2024 Atlanta Regional Freight Mobility Plan

August 14, 2025

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ARC
Atlanta Regional Commission

Industrial Development as of Q4 2022

Existing Development

MPO Properties: **14,880**

MPO Rentable Building Area (RBA): **717.4M SF**

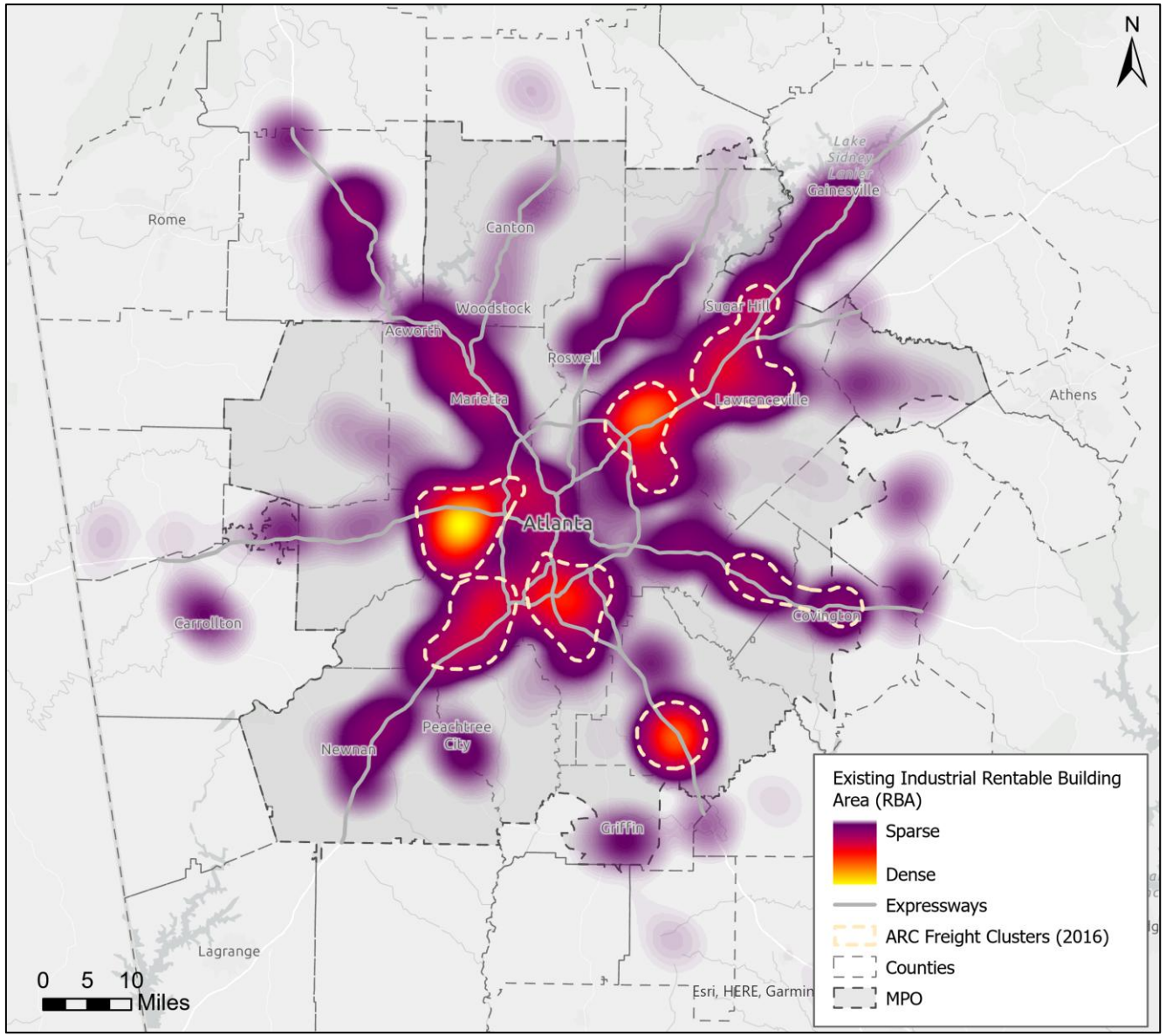
Max MPO RBA: **2.8M SF**
Min MPO RBA: **240 SF**

MPO+ Properties: **18,114**

MPO+ Rentable Building Area (RBA): **846.2M SF**

Max MPO+ RBA: **2.8M SF**
Min MPO+ RBA: **240 SF**

MPO+ is ARC MPO boundary plus some areas that border MPO boundary

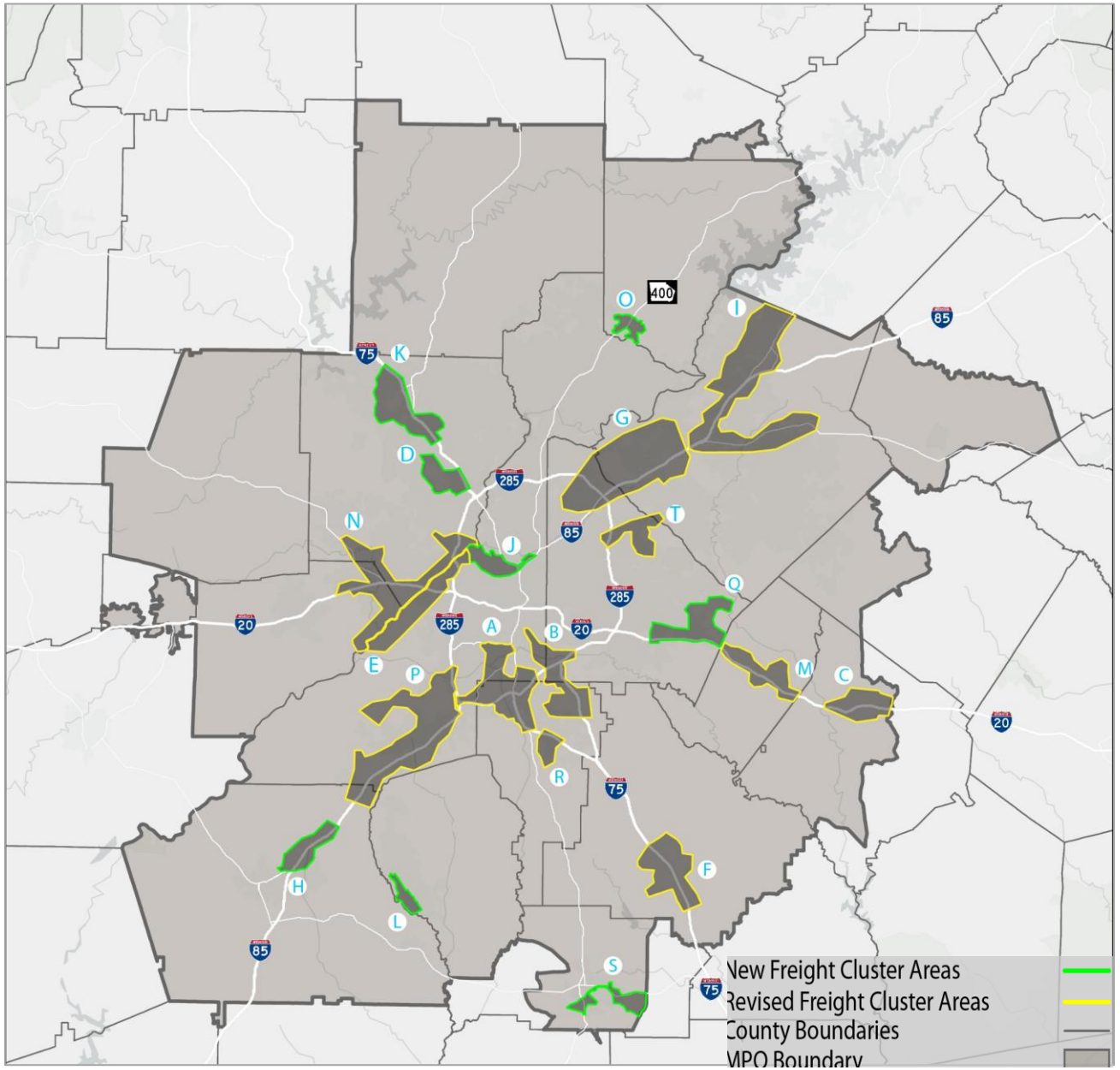


2024 Freight Clusters

Revised based on CoStar data

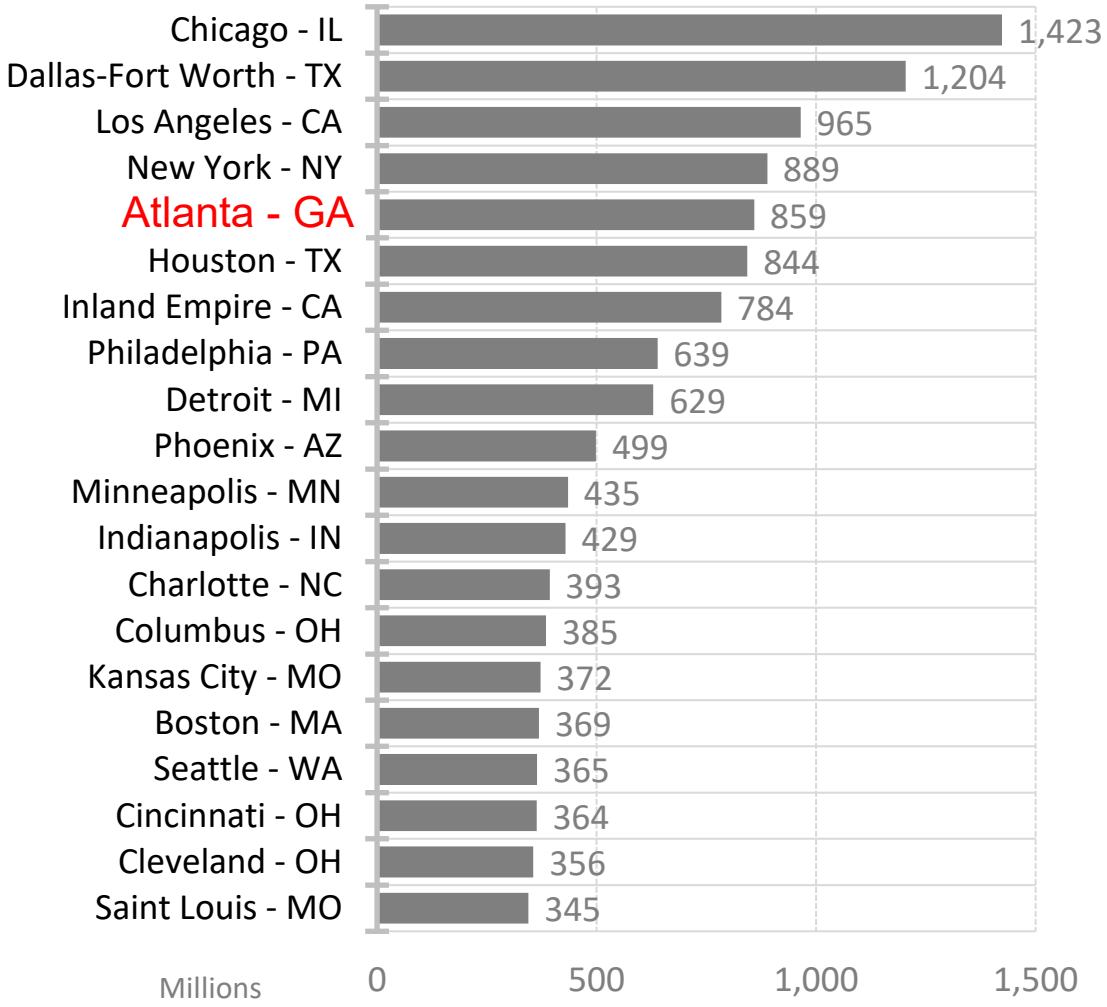
MPO Industrial Properties	14,880
MPO Total Industrial SQ.FT.	717,471,097
Cluster Industrial Properties	9,025
Cluster Total Industrial SQ.FT.	580,585,937
Percent of MPO SQ.FT	81%

(A) Airport
(B) Conley
(C) Covington
(D) Dobbins
(E) Fulton Industrial Blvd
(F) Henry
(G) Norcross
(H) North Coweta
(I) North Gwinnett
(J) Northwest Atlanta
(K) Northwest Cobb
(L) Peachtree City
(M) Rockdale
(N) South Cobb/Douglas
(O) South Forsyth
(P) South Fulton
(Q) Southeast DeKalb
(R) Southlake
(S) Spalding
(T) Tucker

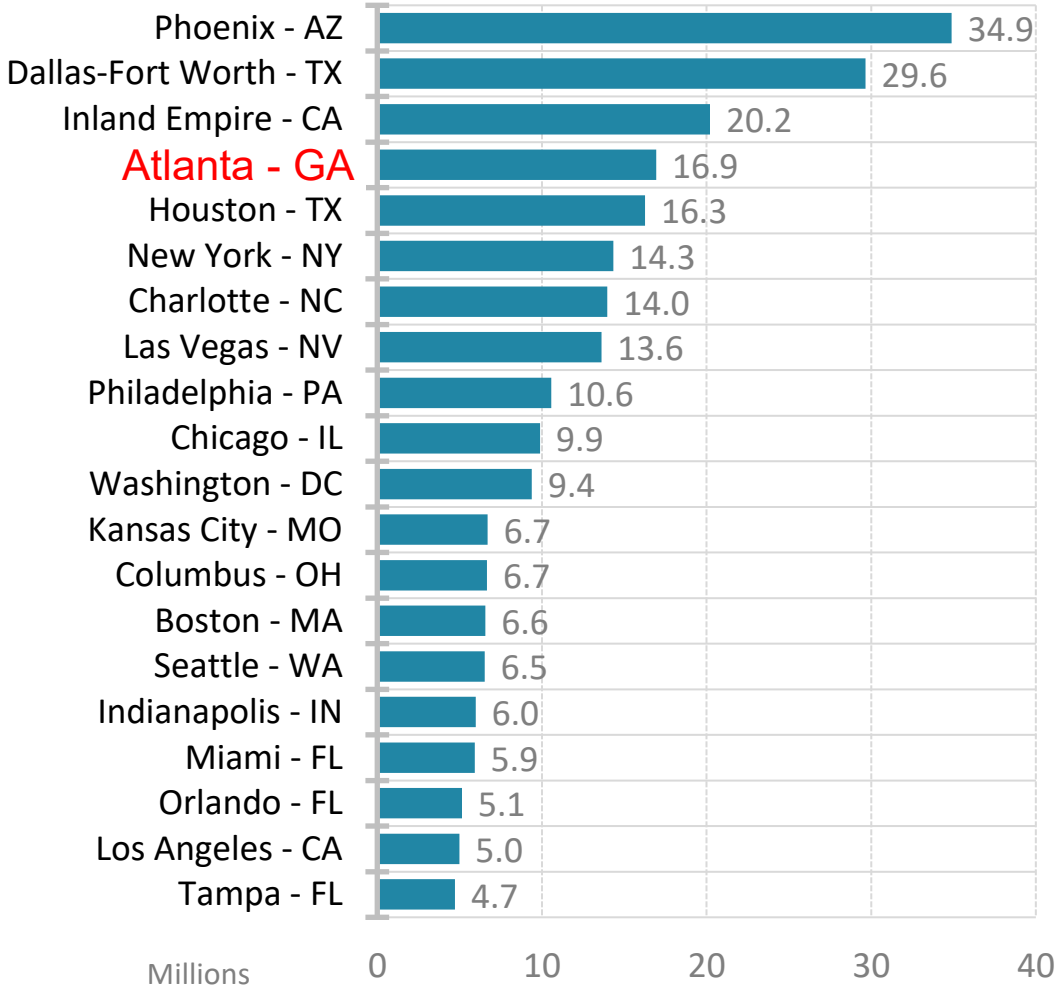


MSA Industrial Rankings, Q1/March 2025

Inventory Square Footage

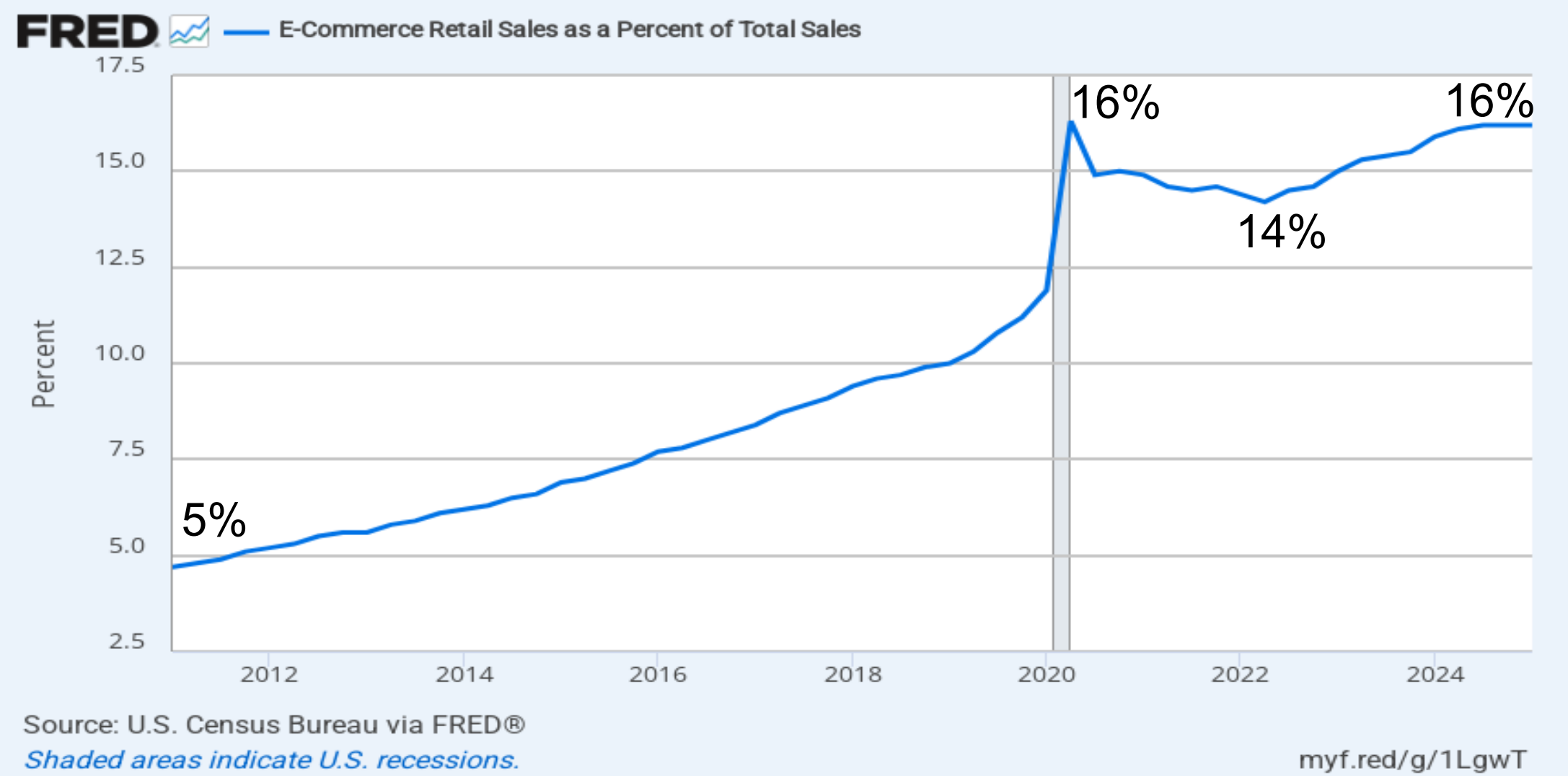


Net Delivered Square Footage 12 Months



ONE great REGION Source: CoStar *National Rankings, United States Industrial*, March 2025

National Trends - Online Retail Spending



Source: U.S. Census Bureau, E-Commerce Retail Sales as a Percent of Total Sales [ECOMPCTSA], retrieved from FRED, Federal Reserve Bank of St. Louis; https://fred.stlouisfed.org/series/ECOMPCTSA, August 12, 2025.

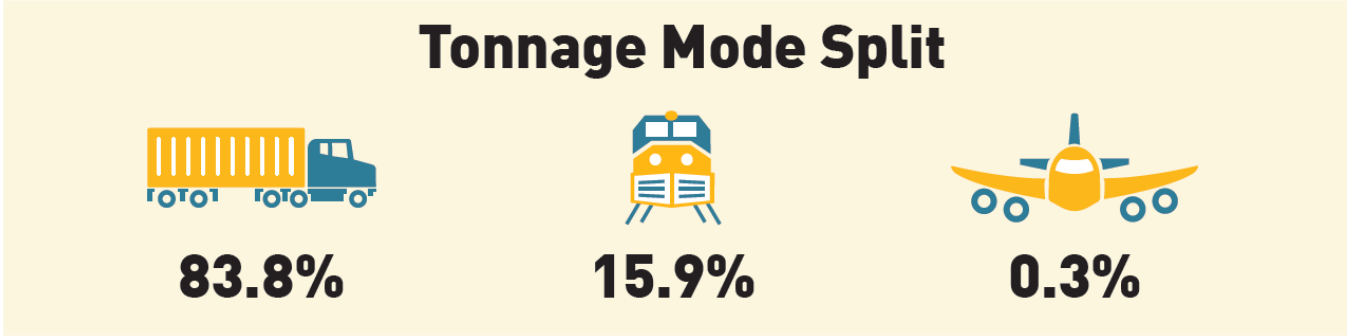
Metro Atlanta Freight Flow and Projected Growth

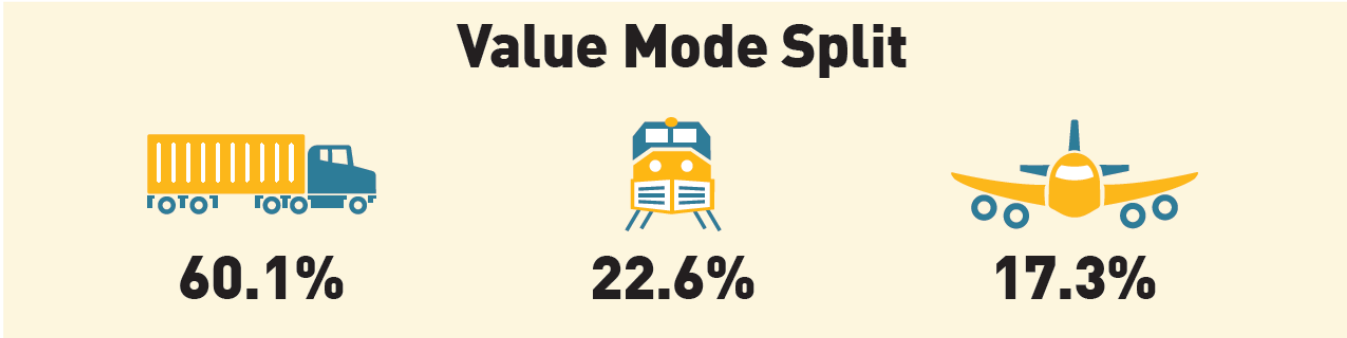
231 million tons

2019 Total tonnage of freight with an origin, destination, or both in Metro Atlanta (truck, train, and air)

$398.5 billion

2019 Total value of freight with an origin, destination, or both in Metro Atlanta (truck, train, and air)





Source: S&P Global Transearch, Data 2019; Surface Transportation Board Carload Waybill Data, 2019; FHWA Freight Analysis Framework (FAF 5.5.1), 2019

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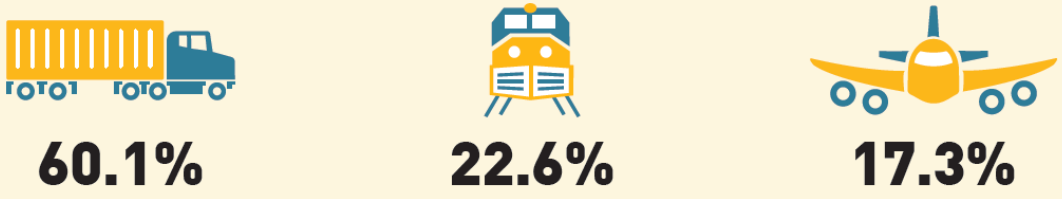
Tonnage Mode Split

Value Mode Split



Estimated growth in tonnage (2019 – 2050) for all modes

69% – Low Growth Scenario

1.7% Compound Annual Growth Rate

2050 Projected Tonnage = 389,410,368 tons

118% – High Growth Scenario

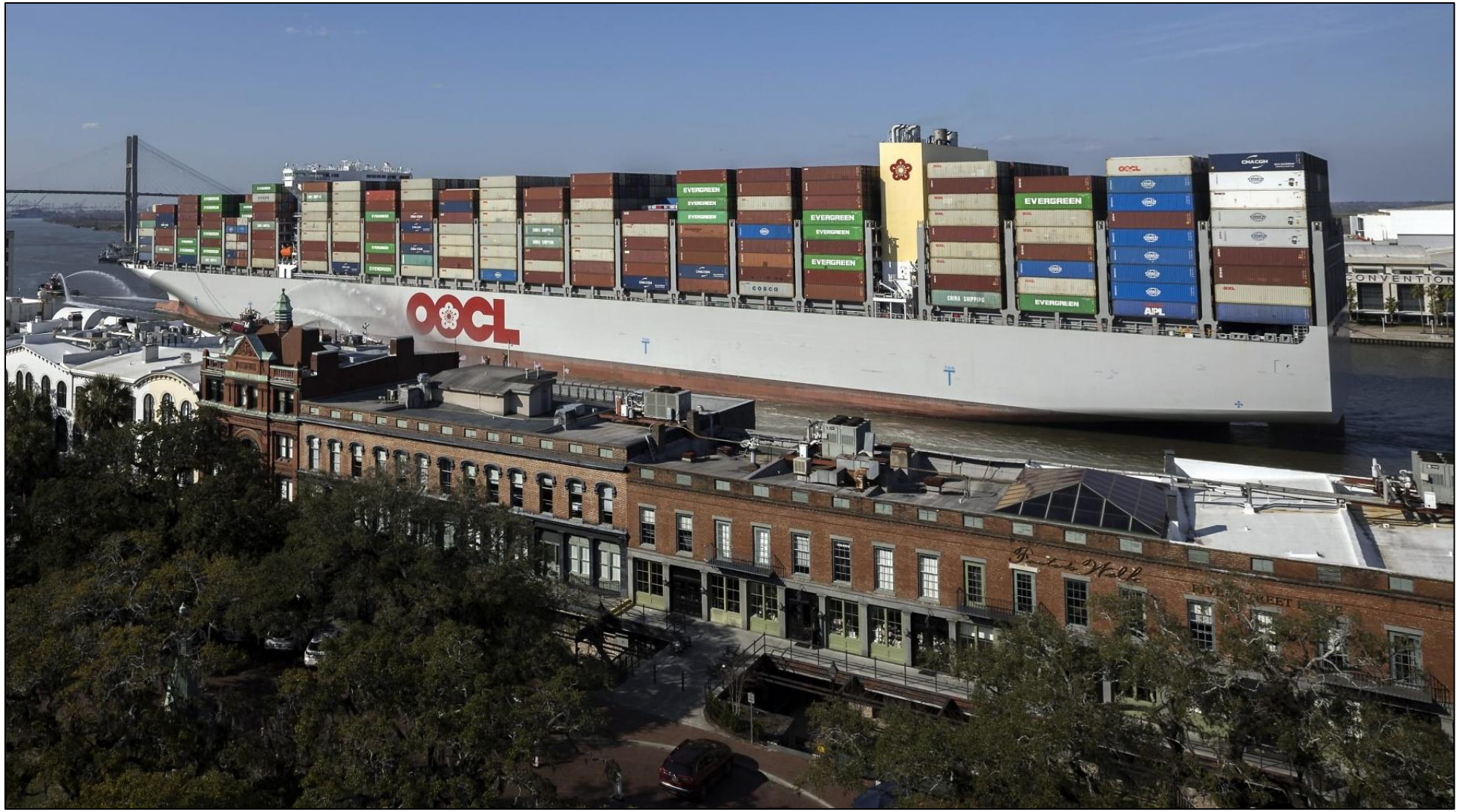
2.5% Compound Annual Growth Rate

2050 Projected Tonnage = 502,749,170 tons

Source: S&P Global Transearch, Data 2019; Surface Transportation Board Carload Waybill Data, 2019; FHWA Freight Analysis Framework (FAF 5.5.1), 2019

Savannah Port Growth

- *OOCL Iris* – Largest capacity vessel to ever call the Port of Savannah
- Maximum capacity of 16,828 twenty-foot equivalent container units (TEUs)
- Project to raise the Talmadge Bridge height begins in 2026



Georgia Ports Authority Press Release, February 26, 2025, https://gaports.com/press-releases/oocl-iris-becomes-largest-vessel-to-serve-savannah/

Outreach: Stakeholder Engagement Takeaways

Jurisdiction Level Sessions – Top Needs and Challenges

Truck Parking	Land -Use	Workforce	Local Delivery	Railroad Crossings
• Overnight and long-term parking • Need of policy guidance • Safe truck parking	• Industrial space conflicts with residential • Some communities limit industrial opportunities/ while others embrace them	• Access to the workplace (transit and roadway congestion) • Workforce safety • Hiring and retention	• Guidance around policy for curbside management • Implementation and enforcement	• Train blocking crossings • Trucks stuck at grade crossings

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Truck Classification Counts

Jonathan Nicholson, P.E., AVP, Modern Mobility Partners

Atlanta Regional Commission

Traffic Count Analysis

- Scope
  - Collect vehicle classification counts for various industrial development types across the Atlanta area
  - Comparative analysis of truck trips and commuter patterns
  - Comparative analysis of traffic counts and ITE Trip Generation Manual
- Why?
  - Significant increase in industrial developments and change in operations over the last two decades

Union City / Fairburn 2000

Union City / Fairburn 2020

Traffic Count Analysis: Developments

Category	Description	ITE Category
E-Commerce (2 locations)	Fulfillment center handling the storage and last-mile delivery of products from online marketplace.	**Warehousing, High-Cube Warehouse Types** **Land Use Codes:** 150, 154, 155, 156 **Independent variable:** Gross Floor Area
Parcel Delivery (2 locations)	Distribution center handling regional and local shipping and last mile delivery for time-sensitive shipments via ground and air.	
E-Commerce Warehouse (2 locations)	Fulfillment center handling the storage and shipping of products purchased online, with delivery handled by a third party.	
Warehouse (2 locations)	Primarily devoted to the storage of goods and their shipment to stores, restaurants, and/or other warehouses, rather than shipments directly to the final customer.	
Manufacturing (2 locations)	Primary activity is the conversion of raw materials or parts into finished products.	**Manufacturing** **Land Use Codes:** 140 **Independent variable:** Gross Floor Area
Truck Stop (2 locations)	Provides commercial vehicle fueling, overnight parking, space and supplies for self-service maintenance, and other services specific to truckers.	**Gas Station, Convenience Store, Truck Stop** **Land Use Codes:** 944, 945, 950 **Independent variable:** Fueling Stations
Trucking (2 locations)	Trucking companies that provide a network of truckload and less-than-truckload (LTL) service.	***Warehousing, High-Cube Warehouse Types** **Land Use Codes:** 150, 154, 155, 156 **Independent variable:** Gross Floor Area
Intermodal Yard (3 locations)	Location where freight is transferred between different modes of transportation, such as rail and truck.	NA

Traffic Count Analysis: Developments

- Development Characteristics

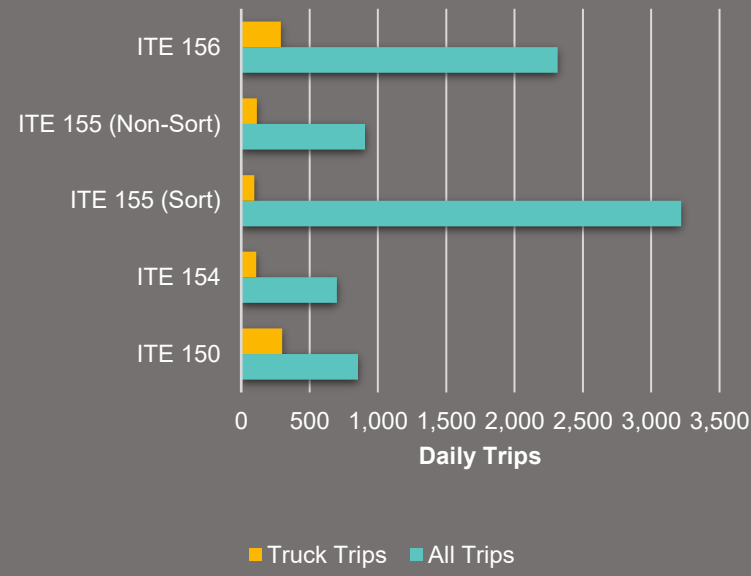
Category / Site #	Driveways	GFA / Fueling Stations	Daily Count
E-Commerce Site 1	1	200,000	400
E-Commerce Site 2	4	168,000	2,250
Parcel Delivery Site 1	1	311,000	2,600
Parcel Delivery Site 2	3	217,000	940
E-Commerce Warehouse Site 1	1	1,040,000	2,540
E-Commerce Warehouse Site 2	3	1,220,000	800
Warehouse Site 1	1	833,000	1,760
Warehouse Site 2	2	2,375,000	6,750
Manufacturing Site 1	3	321,000	510
Manufacturing Site 2	3	556,000	780
Truck Stop Site 1	2	12 car / 9 truck	3,260
Truck Stop Site 2	2	16 car / 7 truck	4,470
Trucking Site 1	1	158,000	1,280
Trucking Site 2	1	50,000	1,260

Traffic Count Analysis: ITE Trip Generation Example

- Warehouse Example:
  - ITE includes multiple warehouse categories
  - Generate trips using the same independent variable (500,000 Sq. Ft. GFA)

Land Use Code	Description	Daily Total Trips	Daily Truck Trips
ITE 150	Warehousing	855	300
ITE 154	High-Cube Transload & Short-Term Storage Warehouse	700	110
ITE 155 (Sort)	High-Cube Fulfillment Warehouse (Sort)	3,220	95
ITE 155 (Non-Sort)	High-Cube Fulfillment Warehouse (Non-Sort	905	115
ITE 156	High-Cube Parcel Warehouse	2,315	290

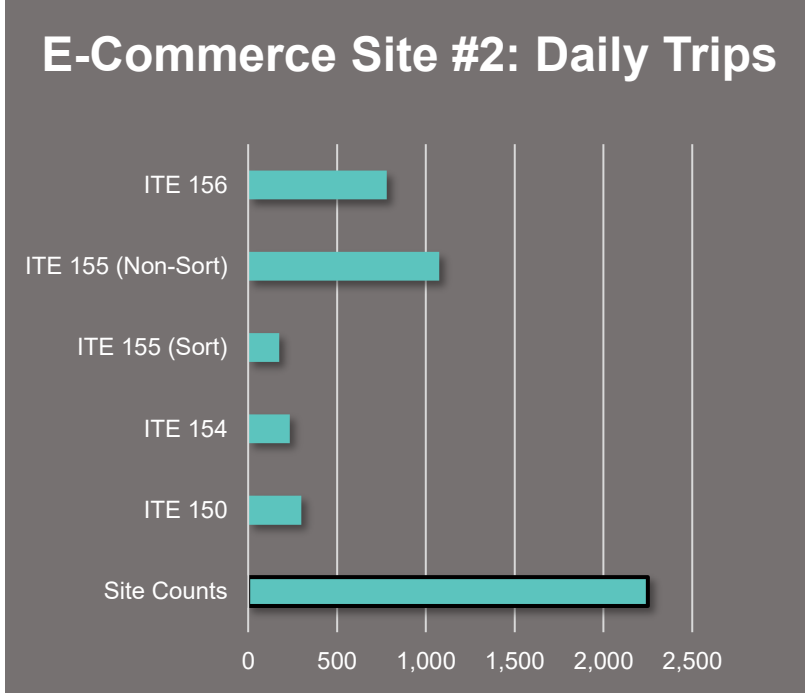
ITE Trip Generation Example Warehouse Categories: 500,000 Sq. Ft. GFA

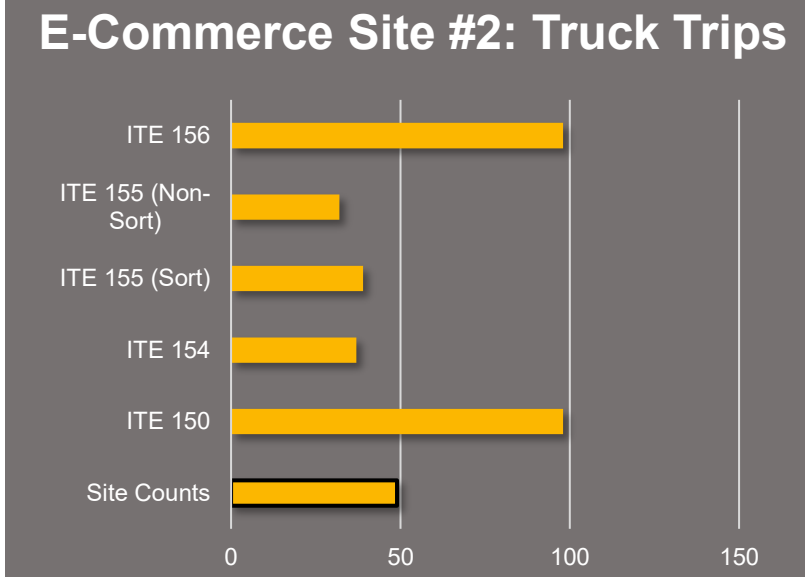


E-Commerce Site #2: 168k GFA

- E-Commerce Site #2:
  - Generated far more trips than expected based on floor area
  - Lower than anticipated truck counts

Source	Daily Total Trips	Daily Truck Trips
Site Count	2,250	50
ITE 150	300	100
ITE 154	235	40
ITE 155 (Sort)	175	40
ITE 155 (Non-Sort)	1,075	30
ITE 156	780	100





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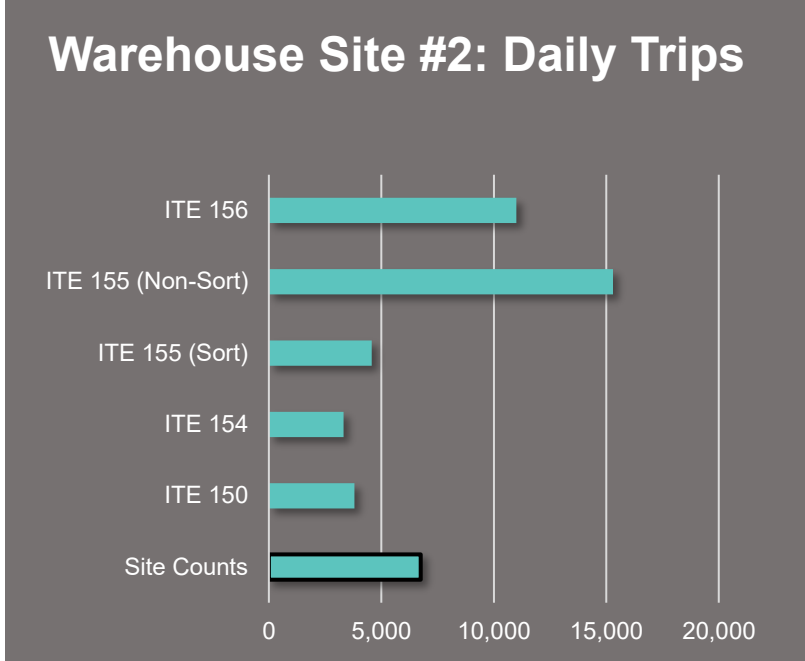
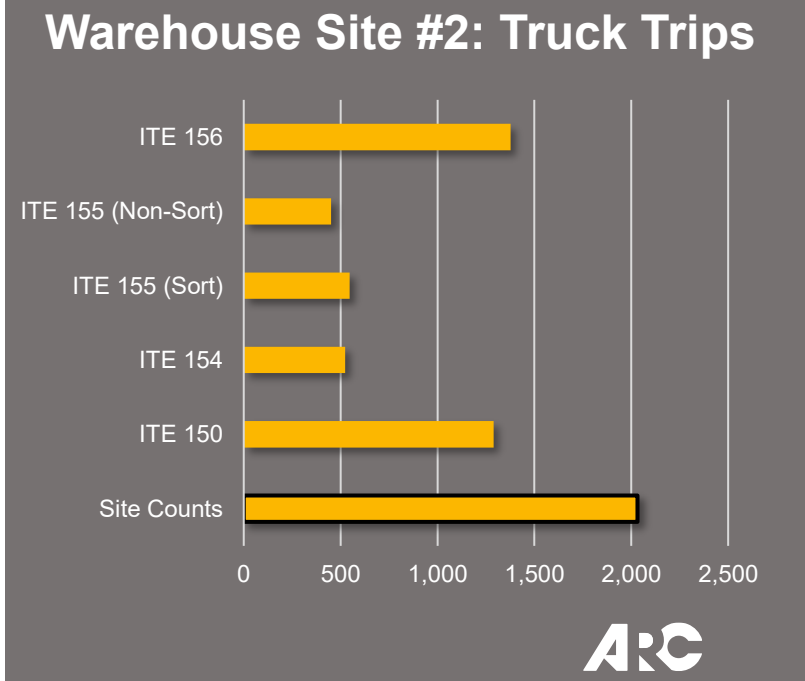
Warehouse Site #2: 2.4m GFA

- Warehouse Site #2:
  - Daily trips between low and high ITE estimates (no clear match)
  - Significant truck generator

Source	Daily Total Trips	Daily Truck Trips
Site Count	6,750	2,030
ITE 150	3,800	1,290
ITE 154	3,325	520
ITE 155 (Sort)	4,575	550
ITE 155 (Non-Sort)	15,300	450
ITE 156	11,000	1,380





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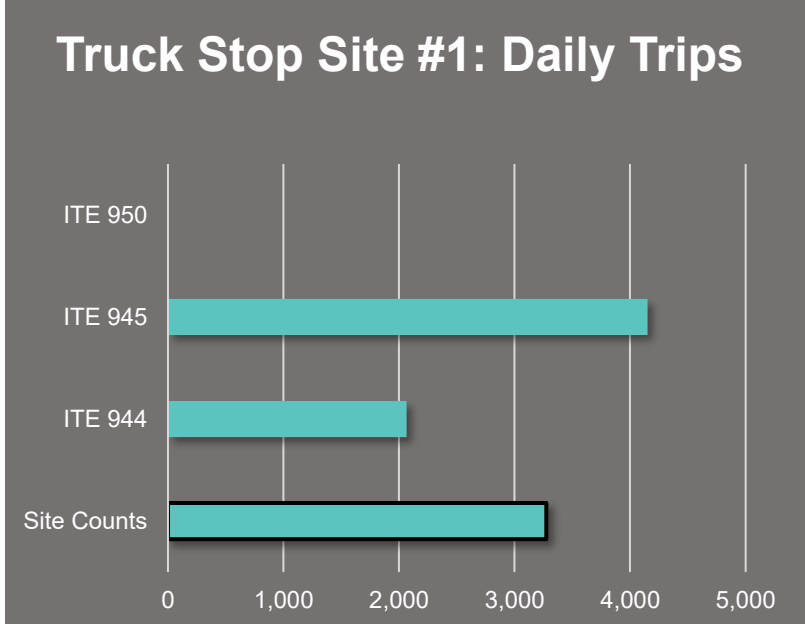
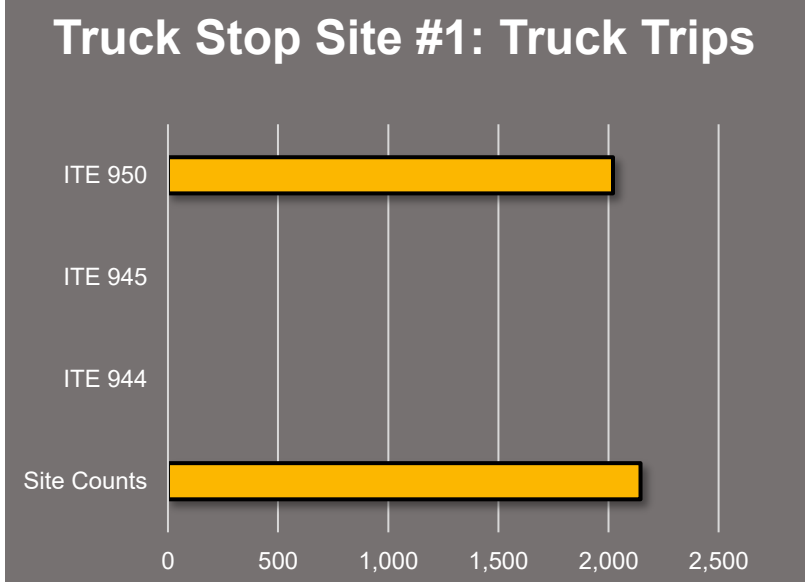
Truck Stop Site #1:
12 car / 9 Truck Fueling Stations

- Truck Stop Site #1:
  - Daily trips between Gasoline/Service Station (944) and Convenience Store / Gas Station (945)
  - Truck trips almost identical between counts and ITE (950)

Source	Daily Total Trips	Daily Truck Trips
Site Count	3,275	2,145
ITE 944	2,065	-
ITE 945	4,150	-
ITE 950	-	2,020





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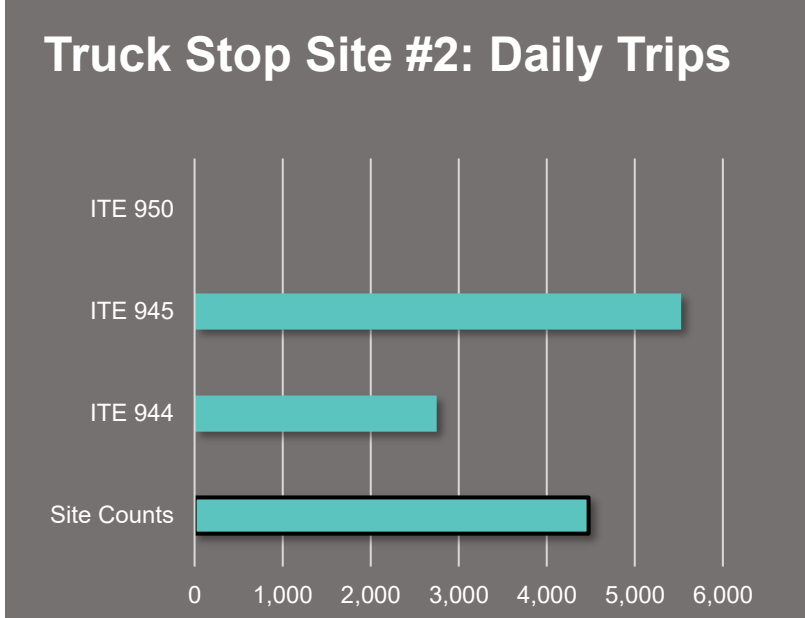
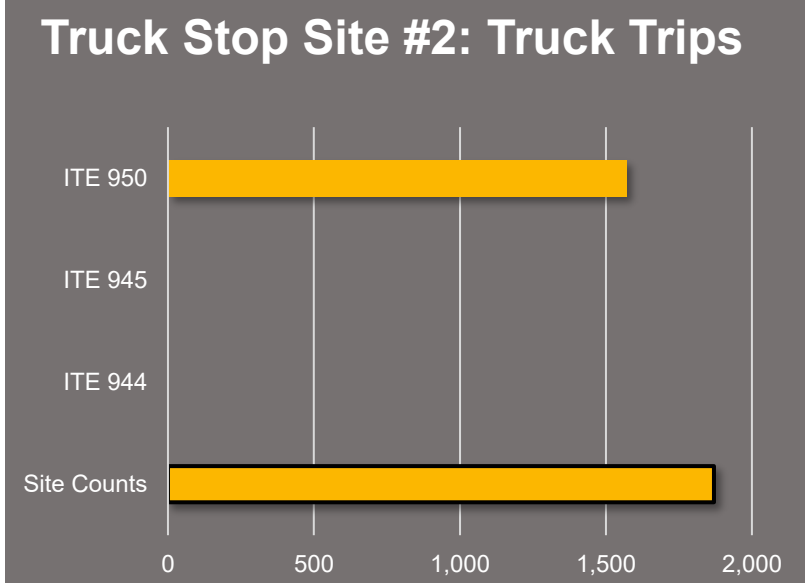
Truck Stop Site #2:
16 car / 7 Truck Fueling Stations

- Truck Stop Site #2:
  - Daily trips between Gasoline/Service Station (944) and Convenience Store / Gas Station (945)
  - Truck trips very similar for counts and ITE (950)

Source	Daily Total Trips	Daily Truck Trips
Site Count	4,475	1,870
ITE 944	2,750	-
ITE 945	5,525	-
ITE 950	-	1,570





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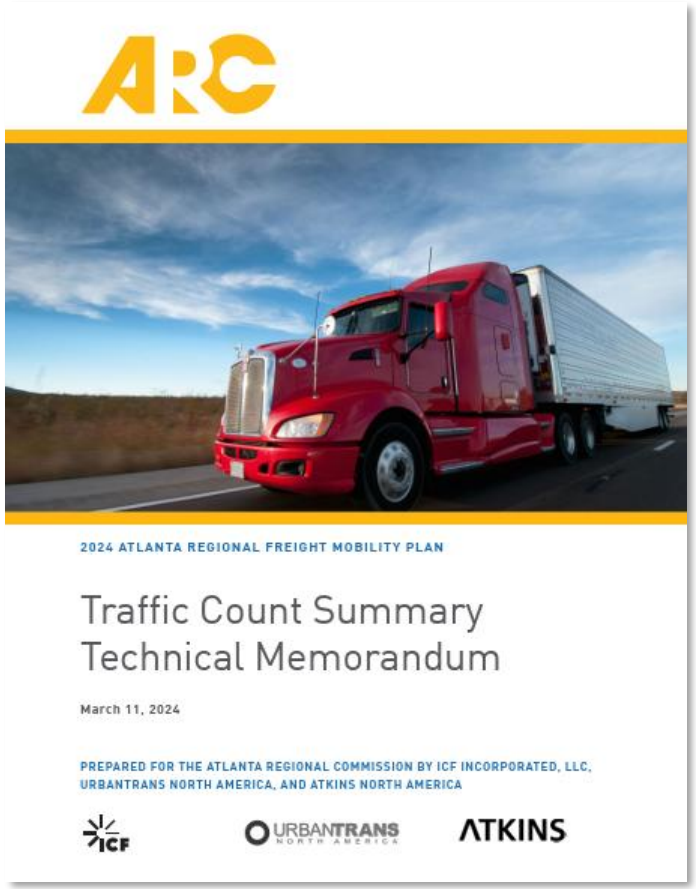
Traffic Count Analysis: Observations

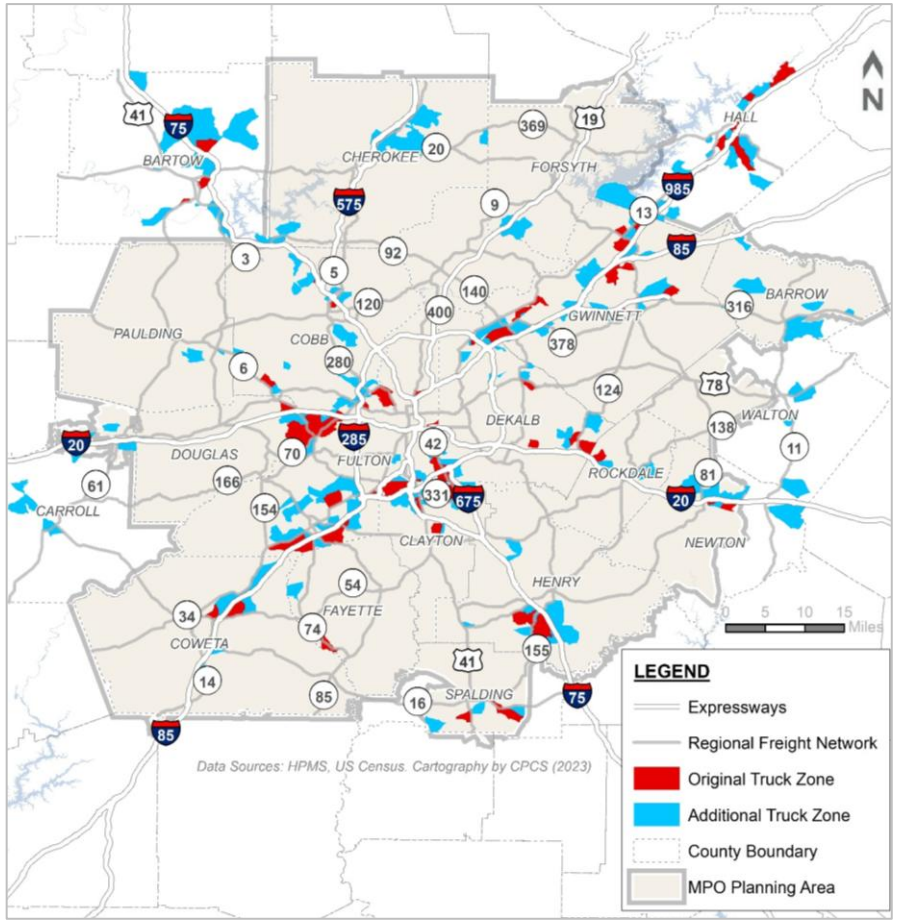
- Observations
  - Carefully consider development types for traffic impact analysis
  - Possibly use ranges to mitigate the unknown final operations of the development
  - Full traffic count summary memorandum located on ARC's website (*2024 Atlanta Regional Freight Mobility Plan \ Classification Counts Summary*)

https://atlantaregional.org/what-we-do/transportation-planning/freight-transportation/2024-atlanta-regional-freight-mobility-plan/



Travel Demand Model Updates: Truck Zones

- Truck Zone Updates
  - TDM includes truck zone flags to denote locations of high truck activity (distribution centers, etc.)
  - Originally developed in the mid-to-late 2000s
  - Significant update included:
    - Aerial photography review (“rooftop” review)
    - RITIS truck GPS-based origin-destination data
    - ARC’s defined freight clusters
    - Model estimated truck volumes vs. GDOT classification counts
    - Truck zones increased from 137 to 447



Travel Demand Model Updates: Intermodal Yards

- Intermodal Yards
  - Generate significantly higher truck activity than suggested by employment data
  - Classification counts taken at primary truck entry/exit gates:
    - Inman (1,550 heavy trucks/day)
    - Fairburn (2,740 heavy trucks/day)
    - Whitaker (3,420 heavy trucks/day)
  - Updated model parameters to better match classification counts

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Truck Parking Issues

Peter Hylton, Principal Planner, ARC

Atlanta Regional Commission

Truck Parking Challenges

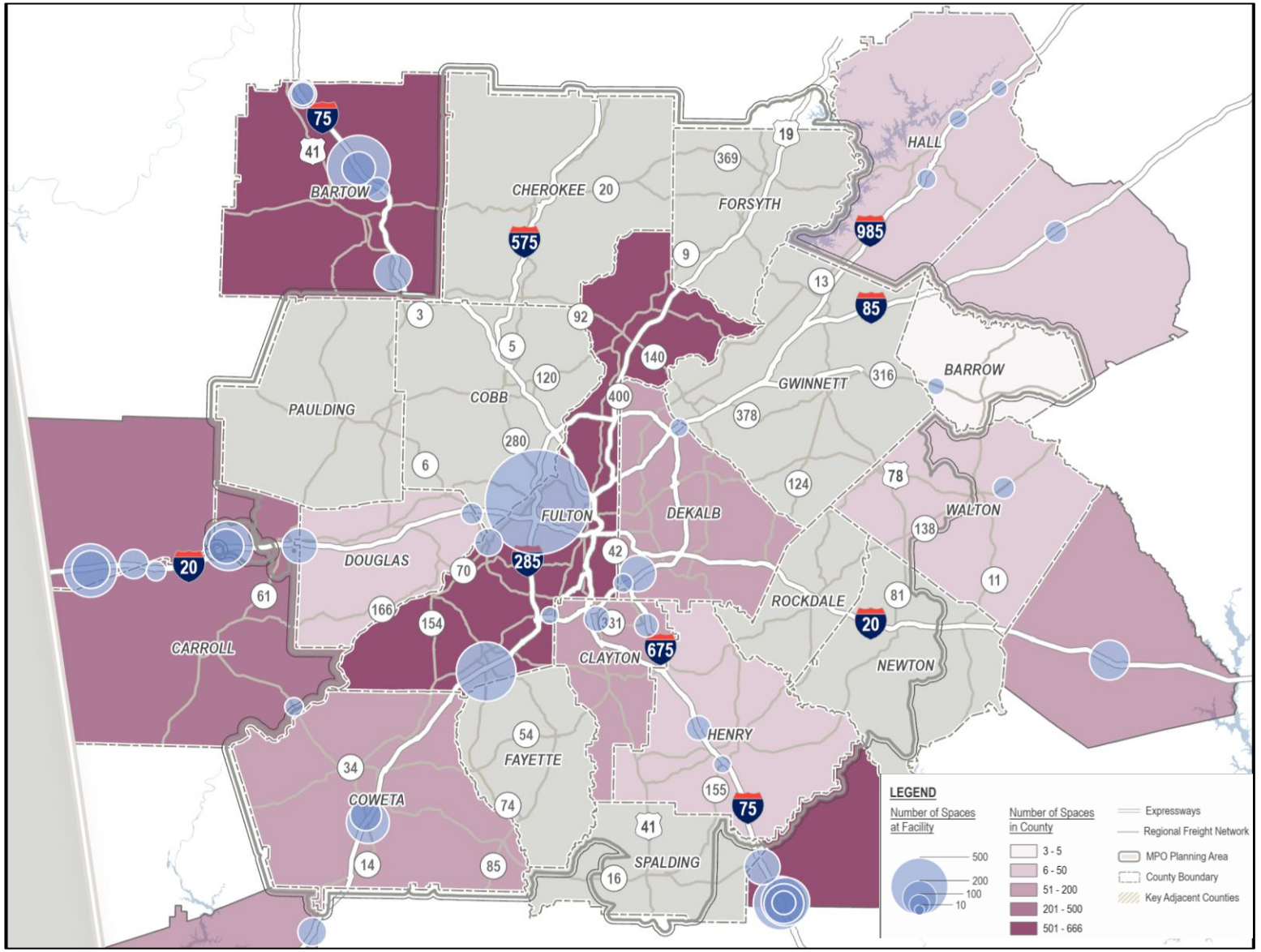
Why should we care about Truck Parking? Safety!

- Federal Regulations – **Mandatory 10 hours of rest** after driving a max of 11 hours in a 14-hour window
- Lack of truck parking nationally and in major urban areas
- Unauthorized parking on highway ramps, shoulder of roads, vacant lots, commercial parking lots
- Crime and safety impacts to drivers
- Safety of other motorists
- Street and parking lot maintenance issues
- Metro Atlanta stakeholders have confirmed challenges

Major Privately-Owned Truck Parking Facilities in the Region, 2023

	Number of Spaces		
Database	**MPO Area**	**Adjacent Counties**	**Total spaces**
2023 Inventory	1,365	2,367	3,732

- Most of the truck parking spaces are on the west and south sides of the region.
- Based on trucking industry surveys, the lack of available truck parking has consistently been one of the top concerns for truck drivers.*
- In 2020, there were over 1.1 million jobs in freight-dependent industries in Metro Atlanta**



Source: ARC, GDOT, Jason's Law, Love's Pilot Flying J, TA/Petro, TSPS, Allstays, American Truck Parking

* ATRI, *Critical Issues in the Trucking Industry, 2022*. https://truckingresearch.org/wp-content/uploads/2022/10/ATRI-Top-Industry-Issues-2022.pdf

** ARC REMI model, 2023

Truck Parking Supply/Demand Analysis

County	Supply	Demand	Surplus/Deficit
Barrow	0	20	-20
Carroll	395	119	276
Cherokee	0	196	-196
Clayton	78	289	-211
Cobb	52	471	-419
Coweta	194	249	-55
DeKalb (North)	9	341	-332
DeKalb (South)	106	236	-130
Douglas	37	251	-214
Forsyth	0	88	-88
Fulton (North)	0	192	-192
Fulton (South)	611	419	192
Gwinnett	0	513	-513
Henry	45	358	-313
Newton	0	134	-134
Rockdale	0	120	-120
Spalding	0	34	-34
Walton	0	13	-13
Total	**1,527**	**4,043**	**-2,516**

- Order of magnitude analysis for surplus or lack of truck parking in each county
- Corridor level analysis of interstate highways and other controlled access highways (GA 400, GA 316) was conducted
- Results at the corridor level are also in the plan's final report
- Federal Highway Administration truck parking demand methodology used for analysis

Methodology source: Federal Highway Administration (2002). Study of Adequacy of Commercial Truck Parking Facilities. Technical Report. Report number: FHWA-RD-01-158. https://highways.dot.gov/research/publications/safety/FHWA-RD-01-158

Truck Parking – Three Forms Addressed

Short-term Truck Parking Facilities and Truck Stops

- Federal requirements on driving hours and stops
- Typically accommodated at truck stops, travel plazas, rest areas, weigh stations
- Limited number of these facilities in Metro Atlanta
- High demand and high priority
- Overnight Truck Parking Model Ordinance

Temporary Truck Staging

- Designated space for truck parking prior to a scheduled delivery or pick-up
- Intended length of occupancy is up to four hours
- Should be available when nearby industrial businesses are open
- High demand and moderate priority
- Suggested additions to industrial zoning and parking requirements

Long-Term Truck Parking (Industrial Outdoor Storage)

- Designated space to store trucks or trailers for multiple nights or weeks at a time
- Primarily for independent owner-operators or small businesses
- Not intended for overnight stays of drivers or short-term parking
- Suggested addition to industrial outdoor storage section of zoning code

Truck Parking – Development Partnerships

- Challenge: High land prices in much of the region can make new truck parking financially infeasible
- Truck parking is a public need for safety/security of truck drivers and the general public
- Potential Solution: Development partnership
  - Development Authority
  - Regional Industrial Development Authorities
  - Downtown Development Authority
- Potential Options include
  - Low-cost leasing or other land agreements
  - Tax abatement
  - Streamlined permitting
  - Low or no cost permitting and other regulatory agreements
  - Utilities installation
- Local examples in Elmira, NY and Weed, CA, from the FHWA National Coalition on Truck Parking

https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/coalition/state_reg_lgov_coord/product/requirements.pdf

Truck stop, Bouldercrest Road at Continental Way, Dekalb County

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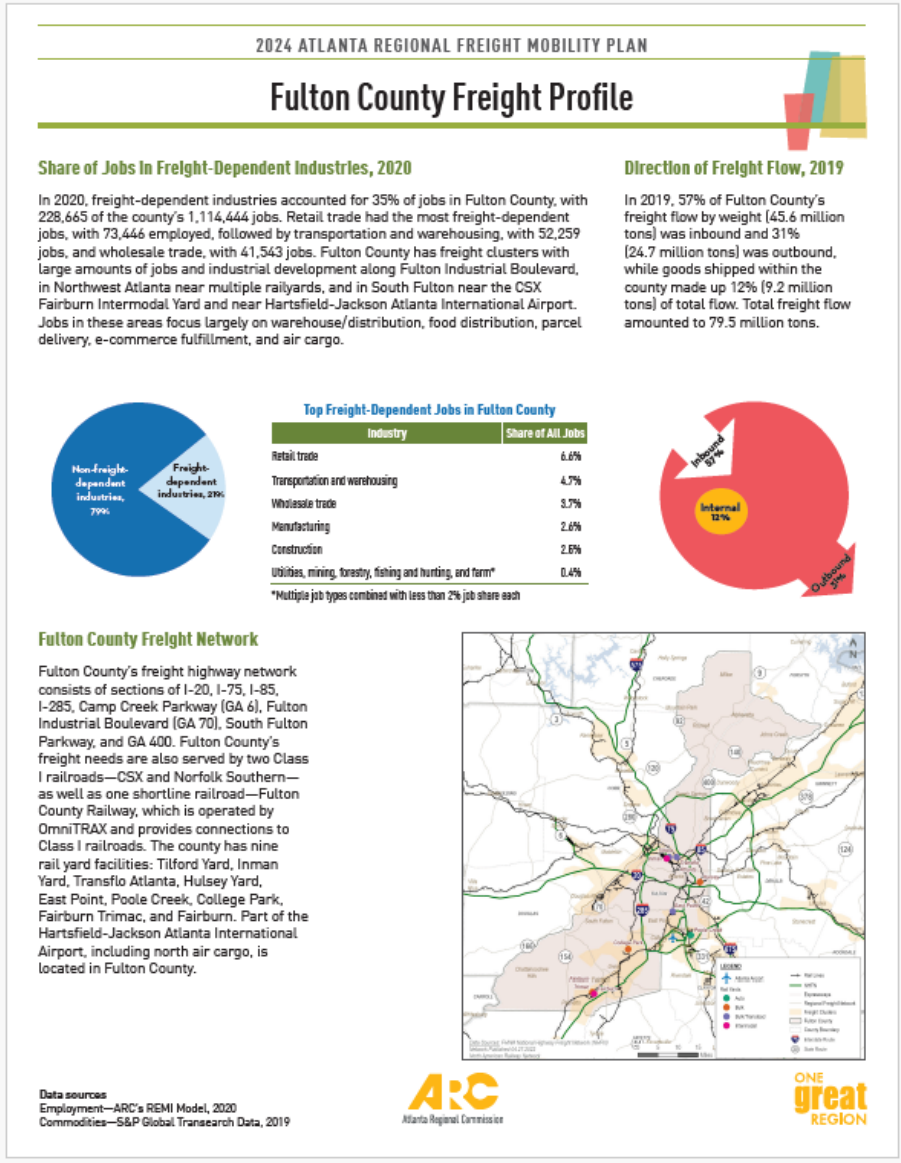
Freight Resources

Atlanta Regional Commission

County Factsheets

- Individual factsheets 20 Counties + One aggregated for the ARC region
- Includes data on jobs, industries, commodity movement, and infrastructure.



2024 ATLANTA REGIONAL FREIGHT MOBILITY PLAN

Fulton County Freight Profile

Share of Jobs In Freight-Dependent Industries, 2020

In 2020, freight-dependent industries accounted for 35% of jobs in Fulton County, with 228,665 of the county's 1,114,444 jobs. Retail trade had the most freight-dependent jobs, with 73,446 employed, followed by transportation and warehousing, with 52,259 jobs, and wholesale trade, with 41,543 jobs. Fulton County has freight clusters with large amounts of jobs and industrial development along Fulton Industrial Boulevard, in Northwest Atlanta near multiple railyards, and in South Fulton near the CSX Fairburn Intermodal Yard and near Hartsfield-Jackson Atlanta International Airport. Jobs in these areas focus largely on warehouse/distribution, food distribution, parcel delivery, e-commerce fulfillment, and air cargo.

Direction of Freight Flow, 2019

In 2019, 57% of Fulton County's freight flow by weight (45.6 million tons) was inbound and 31% (24.7 million tons) was outbound, while goods shipped within the county made up 12% (9.2 million tons) of total flow. Total freight flow amounted to 79.5 million tons.

Top Freight-Dependent Jobs in Fulton County

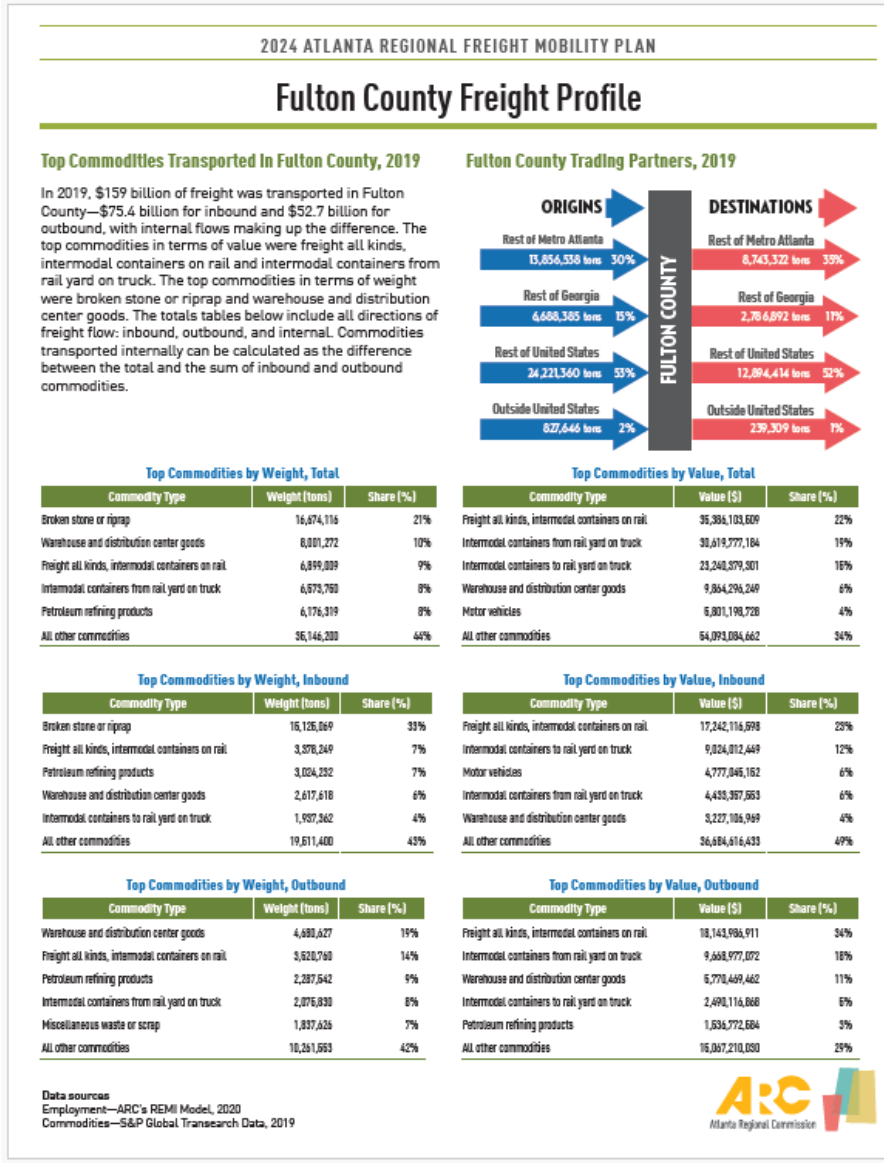
Industry	Share of All Jobs
Retail trade	6.6%
Transportation and warehousing	4.7%
Wholesale trade	3.7%
Manufacturing	2.6%
Construction	2.6%
Utilities, mining, forestry, fishing and hunting, and farm*	0.4%

*Multiple job types combined with less than 2% job share each

Fulton County Freight Network

Fulton County's freight highway network consists of sections of I-20, I-75, I-85, I-285, Camp Creek Parkway (GA 6), Fulton Industrial Boulevard (GA 70), South Fulton Parkway, and GA 400. Fulton County's freight needs are also served by two Class I railroads—CSX and Norfolk Southern—as well as one shortline railroad—Fulton County Railway, which is operated by OmniTRAX and provides connections to Class I railroads. The county has nine rail yard facilities: Tilford Yard, Inman Yard, Transflo Atlanta, Hulsey Yard, East Point, Poole Creek, College Park, Fairburn Trimac, and Fairburn. Part of the Hartsfield-Jackson Atlanta International Airport, including north air cargo, is located in Fulton County.

Data sources
Employment—ARC's REMI Model, 2020
Commodities—S&P Global Transearch Data, 2019



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Fulton County Freight Profile

Top Commodities Transported In Fulton County, 2019

In 2019, $159 billion of freight was transported in Fulton County—$75.4 billion for inbound and $52.7 billion for outbound, with internal flows making up the difference. The top commodities in terms of value were freight all kinds, intermodal containers on rail and intermodal containers from rail yard on truck. The top commodities in terms of weight were broken stone or riprap and warehouse and distribution center goods. The totals tables below include all directions of freight flow: inbound, outbound, and internal. Commodities transported internally can be calculated as the difference between the total and the sum of inbound and outbound commodities.

Fulton County Trading Partners, 2019

Top Commodities by Weight, Total

Commodity Type	Weight (tons)	Share (%)
Broken stone or riprap	16,674,116	21%
Warehouse and distribution center goods	8,001,272	10%
Freight all kinds, intermodal containers on rail	6,899,009	9%
Intermodal containers from rail yard on truck	6,673,760	8%
Petroleum refining products	6,176,319	8%
All other commodities	36,146,200	44%

Top Commodities by Value, Total

Commodity Type	Value ($)	Share (%)
Freight all kinds, intermodal containers on rail	35,386,103,609	22%
Intermodal containers from rail yard on truck	30,619,777,184	19%
Intermodal containers to rail yard on truck	23,248,379,901	15%
Warehouse and distribution center goods	9,864,296,249	6%
Motor vehicles	6,801,198,728	4%
All other commodities	54,093,094,662	34%

Top Commodities by Weight, Inbound

Commodity Type	Weight (tons)	Share (%)
Broken stone or riprap	15,126,069	33%
Freight all kinds, intermodal containers on rail	3,378,249	7%
Petroleum refining products	3,024,232	7%
Warehouse and distribution center goods	2,617,618	6%
Intermodal containers to rail yard on truck	1,937,362	4%
All other commodities	19,511,400	43%

Top Commodities by Value, Inbound

Commodity Type	Value ($)	Share (%)
Freight all kinds, intermodal containers on rail	17,242,116,898	23%
Intermodal containers to rail yard on truck	9,024,012,449	12%
Motor vehicles	4,777,046,152	6%
Intermodal containers from rail yard on truck	4,433,357,553	6%
Warehouse and distribution center goods	3,227,106,969	4%
All other commodities	36,684,616,433	49%

Top Commodities by Weight, Outbound

Commodity Type	Weight (tons)	Share (%)
Warehouse and distribution center goods	4,680,627	19%
Freight all kinds, intermodal containers on rail	3,520,760	14%
Petroleum refining products	2,287,542	9%
Intermodal containers from rail yard on truck	2,076,830	8%
Miscellaneous waste or scrap	1,837,626	7%
All other commodities	10,261,563	42%

Top Commodities by Value, Outbound

Commodity Type	Value ($)	Share (%)
Freight all kinds, intermodal containers on rail	18,143,986,911	34%
Intermodal containers from rail yard on truck	9,668,977,072	18%
Warehouse and distribution center goods	6,770,469,462	11%
Intermodal containers to rail yard on truck	2,498,116,868	6%
Petroleum refining products	1,636,772,684	3%
All other commodities	16,067,210,030	29%

Data sources
Employment—ARC's REMI Model, 2020
Commodities—S&P Global Transearch Data, 2019

ARC Freight Dashboard

What's Our Story?

The dashboard tells the Atlanta Region's freight story through information and data about the essential roles of freight in everyday life:

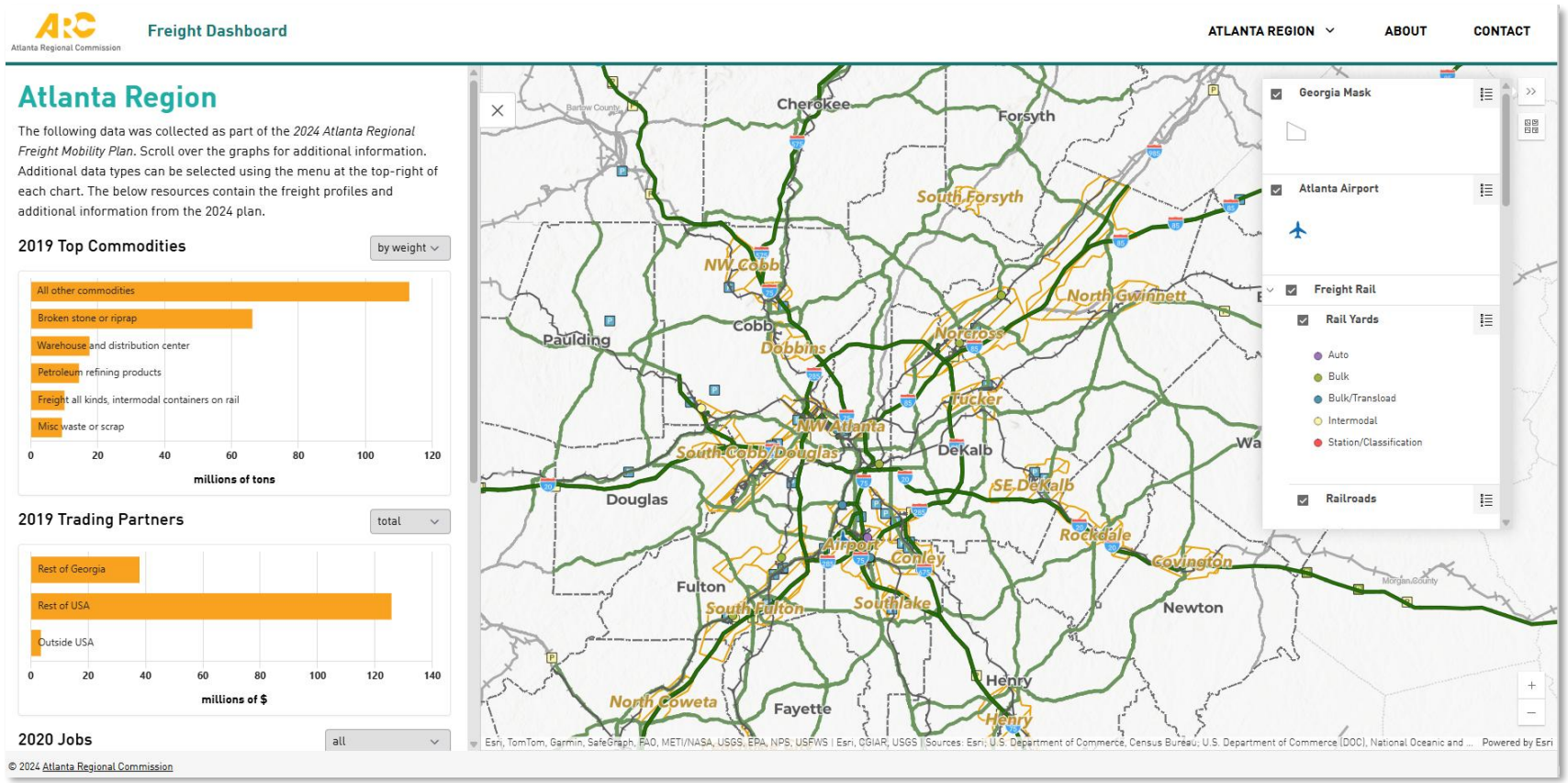
- Economic development and job creation
- An essential function within our communities, from small downtowns & town centers to business & industrial parks
- Interconnectivity with other transportation improvements, plans, and development projects

Who Is Our Audience?

Regional Leadership	Local Leadership	Planners	Economic Development	Freight & Logistics Leadership	Developers	General Public

ARC Freight Dashboard

Screenshot of Dashboard



- Interactive
- Breaks down data by **region**, **county**, and freight **cluster**
- Provides additional data on commodities, trading partners, jobs, and infrastructure locations—
  - Truck parking locations
  - National Highway Freight Network
  - Regional truck routes
  - Railroads and rail yards
  - ATL airport
  - Freight clusters

Freight Design Guidelines and Resources Summary

Daniel Studdard, AICP, Planning Administrator, ARC

Atlanta Regional Commission

Freight Design Guidelines

Why did we create design guidelines?

- Provide a basis for how areas should be designed to accommodate freight in different contexts
- Mitigate the impacts of freight in growing industrial areas and activity centers
- Improve the design of developments for the benefit of nearby residents and workers

How it is used

- Three chapters for three types of land use, ranging from least to most dense, containing recommendations for how freight must be considered in context
  - Industrial Areas
  - Downtowns and Small Regional Centers
  - Major Activity Centers
- First half of each chapter focuses on public design considerations
- Second half focuses on private development considerations

Design Guidelines – Traffic Signals

Supplemental Signal Faces

- Signal head visibility is important for safe intersection operations
- If a driver can't see a red signal, they won't stop!
- Poor visibility due to curves or hills, or a significant amount of large trucks, may obscure the view of primary signal heads
- Trucks need a longer stopping distance than cars, so this is more important in areas with a lot of trucks

Design Guidelines – Access to Jobs

- Pedestrian infrastructure
  - New industrial developments should build sidewalks along the edge of the property along all roadways
  - Minimum 5-feet wide, set 2 feet back from the curb
  - Setback buffer is needed due to high truck volumes and potential high vehicle speeds
  - Wider sidewalks/buffers, streetscapes, and/or trails are also options
- Employee access to industrial sites
  - Vehicular driveways often don't have sidewalks
  - Pedestrians have to walk in the driveways or next to them without a sidewalk to access their jobs
  - Clear, safe pedestrian access from roadways to buildings via sidewalks and crosswalks should be provided in all new developments

Design Guidelines – Urban Delivery

- Activity centers have different needs than industrial areas
- Freight loading/ unloading can impact other modes
- Loading docks or spaces on-site where possible

✗ Truck is blocking multiple travel modes

✓ Loading with no impacts to other modes

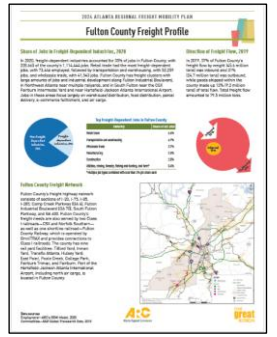
✗ Vehicle blocking crosswalk

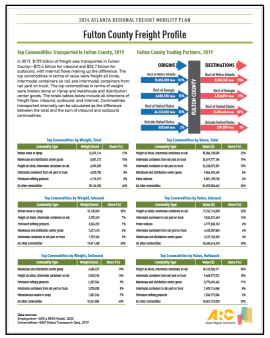
✓ Loading space ends at sidewalk

Freight Resources

County Factsheets

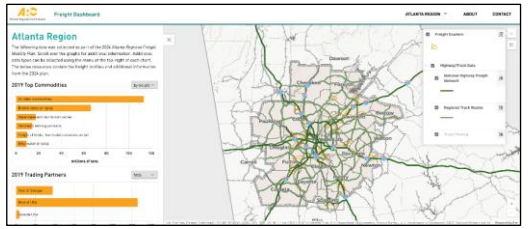
- Freight dependent jobs, trading partners, commodity data
- Freight network overview and direction of freight flow





Freight Dashboard

- Interactive way to view data from county factsheets
- Freight cluster data, truck parking, and more included



Freight Design Guidelines

- Provides a design basis to better accommodate freight while mitigating its impacts
- Three chapters for three types of land use
  - Industrial Areas
  - Downtowns and Small Regional Centers
  - Major Activity Centers
- Focuses on private development considerations (i.e., site design, curb management) and on public design considerations (i.e., transportation infrastructure)

https://atlantaregional.org/2024-freight-plan

Freight Resources

Classification Counts Summary

- Classification counts were collected at various industrial developments throughout the Atlanta region
- Performed an analysis between the collected data and the Institute of Transportation Engineers (ITE) Trip Generation Manual
- This data can be used to supplement the ITE Trip Generation Manual where needed

2024 Freight Cluster Statistics

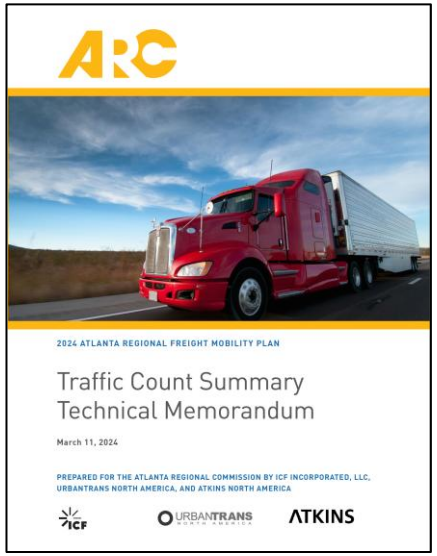
- Identifies locations of freight clusters in the Atlanta region
- Provides statistics such as square footage of industrial development, median year built, and other data for each cluster

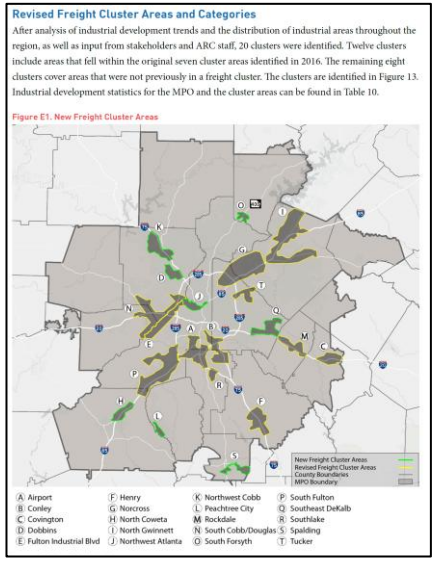
Guidance for Developing Truck Routes

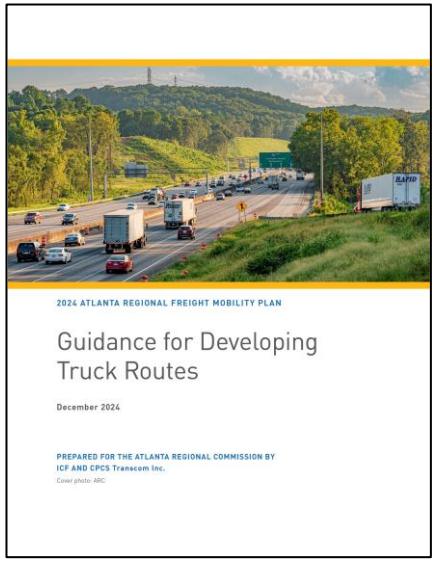
- Provides criteria and considerations for designating corridors as local truck routes or applying truck prohibitions

Stakeholder Engagement Summary – Survey 1

- Survey results and summary of interactive mapping exercise for every county in the region







ONE great REGION https://atlantaregional.org/2024-freight-plan

Current and Upcoming RFPs, Schedules TBD

Details in TCC presentation "Upcoming RFP Opportunities" on 8/1/25

RFPs Available Now:

- Metropolitan Transportation Plan Assistance
- Transportation Carbon Reduction Plan
- Sustainability Focused Freight Cluster Plans*: Gateway 85 CID, South Fulton CID

Upcoming RFPs:

- ITS Architecture/TSMO Plan
- Flint River Gateway Trails, Metro Southern Trails Plan, Regional Trails Plan
- Emergency Healthcare Transportation Access Study
- Regional Medium/Heavy-Duty Vehicle Alternative Fuels Plan
- Freight Cluster Plans*: Douglas County, Gwinnett County
- CTPs*: TBD

*Procurement led by local sponsor ARC

Atlanta Regional Commission

Questions?

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