Transportation Plan Cobb Trails Master Plan
Q	Silver Comet Trail	Cobb, Paulding Counties	Silver Comet Trail Map
R	Mountain to River Trail	Cobb County	Cobb Trails Master Plan
S	Noonday Creek Trail	Cobb, Cherokee Counties	Cobb Trails Master Plan

ID	Confluence Areas	Jurisdictions	Source Documentation
I	Lindbergh Area	Atlanta, Brookhaven	Plan in development
II	Aerotropolis Area	Clayton, Fulton Counties	AeroATL Greenway Plan
III	Cumberland Area	Cobb County	Cobb Trails Master Plan

10 ENVISIONING A REGIONAL TRAIL NETWORK 11







https://cdn.atlantaregional.org/wp-content/uploads/regional-trail-vision.pdf

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THE CHATTAHOOCHEE RIVERLANDS

THE CHATTAHOOCHEE RIVERLANDS

THE GREENWAY
and River Destinations

- 125-mile multi-modal trail
- 19 cities across 7 counties
- Over 1 million residents within 15-minute bike ride
- 25 river crossings
- 42 trailheads
- 1 trailhead every 5 miles on average

THE BLUEWAY
and River Ecosystems

- 104-mile Blueway
- 42 water access points
- Over 26 parks connected

TRIBUTARY TRAILS
and Wider Communities

- 44 Tributary Trails
- 24 Cities within a 15 minute bike ride

THE RIVERLANDS

Project Goals:

- **A Safe, Connective Corridor**
- **A Common Ground for All**
- **An Ecological Refuge for the Region**
- **A Living Legacy for Future Generations**

Chattahoochee RiverLands

PROJECT MANAGEMENT & DESIGN TEAMS

ATLANTA REGIONAL COMMISSION

THE TRUST FOR PUBLIC LAND

THE TRUST FOR PUBLIC LAND

COBB COUNTY

CITY OF ATLANTA

with additional support from: GWINNETT COUNTY

Gwinnett

SCAPE

Gresham Smith

Biohabitats

NEW SOUTH ASSOCIATES
PROVIDING PERSPECTIVES ON THE PAST

DR. NA'TAKI OSBORNE JELKS, MPH

DR. RICHARD MILLIGAN

EDWARDS PITMAN

CHATTAHOOCHEE WORKING GROUP

Aerotropolis Atlanta
Atlanta Audubon Society
Atlanta Cycling
Atlanta Housing Authority
Atlanta Regional Commission
Atlanta Rowing Club
Atlanta's Upper West Side
Boulevard C.I.D.
Carroll County
Carroll County Historical Society
Carroll Tomorrow
Carroll Co. Chamber of Commerce
Chattahoochee NOW
Chattahoochee National Park Conservancy
Chattahoochee Riverkeeper
City of Atlanta
City of Chattahoochee Hills

City of Duluth
City of Johns Creek
City of Roswell
City of Sandy Springs
City of South Fulton
City of Sugar Hill
Cobb County
Coweta County
Cumberland C.I.D.
Douglas County
Forsyth Chamber of Commerce
Forsyth County
Friends of McIntosh Reserve
Friends of Sugar Hill Greenway
Fulton County
Georgia Department of Natural Resources
Georgia Institute of Technology

Georgia River Network
Georgia Power
Groundwork Atlanta
Gwinnett County
Historic Banning Mills
Invest Atlanta
Keep South Fulton Beautiful
Legacy at the River Line
Let's Go Fishing, Inc
Metro Atlanta Chamber of Commerce
Mableton Improvement Coalition
MTB Atlanta
Peachtree Corners Green Committee
Proctor Creek Stewardship Council
River Line Historic Area
Rivers through Atlanta

Riverwalk Atlanta
Roswell Creekways
Roswell, Inc.
Sandy Springs Conservancy
South Fulton C.I.D.
Sweetwater Creek Park
The Aimee Copeland Foundation
The Trust for Public Land
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Forest Service
U.S. National Park Service (CRNRA)
Upper Chattahoochee Trout Unlimited
Upper West Side
Vinings Village Civic Club
Westside Future Fund

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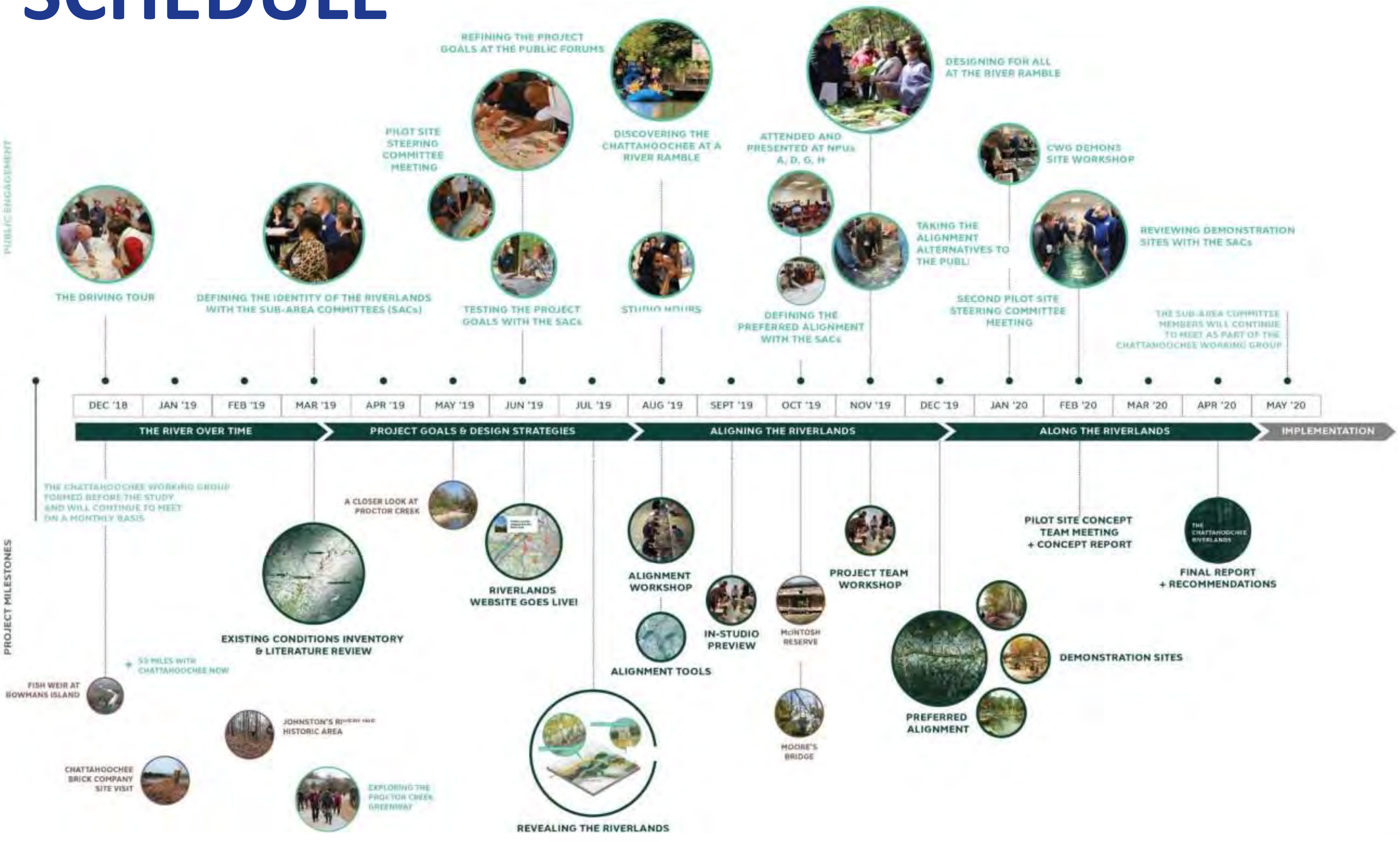
Chattahoochee RiverLands

STUDY SCHEDULE



Chattahoochee RiverLands

regional impact + local relevance

ARC

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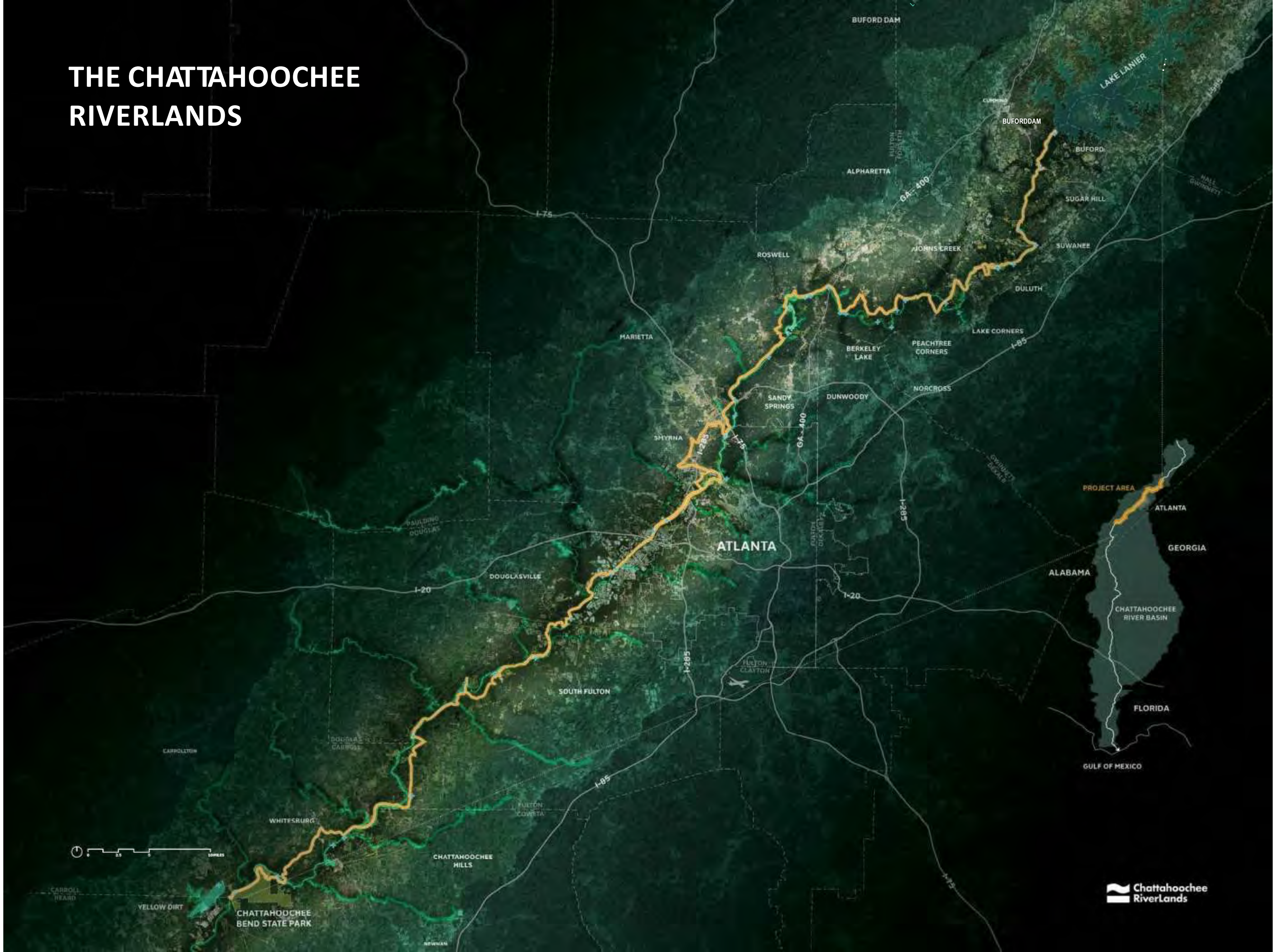
regional impact + local relevance

THE CHATTAHOOCHEE RIVERLANDS



PILOT SITE

Chattahoochee RiverLands

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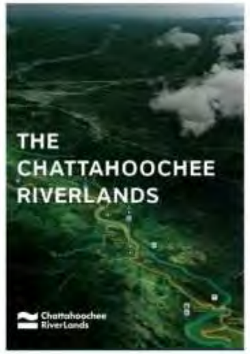
DEMONSTRATION SITES

SUGAR HILL TRAILHEAD

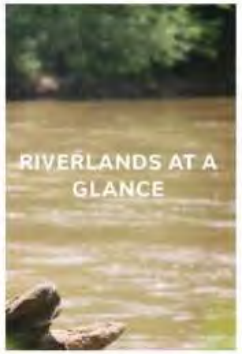
PROCTOR CREEK TRAIL EXTENSION

CHATTAHOOCHEE HILLS RVERLANDS PARK

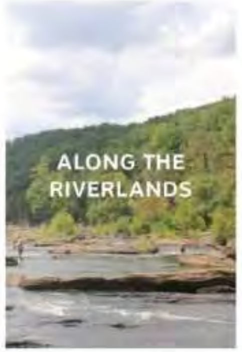
REPORTS & MEETING MATERIALS



LEGACY DOCUMENT

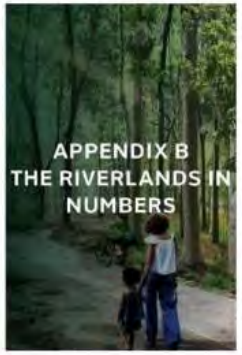


RIVERLANDS AT A GLANCE



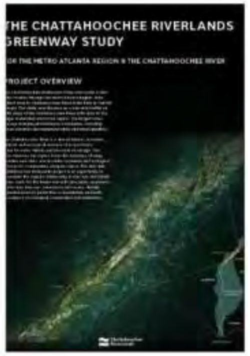
ALONG THE RIVERLANDS

TRACING THE RIVERLANDS



THE RIVERLANDS IN NUMBERS

FOLDED MAP



PROJECT PAMPHLET

RIVERLANDS PRESENTATION

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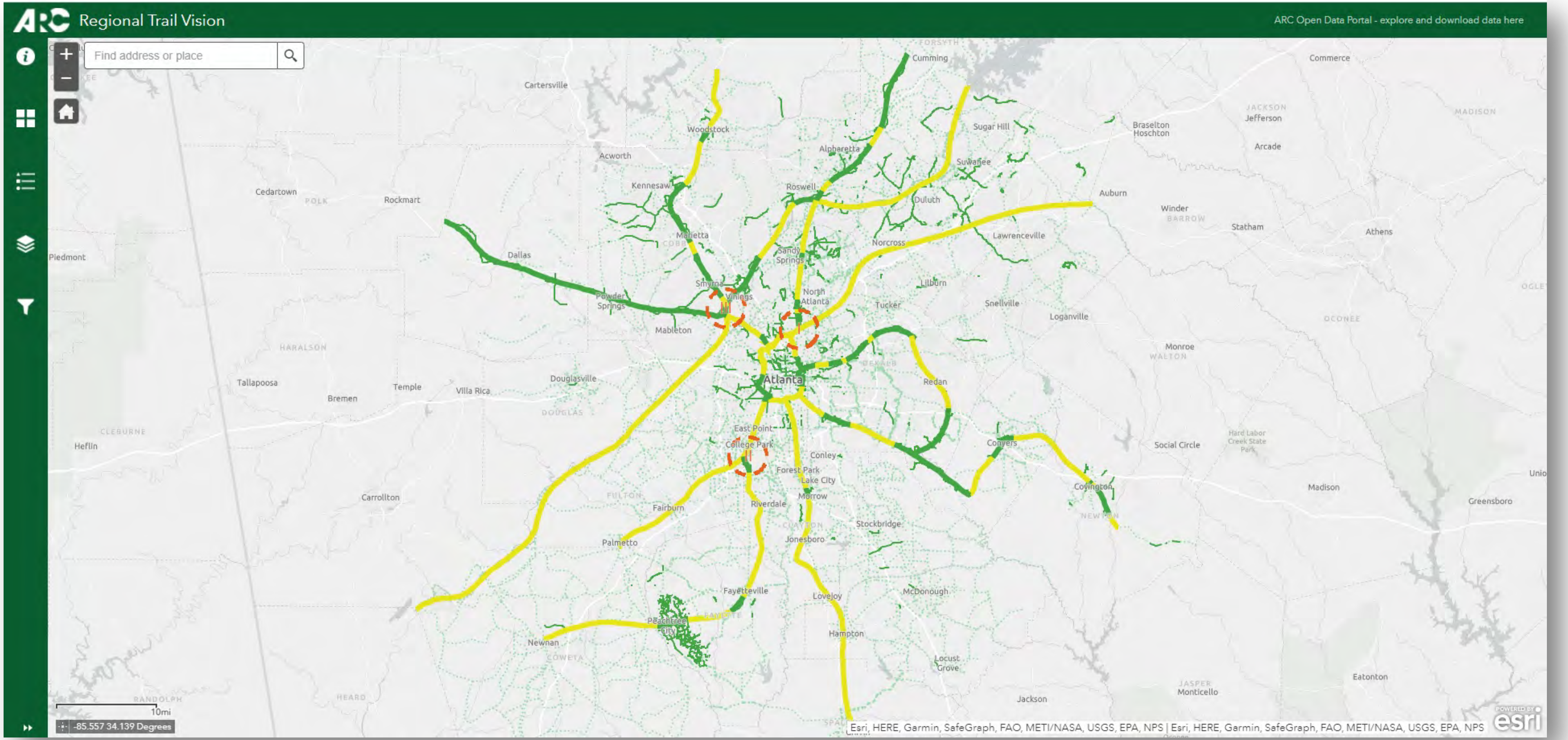
THANK YOU!

WWW.CHATTAHOOCHEERIVERLANDS.COM

Chattahoochee RiverLands

Regional Trails Vision Map

https://garc.maps.arcgis.com/apps/webappviewer/index.html?id=eb154059fd3943e781539d97292225fa



regional impact + local relevance

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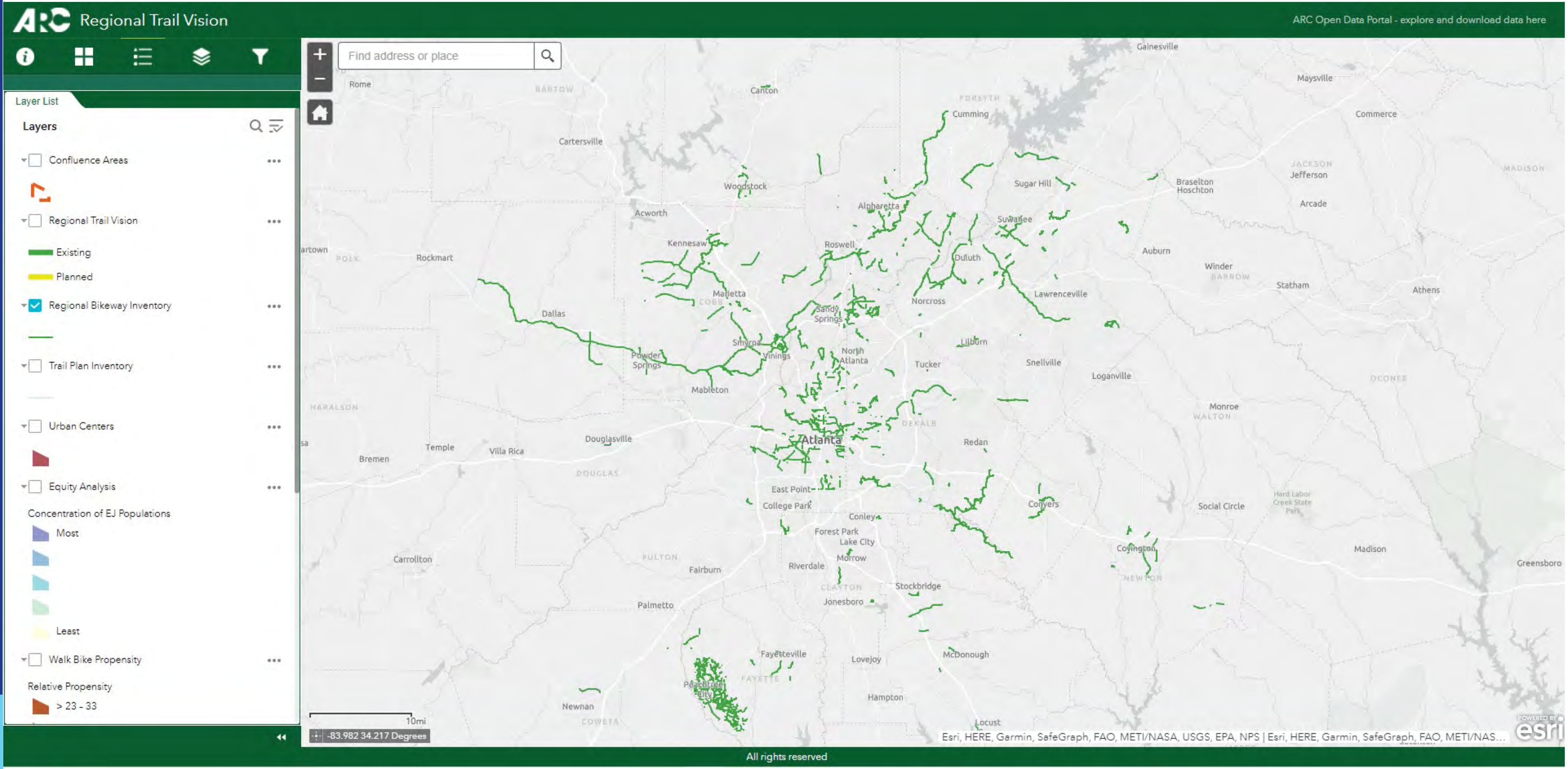
Regional Trails Vision Map

https://garc.maps.arcgis.com/apps/webappviewer/index.html?id=eb154059fd3943e781539d97292225fa



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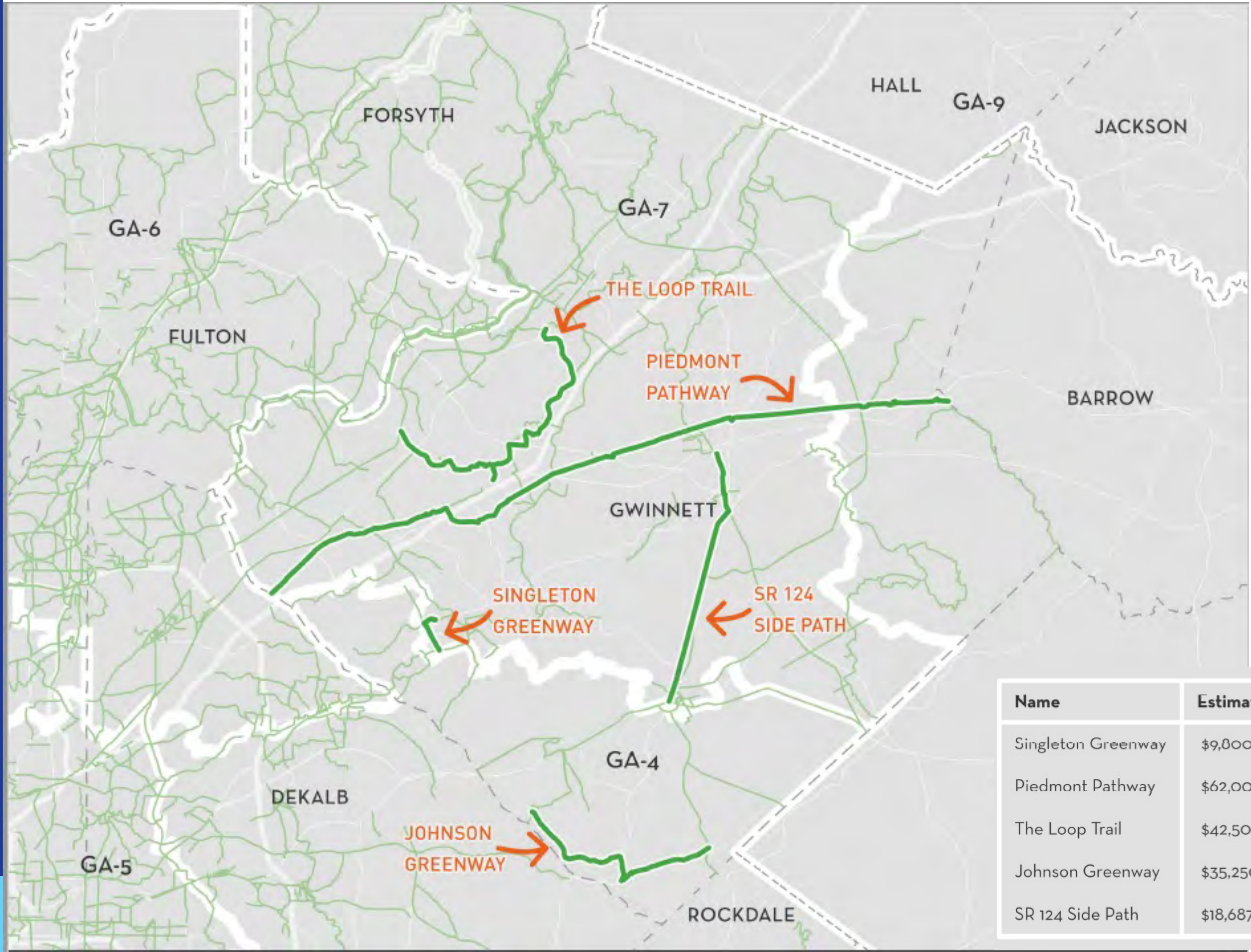
regional impact + local relevance



Name	Estimated Cost	Length (Miles)	Cost Per Mile
Singleton Greenway	$9,800,000	2.8	$3,500,000
Piedmont Pathway	$62,000,000	24.8	$2,500,000
The Loop Trail	$42,500,000	17	$2,500,000
Johnson Greenway	$35,250,000	7.6	$4,601,828
SR 124 Side Path	$18,687,500	6.5	$2,875,000

LIVABLE *Centers* INITIATIVE

regional impact + local relevance

The Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, improve air quality, encourage healthy lifestyles, and provide improved access to jobs and services.

Since the program's start in 2000, LCI has played a substantial role in mobilizing the region to take action on issues including better street design and land use policy, increased density, and a growing appetite for transit. The program prioritizes funding studies in areas with a direct connection to the high-capacity regional transit system and areas that are traditional Main Street and downtown communities.

Number of LCI Studies:

122

Number of transportation projects:

116

Total LCI Funds Awarded to Date:

$255 MILLION

LCI Funds Available through 2050:

$445 MILLION

Illustrated LCI *Projects*

LIVABLE *Centers* INITIATIVE

RECENT HIGHLIGHTS:

$400,000

GWINNETT COUNTY

Gwinnett County, in cooperation with the Gateway85 CID, Gwinnett Place CID, and Sugarloaf CID, will use its LCI grant to develop land use and development implications of potential bus rapid transit service connecting Jimmy Carter Boulevard to Sugarloaf Parkway.

$350,000

AEROTROPOLIS ATLANTA CIDs

The Aerotropolis Atlanta CIDs in cooperation with the cities of Atlanta, East Point, Forest Park, Hapeville, South Fulton, Union City, and Clayton County will continue the work of the Aerotropolis Greenway Plan by developing concepts within the jurisdictions to implement their "Model Miles".

$8,196,300

LEE STREET TRAIL

The City of Atlanta will build a 2.6 mile long segment of the Lee Street Trail to connect West End and the Beltline corridor to the Oakland City and Lakewood-Fort McPherson MARTA stations.

$150,000

TOWN CENTER CIDs

This study will focus on creating a walkable entertainment area along the Chastain Road corridor, including consideration of multi-use trail connections, alternative transportation opportunities, traffic calming, last mile connectivity, and sense of place.

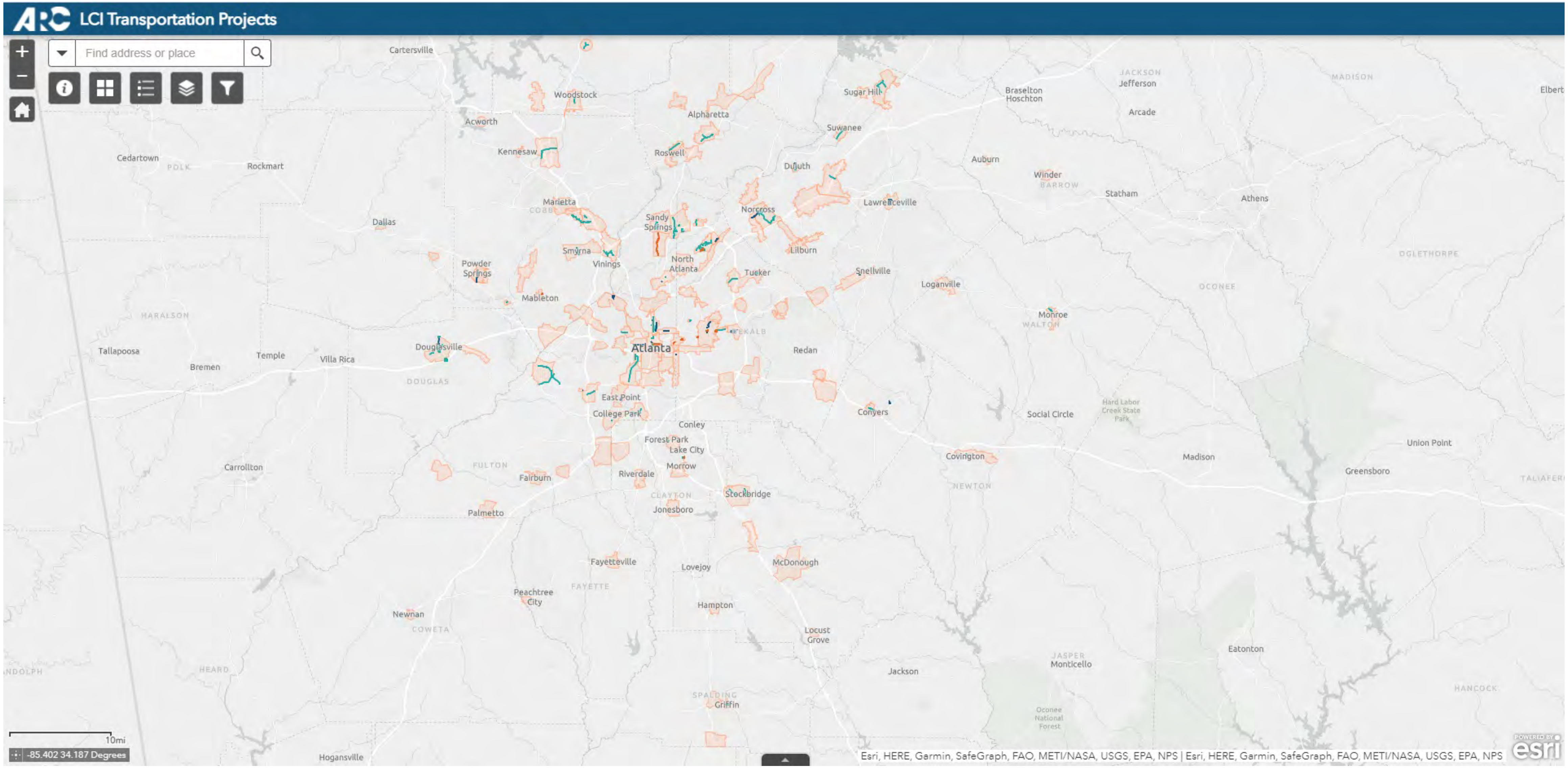
$10,248,600

ENCORE PARKWAY BRIDGE

The Encore Parkway Bridge has been replaced and upgraded to improve safety and mobility features, such the addition of as 6' bike lanes, 8' sidewalks, raised medians, pedestrian buffers, improved signals, and streetscape features including street trees, landscaping, pedestrian lighting, and street furniture.

Livable Centers Initiative Projects

https://garc.maps.arcgis.com/apps/webappviewer/index.html?id=34bdba59aa5c4039ba4ac787676c4b37



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Livable Centers Initiative Projects

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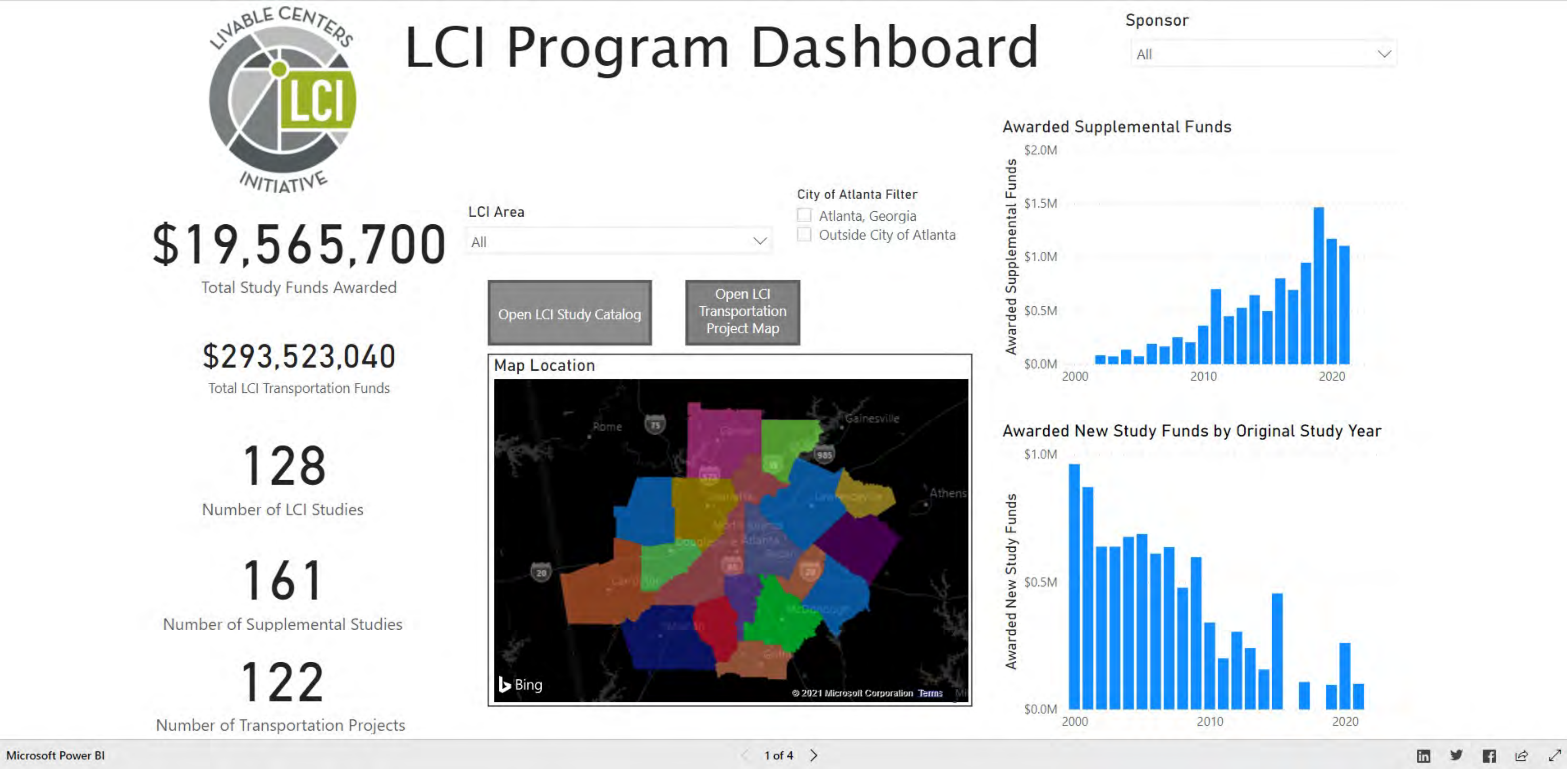

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ARC

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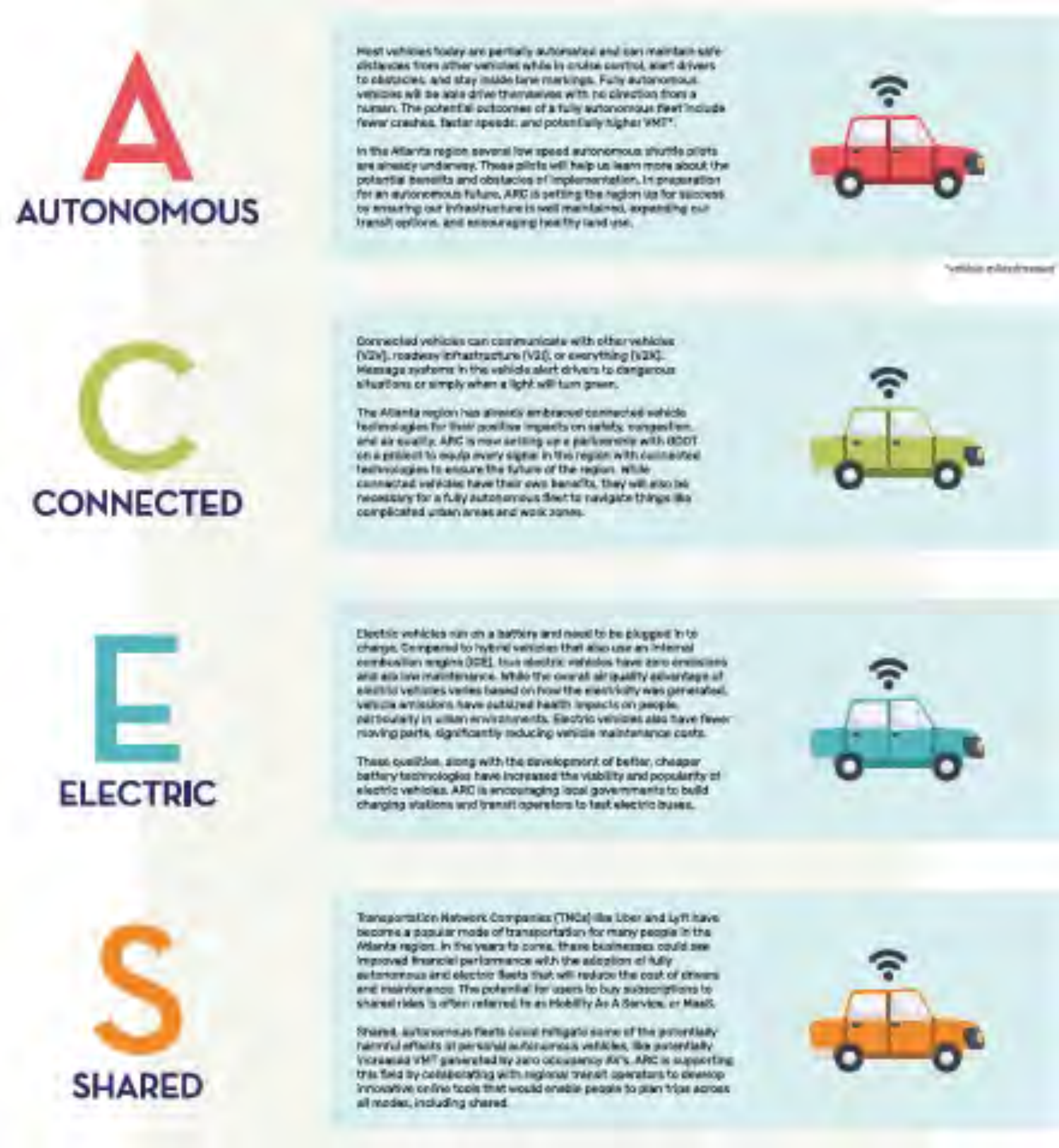
TRANSPORTATION *Technology*

THE FUTURE OF TRANSPORTATION IS ACES

AUTONOMOUS, CONNECTED, ELECTRIC, AND SHARED



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Questions?

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

http://www.atlantaregional.org/

http://www.neighborhoodnexus.org/

http://33n.atlantaregional.com/

Download:

https://www.atlantaregionsplan.org/update/

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Q & A

POLL #1

GDOT
Georgia Department of Transportation

Transform 285/400 Project Updates

PCID Coffee & Construction
August 5, 2021

Marlo L. Clowers, P.E., DBIA
P3 Project Manager

GDOT Georgia Department of Transportation

Agenda

- Introductions
- Project Overview
- Recent Openings
- Upcoming Traffic Changes
- Public Information

BETTER CONNECTIONS Transform 285 400

Project Overview

Project Overview

I-285 at SR 400 Interchange

- New Ramps and Flyover Bridges

I-285

- Limits: Long Island Drive to east of Ashford Dunwoody Road
- New Collector-Distributor (CD) Lanes & Bridges
- Bridge Replacements: Glenridge, SR 400, Peachtree Dunwoody
- Bridge Deck Improvements: Long Island and Lake Forrest

SR 400

- Limits: Glenridge Connector to Pitts Road
- New CD Lanes & Bridges
- Bridge Replacement at Mount Vernon Highway
- Abernathy Road DDI

BETTER CONNECTIONS Transform 285 400

I-285/SR 400 Interchange

Before Construction

Proposed Interchange

N

BETTER CONNECTIONS Transform 285 400

Recent Openings

BETTER CONNECTIONS
Transform
285 400

Recent Openings

I-285 Westbound Ramp to SR 400 Northbound

Opened July 2

- Motorists merge from I-285 westbound to SR 400 northbound before Peachtree Dunwoody Road
- SR 400 northbound traffic merges just before Hammond Drive

Recent Openings

I-285 Eastbound Ramp to Glenridge Drive

Opened July 15

- Similar to previous alignment, access to new ramp begins about 300 feet west of previous ramp

Recent Openings

Abernathy Road to SR 400 Southbound

Opened July 18

- Similar to previous alignment, except drivers now travel under the new CD lane. Traffic merges on to SR 400 at the similar location

Recent Openings

SR 400 Southbound Ramp to I-285 Westbound Phase 2

Opened July 31

- Motorists on SR 400 southbound merge into far-right lane just before Hammond Drive
- Motorists merge on to I-285 westbound just before Roswell Road

Recent Openings

I-285 Westbound Ramp to Roswell Road

Opened July 31

- Traffic switches from the south (left) side of the ramp to the north, so crews can continue work on the ramp
- This alignment is in a similar footprint as the existing I-285 westbound exit ramp to Roswell Road

Recent Openings

I-285 Westbound Collector-Distributor Lane

Opened August 1

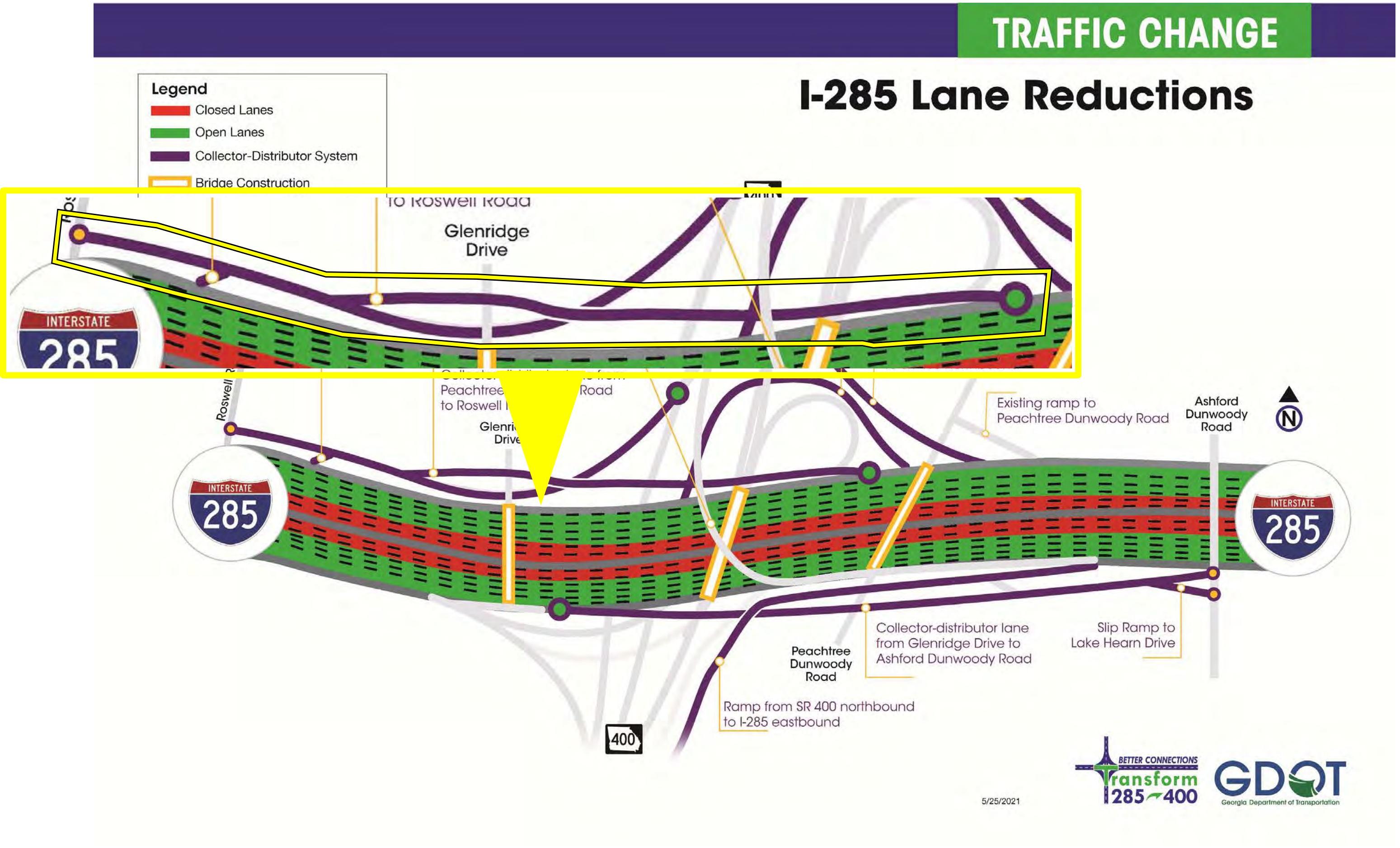
- Motorists traveling on I-285 westbound to Roswell Road merge onto this collector-distributor lane between Peachtree Dunwoody Road and SR 400 to exit at Roswell Road

Recent Openings

I-285 Westbound Collector-Distributor Lane

Opened August 1

- Motorists traveling on I-285 westbound to Roswell Road merge onto this collector-distributor lane between Peachtree Dunwoody Road and SR 400 to exit at Roswell Road



Upcoming Traffic Changes

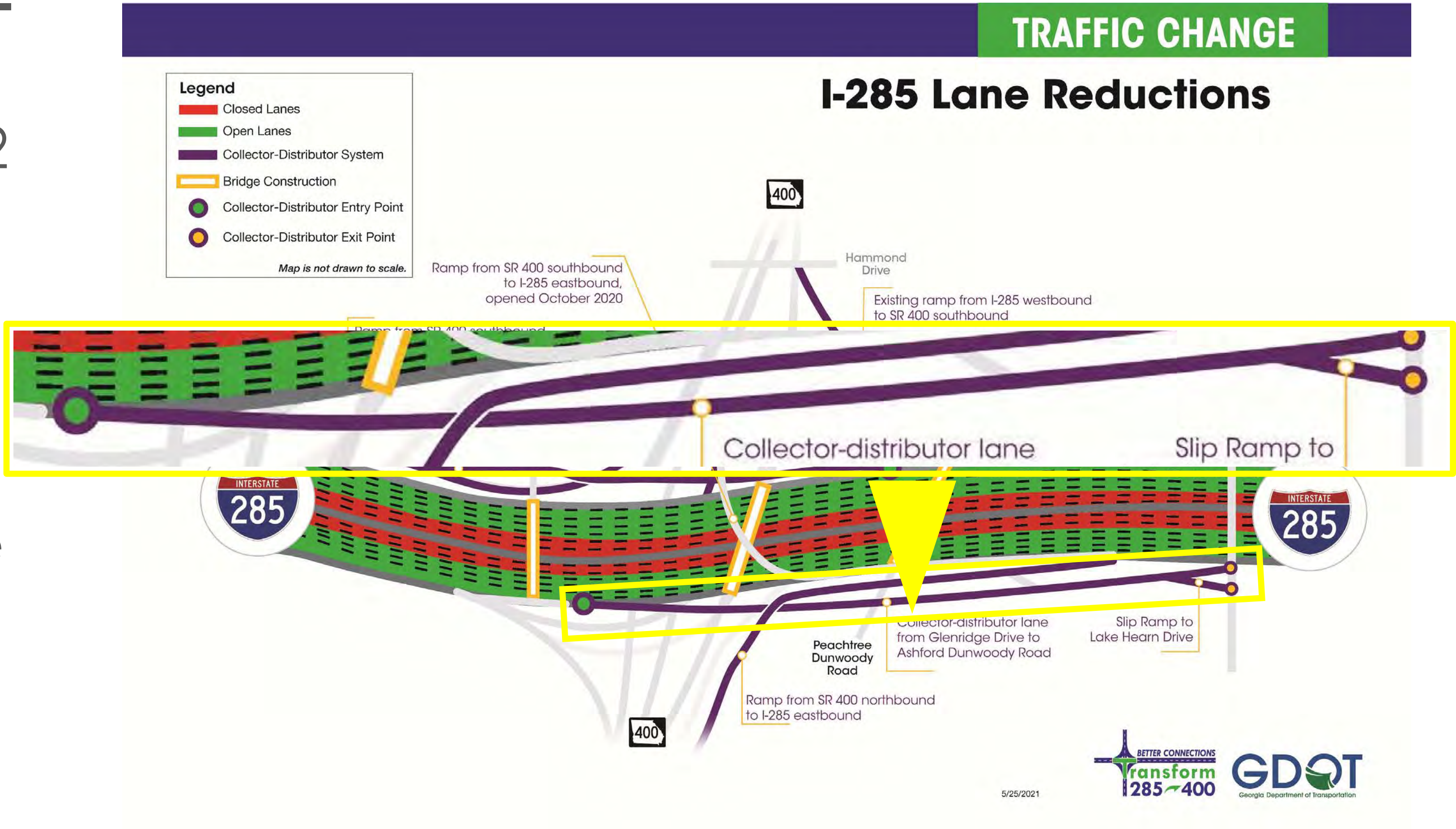
BETTER CONNECTIONS
Transform
285 400

Upcoming Traffic Changes

I-285 Eastbound Collector-Distributor Lane

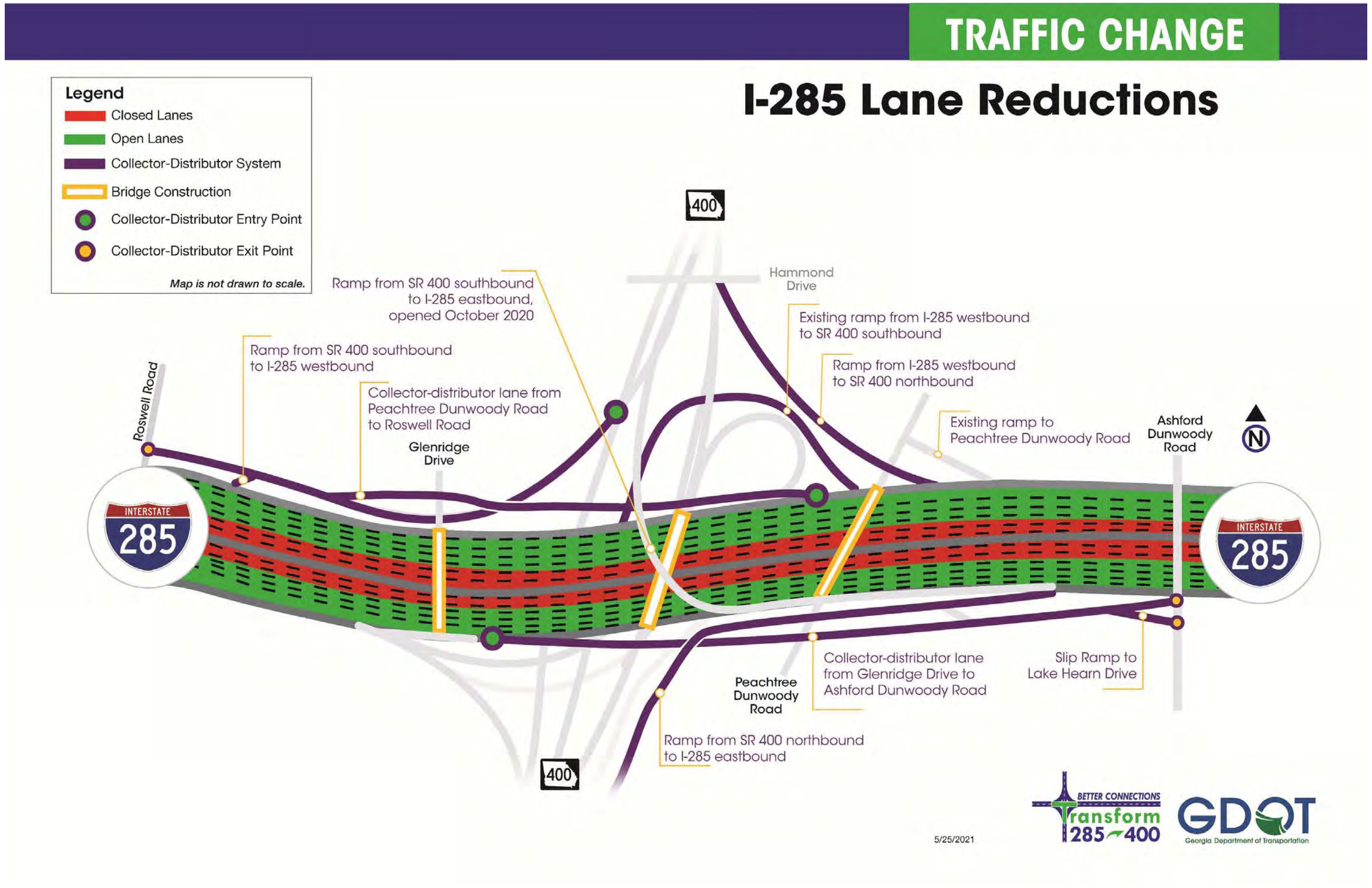
Expected to open Aug. 22

- Motorists traveling on I-285 eastbound to Ashford Dunwoody Road will merge into this collector-distributor lane just after Glenridge Drive and exit at Ashford Dunwoody Road
- This is a new alignment



I-285 Lane Reductions

- I-285 eastbound and westbound from Roswell Road to Ashford Dunwoody Road
- The inside lanes will close to the traffic and will be pushed to the outside
- Crews will work the I-285 bridges over Glenridge Drive, SR 400, and Peachtree Dunwoody Road
- Phase 1 implementation expected August/September 2021
  - Parts of the lane shift will open gradually before the full implementation
- Motorists will need to make some exit choices sooner



I-285 Lane Reductions – Permanent Traffic Changes

No access to Roswell Road exit ramp from Glenridge Drive on I-285 westbound

No return access from CD lane entrance at Glenridge Drive to I-285 eastbound

No access to Ashford Dunwoody Road exit ramp from Peachtree Dunwoody Road on I-285 eastbound

Access to Ashford Dunwoody Road from SR 400 northbound and southbound will remain unchanged

I-285 Lane Reductions - Anticipated Impacts

Traveler Delays and Confusion Due to Construction

Longer Travel Times Through the Construction Area

Potential for Increase in Roadway Incidents

I-285 Lane Reductions – Stay Informed

Real-time Web/App/Text Alerts from Georgia 511

Dynamic Message Signs and Pavement Markers

OUTSMARTING TRAFFIC, TOGETHER

Wayfinding and Navigation Support

I-285 Lane Reductions – Stay Informed

Real-time Web/App/Text Alerts from Georgia 511

Plan your trip, leave early and expect delays

Dynamic Message Signs and Pavement Markers

Follow the signage, observe speed limits and pay attention

OUTSMARTING TRAFFIC, TOGETHER

Wayfinding and Navigation Support

Use your preferred wayfinding app and take alternate routes where necessary

Public Information

BETTER CONNECTIONS
Transform
285 400

GDOT Georgia Department of Transportation

Public Information

Visit us online!

- Access Traffic Impact Reports
- Find project information and resources
- View project maps
- Read project newsletters
- Check out the image gallery of the project
- Subscribe to receive updates

BETTER CONNECTIONS Transform 285/400 Traffic Impact Report

Weather permitting, Georgia Department of Transportation construction partners will close lanes on local roads and close lanes on I-285 and SR 400. Crews will also implement multiple detours for the *Transform 285/400* interchange project. Travel restrictions include possible delays, reduced speeds and detours in some areas.

***NOTES:** Work schedule updates can be made daily. Check project webpage often for the latest updates. Detour information is shown using red text.

Daytime Closures:

Overnight Closures:

Monday, November 16, 9 p.m. to 5 a.m.

General Lane Closures & Traffic Pacings

- One right lane on I-285 westbound from Mount Vernon Highway to Lake Forrest Drive

Closure and Detours

Peachtree Dunwoody Road southbound from Hammond Drive to Lake Hearn Drive (map)

- Motorists traveling northbound on Peachtree Dunwoody Road should turn right onto I-285 eastbound. Motorists should exit at Ashford Dunwoody Dunwoody Road. Motorists should turn left on to Ashford Dunwoody Road then left on to I-285 westbound. Motorists should exit at Peachtree Dunwoody Road (Exit 28) to access Peachtree Dunwoody Road northbound.
- Motorists traveling southbound on Peachtree Dunwoody Road should turn left on Hammond Drive, turn right on Perimeter Center Parkway, then turn right on Lake Hearn Drive to continue southbound travel on Peachtree Dunwoody Road.

Example of Weekly Traffic Report

BETTER CONNECTIONS Transform 285/400

Connect with Transform 285/400

Email: transform285400@dot.ga.gov

Hotline: 404-609-4609

Website: https://transform285400-gdot.hub.arcgis.com/

Social Media: #Transform285400

GDOT Georgia Department of Transportation

THANK YOU

For Viewing

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www.dot.ga.gov

Georgia Your Dollar$ Building A Better Georgia

POLL #2

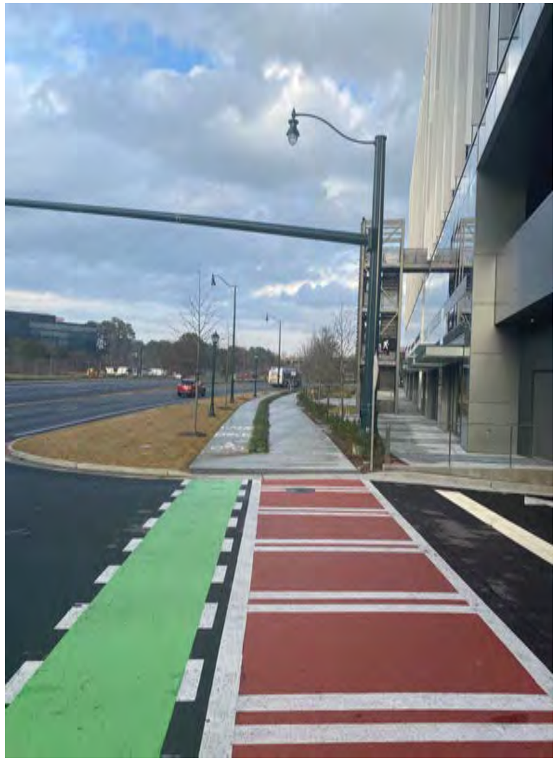
Discussion Points

- Trails System Projects
- Traffic Congestion Relief
- Bridge Enhancements
- Top End 285 Transit Study
- Perimeter Market Area Transit Plan

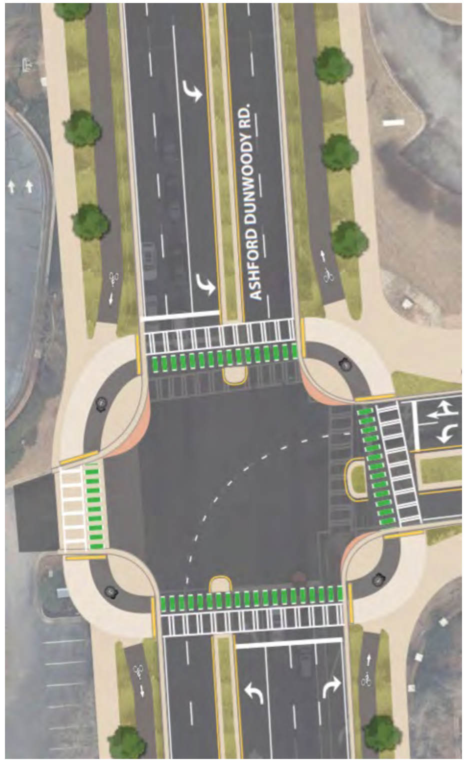
Perimeter Trail System

- Ashford Dunwoody Phase 1
- Ashford Dunwoody Phase 2
- Ashford Dunwoody Phase 3 (south to 285
- Mt Vernon Trail ROW
- Hammond Trail Extension

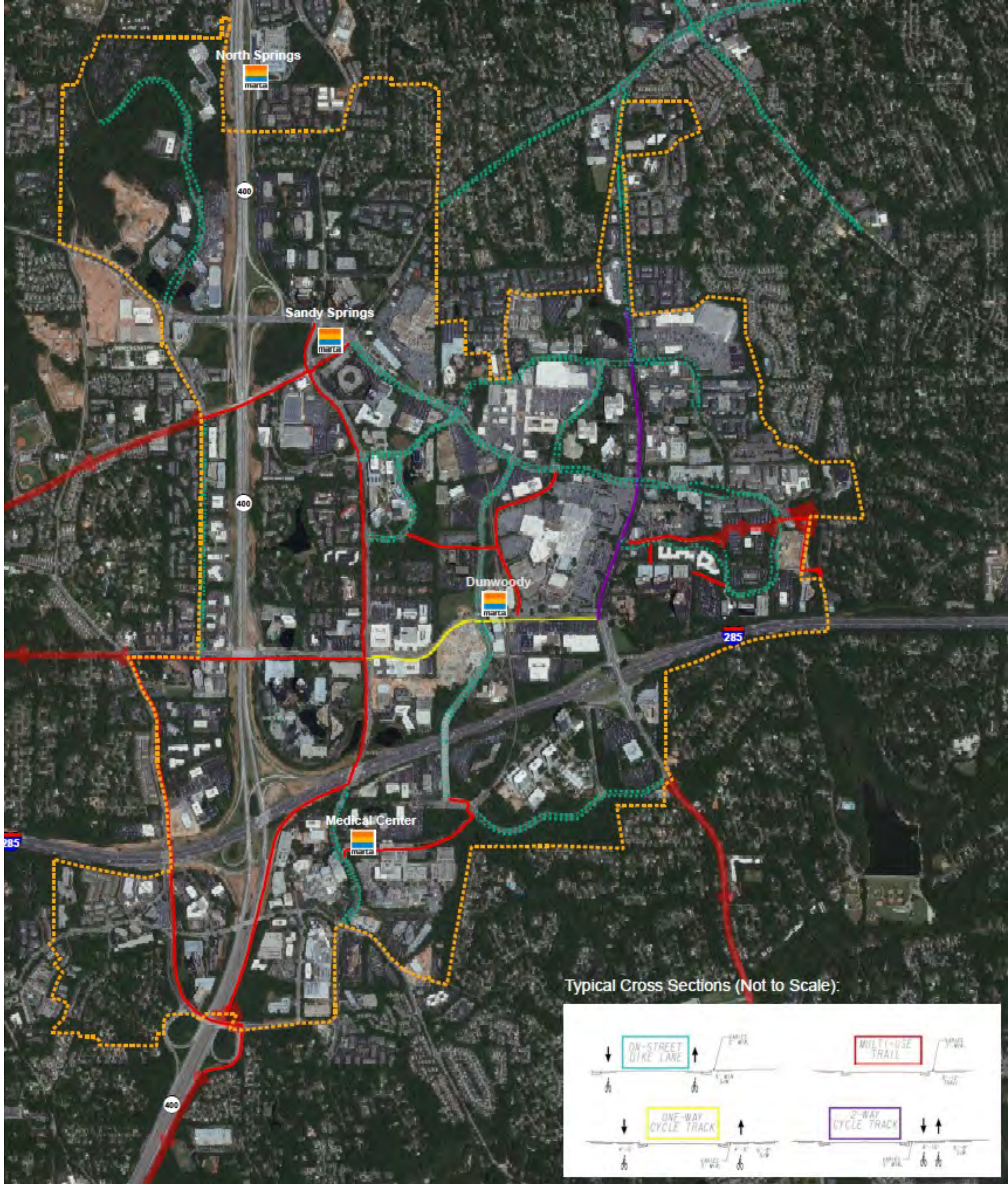
- Path 400 Extension / Connections
- Glenridge Trial Concept
- Peachtree Dunwoody Trail Phase 1
- Peachtree Dunwoody Phase 2
- Dunwoody MARTA Area Trails
- Perimeter Center East



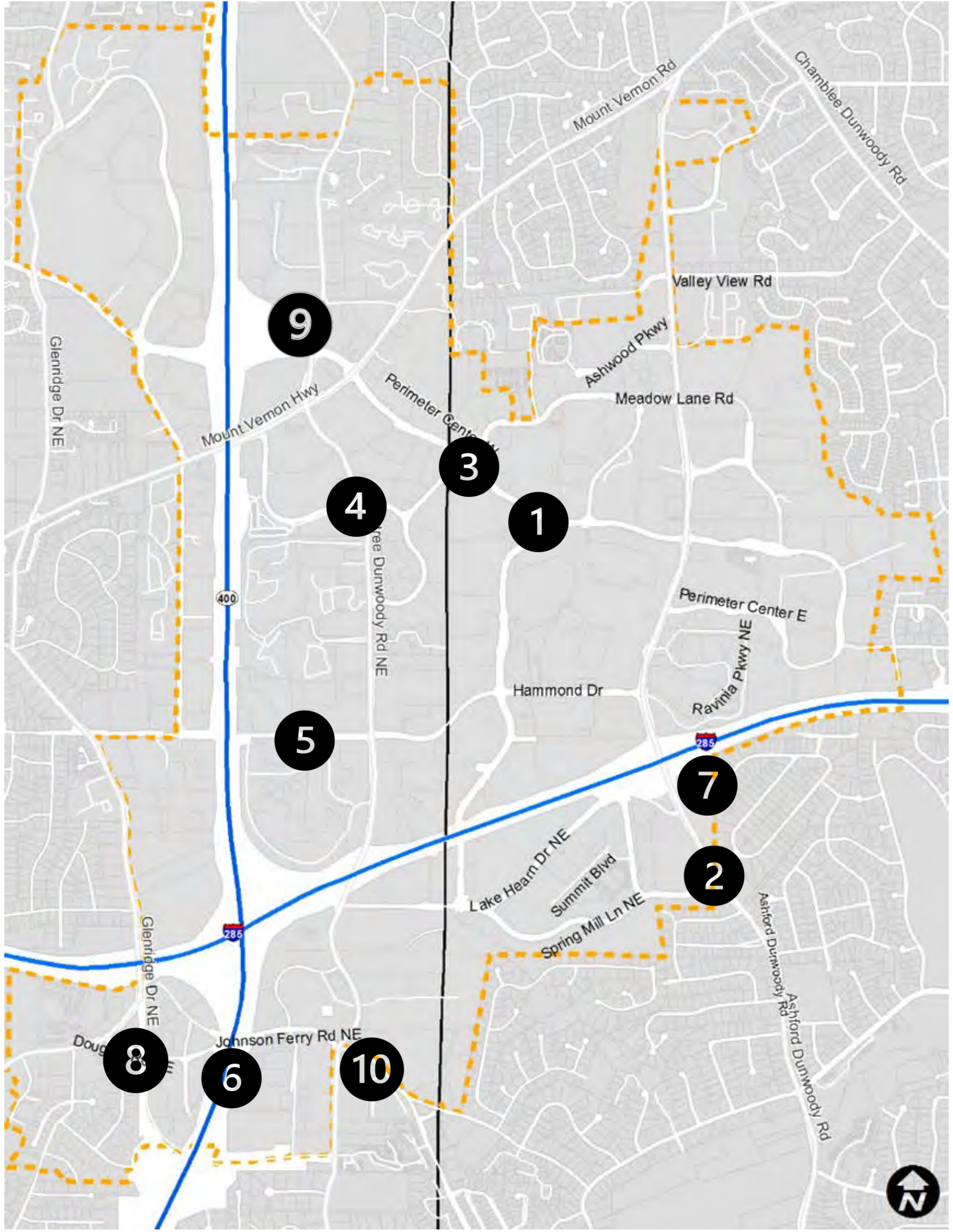
(Built-Out Hammond Dr Path)



(Concept Design for Multiuse Path)



NAME	DESCRIPTION	STATUS
Ashford Dunwoody Trail Phase 1	Pedestrian and Bicycle Paths from Perimeter Center West to Hammond Dr	ROW Acquisition
Ashford Dunwoody Trail Phase 2	Pedestrian and Bicycle Paths from Mt Vernon to Perimeter Center West	ROW Acquisition, Design
Ashford Dunwoody Trail Phase 3	Multi-Use Trail from 285 to Oconee Pass	Design
Mt Vernon Trail	Multi-Use Trail from Abernathy to Mt Vernon Cove connecting to Sandy Springs Trail System	ROW Acquisition
Hammond Trail Extension	Bike PED facility from Peachtree Dunwoody Road to Highway 9 connecting to Sandy Springs Trail System. Proposed in COSS TSPLOST - 2	Concept
Path 400 Extension / Connections	GDOT is constructing the portion of Path 400 from Johnsons Ferry Road to Peachtree Dunwoody Road	Under Construction
Glenridge Trial	From 285 to Hammond Dr. Proposed in COSS TSPLOST - 2	Concept
Peachtree Dunwoody Trail Phase 1	From 285 and Path 400 to Hammond Dr.	Design
Peachtree Dunwoody Trail Phase 2	From Hammond Dr to Mt Vernon	Concept
Dunwoody MARTA Station Area Trails	Trail Connections around the Dunwoody MARTA Station	Concept
Perimeter Center East	Connecting trails, sidewalks from Ashford Dunwoody Road to the Dunwoody Trail System	Concept



Traffic Congestion Relief Projects

1. Perimeter Center West at Perimeter Center PKWY
2. Perimeter Summit Parkway at Ashford Dunwoody Turn Lane Extension
3. Perimeter Center West at Crown Pointe PKWY
4. Crestline at Peachtree Dunwoody Rd Intersection
5. Hammond Drive Turn Lane Extension
6. Johnson Ferry at GA 400 Managed Lane Ramp
7. Ashford Dunwoody On-Ramp
8. Glenridge Connector West Bound Turning Lane Onto Johnson Ferry
9. Abernathy @ 400 Access Improvements
10. Peachtree Dunwoody @ Johnson Ferry Intersection Improvements

NAME	DESCRIPTION	STATUS
1. Perimeter Center West at Perimeter Center PKWY	Extend Left turn lane onto Perimeter Center PKWY	Completed
2. Perimeter Summit Parkway at Ashford Dunwoody Turn Lane Extension	Extend Left turn lane onto Ashford Dunwoody	Completed
3. Perimeter Center West at Crown Pointe PKWY	Lengthen Right turn lane onto Perimeter Center West	Design and ROW Acquisition
4. Crestline at Peachtree Dunwoody Rd Intersection	Adding a 2nd left turn lane from Peachtree Dunwoody Road to West Bound Crestline Pkwy	Concept and Design
5. Hammond Drive Turn Lane Extension	Extend Hammond DR NB turn onto GA 400	Concept and Design
6. Johnson Ferry at GA 400 Managed Lane Ramp	Included in GDOT's Top End 285 East Project	Concept and Design
7. Ashford Dunwoody On-Ramp	Add an extended merge lane onto I-285 EB from Ashford Dunwoody NB	Design Complete, waiting on Transform 285/400 Construction completion
8Glenridge Connector NB Bound Turn Lane onto WB Johnson Ferry	Create an additional turn lane onto Johnson Ferry	Concept and Design
Abernathy @ 400 Access Improvements	Create additional traffic relief solutions onto GA 400 NB	Concept and Design
Peachtree Dunwoody @ Johnson Ferry Intersection Improvements	Reconfigure intersection for better traffic flow and line of sight. Included in COSS TSPLOST-2	Concept and Design


BEFORE
Ashford Dunwoody Road & Perimeter Summit Parkway
AFTER


BEFORE
Perimeter Center West & Perimeter Center Parkway
AFTER

Johnson Ferry at GA 400 Managed Lane Ramp Update

Project Status

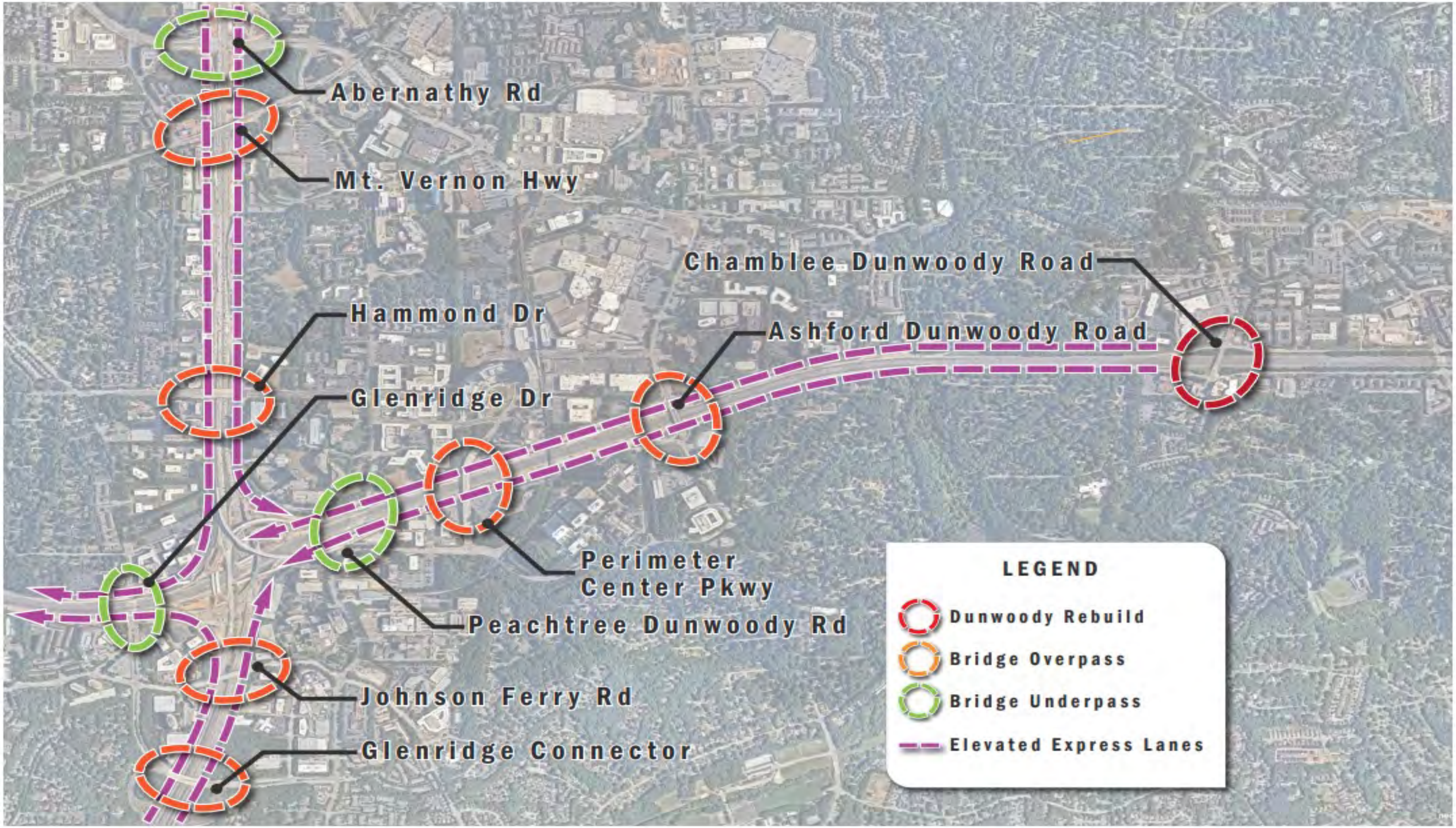
This project continues to be included Top-End 285 Managed Lane Project

Ashford Dunwoody I-285 East Bound On-Ramp

Project Description

This project would help keep the flow of traffic moving for cars on North Bound Ashford Dunwoody Rd turning onto 285 East Bound

CONTEXT MAP

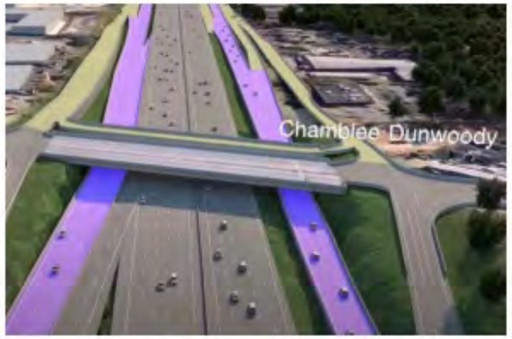


Dunwoody

GDOT PROPOSED CONDITIONS

ELEVATED EXPRESS LANES AND INTERCHANGE REBUILDS

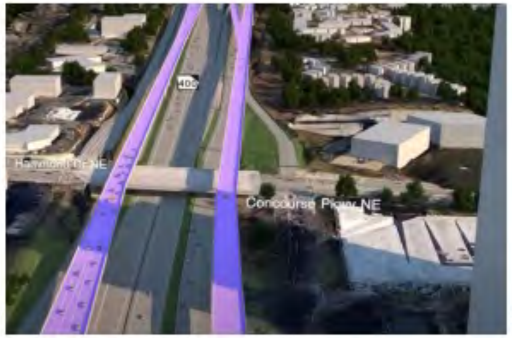
ASHFORD DUNWOODY RD



CHAMBLEE DUNWOODY RD

PERIMETER CENTER PKWY

PEACHTREE DUNWOODY RD



HAMMOND RD

MT. VERNON HWY & ABERNATHY RD

ABERNATHY RD

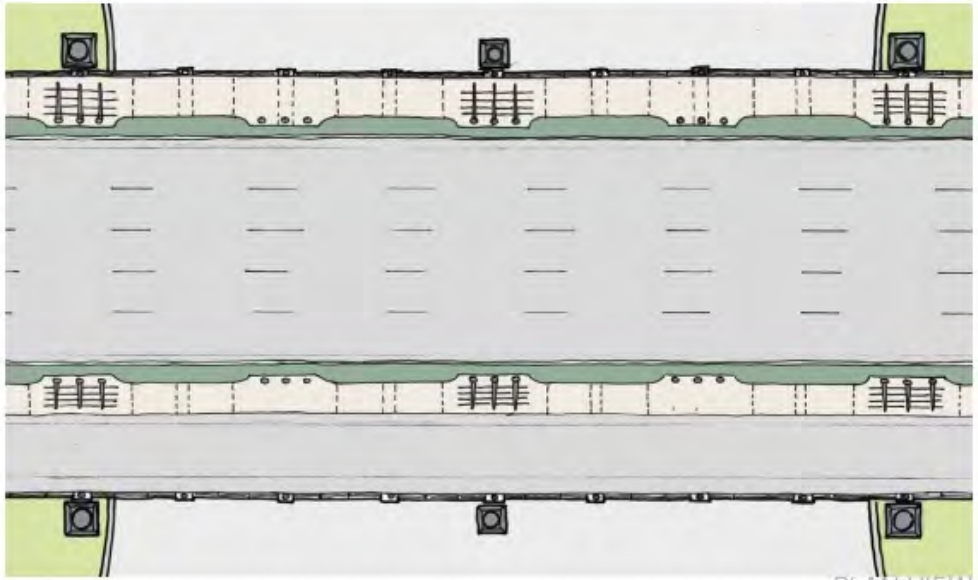
GLENRIDGE RD

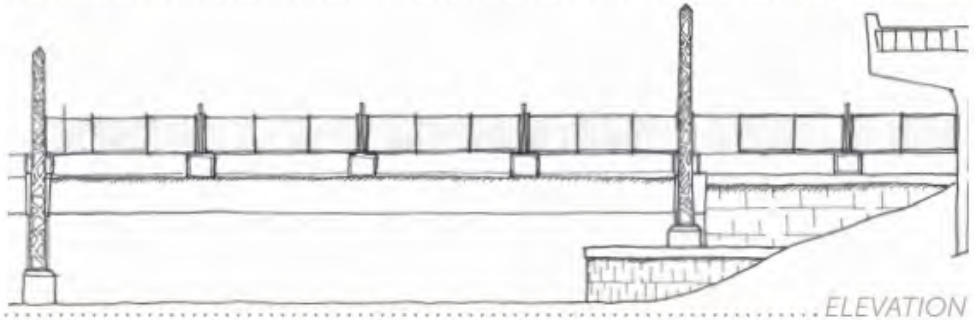
PEACHTREE DUNWOODY RD

PCIDs AND DUNWOODY BRIDGE ENHANCEMENTS

Dunwoody

DESIGN ELEMENTS
A KIT OF PARTS

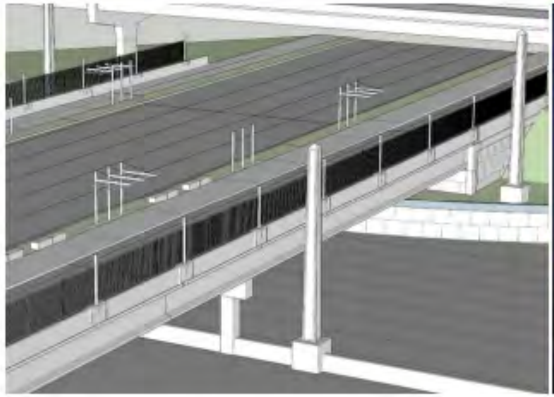

PLAN VIEW


ELEVATION


SECTION











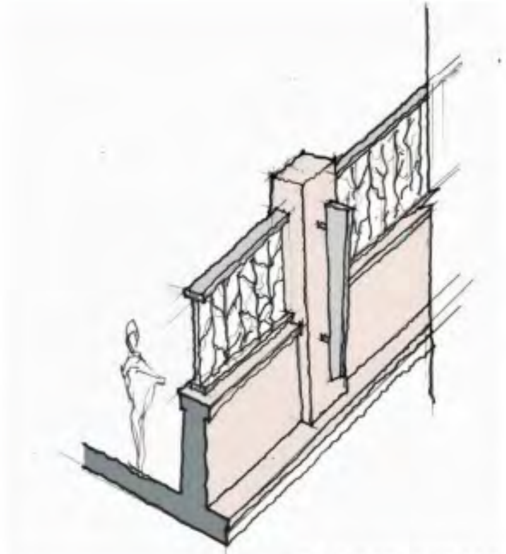

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

Dunwoody

Kimley-Horn

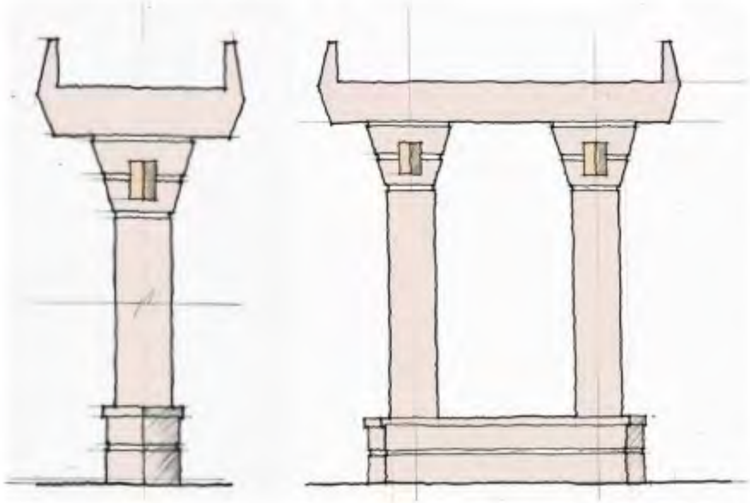
PCIDs AND DUNWOODY BRIDGE ENHANCEMENTS

DESIGN ELEMENTS
A KIT OF PARTS

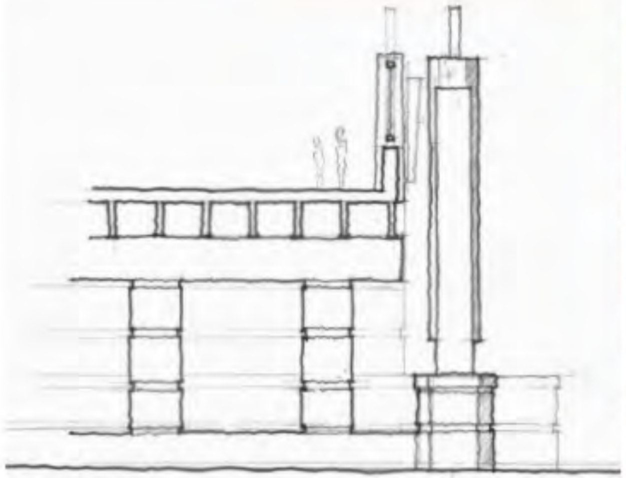


RAILING AXON 1

RAILING AXON 2

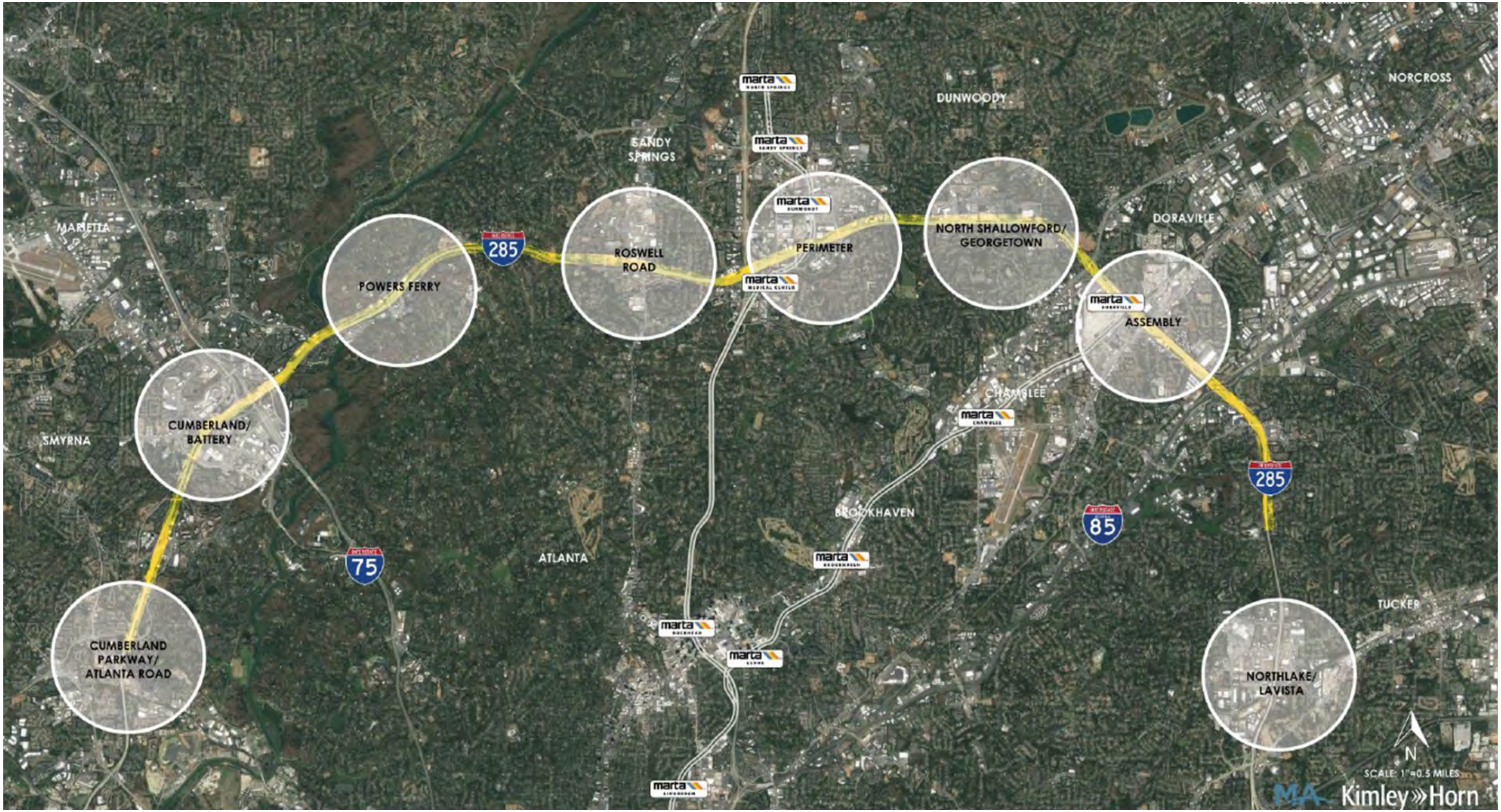


BRIDGE BENTS



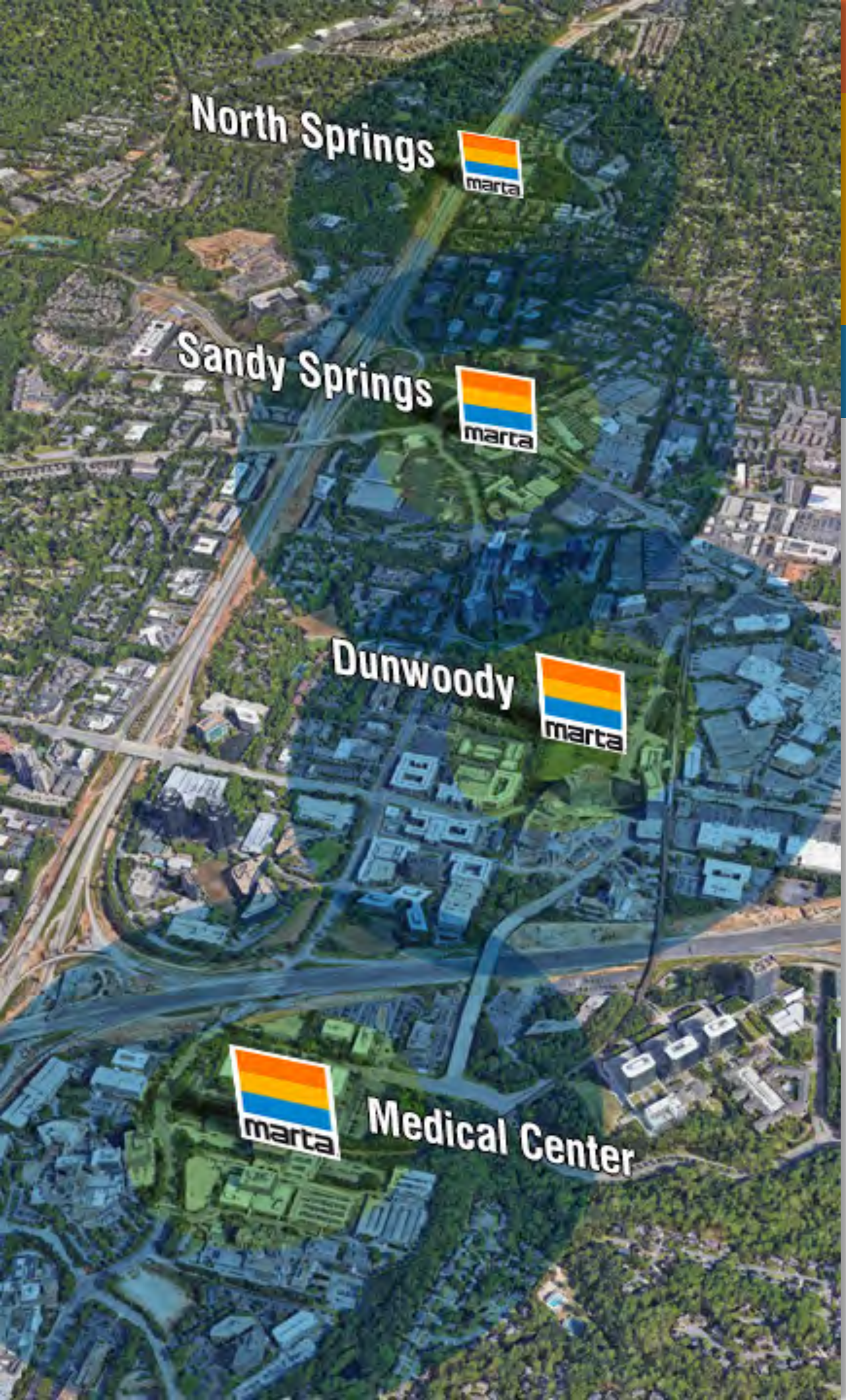
SECTION

Top End Transit Study



PERIMETER CENTER

- On-Ramp vs. Off-Line Station
  - Eastbound On-Ramp- not enough space for on-ramp without GDOT EL design changes
  - Westbound On-Ramp- ample space for on-ramp station
  - Off-Line station connection options- Dunwoody or Medical Center Stations
- Local bus routes along Hammond Road, no local bus on Perimeter Center Parkway
- Commuter bus connections at Dunwoody Station
- Future land use is primarily mixed-use with some commercial and institutional
- Perimeter Center is the primary destination of corridor trips (45% travel west, 13% travel east of Shallowford/Doraville)



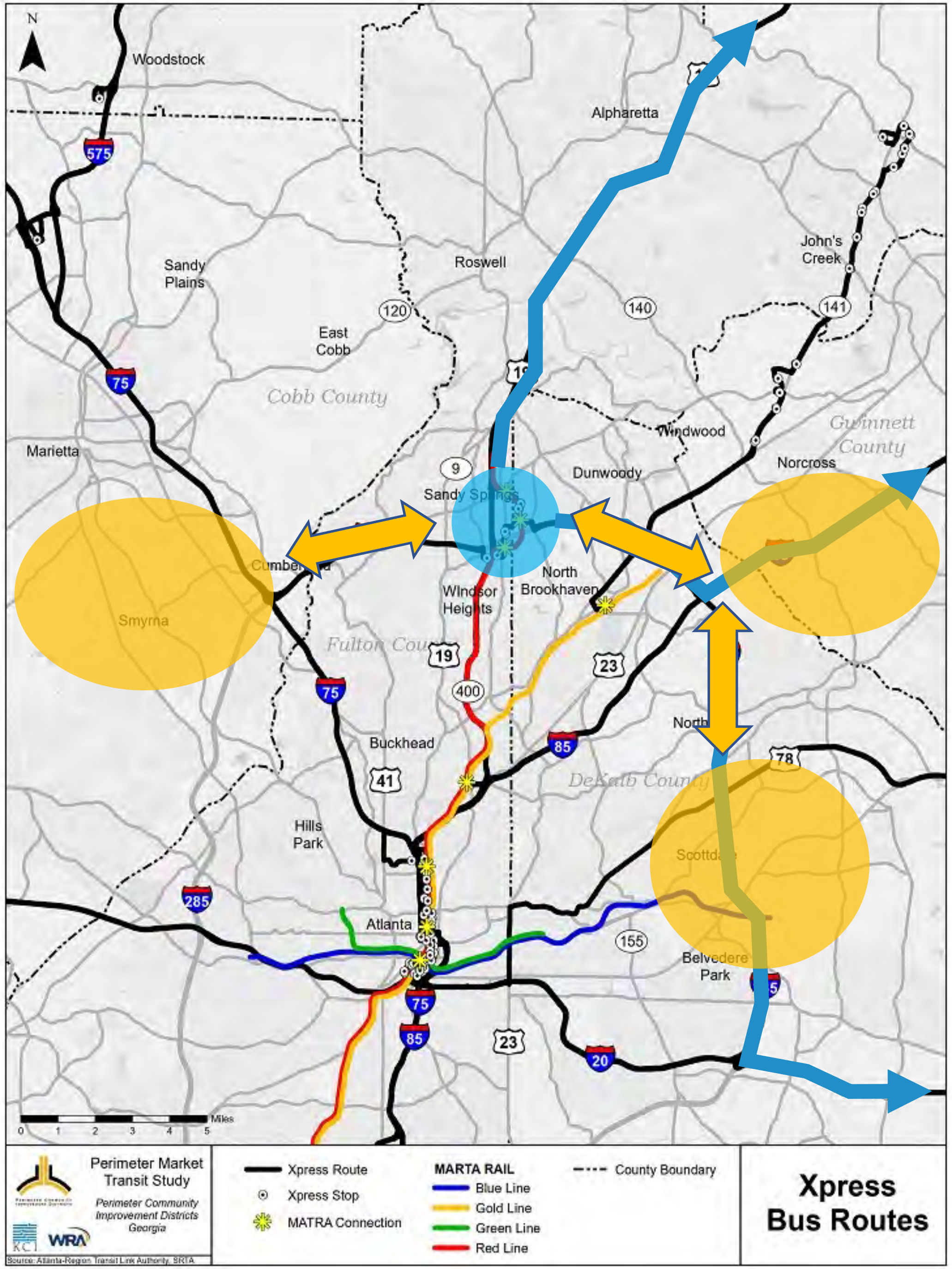
Perimeter Market Transit Plan

PERIMETER COMMUNITY
IMPROVEMENT DISTRICTS

Perimeter Market Transit Plan

Future Express Transit

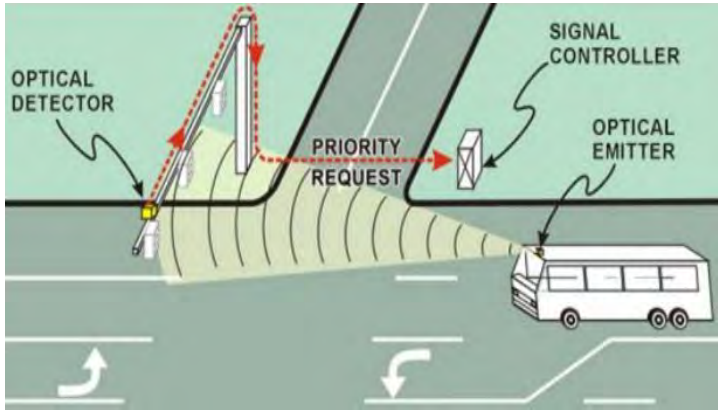
- There are unserved commuter markets
- Managed lanes will improve travel from certain areas of the region to the Perimeter market
  - Cumberland/Smyrna/South Cobb
  - Gwinnett (central and I-85 corridor)
  - DeKalb (central and south)



Perimeter Market Transit Plan

Bus Mobility

- Opportunities to give buses and shuttles priority at certain intersections or in certain corridors through Transit Signal Priority



- Coordination with Sandy Springs, Dunwoody, GDOT RTOP

Expansion of Bus, Shuttle and Curbside Capacity at Dunwoody MARTA

Adjacent?

On-street?

Dunwoody MARTA Station Future?

- Potential Transit Oriented Development?

Dunwoody MARTA Station Type = Town Center

- Balanced/vertical mix of multi-family, office, retail, entertainment and civic uses
- Both an important destination and origin
- Important multi-modal function
- Park-and-ride function is secondary
- Traditional town center pedestrian network

(From MARTA's Transit-Oriented Development Guidelines)

POLL #3

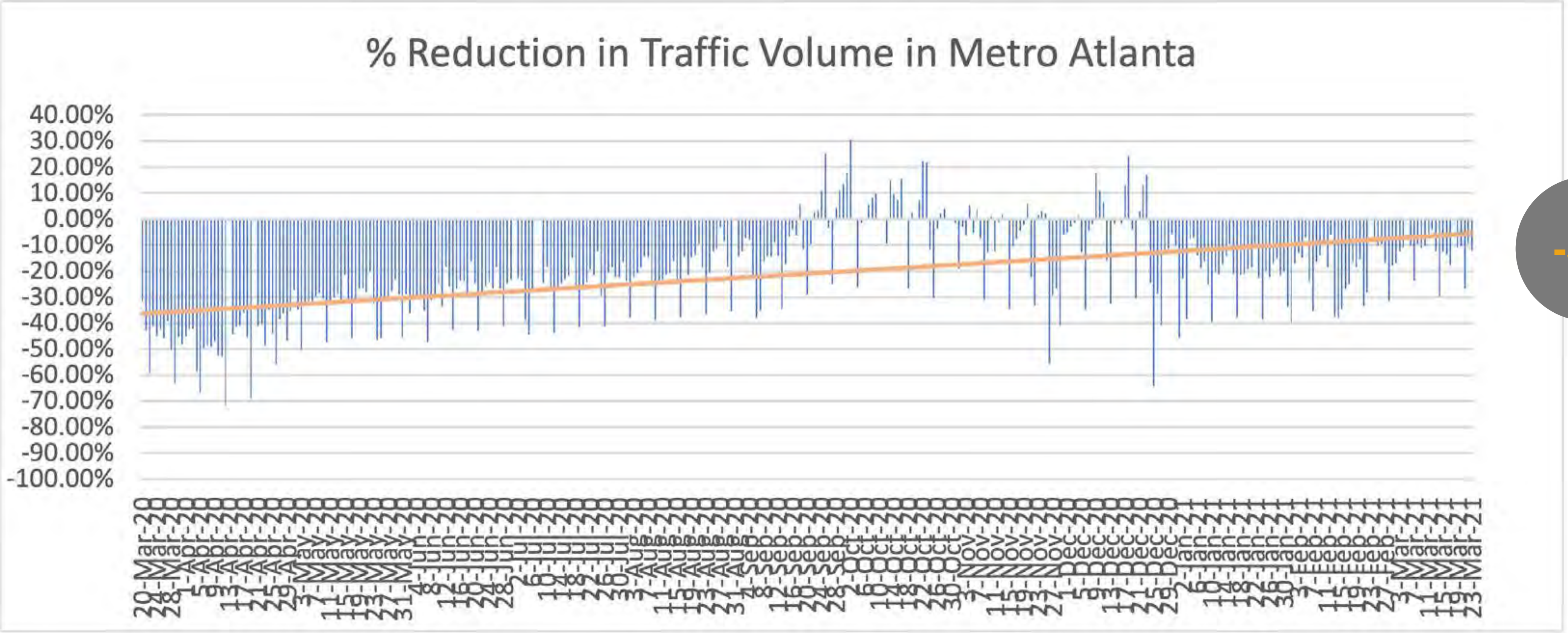
PERIMETER CONNECTS UPDATE

PERIMETER CONNECTS

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

WWW.PERIMETERCID.ORG

REGIONAL TRAFFIC

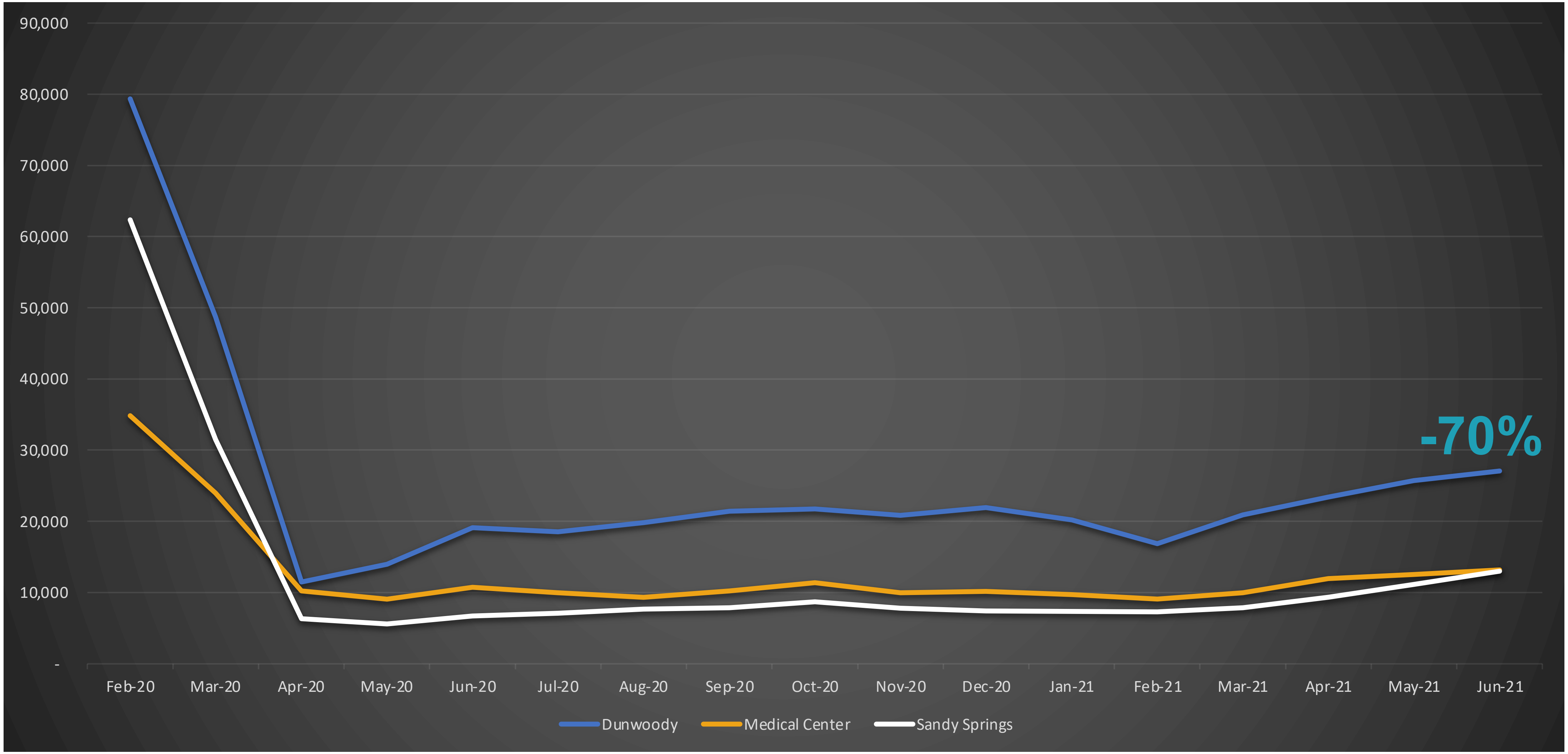


-5%

LOCAL TRAFFIC

Ashford Dunwoody @ Ravinia	NB Through
Feb 2020	17,527 (1,757 VPH @ peak)
April 2020	5,019 (543 @ peak) -71%
November 2020	19,737 (2,536 @ peak) +12%
Feb 2021	12,636 (1,528 @ peak) -29%
Mar 2021	13,640 (1,651 @ peak) -22%
July (27) 2021	18,604 (2,131 @ peak) +6%

MARTA RIDERSHIP



SOME GOOD NEWS

No Covid variants found on London Tubes, buses and stations

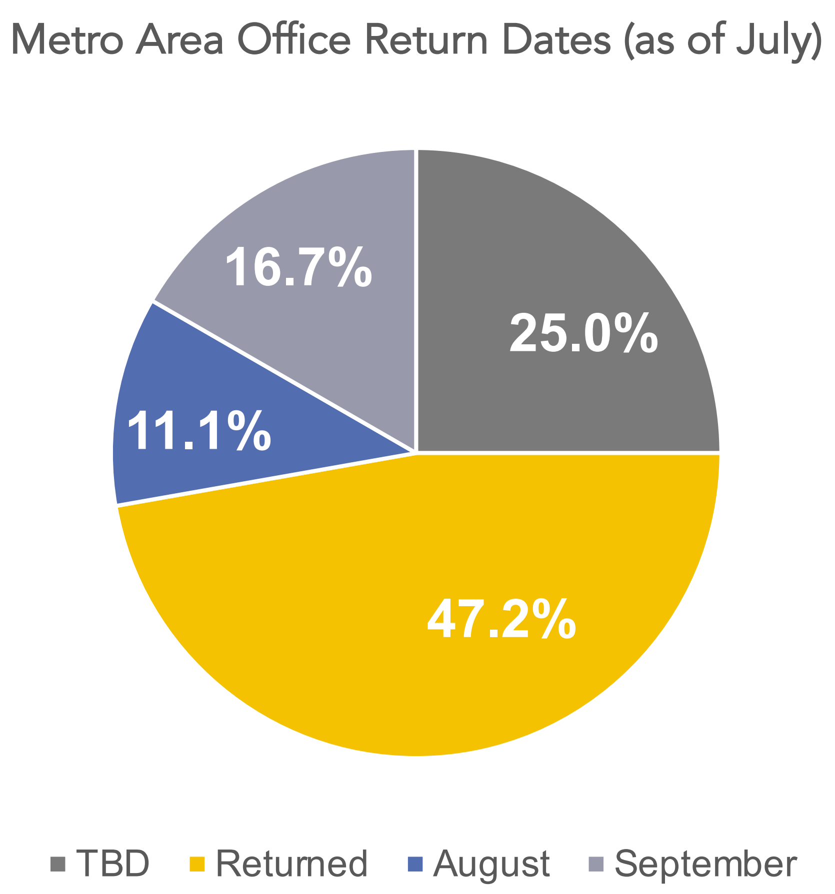
Monthly tests have found no traces of coronavirus, including new variants, in air samples and swabs of London's Tube trains, buses and stations.

No Covid traces found in railway stations or trains

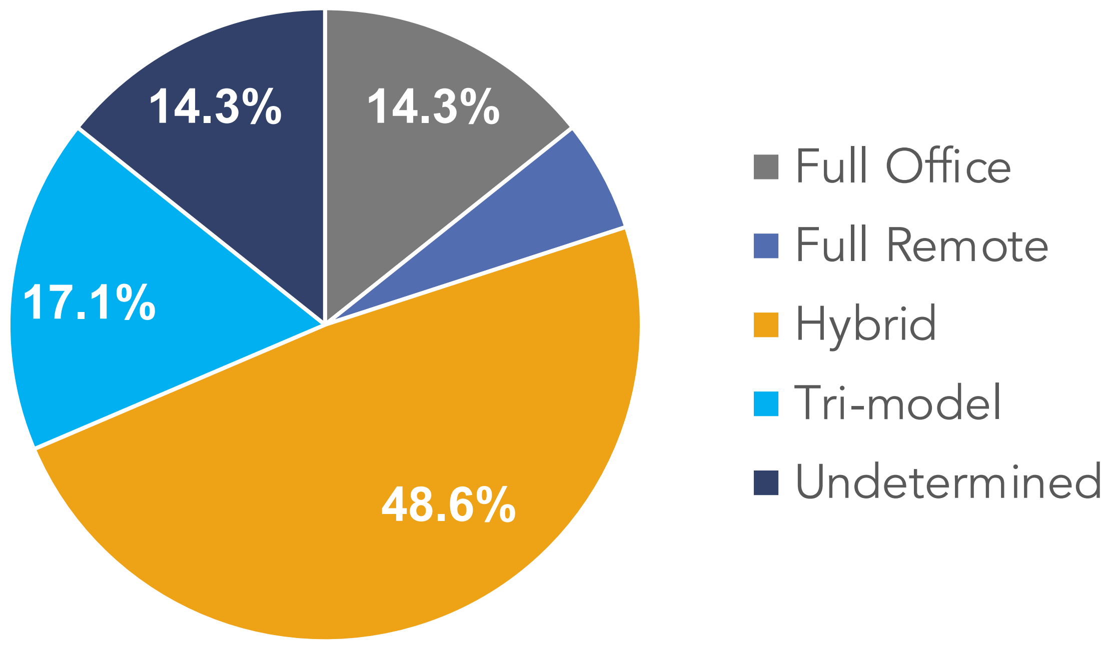
Imperial College London researchers examined the results of the tests - which took place in January and June - and found no coronavirus contamination of any surface or airborne virus particles.

Source: BBC

RETURN TO OFFICE DATES

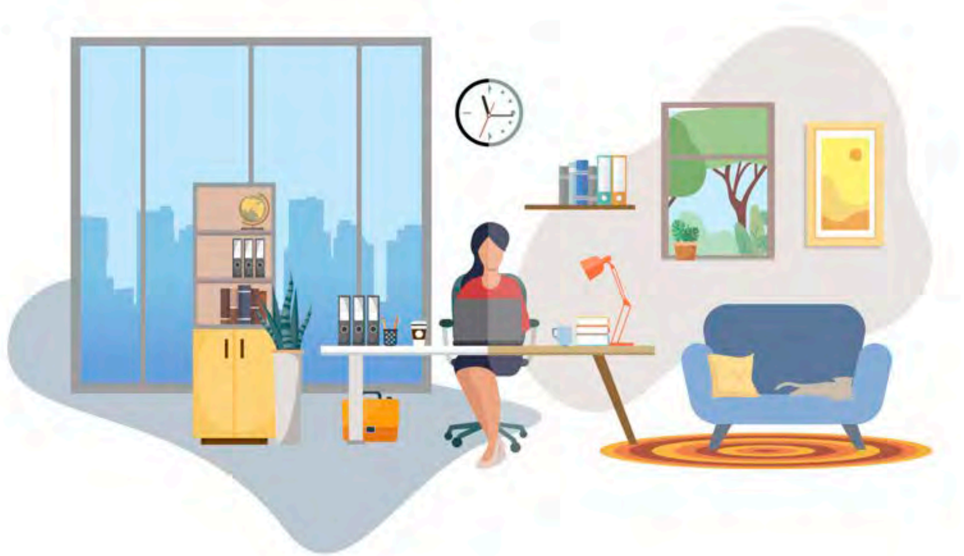


FUTURE OF WORK



WHAT ARE WE HEARING?

1. **Don't hide behind "Hybrid" –** Employees are waiting to get details they can plan around. *It's ok to iterate.*
2. **It's easy to say "Hybrid" but it's hard to do it –** Managers are still struggling with remote, and nervous about hybrid.
3. **People naturally want to come back to the office, just not 100%** – They're not avoiding work, they're being open. Inflexibility, commuting, and distractions are the worst parts of office work.
4. **'Culture' is about norms and language** – Employees want to share in an understanding of work expectations that they can get behind and be motivated by.
5. **Don't forget the details –** Workspaces, commute benefits, parking, all should make sense for your new normal. People are looking at other jobs, even if they're not applying yet.



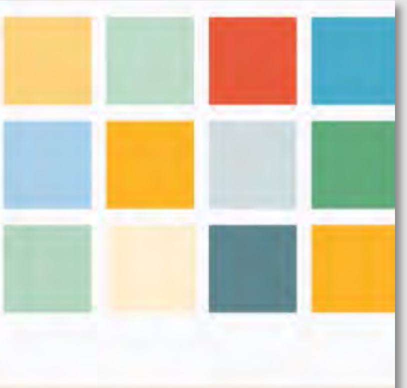
PERIMETER.REBALANCING.WORK

Download: Complete Guide to Hoteling Software

Rebalancing Work with Safe-Guard's Sylvia Taylor

Download: Guide to a Safe Transit Ride

How To Conquer Your WFH Scheduling Woes



Must-Have Ingredients for a Safe Commute

Building Agile Workspaces with Hoteling

VMware's Ani Banerjee Discusses Rethinking Work

Striking the Right Balance

Is the Future of the Office Unbundled?

How to Burnout-Proof WFH for Your Employees

ADDITIONAL QUESTIONS

Perimeter Community Improvement Districts

Perimeter Community Improvement Districts

Join us for our next Coffee & Construction in Q4