

2024

UNIFIED PLANNING WORK PROGRAM

Adopted November 2023

ATLANTA METROPOLITAN TRANSPORTATION PLANNING AREA



The Atlanta Region’s Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal, state and local transportation funds in the 20 county Atlanta metropolitan transportation planning area. The UPWP is developed in cooperation with the State, local governments, and public transportation operators and includes a discussion of planning priorities facing the metropolitan planning area.

The ARC Title VI Program & Plan was adopted on September 14, 2022, with an effective date of December 1, 2022. The Atlanta Regional Commission, as a federal grant recipient, conforms to Title VI of the Civil Rights Act of 1964 and its amendments. Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency. ARC is committed to enforcing the provisions of Title VI and to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs.

The contents of this work program reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the official views or policies of the Department of Transportation of the State of Georgia. This report does not constitute a standard, specification, or regulation.

This document was adopted by the Atlanta Regional Commission on November 8, 2023.

PLACEHOLDER PAGES

**ADOPTION RESOLUTION
AND
USDOT APPROVAL LETTER**

(will be added when available)

Table of Contents

2024 UPWP Overview	1
2023 Accomplishments.....	1
2024 Objectives and Work Program Highlights.....	2
Organization of Work Program Details.....	3
ARC Planning Boundaries.....	5
Regional Transportation Planning Structure.....	9
ARC Policy Structure	9
ARC Staff Structure	12
Regulatory Framework for Metropolitan Transportation Planning	14
Unified Planning Work Program	14
Metropolitan Planning Factors	15
Federally Defined Planning Emphasis Areas.....	17
Additional Locally Identified Planning Emphasis Areas	23
Metropolitan Transportation Plan.....	23
Transportation Improvement Program	24
Transportation Management Area (TMA).....	25
Air Quality Conformity Process.....	25
Public Involvement	25

Figures

1	ARC Areas by Role	6
2	Atlanta MPO Planning Boundaries	7
3	Air Quality Analysis Boundaries	8
4	ARC Committee Structure	10
5	2024 TCC and TAQC Meeting Schedule	11
6	ARC Executive Organizational Structure	12
7	Transportation Planning Department Organizational Structure	13
8	Milestone Tasks and Activities (2024-2028)	16

Appendices

1	MPO Work Program
2	Relation of ARC Work Activities and Cost Centers to Federally Required Metropolitan Planning Factors
3	2024 MPO Work Program Budget Details
4	Partner Agency Transportation Planning Activities & Studies
5	Supplemental Information – ARC Organizational Structure and Planning Process

2024 UPWP Overview

Transportation planning for urban areas such as the Atlanta Region is vested with an agency known as a Metropolitan Planning Organization (MPO). The Atlanta Regional Commission fulfills this federally mandated requirement for a 20-county area.

As part of the planning process, the MPO is responsible for the development, in cooperation with the state and operators of publicly owned transit, of a Unified Planning Work Program (UPWP), an instrument for coordinating transportation and comprehensive planning in the metropolitan region. The intent of the UPWP is to broaden MPO awareness of activities and plans that impact surface transportation. It also helps ensure that planned improvements are based on a common set of existing conditions and forecasts and that all key decisions affecting growth and development within the metropolitan area are coordinated, thus lessening the potential for duplicative or conflicting planning efforts of partner agencies.

The Atlanta Region's UPWP is developed for each calendar year and focuses specifically on transportation planning-related activities, serving as a management tool for all participating entities. For the Atlanta region, these entities include ARC, GDOT, GRTA/SRTA/ATL, EPD, MARTA and local governments, including local government transit providers. The UPWP includes a list of significant modal and subarea studies, funding sources and amounts, a high-level schedule, and the agency responsible for leading each initiative.

Various aspects of the overall transportation planning process are detailed in subsequent sections of this document, including the ARC's planning boundaries, its decision-making structure, and the regulatory framework in which the process occurs. The remainder of this section highlights completed work program activities from the 2023 UPWP and provides a summary of proposed 2024 initiatives. Information on each of these is provided in a series of appendices, as explained at the conclusion of the section.

2023 Accomplishments

- Substantially completed work activities for the next update to the long-range regional transportation plan, which must be adopted by January 2024.
- Completed quadrennial Transportation Management Area (TMA) certification process with no corrective actions issued by USDOT.
- Initiated an update to the Regional Freight and Goods Movement Plan, with completion scheduled by the 4th quarter of 2024.
- Initiated a Regional Transportation System Electrification Plan, with completion of the first phase (vision and project development) scheduled by the 3rd quarter of 2024.
- Initiated an update to the regional HST Plan, with completion scheduled by the 4th quarter of 2024.

- Supported local planning initiatives through various programs, including the Comprehensive Transportation Planning program, Livable Centers Initiative and Regional Transportation Planning Study program.
- Initiated development of a new platform to replace the existing PLANIT project database, with completion scheduled by the 1st quarter of 2024.
- Initiated a Regional Household Travel Survey, with completion of data collection scheduled by the 4th quarter of 2024, with overall completion possibly extending into 1st quarter of 2025.
- Conducted long-range scenario analyses using the VisionEval and TMIP-EMAT modeling tools in support of the 2024 long-range transportation plan update and the subsequent plan update, with completion scheduled by the latter half of 2025.
- Continued Phase 2 of ITS4US, with completion scheduled by the 2nd quarter of 2024.
- Partnered with FHWA to conduct a Regional Freight Workshop.

2024 Objectives and Work Program Highlights

Confirmed Activities

- Complete and adopt an update to the 2050 Metropolitan Transportation Plan (MTP) and the FY 2024-2027 Transportation Improvement Program (TIP) in January 2024.
- Complete an update to the Regional Freight and Goods Movement Plan by the 4th quarter of 2024.
- Complete the first phase of the Regional Transportation Electrification Plan (RTEP) (vision and project development) by the 3rd quarter of 2024.
- Complete an update to the regional HST Plan by the 4th quarter of 2024.
- Complete development of a new platform to replace the existing PLANIT project database by the 1st quarter of 2024.
- Complete Phase 2 of ITS4US by the 2nd quarter of 2024.
- Continue a Regional Household Travel Survey, with completion of data collection scheduled by the 4th quarter of 2024, with overall completion possibly extending into 1st quarter of 2025.
- Continue long-range scenario analyses using the VisionEval and TMIP-EMAT modeling tools in support of the 2024 long-range transportation plan update and the subsequent plan update, with completion scheduled by the latter half of 2025.
- Host ConnectATL Technology Summit in the 2nd quarter of 2024.
- Initiate 2026 MTP Update engagement, including a major update of the Participation Plan, with completion of the update scheduled in 2026.
- Initiate update of ITS/TSMO Strategy, with completion scheduled by the 3rd quarter of 2025.
- Initiate development of a Transportation Carbon Reduction Plan, with completion scheduled by the 2nd quarter of 2025.
- Initiate development of Transportation and Health Access Study, with completion scheduled by the 2nd quarter of 2025.

- Coordinate with ATL Authority on Regional Transit Oriented Development Plan, with completion scheduled by the 1st quarter of 2025.
- Coordinate with Natural Resources Department on development of a Climate Pollution Reduction Grant (CPRG) plan, with completion scheduled by 3rd quarter 2025.
- Support local planning initiatives through various programs, including the Comprehensive Transportation Planning program, Livable Centers Initiative and Regional Transportation Planning Study program.

Potential Additional Activities (Currently Unfunded)

- Coordination on PROTECT grant to develop Resiliency Improvement Plan led by the Natural Resources Department, with completion scheduled by 4th quarter of 2025 (tentative based on federal discretionary funding award).

Organization of Work Program Details

The Atlanta Regional Commission's overall agency *2024 Annual Budget and Work Program* was adopted in conjunction with the 2024 UPWP in November 2023. This UPWP contains information on the work programs of five departments which have a direct role in the metropolitan transportation planning process:

- Transportation Planning
- Research & Analytics
- Community Development
- Mobility Services
- Natural Resources

Federal transportation funds are allocated to cost centers used by these five departments.

Appendix 1 contains information on all funded 2024 work activities across all departments for MPO related functions. The goal of the component activities and associated cost centers is to improve transportation facilities and services in the region through an integrated process that meets the federal transportation and air quality requirements. These activities provide a comprehensive approach to transportation planning, incorporating land use, development and environmental concerns into transportation planning decision making and establishing linkages encouraged in the metropolitan planning process.

Activities and cost centers can generally be organized into five core functions which result in the MTP and TIP deliverables that form the essence of any MPO's roles and responsibilities:

- MTP Development
- TIP Development
- MTP and TIP Technical Support
- MTP and TIP Administrative and Outreach Support
- MTP and TIP Policy Support

Individual planning activities and initiatives related to these five core functions are presented based on the three principal ways in which they are undertaken:

- Staff activities supporting core MPO responsibilities
- Special studies directly managed by ARC and where external consultant assistance is anticipated
- Special studies, service delivery and grant management services facilitated by ARC, but managed by other agencies, and which may involve external consultant assistance.

This appendix also contains potential additional ARC planning activities which may be undertaken in 2024 if funding resources can be secured. Most of these supplemental initiatives are dependent on federal decisions being made on Congressionally Directed Spending and discretionary program awards. Should any of these activities be funded during the period covered by this UPWP, their status within Appendix 1 will be updated and they will be added to the budget table in Appendix 3 via an administrative modification.

Appendix 2 contains a table which cross references activities and cost centers of Appendix 1 to the metropolitan transportation planning factors (as defined in 23 CFR 450.306). This table demonstrates that the agency's work program for 2024 addresses all core MPO functions and responsibilities.

Appendix 3 contains a table providing a detailed breakdown of federal, state and local funds budgeted to accomplish ARC's MPO work program during 2024.

Appendix 4 contains a listing of other regionally significant planning activities and studies being led by a state, regional or local planning partner agency.


Appendix 5 contains supplementary information on the ARC transportation planning process, including details on the history of its planning boundaries, the membership composition of policy and technical committees, the status of planning partner agreements, and an explanation of the UPWP public involvement process.

ARC Planning Boundaries

The Atlanta Regional Commission (ARC), which began in 1947 as the Metropolitan Planning Commission (MPC), was the first publicly funded multi-county planning agency in the U.S. As the state designated comprehensive planning agency for the Atlanta region, ARC coordinates planning efforts for multiple counties in the areas of aging, community services, environmental planning, governmental services, job training, land use and public facilities, as well as transportation planning. These roles are detailed below and the counties included in each role are detailed in Figure 1.

- **MAPDC** – Metropolitan Area Planning & Development Commission as detailed in *Georgia Code 50-8-82*, with the responsibilities of a state Regional Commission, for the City of Atlanta and an eleven-county area (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Rockdale). The 41-member ARC Board membership is defined in state code (*Georgia Code 50-8-84*) and is required to be a combination of elected public officials and citizens.
- **MPO** – Metropolitan Planning Organization for transportation planning for a twenty-county area which includes 13 full counties and 7 partial counties plus the City of Atlanta (see Figure 2). This is a federal designation based on the Urbanized Area defined during each decennial census. ARC serves as the Atlanta MPO, a regional forum for cooperative transportation decision-making. In addition to transportation planning, ARC also provides transportation demand management within the planning area and for citizens either living or working in the Atlanta area. An updated urbanized area boundary from the 2020 Census was released in late 2023, coincident with production and approval of this 2024 UPWP. ARC's work program for the upcoming year will include discussions with impacted jurisdictions regarding potential changes to the MPO boundary. Until any MPO boundary changes are officially approved, however, all regional planning activities defined in this document should be assumed to cover the existing 20 county area shown in Figure 2.
- **AAA** – Area Agency on Aging, a state designation, for a 10-county area.
- **ARWDB** – Atlanta Regional Workforce Development Board, for a 7-county area. ARC is the administrative agency.
- **UASI** – Atlanta Urban Area Security Initiative for the City of Atlanta and a 5-county area. ARC is the local administrative agency.
- **MNGWPD** – Metropolitan North Georgia Water Planning District for a 15-county area. ARC is the local staff.

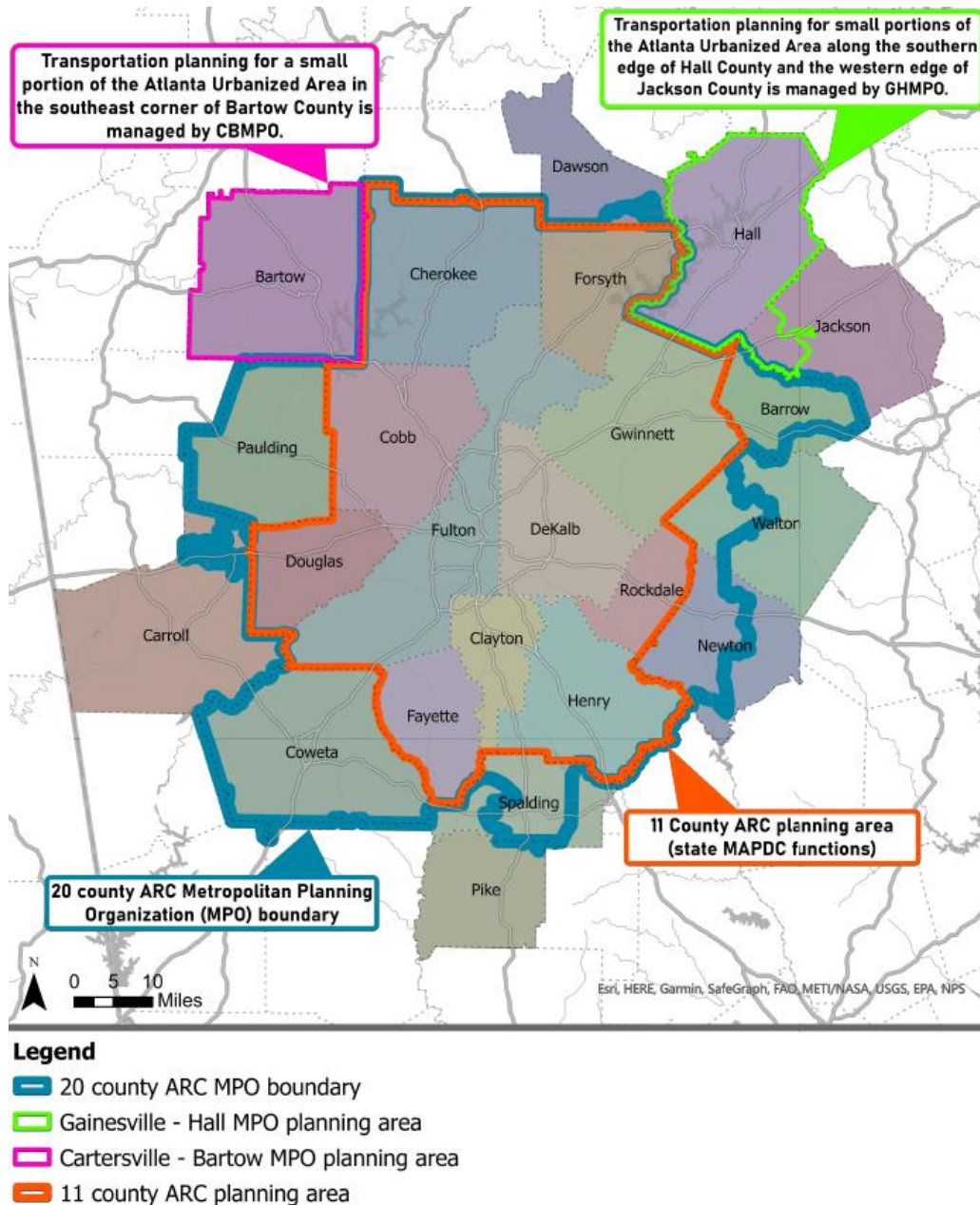
Figure 1: ARC Areas by Role

RESPONSIBLE PLANNING AGENCY		The Atlanta Urbanized Area (2010 Census) Includes Portions of 23 Counties																						
		Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Forsyth	Fulton	Gwinnett	Henry	Rockdale	Barrow	Bartow	Carroll	Coweta	Dawson	Hall	Jackson	Newton	Paulding	Pike	Spalding	Walton
	Regional Commission / Metropolitan Area Planning and Development Commission																							
	Metropolitan Planning Organization												PARTIAL	○	PARTIAL		PARTIAL	○	○	PARTIAL		PARTIAL	PARTIAL	PARTIAL
	Area Agency on Aging*																							
	Atlanta Regional Workforce Development Board*																							
	Urban Area Security Initiative*																							
	Metropolitan North Georgia Water Planning District*																							
Cartersville-Bartow Metropolitan Planning Organization																								
Gainesville-Hall Metropolitan Planning Organization																								

* Not depicted on associated map

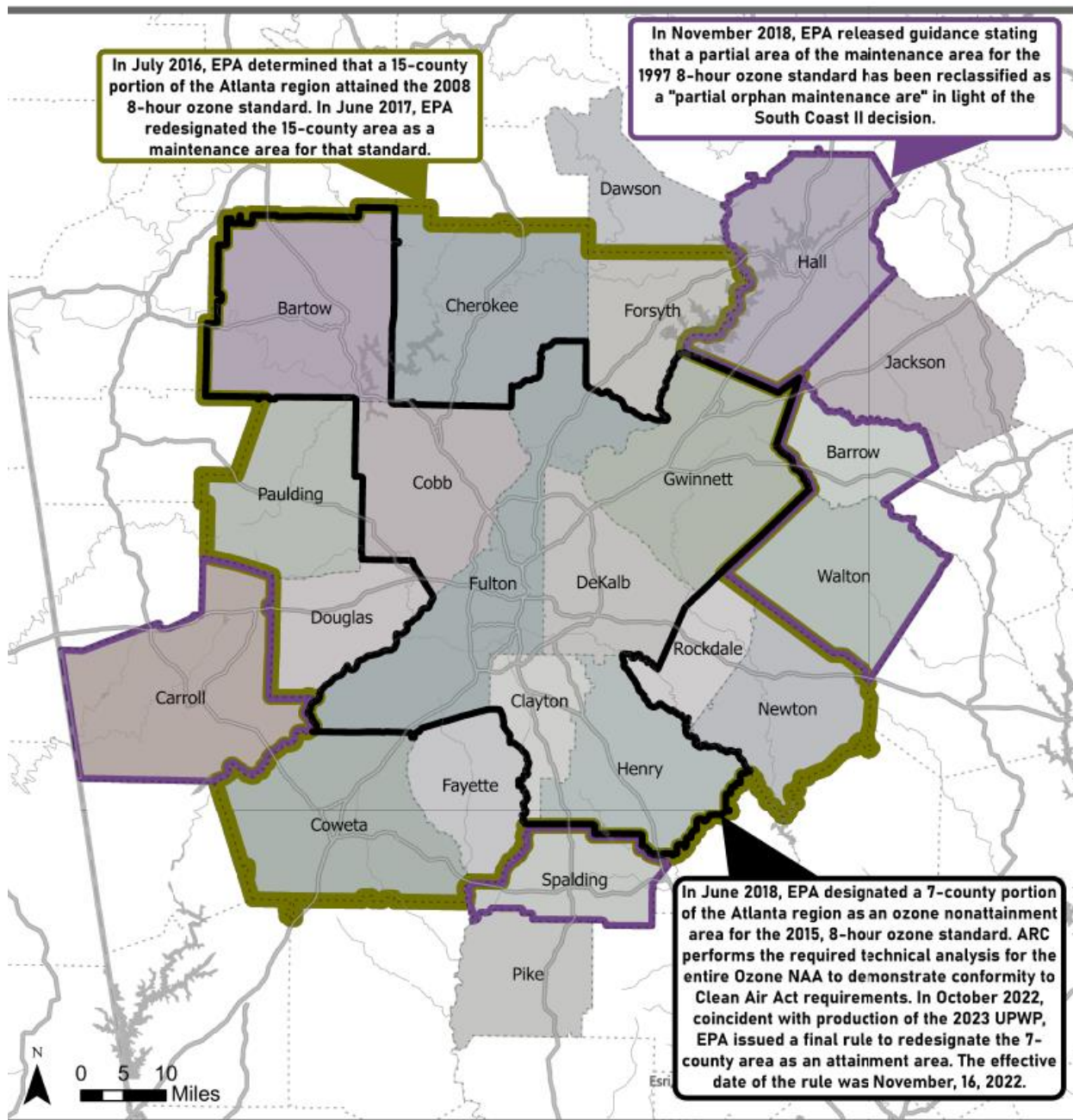
Portions of the Atlanta MPO area failed to meet federal air quality standards for ground level ozone over the past several decades, although the entire area now meets those standards, as shown in Figure 3. As of November 2022, seven remaining nonattainment counties within the planning area have been redesignated as being in attainment for the most recent standard established in 2015. One of ARC's responsibilities as the MPO is to ensure that the transportation plans it produces meets emissions budgets established by the state's Environmental Protection Division (EPD). As a newly designated attainment area for the 2015 ozone NAAQS, the 7-county area must now remain below the budgets established in the new maintenance plan over the next ten years. This is in addition to budgets already established for the region.

Figure 2: Atlanta MPO Planning Boundaries



- * By formal agreements, the Cartersville-Bartow MPO conducts planning for a small area of the Atlanta Urbanized Area within Bartow County. The Gainesville Hall MPO conducts transportation planning for small areas of the Atlanta Urbanized Area within Hall and Jackson counties, while ARC provides similar services for a small area of the Gainesville Urbanized Area within Gwinnett County. Also, by formal agreements, ARC conducts the technical evaluation for air quality conformity that supports the TIP and MTP developed by CBMPO since Bartow County is within the 7-county and 15-county areas subject to air quality maintenance plans for the 2015 and 2008 ozone standards (see Figure 3).

Figure 3: Air Quality Analysis Boundaries



Regional Transportation Planning Structure

ARC collaborates with the region's local governments, state and federal agencies, transit providers, community improvement districts, citizens and an array of stakeholder groups to plan for the Region's future transportation needs and to assure that such plans conform to air quality requirements.

The mission of the transportation planning process is to improve transportation facilities and services in the region through an integrated planning process that continues to meet the requirements of federal transportation legislation and the Clean Air Act Amendments of 1990 (CAAA). Together, these two pieces of legislation promote a transportation system that maximizes mobility and accessibility and promotes the protection of the human and natural environments. The metropolitan transportation planning process emphasizes the link between improved planning and better decisions and provides the tools for comprehensive planning, which incorporate land use, development, environmental, and transportation considerations.

Coordination of ARC's efforts with the planning programs of its member governments and the many other government agencies along with the citizens of the region is essential to the success of the transportation planning process. ARC has standing technical and policy committees, as well as task forces and subcommittees established to provide input for specific purposes as described below. Significant emphasis is placed on broadening participation in transportation planning to include stakeholders who have not traditionally been involved, including community groups, members of the public, interest groups, the business community, and other governmental agencies.

In order to achieve a continuing, cooperative, and comprehensive planning approach, transportation planning activities must occur in a coordinated planning environment. The MPO is responsible for ensuring the existence of such a process. One means for achieving this coordination is through the ARC's committee structure as shown on the following page.

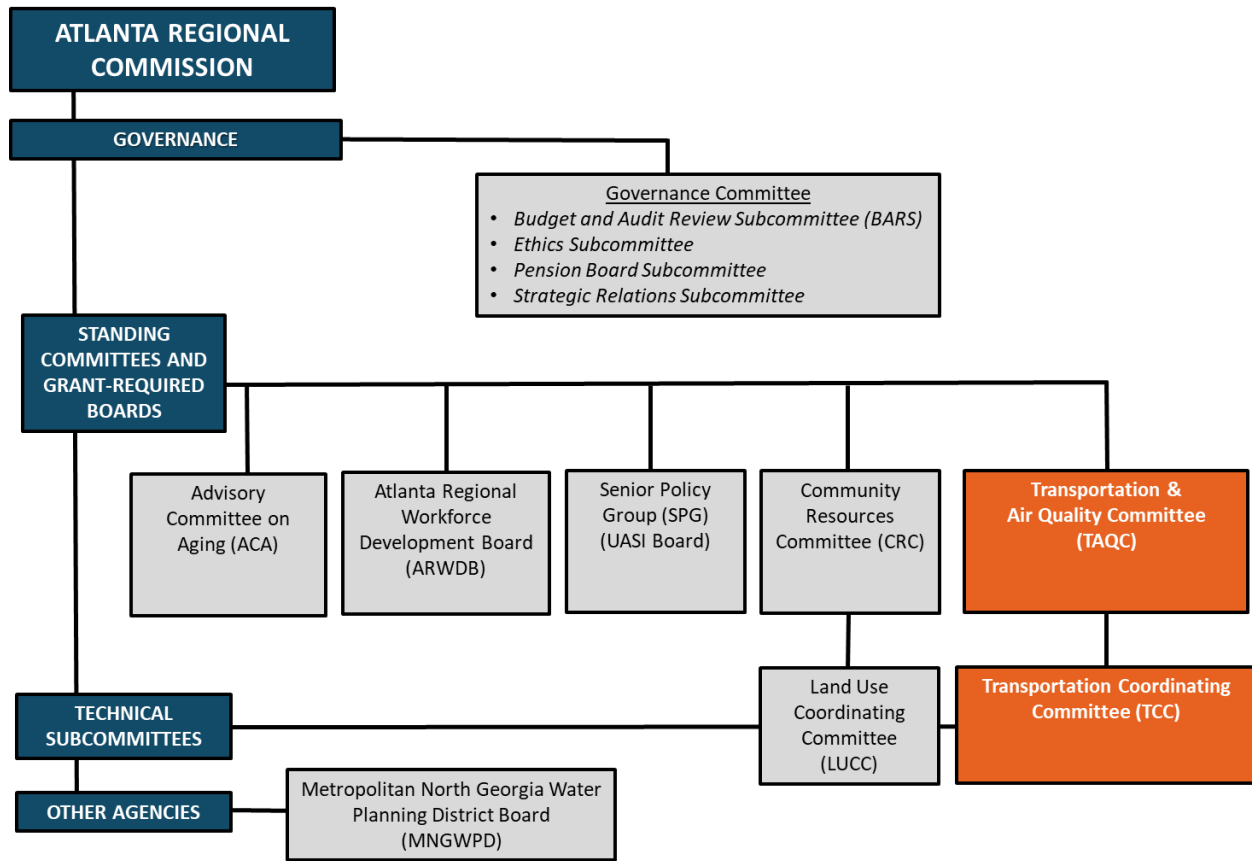
ARC Policy Structure

Policy direction for the overall agency is provided by a 41-member ARC Board. Membership is defined in state code and is required to be a combination of elected public officials and citizens. (*Georgia Code 50-8-84*). The Commission schedules a minimum of six meetings each year in January, March, May, July, September, and December. Agendas, meeting summaries and other pertinent information are available on the ARC website at <https://atlantaregional.org/board>.

Standing committees focus on the various statutory responsibilities of the agency. The Transportation & Air Quality Committee (TAQC) is responsible for overseeing all aspects of the process involving the MTP, TIP and UPWP. This policy committee is supported by a technical committee, called the Transportation Coordinating Committee (TCC), which is comprised of

professional staff representing the jurisdictions and agencies of the MPO planning area. The organizational framework for all of ARC's standing committees is shown in Figure 4.

Figure 4: ARC Committee Structure



The 2024 schedule for meetings of the TAQC and TCC is shown in Figure 5. Agendas, meeting summaries and other pertinent information are available on the ARC website at <https://atlantaregional.org/tcc> and <https://atlantaregional.org/taqc>.

Figure 5: 2024 TCC and TAQC Meeting Schedule

MONTH	Transportation Coordinating Committee (TCC)	Transportation and Air Quality Committee (TAQC)
Jan	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
Feb	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
March	2nd and 4th Fridays (9:30 am)	2nd Weds (10:30-noon)
April	1st and 3rd Fridays (9:30 am)	X
May	2nd and 4th Fridays (9:30 am)	2nd Weds (10:30-noon)
June	1st and 3rd Fridays (9:30 am)	X
July	1st* and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
August	2nd and 4th Fridays (9:30 am)	2nd Weds (10:30-noon)
Sept	1st* and 3rd Fridays (9:30 am)	X
Oct	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
Nov	2nd and 4th Fridays (9:30 am)	2nd Weds (10:30-noon)
Dec	1st and 3rd* Fridays (9:30 am)	X

X

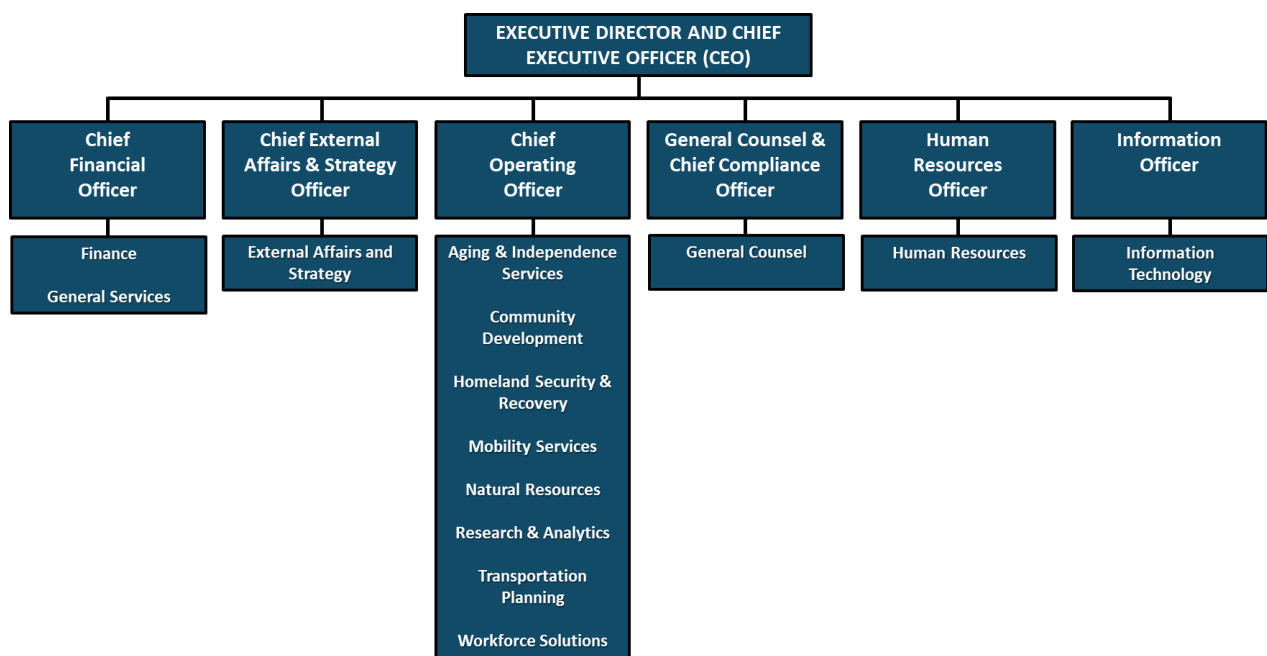
No meeting scheduled

Likely cancellation due to proximity to scheduled holidays

ARC Staff Structure

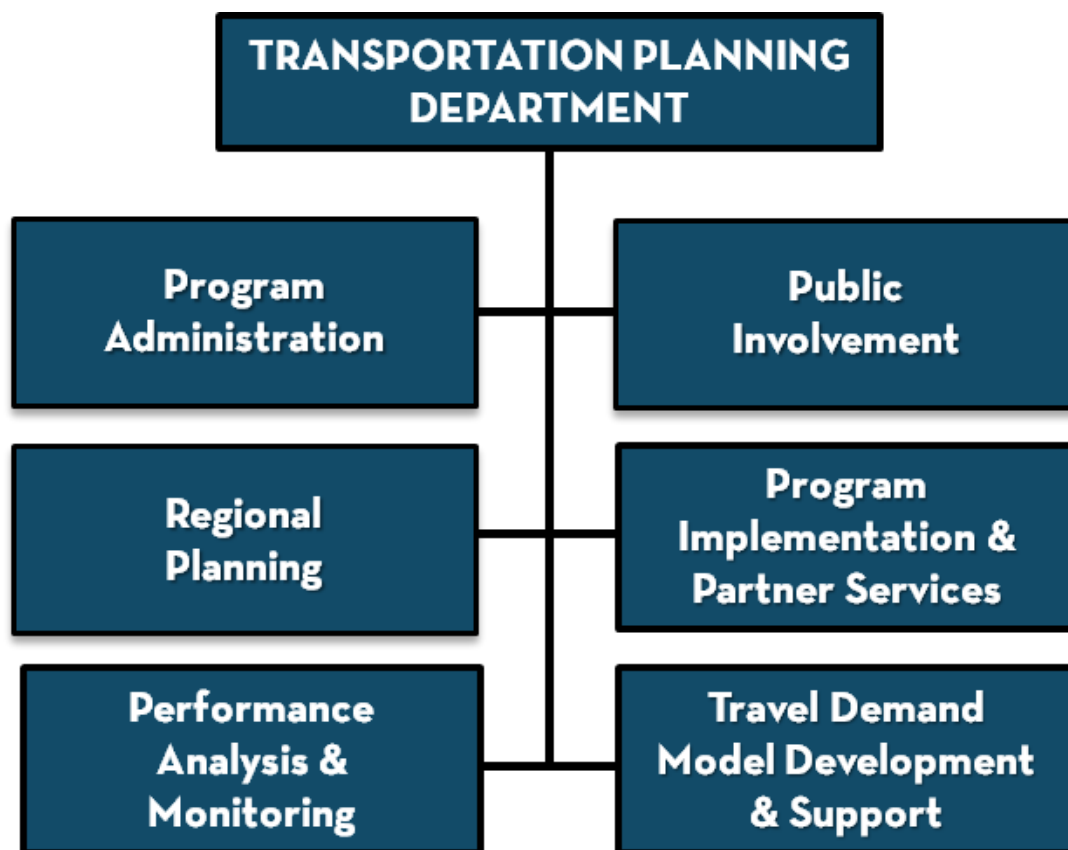
ARC is organized around six offices, each of which is comprised of one or more functional departments, as shown in Figure 6. These offices and their component departments work in a cross-function style and focus on helping to drive change, not just plan it. Responsibility for fulfilling ARC's MPO functions resides within the Transportation Planning Department (TPD), which is within the Office of the Chief Operating Officer. All offices of ARC support the MPO staff in a variety of ways, both directly and indirectly

Figure 6: ARC Executive Organizational Structure



ARC's Transportation Planning Department is responsible for leading system-wide long-range planning activities, including facilitating the implementation of plans and programs through work with local governments, state, and regional planning partners. The TPD also coordinates work activities for the MPO functions, including TIP and MTP development. The basic organizational framework of the department is shown in Figure 7.

Figure 7: Transportation Planning Department Organizational Structure



Regulatory Framework for Metropolitan Transportation Planning

Federal transportation legislation, in concert with the Clean Air Act, as amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

A Metropolitan Planning Organization (MPO) is required to develop a long-range plan which is referred to as the Metropolitan Transportation Plan (MTP). An MPO must also develop a short-range Transportation Improvement Program (TIP), which comprises the first four years of the MTP. ARC has traditionally exceeded the minimal federal requirement and developed a six-year TIP, with the latter two years being considered informational by USDOT.

Collectively, the TIP and MTP provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the planning area, as well as supporting the system of the rest of Georgia and the United States.

Federal law also requires MPOs, in coordination with state DOTs, to set performance measure targets and report on progress in a number of areas including transit asset management, roadway safety, pavement and bridge condition, congestion, system reliability, freight movement, and emissions reductions. The specific measures and reporting requirements were defined through a rulemaking process.

This section begins with defining the role that the UPWP plays in ensuring that all aspects of the federal planning process are followed in developing and maintaining the MTP/TIP. More in-depth discussions of major components of the overall process follow.

Unified Planning Work Program

Federal guidance outlines core functions that an MPO such as ARC must perform:

1. Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
2. Develop transportation improvement options and use data and planning methods to evaluate whether those options support criteria and system performance targets. These planning studies are included in the UPWP.
3. Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least 20 years. MPOs prepare these MTPs using performance measures and targets.
4. Develop a short-range program of priority transportation improvements drawn from the long-range transportation plan. MPOs create the TIP with spending, regulating,

- operating, management, and financial tools. The TIP represents immediate priority actions to achieve the area's goals and associated system performance targets.
5. Identify performance measure targets and monitor whether implemented projects are achieving targets. MPOs coordinate with state and public transportation operators to establish performance targets that address performance measures, as set forth in Federal law, related to surface transportation and public transportation. MPOs prepare plans that include performance targets addressing performance measures and standards. When updating the plan, MPOs also prepare a System Performance Report that tracks progress in meeting performance targets.
 6. Involve the general public and other affected constituencies related to the essential decision-making elements listed above.

In order to complete these tasks, ARC organizes its work around the long-range transportation plan mentioned above. However, the required four-year update cycle of the MTP does not always align with ongoing long-term planning activities undertaken by ARC. Some planning activities, particularly special studies, initiated within an MTP update cycle will continue beyond the adoption date and must be more fully integrated in future plans via amendments and updates. And it is not possible to accurately predict all amendment and update cycles over an extended period of time for a variety of reasons beyond the ability of the MPO to control. Figure 8 provides a basic framework for milestone activities to be initiated and/or completed in 2024 under this work program, as well as a preliminary "look ahead" for the next four years.

Metropolitan Planning Factors

Federal regulations (23 CFR 450.306) require that the metropolitan planning process must consider and analyze, as appropriate, ten factors in the identification of projects, strategies, and services.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Figure 8: Milestone Tasks and Activities (2024-2028)

Milestone Tasks and Activities	Calendar Year <i>(see note 1)</i>				
	2024	2025	2026	2027	2028
EVERY YEAR					
Update safety performance targets	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Review transit performance targets	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Conduct TIP/MTP administrative modifications and amendments	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Publish annual listing of obligated projects	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Develop UPWP and annual agency budget	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Undertake mode and subarea studies supporting the MPO process	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
EVERY TWO YEARS					
Update infrastructure condition performance targets	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Update system performance targets	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Conduct mid-cycle TIP update			<input checked="" type="checkbox"/>		
Hold ARC Board elections		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Revise committee assignments	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
EVERY FOUR YEARS					
Review congestion management process	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Adopt MTP update <i>(see note 2)</i>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Adopt TIP update <i>(see note 2)</i>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Update Participation Plan	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Hold TMA planning certification review				<input checked="" type="checkbox"/>	
EVERY TEN YEARS					
Approve urbanized area boundary	<input checked="" type="checkbox"/>				
Approve metropolitan planning area boundary	<input checked="" type="checkbox"/>				
Complete functional classification review		<input checked="" type="checkbox"/>			
Update planning process Memoranda of Agreement		<input checked="" type="checkbox"/>			
PERIODIC (AS NECESSARY)					
Update Regional Freight Plan		<input checked="" type="checkbox"/>			
Update Regional Transit Plan <i>(see note 3)</i>	<input checked="" type="checkbox"/>				
Update agency bylaws					
Update DBE goal		<input checked="" type="checkbox"/>			
Update Title VI / LEP plan		<input checked="" type="checkbox"/>			

1. All MPO planning activities beyond 2024 are tentative and provided for general information only. Subject to change.

2. Timeline for next update of MTP and TIP may be accelerated as a proposed schedule is developed during 2024.

3. In collaboration with the ATL Authority, which assumes the lead role in the development and publication.

Appendix 2 provides a cross reference of ARC cost centers associated with each activity of Appendix 1 to the metropolitan transportation planning factors (as defined in 23 CFR 450.306). This table demonstrates that the agency's work program for 2024 addresses all core MPO functions and responsibilities.

Federally Defined Planning Emphasis Areas

In December 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to MPOs and State DOTs encouraging them to give priority to the following emphasis areas in the UPWP and statewide planning and research programs. Such guidance represents the priorities of the administration in charge at the time of program implementation and is not codified in the original legislation passed by Congress, so these emphasis areas may change over time.

The December 2021 letter marked the first official guidance received since 2014 and constitutes important considerations in the metropolitan planning process which ARC has been anticipating and working towards for several years already. These efforts will continue in 2024 and beyond by embedding these emphasis areas in all aspects of ARC's work program, where appropriate. In some cases, as noted below, specific deliverables will be produced to directly address a particular emphasis area.

- Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future:*** FHWA divisions and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate UPWP work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

ARC Work Program Activities

- Develop a Regional Transportation System Electrification Plan (Cost Center 206EEP)
- Develop a Climate Pollution Reduction Grant Plan (303BEP)
- Develop a Transportation Carbon Reduction Plan (406ECR)

- Implement the “Charging the Atlanta Region” CFI Grant (note that this is a proposed activity depending on a federal discretionary grant application which is still under review at the time this UPWP was developed)
 - Develop a Resilience Improvement Plan (note that this is a proposed activity depending on a federal discretionary grant application which is still under review at the time this UPWP was developed)
 - Strengthen integration into all aspects of long-range planning activities leading to approval of an MTP/TIP update in 2026
 - Strengthen integration into all future ARC local area planning studies
 - Other potential initiatives, identified in Appendix 4, may be undertaken depending on funding availability
- ***Equity and Justice⁴⁰ in Transportation Planning:*** *FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.*

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new

metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

ARC Work Program Activities

- Continue on-going HST planning and implementation through enhanced demand-response service coordination planning (Cost Center 106EHP)
 - Conduct a Transportation and Health Access Study (Cost Center 406ETH)
 - Strengthen integration into all aspects of long-range planning activities leading to approval of an MTP/TIP update in 2026
 - Strengthen integration into all future ARC local area planning studies
 - Emphasize in all aspects of community engagement
- **Complete Streets:** *FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.*

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the

road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

ARC Work Program Activities

- Continue planning and coordination activities related to implementation of the Regional Safety Strategy and Vision Zero goals using Increasing Safe and Accessible Transportation Options setaside funding under the FHWA PL program (Cost Center 406ASE)
 - Strengthen integration into all aspects of long-range planning activities leading to approval of an MTP/TIP update in 2026
 - Strengthen integration into all future ARC local area planning studies
- **Public Involvement:** *Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.*

ARC Work Program Activities

- Continuously improve all aspects of ARC engagement activities through use of best practices
 - Ensure appropriate coordination occurs in all future ARC local area planning studies
- **Strategic Highway Network (STRAHNET) / U.S. Department of Defense (DOD) Coordination:** *FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national*

security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

ARC Work Program Activities

- Consult with Department of Defense on any projects or programs impacting the STRAHNET in conjunction with MTP/TIP development and update activities
- Ensure appropriate coordination occurs in all future ARC local area planning studies
- **Federal Land Management Agency (FLMA) Coordination:** FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMA before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMA that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMA in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

ARC Work Program Activities

- Consult with Federal Land Management Agencies on any projects or programs impacting federally owned lands in conjunction with MTP/TIP development and update activities

- Ensure appropriate coordination occurs in all future ARC local area planning studies
- **Planning and Environmental Linkages (PEL):** *FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.*

ARC Work Program Activities

- Consult with environmental planning, resource and regulatory agencies on any projects or programs impacting federally owned lands in conjunction with MTP/TIP development and update activities
- Ensure appropriate coordination occurs in all future ARC local area planning studies
- **Data in Transportation Planning:** *To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.*

ARC Work Program Activities

- Continue to explore opportunities for joint data purchases and improving data sharing practices

Additional Locally Identified Planning Emphasis Areas

Over the years, federal transportation policy has continued to evolve and additional issues have come to the forefront of the conversation about where limited financial and staff resources should be focused. These issues have driven the news cycles in recent years and relevant language has been embedded in infrastructure funding legislation as it is periodically approved. Some issues are a direct result of the COVID-19 pandemic, while others have been more systemic in nature, but have recently risen in prominence. To support and complement the FHWA/FTA emphasis areas outlined in the December 2021 guidance and discussed in the previous section, ARC has identified a few additional issues of particular relevance at the regional level and intends to continue efforts to better address them in all of our planning activities in 2024. These issues include:

- Social equity/justice (with a local emphasis on how mobility and access improvements can improve the region's challenges with upward economic mobility opportunities)
- Safety (with a local emphasis on understanding and mitigating the causes of disproportionate increases in injuries and fatalities to bicyclists and pedestrians)
- Travel behavior shifts (particularly the reduction in office commutes as a result of many people likely to continue working from home on a full-time or part-time basis following the pandemic)
- Freight and goods movement (particularly how changes to consumer spending patterns are affecting land use patterns, the retail landscape, and delivery services)
- Transportation technology (particularly positioning the region to be prepared for the rapid market penetration of connected and electric vehicles which is expected over the next several years)

Metropolitan Transportation Plan

The long-range MTP must include the following:

- An identification of transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. A description of the performance measures and performance targets used in assessing the performance of the transportation system
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports; and for MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system

and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional funding strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.
- Proposed transportation and transit enhancement activities including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.

Various activities and cost centers identified in Appendix 1 demonstrate how ARC's 2024 work program supports the core MPO function of developing and maintaining the long-range MTP.

Transportation Improvement Program

The metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that are reasonably expected to be available to carry out the program, identifies innovative financing techniques to finance projects, programs and strategies; and may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.
- Descriptions of each project in the TIP.
- A description of the anticipated effect of the TIP toward achieving the performance targets established in the long-range plan, linking investment priorities to those performance targets.

Various activities and cost centers identified in Appendix 1 demonstrate how ARC's 2024 work program supports the core MPO function of developing and maintaining the short-range TIP.

Transportation Management Area (TMA)

Designated TMAs (Urbanized Areas or UAs with a population of over 200,000) such as Atlanta must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal Certification of the metropolitan planning process must be conducted at least every four years. Also, at least every four years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

These requirements will be addressed primarily via program support and administration activities and cost centers defined in Appendix 1.

Air Quality Conformity Process

In areas failing to meet federal standards for air quality, transportation plans and programs are required to be in conformance with the transportation provisions of the state's air quality plan (the State Implementation Plan or SIP), which demonstrates how the State will meet the standards. As explained earlier in this document, the entire Atlanta MPO area is now designated as being in attainment for all standards, but ARC's plans must still demonstrate compliance with emissions budgets established in a maintenance plan.

These requirements will be addressed primarily via air quality planning activities and cost centers defined in Appendix 1.

Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process. ARC's overall approach to public involvement is defined in the

Participation Plan, which is currently being updated to reflect new requirements under IIJA and insight gained on effective remote involvement strategies during the COVID-19 pandemic.

These requirements will be addressed primarily via community engagement activities and cost centers defined in Appendix 1.

Elements of the engagement process specific to development of the UPWP are included in Appendix 5 of this document.

APPENDIX 1

MPO Work Program

APPENDIX 1

MPO Work Program

This appendix reflects the work activities ARC will perform in 2024 to fulfill its role as the region's Metropolitan Planning Organization (MPO). These functions are primarily led by staff within the Transportation Planning Department, but certain specialized activities are housed within other departments of the agency, including Research & Analysis, Community Development, Mobility Services and Natural Resources. Appendix 2 contains additional information on how each of the work activities presented in this appendix aligns with the federal metropolitan transportation planning requirements, while Appendix 3 provides a summary table of the overall MPO budget.

Overview

Transportation and service delivery planning in the Atlanta Region is coordinated by the ARC, the designated Metropolitan Planning Organization (MPO) for the 20-county Atlanta Region, pursuant to federal and state rules and regulations. Due to the existence of Atlanta Maintenance Areas for ozone, planning requires close coordination with the Cartersville-Bartow MPO and Gainesville-Hall MPO, also in the maintenance area (and partial orphan maintenance area for GHMPO) Work activities supporting the organization's mission are outlined in the annual Unified Planning Work Program (UPWP). ARC transportation plans must respond to federal, state and regional planning objectives. Close coordination is required with the public and other stakeholders in meeting this mission.

ARC is responsible for leading system-wide long-range planning activities, including facilitating the implementation of plans and programs through work with local governments, state, and regional planning partners. For these transportation access and mobility planning activities, focus is placed on supporting the movement of the traveling public through state-of-the-practice programs, including long-range scenario planning, innovative TIP/MTP project delivery, and diverse modal studies.

In support of data-driven decision-making, ARC prepares the required data and technical analysis to support planning decisions. In addition, ARC manages the stakeholder engagement and public involvement processes associated with this work. For all facets of transportation planning, ARC seeks to implement state-of-the-practice data tools, technical analyses and planning practices that position the organization as an innovation center for the region.

Work Activities

Activities and cost centers can generally be organized into five core functions which result in the MTP and TIP deliverables that form the essence of any MPO's roles and responsibilities:

- MTP Development
- TIP Development
- MTP and TIP Technical Support
- MTP and TIP Administrative and Outreach Support
- MTP and TIP Policy Support

These five core functions are presented based on three ways in which they are achieved:

- Staff activities supporting core MPO responsibilities
- Special studies directly managed by ARC and where external consultant assistance is anticipated
- Special studies, service delivery and grant management services facilitated by ARC, but managed by other agencies and which may involve external consultant assistance.

Cost Centers

All work activities outlined in this UPWP will be charged against various ARC internal cost centers. The cost centers are organized by major initiatives or work products, with the budget and funding sources associated provided for ARC's 2024 fiscal year (January 1, 2024 to December 31, 2024). Note that many special studies and grant management services occur over multiple years, so the 2024 budget amount shown may be different from the full multi-year amount required to complete the work.

Partnerships

External coordination is very important for ARC to fulfill its MPO responsibilities. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), the Atlanta-Region Transit Link Authority (ATL), the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and

citizen interest groups. ARC will seek opportunities to collaborate with internal and external partners for continuous process improvements and enhanced coordination.

CORE STAFF ACTIVITIES

CORE STAFF ACTIVITIES

MTP DEVELOPMENT

ARC, as the Metropolitan Planning Organization (MPO) for the Atlanta region, is required by federal regulation to develop and maintain a long-range Metropolitan Transportation Plan (MTP) and a short-range Transportation Improvement Program (TIP) for the 20-county metropolitan planning area. The 2050 MTP meets all federal planning requirements. A major update of the MTP was completed and adopted in February 2020. The next major update is scheduled for completion in January 2024. During 2024, ARC will conduct periodic amendments and administrative modifications to the MTP and initiate a variety of planning and engagement efforts related to the next major update.

Long Range Planning

Program funding for long range transportation planning activities that include development and updates to the MTP and associated planning activities.

Summary Description

The year 2024 will be important for expanding ARC's transportation planning in several focus areas, including: electrification, connected vehicles and other transportation technologies; transit-oriented development; travel demand management planning; responding to the long-term impacts of the pandemic on travel behavior; working more closely with equity populations; and responding to the impacts of extreme weather events and climate change.

Work Activities

- Adopt updates to the 2050 MTP and the FY 2024-2027 TIP in January (all work activities associated with development were completed in late 2023).
- Continue work activities related to the next MTP update which will include an emphasis on equity, climate change, resiliency, safety, clean energy congestion, and all other federally defined metropolitan transportation planning factors.
- In collaboration with the ATL Authority, lead regional transit planning activities including supporting development of the Fast Forward plan (also known as the Atlanta Regional Transit Plan (ARTP)), assisting with transit feasibility/planning studies being conducted by local governments, expanding transit-oriented development, HST and demand response service planning efforts, and coordinating on Transit Asset Management target setting, data aggregation, and national reporting.
- Plan for regionally significant greenway trails, including data research, document production, and community assistance as requested. Coordinate with the Community

Development Department as needed for local trail planning. Facilitate Regional Trails Roundtable meetings as an agency advisory group.

- Update bicycle and pedestrian planning methods, including discovery and implementation of more precise safety risk and mitigation analyses, refinement of complete streets policies and strategies, and enhancement of overall technical support for local governments.
- Redefine the MPO planning boundary, as necessary, based on the 2020 urbanized area defined by the U.S. Census Bureau. Renegotiate planning process Memoranda of Agreement with local governments, adjacent MPOs and transit operators as appropriate.
- Advance and implement the Regional TSM&O Strategic Action Plan, including routine updates to the Regional ITS Architecture and implementation of new and emerging technologies.
- Implement the Regional Safety Strategy and incorporate safe systems principles into project evaluation and subarea planning efforts.
- Provide funding and management support for local planning initiatives that support regional planning goals, including the Comprehensive Transportation Planning program, Livable Centers Initiative and Regional Transportation Planning Study program.

Cost Centers

406ALR

Short Title: Long Range Planning
2024 UPWP Budget: \$1,952,434 (TOTAL)
\$1,561,947 federal (FHWA Y450)
\$390,487 match (ARC)

306ALT

Short Title: Long Range Planning (Transit)
2024 UPWP Budget: \$64,765 (TOTAL)
\$51,813 federal (FTA 5303)
\$6,476 match (State)
\$6,476 match (ARC)

406ALT

Short Title: Long Range Planning (Transit)
2024 UPWP Budget: \$794,757 (TOTAL)
\$635,805 federal (FTA 5303)
\$79,476 match (State)
\$79,476 match (ARC)

Air Quality

Program to analyze the impacts of transportation projects on federal air quality standards and requirements.

Summary Description

The Atlanta region currently meets all federal air quality standards, but historically has been in nonattainment for ozone and particulate matter standards. Portions of the Atlanta region are still designated as maintenance areas, which means transportation plans must demonstrate conformity with emissions budgets established by the state Environmental Protection Division (EPD). This set of activities relates to the technical and coordination processes required to adhere to those budgets and document the region's compliance.

Work Activities

- Perform the necessary technical evaluations for conformity for the Atlanta Maintenance Areas for ozone in support of any updates or amendments of the Atlanta MPO, Gainesville MPO and Cartersville MPO MTPs and TIPs.
- Convene and facilitate regular meetings of the Interagency Consultation Group to ensure all relevant air quality conformity requirements are addressed in the planning process.

Cost Centers

406AAQ

Short Title: Air Quality Planning
2024 UPWP Budget: \$79,990 (TOTAL)
\$63,992 federal (FHWA Y450)
\$15,998 match (ARC)

406AAT

Short Title: Air Quality Planning (Transit)
2024 UPWP Budget: \$85,636 (TOTAL)
\$68,508 federal (FTA 5303)
\$8,564 match (State)
\$8,564 match (ARC)

CORE STAFF ACTIVITIES

TIP DEVELOPMENT

ARC will work cooperatively with federal, state and local transportation agencies and other project sponsors to deliver projects and programs included in the region's long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). ARC will ensure that the TIP is being implemented efficiently, and advancing the goals, objectives, and priorities of the MTP. The current TIP covers FY 2020-2025 and was adopted in February 2020. Coincident with the production and approval of this 2024 UPWP, an update to the TIP was underway which will shift the timeframe covered to FY 2024-2028. Final approval of that update is expected in January 2024. In 2024, ARC will conduct periodic amendments and administrative modifications to the TIP and initiate a variety of planning and engagement efforts related to the next major update.

Program Implementation

Program funding for the monitoring of projects and programs within the MTP/TIP to ensure projects remain on schedule and budget, evaluating and reporting on the effectiveness of projects and programs.

Summary Description

Program implementation involves monitoring the status of the projects and programs and being proactive in identifying and addressing related issues so that they remain on schedule and on budget. It also involves evaluating and reporting the effectiveness of projects and programs, both individually and collectively, and providing this information for use by transportation agencies, elected officials, and the general public. This information is used to assess internal agency business practices, working relationships and data sharing protocols between agencies, and the effectiveness of various strategies in addressing the region's mobility, safety, and accessibility needs. The analysis is then used as input back into the plan development process so that appropriate adjustments in policy direction can be made.

Work Activities

- Conduct periodic amendments and administrative modifications to the TIP/MTP.
- Produce quarterly reports on project delivery rates for STBG-Urban, TAP, CMAQ, Highway Infrastructure – Urban, and Carbon Reduction Program projects programmed in the current TIP and shared on the DASH performance data dashboard

- Conduct abbreviated project solicitation process for available STBG Urban, CMAQ, TAP, and Carbon Reduction Program funds in FY 2024 and FY 2025.
- Incorporate the Transit Program of Projects (POP) into the TIP when updated by the ATL Authority.

Cost Centers

406BSR

Short Title: Program Implementation
 2024 UPWP Budget: \$577,307 (TOTAL)
 \$461,845 federal (FHWA Y450)
 \$115,462 match (ARC)

306BST

Short Title: Program Implementation (Transit)
 2024 UPWP Budget: \$67,252 (TOTAL)
 \$53,802 federal (FTA 5303)
 \$6,725 match (State)
 \$6,725 match (ARC)

406BST

Short Title: Program Implementation (Transit)
 2024 UPWP Budget: \$353,421 (TOTAL)
 \$282,721 federal (FTA 5303)
 \$35,350 match (State)
 \$35,350 match (ARC)

Partner Assistance

Provide support to federal, state and local partners in navigating the federal aid process and also to engage the community on transportation strategies.

Summary Description

These activities support overall project implementation efforts by providing direct advisory and technical support to a wide array of planning partners, including state agencies, local governments, transit operators, CIDs and others. Educational and training opportunities are provided in group settings, as well as offered in direct one-on-one meetings as necessary.

Work Activities

- Work with LCI communities and Community Development staff to develop transportation projects that support the goals of the individual LCI studies, as well as the LCI program as a whole. Execute a competitive funding application process for LCI projects, and provide technical assistance on project delivery.
- Update the TIP/MTP Blueprint to reflect current policies and procedures.
- Conduct semi-annual training and information session on TIP programming and planning/scoping studies contract management for staff from local governments, GDOT, CIDs, consultants, and other members of the general public .
- Coordinate with the Community Development Department and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.
- Conduct an annual Regional Transportation Technology Summit (ConnectATL).
- Coordinate with and support the activities of GDOT and other partner agencies during implementation of DSRC/C-V2X connected vehicle radio equipment at up to 1,000 intersections within the region.

Cost Centers

406BLG

Short Title: Partner Assistance
2024 UPWP Budget: \$352,820 (TOTAL)
\$282,256 federal (FHWA Y450)
\$70,562 match (ARC)

306BGT

Short Title: Partner Assistance (Transit)
2024 UPWP Budget: \$39,890 (TOTAL)
\$31,912 federal (FTA 5303)
\$3,989 match (State)
\$3,989 match (ARC)

406BGT

Short Title: Partner Assistance (Transit)
2024 UPWP Budget: \$258,843 (TOTAL)
\$207,073 federal (FTA 5303)
\$25,885 match (State)
\$25,885 match (ARC)

CORE STAFF ACTIVITIES

MTP AND TIP TECHNICAL SUPPORT

Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), the Atlanta-Region Transit Link Authority (ATL), the U.S. Environmental Protection Agency (EPA), and other groups and agencies. ARC will seek opportunities to collaborate with internal and external partners for continuous process improvements and enhanced coordination.

Model Development and Support

Program funding for maintenance and continued enhancement of the regional activity-based travel demand forecasting model to forecast regional travel demand and mobile source emissions for the MTP.

Summary Description

This set of activities provides for continued innovative enhancement of the regional activity-based travel demand forecasting model to forecast regional travel demand and mobile source emissions for the Metropolitan Transportation Plan (MTP). These outcome-based models are a series of complex and cohesive computer and mathematical programs used to analyze the impact of major transportation improvements on travel and development patterns, as well as the effect of the transportation network on mobile source emissions levels for the ozone ambient standard maintenance areas. The innovative development of these tools requires significant data collection on travel behavior and patterns, and continued enhancement of the tools used to estimate vehicle emissions for air quality modeling. These models are integrated with the land use models developing the socio-economic forecasts. This interdisciplinary development of the models will be used to forecast travel demand and associated transportation emissions to support activities of the Atlanta Region transportation planning program, air quality planning and TIP/MTP update activities.

This also includes providing technical assistance to local governments on travel demand and emissions modeling. Consultant assistance will continue to be required in the areas of model enhancement and development.

Work Activities

- Enhance the Activity-Based Model (ABM), including calibration, validation, adjusted procedures to assess managed lanes and value pricing, and streamlining model run times and efficiencies.
- Integrate the activity-based model with dynamic traffic assignment.
- Provide interdisciplinary education opportunities for modeling staff around the region, including technical support and ABM training to planning partners and stakeholders.
- Conduct quarterly meetings of the Model Users Group.
- Participate in the multi-year AMPO Consolidated Travel Model Software Platform Development & Enhancement project, to develop ActivitySim, a common modeling platform for the MPO Partners: SANDAG, MTC, PSRC, SFCTA, SEMCOG, CMAP, Oregon DOT, Minneapolis Met Council, MWCOG, Ohio DOT and ARC.

Cost Centers

406CDM

Short Title: Model Development and Support
2024 UPWP Budget: \$404,905 (TOTAL)
\$323,924 federal (FHWA Y450)
\$80,981 match (ARC)

306CDT

Short Title: Model Development and Support (Transit)
2024 UPWP Budget: \$38,588 (TOTAL)
\$30,870 federal (FTA 5303)
\$3,859 match (State)
\$3,859 match (ARC)

406CDT

Short Title: Model Development and Support (Transit)
2024 UPWP Budget: \$258,798 (TOTAL)
\$207,038 federal (FTA 5303)
\$25,880 match (State)
\$25,880 match (ARC)

Performance Analysis and Monitoring

Program funding for the continual development of the application of the travel demand model and data to understand regional transportation needs and analyze project performance for MTP/TIP project evaluation and needs assessment, testing, and analysis.

Summary Description

Performance analysis and monitoring provides for the continual enhancement of the application of the travel demand model and real observed “mega-data” to understand regional transportation needs and to analyze project performance. The travel demand models are series of complex and integrated computer and mathematical programs, and their output data are used to analyze the impact of major transportation improvements on travel and development patterns, as well as the effect on mobile source emissions levels for the Atlanta Maintenance Areas. The development of analytical methods and tools requires significant data processing, quality control procedures, and sophisticated computer techniques.

Tools and data are used on an ongoing basis for a variety of activities during MTP/TIP updates and amendments, including project evaluation, needs assessment, scenario testing, transportation emissions analysis and regional performance monitoring. ARC staff will implement performance planning provisions, including tracking performance and reporting. This supports the FAST Act performance measurements requirements, the Atlanta region’s transportation planning program, air quality planning, performance-based planning and programming, TDM analysis, and MTP/TIP update activities.

This work program also includes providing technical assistance to local governments on travel demand and emissions modeling. The continued maintenance of the Congestion Management Process (CMP) is important in also meeting federal planning requirements.

Work Activities

- Research and update the latest project evaluation methodologies to score and rank projects considered for inclusion to the plan as part of the TIP project solicitation.
- Monitor targets and report performance in accordance with federal rulemaking and develop processes to track and report on transportation system performance including safety performance, CMAQ emissions, and regional asset management.
- Work with relevant stakeholders to improve ARC’s data-informed equity analysis.
- Improve project evaluation procedures and tools, building upon “real world” data methodologies, including the FHWA developed NPMRDS, HERE data, INRIX Analytics, vehicle traffic pattern trend and trip data and implementation of state-of-the-practice tools and methodologies to evaluate the impacts of projects.

- Improve evaluation procedures for active mode, TSMO, and transit projects, including procedures to evaluate transit projects via the trip-based model (VISUM), intersection analysis (VISTRO), microsimulation model (VISSIM), and the activity-based model (ABM).
- As part of the Congestion Management Process, continue to refine analysis networks, explore new data, tools and methodologies, identify and prioritize congested locations on the regional transportation network, analyze potential causes, develop multimodal transportation strategies to mitigate congestion, and evaluate the effectiveness of implemented strategies to improve mobility, and enhance safety across the region in support of the next plan update scheduled for completion in early 2024: Create corridor performance report using data from real traffic data, including delay cost, bottleneck, travel reliability, travel time index (TTI), safety analysis, air quality analysis, and equity analysis.

Cost Centers

406DCM

Short Title: Performance Analysis
 2024 UPWP Budget: \$343,959 (TOTAL)
 \$275,167 federal (FHWA Y450)
 \$68,792 match (ARC)

306DCT

Short Title: Performance Analysis (Transit)
 2024 UPWP Budget: \$48,721 (TOTAL)
 \$538,977 federal (FTA 5303)
 \$4,872 match (State)
 \$4,872 match (ARC)

406DCT

Short Title: Performance Analysis (Transit)
 2024 UPWP Budget: \$221,278 (TOTAL)
 \$177,022 federal (FTA 5303)
 \$22,128 match (State)
 \$22,128 match (ARC)

Data and Research Administration

Administrative and support activities for data and research program implementation.

Cost Centers

401AS

Short Title: Data and Research Administration
2024 UPWP Budget: \$885,094 (TOTAL)
\$708,075 federal (FHWA Y450)
\$177,019 match (ARC)

Data and Research Integration

Program management and activities for providing demographic, economic, and land-related information to support comprehensive and specific functions plans, implementation strategies, and policies.

Summary Description

This work, led by the Research & Analytics Department, provides a broad and consistent base of demographic, economic and land-related information to support the agency's comprehensive and specific functional plans, implementation strategies, and policies. These data and analyses contribute to the role of the agency as an innovation hub for our region. ARC-provided estimates and forecasts are critical elements in the transportation, land use, and natural resources work programs and serve as assets for workforce and economic development programs. The resulting statistical profiles and data tools for the Atlanta region are also widely used by other public agencies, non-profits, local governments and the private sector. The data and analyses that ARC produces help define the assets of the region, assist in accurate community self-identification, provide the foundation for creation of a regional identity, and reduce barriers to cohesive regional planning efforts that would develop opportunities for and leverage achievement of more equitable outcomes.

Cost Centers

401AA

Short Title: Data and Research Integration
2024 UPWP Budget: \$1,201,988 (TOTAL)
\$961,590 federal (FHWA Y450)
\$240,398 match (ARC)

301AT

Short Title: Data and Research Integration (Transit)
2024 UPWP Budget: \$154,903 (TOTAL)
 \$123,923 federal (FTA 5303)
 \$15,490 match (State)
 \$15,490 match (ARC)

401AT

Short Title: Data and Research Integration
2024 UPWP Budget: \$420,367 (TOTAL)
 \$336,293 federal (FTA 5303)
 \$42,037 match (State)
 \$42,037 match (ARC)

GIS

Program management and GIS related activities for providing demographic, economic, and land-related information to support comprehensive and specific functions plans, implementation strategies, and policies.

Summary Description

The Research & Analytics Department maintains and enhances ARC’s enterprise Geographic Information System (GIS) and Geospatial Technology, key tools in turning large and varied datasets into information by allowing constituent governments, local policy decision-makers, and other partners to access, manipulate, visualize, and analyze data. ARC’s geospatial capabilities continue to drive innovation across the agency and region, as more GIS resources are being disseminated online via easy-to-use interactive tools including a Open Data Hub through the Open Data Program. Online visualization tools further enhance ARC’s standing as a leader in data visualization and analysis, including state-of-the-art web tools and custom hubs.

Cost Centers

401BT

Short Title: GIS
2024 UPWP Budget: \$525,487 (TOTAL)
 \$420,389 federal (FHWA Y450)
 \$105,098 match (ARC)

301BS

Short Title: GIS (Transit)
2024 UPWP Budget: \$44,485 (TOTAL)
 \$35,587 federal (FHWA Y450)
 \$4,449 match (State)
 \$4,449 match (ARC)

401BS

Short Title: GIS (Transit)
2024 UPWP Budget: \$328,315 (TOTAL)
 \$262,651 federal (FHWA Y450)
 \$32,832 match (State)
 \$32,832 match (ARC)

CORE STAFF ACTIVITIES

MTP AND TIP ADMINISTRATIVE AND OUTREACH SUPPORT

This overall work program will carry out the general coordination, administrative and management tasks essential to maintain the 20-county Atlanta Transportation Management Area. These activities are structured by federal regulations, most notably the transportation reauthorization bill, professional planning standards, and an ethic of collaborative decision-making.

Program Support and Administration

Program funding for the general coordination, administrative, management activities for maintaining the 20-County Transportation Management Area.

Summary Description

Specific activities include regular support to the formal transportation planning process, and management and coordination of UPWP activities. This work task also encompasses information management and communication with the public and ARC's planning partners.

Work Activities

- Manage the 2024 Unified Planning Work Program and develop the 2025 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.
- Facilitate and support committees, subcommittees, task forces, etc., associated with ARC Transportation Planning and Mobility Services work scopes as detailed in the UPWP.
- Assist in the development of policy documentation, as directed by lead staff from the Office of the Director, governing agencywide practices related to federal Title VI, Executive Order 13985 (Justice40), Disadvantaged Business Enterprise, Americans with Disabilities Act, and Limited English Proficiency requirements.
- Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.
- Undertake comprehensive updates of all planning agreements with partner agencies, including adjacent Metropolitan Planning Organizations, adjacent Regional Commissions, Limited Membership Counties for MPO Planning Purposes, transit operators, and regional/state agencies. Completion of some agreements may extend past 2024 in order to incorporate changes to 2020 Census urbanized area and MPO planning areas.

Cost Centers

406FAM

Short Title: Program Support and Administration
2024 UPWP Budget: \$1,429,637 (TOTAL)
\$1,143,709 federal (FHWA Y450)
\$88,642 match (State)
\$206,885 (ARC)

406FAT

Short Title: Program Support and Administration (Transit)
2024 UPWP Budget: \$404,035 (TOTAL)
\$323,227 federal (FTA 5303)
\$40,404 match (State)
\$40,404 match (ARC)

Public Involvement

Program funding for community engagement and outreach activities in support of the MTP/TIP.

Summary Description

Community engagement and outreach activities will continue to focus on transportation planning in general, updates of the Transportation Improvement Program (TIP), as well as needed updates to the Metropolitan Transportation Plan (MTP). Public outreach also occurs for other mode and corridor studies and efforts in other organizational units of the ARC (e.g., Community Development Department, Aging & Health Resources Department), including ConnectATL. An ongoing focus will continue to be informing stakeholders and the general public on the transportation planning process, soliciting their feedback and input at relevant milestones, and expanding these audiences with more emphasis on those individuals traditionally underserved. An additional emphasis initiative will be to grow and maintain an active, staff-level speakers bureau.

Work Activities

- Conduct community engagement activities to support transportation plans and programs, including the TIP/MTP update. Expand external partnerships, enhance social equity outreach, and provide information on the planning process and outcomes in a variety of online and physical formats to maximize audience reach.
- Host ConnectATL technology summit. This is an annual gathering sponsored by ARC which brings together local government staff and elected officials, state transportation

agencies, academic thought leaders, and private sector innovation firms to learn, share information and identify opportunities for collaboration in areas of transportation technology such as connected vehicles, autonomous vehicles, drone delivery services, micromobility and others.

- Conduct an update of the Participation Plan, including a required public review and comment period, to address new approaches, with an emphasis on technology, which can maximize opportunities for actionable input from partner agencies, stakeholder groups and the general public in the MPO planning process. The update will also include ensuring that the processes for administratively modifying, amending, and updating all core MPO documents, including the MTP, TIP and UPWP, are formally documented in a clear and concise manner.

Cost Centers

406FPI

Short Title: Community Engagement
2024 UPWP Budget: \$564,630 (TOTAL)
\$451,704 federal (FHWA Y450)
\$112,926 match (ARC)

306FPT

Short Title: Community Engagement (Transit)
2024 UPWP Budget: \$70,270 (TOTAL)
\$56,216 federal (FTA 5303)
\$7,027 match (State)
\$7,027 match (ARC)

406FPT

Short Title: Community Engagement (Transit)
2024 UPWP Budget: \$259,001 (TOTAL)
\$207,201 federal (FTA 5303)
\$25,900 match (State)
\$25,900 match (ARC)

CORE STAFF ACTIVITIES

MTP AND TIP POLICY SUPPORT

While the Metropolitan Planning Organization (MPO) function resides within ARC's Transportation Planning Department, policy and planning support is provided by other staff throughout the agency, most notably the Community Development Department. The Department provides services that combine those mandated by state and federal laws and those deemed to be impactful in implementing the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Activities include a combination of long-range planning, technical assistance, grants, research, training, and facilitation activities.

Increasing Safe and Accessible Transportation Options

Program funding for transportation planning activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities.

Summary Description

This is a setaside within the federal funding program for metropolitan transportation planning which must be used to increase safe and accessible transportation options. MPOs are provided wide discretion on the focus of a deliverable (or set of deliverables) which best addresses the issues within their jurisdiction.

Work Activities

- Continue planning and coordination activities related to implementation of the Regional Safety Strategy and Vision Zero goals.

Cost Centers

406ASE

Short Title: Increasing Safe and Accessible Transportation Options

2024 UPWP Budget: \$174,734 (TOTAL)
\$174,734 federal (FHWA Y410)
No match required

Community Development Program Administration

Administrative and support activities for community development program implementation.

Cost Centers

402BAS

Short Title: Community Development Program Administration

2024 UPWP Budget: \$671,935 (TOTAL)
\$537,548 federal (FHWA Y450)
\$134,387 match (ARC)

Regional Development Plan Implementation

Planning activities under the metropolitan transportation planning program to provide a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas that meets the region's economic, transportation, development, and sustainability goals.

Summary Description

As the Regional Commission / Metropolitan Area Planning and Development Commission for an 11-county area, ARC develops the Regional Development Plan (RDP) under Georgia Department of Community Affairs (DCA) rules adopted in 2017 to promulgate the 1989 Georgia Planning Act. The RDP provides detailed insight into growth, housing, and economic development patterns of the region, which are identified by federal regulations as factors which must be addressed in the metropolitan transportation planning process. ARC ensures the plan is coordinated with the MTP/TIP, as well as local government planning activities.

Work Activities

- Complete a Regional Resource Plan, Minimum Standards for Local Government Implementation and a detailed Unified Growth Policy Map (UGPM) coordinated with local government Comprehensive Plans.
- Complete local comprehensive plans upon request by local governments. These plans are important to understand localized growth, housing and economic issues across the region.

- Conduct Reviews of Developments of Regional Impact (DRI) and other review and comment work, as well as reviewing local Comprehensive Plans, Short Term Work Programs and Capital Improvement Elements. These efforts are important to understand localized growth, housing and economic issues across the region.
- Maintain up to date demographic and socioeconomic information for use by local governments in their planning activities to ensure regional consistency and quality.

Cost Centers

402BPL

Short Title: Regional Development Plan Implementation
2024 UPWP Budget: \$1,137,054 (TOTAL)
 \$909,643 federal (FHWA Y450)
 \$227,411 match (ARC)

Land Use and Transportation Coordination

Coordination and implementation activities under the metropolitan transportation planning program to provide a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas that meets the region's economic, transportation, development, and sustainability goals.

Summary Description

Coordination amongst local governments. Technical assistance program for municipalities and non-profits. Creation of innovative and inclusive community engagement practices, processes, and programs that will inform all regional planning activities. Convening elected leadership to develop consensus on regional issues.

Work Activities

- Support the MTP update process and development of forecasts by undertaking eleven meetings with counties to discuss future growth and update the Unified Growth Policy Map (UGPM).
- Provide technical assistance through the Community Development Assistance Program (CDAP) through a combined LCI and CDAP call for projects. The program provides community-based planning, land use and transportation technical assistance for local implementation of the policies and goals identified in the MTP.
- Conduct Land Use Coordinating Committee (LUCC) meetings.
- Conduct regional housing forums and meetings of a regional housing task force.

Cost Centers

402BTP

Short Title: Land Use and Transportation Coordination
2024 UPWP Budget: \$355,357 (TOTAL)
 \$284,285 federal (FHWA Y450)
 \$71,072 match (ARC)

302BTT

Short Title: Land Use and Transportation Coordination (Transit)
2024 UPWP Budget: \$141,135 (TOTAL)
 \$112,907 federal (FTA 5303)
 \$14,114 match (State)
 \$14,114 match (ARC)

402BTT

Short Title: Land Use and Transportation Coordination (Transit)

2024 UPWP Budget: \$179,583 (TOTAL)
\$143,665 federal (FTA 5303)
\$17,959 match (State)
\$17,959 match (ARC)

SPECIAL STUDIES (ARC MANAGED)

SPECIAL STUDIES (ARC MANAGED)

ARC provides assistance to the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the State Road and Tollway Authority (SRTA), the Atlanta-Region Transit Link Authority (ATL), the Metropolitan Atlanta Rapid Transit Authority (MARTA), local governments, and other transportation agencies through the Special Studies Work Program. These special studies are managed directly by ARC and support the ongoing development and refinement of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). This work program is coordinated with ARC's ongoing mission to develop a regional, integrated multi-modal transportation system as called for by the latest federal transportation legislation.

Unless otherwise noted, special studies defined in this section will require the procurement of transportation consultant services.

MTP and TIP Technical Support

Regional Transportation Project Database Overhaul

ARC will utilize consultant recommendations to modernize the PlanIt project programming database. The existing transportation project database is based on a design and software configuration from approximately a decade ago. This project will move the system to a modern database configuration, including enhanced capabilities to allow improved on-line search and data management functions for external customers.

- Cost Center: 206EDP
- TIP Reference: AR-057
- 2024 UPWP Budget and Funding Sources: \$80,000 STBGP (federal) / \$20,000 ARC (local match)
- Total Funding Amounts and Sources: \$320,000 STBGP (federal) / \$80,000 ARC (local match)
- Status: Work began in 2023 and will conclude in 2024.

Activity Based Model (ABM) Support and Development

ARC will maintain, update, and pursue innovative enhancement of the Regional Activity-Based Travel Demand Forecasting Model via model calibration & validation, and continue to integrate with other model update efforts. A major emphasis area in 2024 will be the integration of pre-pandemic and post-pandemic travel behavior data into the 2020X baseline model calibration

effort, as well as the continued assessment of procedures to update managed lane modeling procedures and other processes redesign efforts to speed up model run times.

- Cost Center(s): 206CMS
- TIP Reference: AR-039C
- 2024 UPWP Budget and Funding Sources: \$208,000 STBGP (federal) / \$52,000 ARC (local match)
- Total Funding Amounts and Sources: \$440,000 STBGP (federal) / \$110,000 ARC (local match)
- Status: Work began in 2022 and will conclude in 2024

Regional Household Travel Survey

ARC, in partnership with GDOT and other stakeholders, will conduct a major regional travel survey. The outcomes of this initiative will be used to inform regional planning and calibration. With changes in travel behavior from the pandemic and increased teleworking, major issues are expected in using prior assumptions for travel in planning and modeling. For the regional household travel survey, ARC and GDOT are cooperating and coordinating via a USDOT / FHWA pooled funding effort. This NextGen NHTS local add-on option will allow ARC to leverage its investment (and achieve economies of scale) with other States and MPO partners. There will be two components, a traditional household travel survey, and an origin-destination passively collected dataset. For the traditional household travel survey component, the cost per complete ranges from \$260-\$275 per complete, depending on how many surveys are purchased. For a sample size of about 1 out of 200 households, ARC will need 10,000 to 12,000 complete surveys. This will be supplemented with a passively collected origin-destination dataset, which will feature a larger sample size at \$25 to \$30 per data point. Careful considerations will be given to pre-pandemic vs. post-pandemic travel behavior data collection.

- Cost Center(s): 106EHS
- TIP Reference: AR-059A
- 2024 UPWP Budget and Funding Sources: \$800,000 FTA 5303 (federal) / \$100,000 GDOT (state match) / \$100,000 ARC (local match)
- Total Funding Amounts and Sources: \$1,500,000 FTA 5303 (federal) / \$375,000 GDOT and ARC (match); *ARC is not contracting with FTA for the funds. GDOT is contracting with FTA and then executing a subgrant agreement with ARC.*
- Status: Work began in 2021 and will conclude in 2025

Application of Travel Model Improvement Program Exploratory Modeling and Analysis (TMIP-EMAT) Methods Initiative

The purpose of applying TMIP-EMAT methods is to enhance the state-of-practice of transportation modeling and analysis by better connecting ARC's various existing transportation models. ARC will research and apply the TMIP-EMAT methods to VisionEval, Trip-based travel

demand modeling (network analysis), and the Activity-Based travel demand model. This will help staff understand the existing model's performance and statistical results and provide a window to rigorous analytical methods for handling uncertainty and making well-informed decisions using travel forecasting models of all types. All work will be conducted by ARC staff and the procurement of outside consultant services is not anticipated.

- Cost Center(s): 206ETE
- TIP Reference: AR-063
- 2024 UPWP Budget and Funding Sources: \$202,676 Z445 (federal) / \$50,669 ARC (local match)
- Total Funding Amounts and Sources: \$400,000 Z445 (federal) / \$100,000 ARC (local match)
- Status: Work began in 2022 and will conclude in 2024

MTP and TIP Administrative and Outreach Support

ConnectATL

ConnectATL is an annual gathering sponsored by ARC which brings together local government staff and elected officials, state transportation agencies, academic thought leaders, and private sector innovation firms to learn, share information and identify opportunities for collaboration in areas of transportation technology such as connected vehicles, autonomous vehicles, drone delivery services, micromobility and others.

- Cost Center(s): 306ETC
- TIP Reference: N/A
- 2024 UPWP Budget and Funding Sources: \$105,000 (ARC)
- Total Funding Amounts and Sources: \$105,000 (ARC)
- Status: Continuous; carries over in each UPWP

MTP and TIP Policy Support

Regional Transportation Electrification Plan

ARC will develop a plan which outlines the short and mid-range policies, initiatives, and responsibilities that a coalition of public and private sector partners will need to undertake to prepare the region for the gradual electrification of transit services and private vehicles. This will include determining a reasonable rate of market infiltration and the required amount and location of infrastructure to support the recharging of these vehicles. The impacts of

electrification on regional and state transportation revenues will be estimated to provide context for making well-informed decisions on future alternative funding sources.

- Cost Center(s): 206EEP
- TIP Reference: AR-062
- 2024 UPWP Budget and Funding Sources: \$240,000 STBGP (federal) / \$60,000 ARC (local match)
- Total Funding Amounts and Sources: \$400,000 STBGP (federal) / \$100,000 ARC (local match)
- Status: Work began in 2023 and will conclude in 2024

Regional Freight and Goods Movement Plan Update

ARC, in close coordination with regional partners, will conduct a major update to the regional freight plan. The last major update of the freight plan was completed in 2008, with a minor update completed in 2016. Since 2008, freight has increased significantly in the Atlanta Region and forms one of the foundations of the regional economy. Freight and goods movement have also become a foundation of federal transportation planning and is a state emphasis area in both planning and project selection. This plan update will be conducted over a multi-year period and include a major data element for the procurement of the latest goods movement data and a detailed analysis of regional needs. Close coordination will occur between the ARC and GDOT so that recommendations are consistent with the State Freight Plan.

- Cost Center: 106EFP
- TIP Reference: AR-059B (programmed in FY 2021)
- 2024 UPWP Budget and Funding Sources: \$440,000 STBGP (federal) / \$110,000 ARC (local match)
- Total Funding Amounts and Sources: \$1,200,000 STBGP (federal) / \$300,000 ARC (local match)
- Status: Work began in 2023 and will conclude in 2024

Regional Human Services Transportation (HST) Plan Update

The current HST plan focuses on the transportation options available to frequently underserved populations, such as individuals with low incomes, individuals with disabilities, individuals with limited English proficiency, and older adults. ARC will update the HST by completing a new travel needs assessment for underserved populations, through enhanced and contextualized community outreach, and recommend plans and policies for deploying and coordinating technology for real-time travel planning. The HST plan will also integrate and formalize the recommendations from the recently completed Regional Paratransit Coordination study, conducted by ARC. The HST plan update will also serve to implement Initiative 7 (Enhance

Transit Operations) and Initiative 8 (Advance Mobility as A Service), of the recently adopted 2020 Regional TSMO Strategic Action Plan.

- Cost Center(s): 106EHP
- TIP Reference: AR-059C (programmed in FY 2021)
- 2024 UPWP Budget and Funding Sources: \$400,000 FTA 5303 (federal) / \$50,000 GDOT (state match) / \$50,000 ARC (local match)
- Total Funding Amounts and Sources: \$534,080 FTA 5303 (federal) / \$66,760 GDOT (state match) / \$66,760 ARC (local match); *ARC is not contracting with FTA for the funds. GDOT is contracting with FTA and then executing a subgrant agreement with ARC.*
- Status: Work began in 2023 and will conclude in 2024

ITS4US Complete Trip Deployment Phase 2

The Atlanta Regional Commission Complete Trip - ITS4US Deployment project, Safe Trips in a Connected Transportation Network (ST-CTN), is leveraging innovative solutions, existing deployments, and collaboration to make a positive impact using transportation technology to support safety, mobility, sustainability, and accessibility. The ST-CTN concept is comprised of an integrated set of advanced transportation technology solutions (connected vehicle, transit signal priority, machine learning, predictive analytics) to support safe and complete trips, with a focus on accessibility for those with disabilities, aging adults, and those with limited English proficiency. The ITS4US Deployment Program is to be executed in three phases. Phase 1 (concept development) was completed in 2022. Phase 2 of this project includes designing, testing, deploying, evaluating, and planning for long-term deployment of the ITS project. Phase 3 will be reflected in a future UPWP as necessary.

- Cost Center(s): 206EIS
- TIP Reference: Not applicable
- 2024 UPWP Budget and Funding Sources: \$2,877,142 USDOT Complete Trip Program (GDOT contracts with ARC for this amount and no match from ARC is required)
- Total Funding Amounts and Sources: \$6,106,562 USDOT Complete Trip Program (federal) / \$1,526,640 (GDOT and in-kind labor from Gwinnett County and Go Systems and Solutions; includes Phase 3)
- Status: Work began in 2022 and will conclude in 2024

ITS/TSMO Strategy

Update of the current ITS Architecture and Transportation Systems Management and Operations Plan.

- Cost Center(s): 406ETO
- TIP Reference: TBD
- 2024 UPWP Budget and Funding Sources: \$80,000 STBGP (federal) / \$20,000 ARC (local match)
- Total Funding Amounts and Sources: \$500,000 (federal) / \$125,000 (local match)
- Status: Work will begin in 2024 and will conclude in 2026

Transportation Carbon Reduction Plan

Program to provide funding to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution.

- Cost Center(s): 406ECR
- TIP Reference: TBD
- 2024 UPWP Budget and Funding Sources: \$150,000 Congressionally Directed Spending (federal) / no match required
- Total Funding Amounts and Sources: \$900,000 Congressionally Directed Spending (federal) / no match required
- Status: Work will begin in 2024 and will conclude in 2025

Transportation and Health Access Study

Funding assistance to conduct a study into the availability of emergency healthcare transportation in metro Atlanta to help more families get care.

- Cost Center(s): 406ETH
- TIP Reference: TBD
- 2024 UPWP Budget and Funding Sources: \$136,000 Congressionally Directed Spending (federal) / \$34,000 ARC (local match)
- Total Funding Amounts and Sources: \$543,000 Congressionally Directed Spending (federal) / \$135,750 ARC (local match)
- Status: Work will begin in 2024 and will conclude in 2025

MTP Assistance

Consultant assistance for development and implementation of the MTP.

- Cost Center(s): 406EMP
- TIP Reference: TBD
- 2024 UPWP Budget and Funding Sources: \$100,000 STBGP (federal) / \$25,000 ARC (local match)

- Total Funding Amounts and Sources: \$200,000 STBGP (federal) / \$50,000 ARC (local match)
- Status: Work will begin in 2024 and will conclude in 2025

EPA Climate Pollution Reduction Grant Plan

Development of regional plan for reducing greenhouse gas emissions and other harmful air pollution. Work activities on this plan are being led by ARC's Natural Resources Department.

- Cost Center(s): 303BEP
- TIP Reference: N/A
- 2024 UPWP Budget and Funding Sources: \$346,584 EPA CPRG Program (federal) / no match required
- Total Funding Amounts and Sources: \$1,000,000 EPA CPRG Program (federal) / no match required
- Status: Work began in 2023 and will conclude in 2025

MTP and TIP Policy Support (CURRENTLY UNFUNDED / PROPOSED)

In addition to the special studies defined above, ARC may undertake additional planning initiatives in 2024, depending on funding availability. The following section identifies activities which are dependent on USDOT discretionary program funding decisions or incorporation of Congressionally Directed Spending into an appropriations bill. These activities are not included in the financially constrained budget table presented in Appendix 3.

Resiliency Improvement Plan

Development of a plan that outlines a systematic approach to surface transportation resilience, includes a risk-based assessment of vulnerabilities, and defines strategies, policies, and investments to respond to threats.

- Cost Center(s): TBD
- TIP Reference: TBD
- 2024 UPWP Budget and Funding Sources: \$0
- Total Funding Amounts and Sources: \$1,500,000 PROTECT (federal) / no match required
- Status: Proposed

Regional Transportation Electrification Plan (Phase 2)

This initiative would extend and build upon the initial findings of the currently funded and underway RTEP, scheduled for completion in late 2024.

- Cost Center(s): TBD
- TIP Reference: TBD
- 2024 UPWP Budget and Funding Sources: \$0
- Total Funding Amounts and Sources: \$300,000 STBGP or CRP (federal) / \$75,000 ARC (local match)
- Status: Proposed

Regional Transportation Workforce Development Initiative

In partnership with GDOT and WorkSource Georgia, ARC will undertake an initiative to determine the educational and training requirements to deliver programs and projects funded through the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA), with an emphasis on clean energy and technology jobs.

- Cost Center(s): TBD
- TIP Reference: TBD
- 2024 UPWP Budget and Funding Sources: \$0
- Total Funding Amounts and Sources: \$1,000,000 CMAQ (federal) / no match required
- Status: Proposed

SPECIAL STUDIES, SERVICE DELIVERY AND GRANT MANAGEMENT SERVICES (ARC FACILITATED)

SPECIAL STUDIES, SERVICE DELIVERY AND GRANT MANAGEMENT SERVICES (ARC FACILITATED)

ARC provides assistance to the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the State Road and Tollway Authority (SRTA), the Atlanta-Region Transit Link Authority (ATL), the Metropolitan Atlanta Rapid Transit Authority (MARTA), local governments, and other transportation agencies through the Special Studies Work Program. These special studies support the ongoing development and refinement of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). This work program is coordinated with ARC's ongoing mission to develop a regional, integrated multi-modal transportation system as called for by the latest federal transportation legislation. This section includes initiatives managed by other agencies which utilize federal funds and for which there is a defined oversight and/or management role for ARC.

Unless otherwise noted, the activities defined in this section will require the procurement of transportation consultant services.

MTP and TIP Administrative and Outreach Support

Regional Transportation Demand Management

Program management of the regional Ride-matching and TDM programs aimed to increase the use of commute options for employees. These work activities are being led by ARC's Mobility Services Department.

- Cost Center(s): 405ACC
- TIP Reference: AR-011-2024
- 2024 UPWP Budget and Funding Sources: \$2,479,500 CMAQ (federal) / no match required
- Total Funding Amounts and Sources: \$4,959,000 CMAQ (federal) / no match required
- Status: Two-year funding agreement with GDOT covering FY 2024 and 2025

Employer Services Program

Program to provide financial assistance to organizations to provide TDM services to promote alternative commuting options to driving alone. These work activities are being led by ARC's Mobility Services Department.

- Cost Center(s): 405AES
- TIP Reference: AR-010-2024
- 2024 UPWP Budget and Funding Sources: \$2,348,400 CMAQ (federal) / \$587,100 ARC (local match)
- Total Funding Amounts and Sources: \$4,696,800 CMAQ (federal) / \$1,174,200 ARC (local match)
- Status: Two-year funding agreement with GDOT covering FY 2024 and 2025

Georgia Commute Options Program

Program management of the Georgia Commute Options Program (GCO) to provide coordinated outreach and education to the public and employers on transportation demand services and regional financial incentives. These work activities are being led by ARC's Mobility Services Department.

- Cost Center(s): 305AGC
- TIP Reference: AR-061-2023
- 2024 UPWP Budget and Funding Sources: \$6,886,645 CMAQ (GDOT contracts with ARC for this amount and no match from ARC is required)
- Total Funding Amounts and Sources: \$18,000,000 CMAQ (federal) / \$4,500,000 (state match)
- Status: Three-year funding agreement with GDOT covering FY 2023, 2024 and 2025

MTP and TIP Policy Support

County Comprehensive Transportation Plan (CTP) Program

The CTP program was established to ensure the transportation infrastructure has a positive impact on strengthening our economy and communities at both the local and regional levels. It accomplishes this by providing financial assistance for counties and their constituent municipalities to develop joint long-range transportation plans. These plans, while focused on local issues and needs, also serve as the foundation for updates to the TIP/MTP. ARC will continue to participate in several ongoing updates to existing plans.

- Cost Center(s): 206ECP; 306ECP; 406ECP; 306ECS
- TIP Reference: AR-004 series
- 2024 UPWP Budget and Funding Sources: \$610,000 STBGP (federal) / \$147,500 subgrant recipients (local match for 206ECP, 306ECP and 406ECP) / \$5,000 ARC (local match for 306ECS)

- Total Funding Amounts and Sources: \$3,360,000 STBGP (federal) / \$840,000 (local match)
- Status: See Appendix 4 for a list of active and pending planning studies in 2024

Regional Transportation Planning Study (RTPS) Program

The Regional Transportation Planning Study Program was established to assist local governments and Community Improvement Districts in the development of transportation plans, corridor studies, and feasibility studies that support the goals and objectives of MTP. The purpose of these studies is to develop project concepts that improve safety, mobility, and access to all roadway users, while also preparing them for advancement to scoping and/or PE phases in future TIP project solicitations.

- Cost Center(s): 006ETS; 106ETS; 306ETS
- TIP Reference: AR-038 series
- 2024 UPWP Budget and Funding Sources: \$1,264,000 STBGP (federal) / \$316,000 subgrant recipients (local match)
- Total Funding Amounts and Sources: \$4,660,000 STBGP (federal) / \$1,165,000 (local match)
- Status: See Appendix 4 for a list of active and pending planning studies in 2024

Freight Cluster Area Planning Program

The Freight Cluster Area Planning Program was established to assist local jurisdictions with developing subarea plans in locations with the most significant freight activity to identify first mile and last mile projects to improve freight mobility in the region. These plans and projects serve as part of the foundation for updates to the TIP/MTP.

- Cost Center(s): 206EFS
- TIP Reference: AR-006-2022 series
- 2024 UPWP Budget and Funding Sources: \$258,000 STBGP (federal) / \$64,500 subgrant recipients (local match)
- Total Funding Amounts and Sources: \$750,000 STBGP (federal); \$187,500 (local match)
- Status: See Appendix 4 for a list of active and pending planning studies in 2024

Livable Centers Initiative

Grant program to provide financial assistance to local governments and CIDS to develop land use and transportation plans that support the LCI goals.

- Cost Center(s): 202CAS, 302CAS, 402CAS
- TIP Reference: AR-001 series

- 2024 UPWP Budget and Funding Sources: \$240,000 STBGP (federal) / \$20,000 subgrant recipients (local match) / \$40,000 ARC (local match)
- Total Funding Amounts and Sources: \$6,000,000 STBGP (federal); \$1,500,000 (local match)
- Status: See Appendix 4 for a list of active and pending planning studies in 2024

Fulton County HSCR Mobility

Program grant to expand and improve public transportation services for seniors by utilizing transportation network companies to offer more responsive mobility options.

- Cost Center(s): 006ESS
- TIP Reference: N/A
- 2024 UPWP Budget and Funding Sources: \$221,562 FTA 5307 (federal) / \$114,138 Fulton County (local match)
- Total Funding Amounts and Sources: \$221,562 FTA 5307 (federal) / \$144,138 Fulton County (local match)
- Status: Work began in 2023 and will conclude in 2024

APPENDIX 2

Relation of ARC Work Activities and Cost Centers to Federally Required Metropolitan Planning Factors

APPENDIX 2

Relation of ARC Work Activities and Cost Centers to Federally Required Metropolitan Planning Factors

- 01 - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- 02 - Increase the safety of the transportation system for motorized and nonmotorized users
- 03 - Increase the security of the transportation system for motorized and nonmotorized users
- 04 - Increase the accessibility and mobility of people and for freight
- 05 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns
- 06 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 07 - Promote efficient system management and operation
- 08 - Emphasize the preservation of the existing transportation system
- 09 - Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water runoff impacts of surface transportation
- 10 - Enhance travel and tourism

Work Activity	Cost Centers	Metropolitan Planning Factor									
		1	2	3	4	5	6	7	8	9	10
CORE STAFF ACTIVITIES											
Long Range Planning	406ALR										
	306ALT	X	X	X	X	X	X	X	X	X	X
	406ALT										
Air Quality Planning	406AAQ					X					
	406AAT										
Program Implementation	406BSR										
	306BST	X	X	X	X	X	X	X	X	X	X
	406BST										
Partner Assistance	406BLG										
	306BGT	X	X	X	X	X	X	X	X	X	X
	406BGT										
Model Development and Support	406CDM										
	306CDT	X	X		X		X				
	406CDT										
Performance Analysis	406DCM										
	306DCT		X		X			X	X	X	
	406DCT										
Data and Research Administration (work activities led by Research & Analytics Department)	401AS	X			X	X	X	X			X
Data and Research Integration (work activities led by Research & Analytics Department)	401AA										
	301AT	X			X	X	X	X			X
	401AT										
GIS (work activities led by Research & Analytics Department)	401BT										
	301BS	X				X					X
	401BS										
Program Support and Administration	406FAM	X		X		X	X				X
	406FAT										
Public Involvement	406FPI										
	306FPT	X	X	X	X	X	X	X	X	X	X
	406FPT										
Increasing Safe and Accessible Transportation Options	406ASE		X		X	X	X				
Community Development Program Administration (work activities led by Community Development Department)	402BAS	X			X	X	X	X	X	X	X
Regional Development Plan Implementation (work activities led by Community Development Department)	402BPL	X			X	X	X			X	X
Land Use and Transportation Coordination (work activities led by Community Development Department)	402BTP										
	302BTT	X				X		X	X	X	X
	402BTT										

APPENDIX 2

Relation of ARC Work Activities and Cost Centers to Federally Required Metropolitan Planning Factors

- 01 - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- 02 - Increase the safety of the transportation system for motorized and nonmotorized users
- 03 - Increase the security of the transportation system for motorized and nonmotorized users
- 04 - Increase the accessibility and mobility of people and for freight
- 05 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns
- 06 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 07 - Promote efficient system management and operation
- 08 - Emphasize the preservation of the existing transportation system
- 09 - Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water runoff impacts of surface transportation
- 10 - Enhance travel and tourism

Work Activity	Cost Centers	Metropolitan Planning Factor									
		1	2	3	4	5	6	7	8	9	10
SPECIAL STUDIES (ARC MANAGED)											
Regional Transportation Project Database Overhaul	206EDP		X		X		X	X	X		
ABM Support and Development	206CMS	X	X		X		X				
Regional Household Travel Survey	106EHS	X	X		X		X				
Application of TMIP-EMAT Methods Initiative	206ETE	X	X		X	X	X	X	X		
ConnectATL	406ETC	X	X	X	X	X	X	X	X	X	X
Regional Transportation System Electrification Plan	206EEP	X			X	X		X		X	X
Regional Freight and Goods Movement Plan Update	106EFP	X	X		X		X	X	X		
Regional Human Services Transportation Plan Update	106EHP		X		X	X	X	X			
ITS4US Complete Trip Deployment Phase 2	206EIS	X	X	X	X		X	X	X		X
ITS/TSMO Strategy	406ETO	X	X	X	X		X	X	X		X
Transportation Carbon Reduction Plan	406ECR					X		X		X	
Transportation and Health Access Study	406ETH				X	X	X				
MTP Assistance	406EMP	X	X	X	X	X	X	X	X	X	X
Climate Pollution Reduction Grant Plan (<i>work activities led by Natural Resources Department</i>)	303BEP					X		X		X	
SPECIAL STUDIES, SERVICE DELIVERY AND GRANT MANAGEMENT SERVICES (ARC FACILITATED)											
Transportation Demand Management / Regional Rideshare (<i>work activities led by Mobility Services Department</i>)	405ACC	X			X	X	X	X	X		
Employer Services Program (<i>work activities led by Mobility Services Department</i>)	405AES	X			X	X	X	X	X		
Georgia Commute Options program (<i>work activities led by Mobility Services Department</i>)	305AGC	X			X	X	X	X	X		
County Comprehensive Transportation Plan (CTP) Program	206ECP	X	X	X	X	X	X	X	X	X	X
	306ECP										
	406ECP										
County Comprehensive Transportation Plan (CTP) Program - Program Management	406ECS	X	X	X	X	X	X	X	X	X	X
Regional Transportation Planning Study (RTPS) Program	006ETS	X	X	X	X	X	X	X	X	X	X
	106ETS										
	306ETS										
Freight Cluster Area Planning Program	206EFS	X			X		X	X			
Livable Centers Initiative (<i>work activities led by Community Development Department</i>)	202CAS	X	X	X	X	X	X	X	X	X	X
	302CAS										
	402CAS										
Fulton County HSCR Mobility	006ESS		X		X	X	X	X			

APPENDIX 3

2024 MPO Work Program Budget Details

APPENDIX 3

2024 MPO Work Program Budget Details

MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds			Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
CORE STAFF ACTIVITIES													
MTP Development	Long Range Planning	406ALR	N/A	\$1,561,947	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,487	\$1,952,434
		306ALT	N/A	\$0	\$0	\$51,813	\$0	\$0	\$0	\$6,476	\$0	\$6,476	\$64,765
		406ALT	N/A	\$0	\$0	\$635,805	\$0	\$0	\$0	\$79,476	\$0	\$79,476	\$794,757
	Air Quality Planning	406AAQ	N/A	\$63,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,998	\$79,990
		406AAT	N/A	\$0	\$0	\$68,508	\$0	\$0	\$0	\$8,564	\$0	\$8,564	\$85,636
TIP Development	Program Implementation	406BSR	N/A	\$461,845	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,462	\$577,307
		306BST	N/A	\$0	\$0	\$53,802	\$0	\$0	\$0	\$6,725	\$0	\$6,725	\$67,252
		406BST	N/A	\$0	\$0	\$282,721	\$0	\$0	\$0	\$35,350	\$0	\$35,350	\$353,421
	Partner Assistance	406BLG	N/A	\$282,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,564	\$352,820
		306BGT	N/A	\$0	\$0	\$31,912	\$0	\$0	\$0	\$3,989	\$0	\$3,989	\$39,890
		406BGT	N/A	\$0	\$0	\$207,073	\$0	\$0	\$0	\$25,885	\$0	\$25,885	\$258,843
MTP and TIP Technical Support	Model Development and Support	406CDM	N/A	\$323,924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,981	\$404,905
		306CDT	N/A	\$0	\$0	\$30,870	\$0	\$0	\$0	\$3,859	\$0	\$3,859	\$38,588
		406CDT	N/A	\$0	\$0	\$207,038	\$0	\$0	\$0	\$25,880	\$0	\$25,880	\$258,798
	Performance Analysis	406DCM	N/A	\$275,167	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,792	\$343,959
		306DCT	N/A	\$0	\$0	\$38,977	\$0	\$0	\$0	\$4,872	\$0	\$4,872	\$48,721
		406DCT	N/A	\$0	\$0	\$177,022	\$0	\$0	\$0	\$22,128	\$0	\$22,128	\$221,278
	Data and Research Administration (work activities led by Research & Analytics Department)												
		401AS	N/A	\$708,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,019	\$885,094
	Data and Research Integration (work activities led by Research & Analytics Department)	401AA	N/A	\$961,590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,398	\$1,201,988
		301AT	N/A	\$0	\$0	\$123,923	\$0	\$0	\$0	\$15,490	\$0	\$15,490	\$154,903
		401AT	N/A	\$0	\$0	\$336,293	\$0	\$0	\$0	\$42,037	\$0	\$42,037	\$420,367
	GIS (work activities led by Research & Analytics Department)	401BT	N/A	\$420,389	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,098	\$525,487
		301BS	N/A	\$0	\$0	\$35,587	\$0	\$0	\$0	\$4,449	\$0	\$4,449	\$44,485
		401BS	N/A	\$0	\$0	\$262,651	\$0	\$0	\$0	\$32,832	\$0	\$32,832	\$328,315
MTP and TIP Administrative and Outreach Support	Program Support and Administration	406FAM	N/A	\$1,143,709	\$0	\$0	\$0	\$0	\$0	\$88,642	\$0	\$197,286	\$1,429,637
		406FAT	N/A	\$0	\$0	\$323,227	\$0	\$0	\$0	\$40,404	\$0	\$40,404	\$404,035
	Public Involvement	406FPI	N/A	\$451,704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,926	\$564,630
		306FPT	N/A	\$0	\$0	\$56,216	\$0	\$0	\$0	\$7,027	\$0	\$7,027	\$70,270
		406FPT	N/A	\$0	\$0	\$207,201	\$0	\$0	\$0	\$25,900	\$0	\$25,900	\$259,001

APPENDIX 3

2024 MPO Work Program Budget Details

MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds			Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
MTP and TIP Policy Support	Increasing Safe and Accessible Transportation Options	406ASE	N/A	\$0	\$174,734	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$174,734
	Community Development Program Administration (work activities led by Community Development Department)	402BAS	N/A	\$537,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,387	\$671,935
	Regional Development Plan Implementation (work activities led by Community Development Department)	402BPL	N/A	\$909,643	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,411	\$1,137,054
	Land Use and Transportation Coordination (work activities led by Community Development Department)	402BTP	N/A	\$284,285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,072	\$355,357
		302BTT	N/A	\$0	\$0	\$112,907	\$0	\$0	\$0	\$14,114	\$0	\$14,114	\$141,135
		402BTT	N/A	\$0	\$0	\$143,665	\$0	\$0	\$0	\$17,959	\$0	\$17,959	\$179,583

APPENDIX 3

2024 MPO Work Program Budget Details

MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds			Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
SPECIAL STUDIES (ARC MANAGED)													
MTP and TIP Technical Support	Regional Transportation Project Database Overhaul	206EDP	AR-057	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$100,000
	ABM Support and Development	206CMS	AR-039C	\$0	\$0	\$0	\$0	\$208,000	\$0	\$0	\$0	\$52,000	\$260,000
	Regional Household Travel Survey	106EHS	AR-059A	\$0	\$0	\$800,000	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$1,000,000
	Application of TMIP-EMAT Methods Initiative	206ETE	AR-063	\$0	\$0	\$0	\$0	\$0	\$202,676	\$0	\$0	\$50,669	\$253,345
MTP and TIP Administrative and Outreach Support	ConnectATL	406ETC	N/A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$105,000
MTP and TIP Policy Support	Regional Transportation Electrification Plan	206EEP	AR-062	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$60,000	\$300,000
	Regional Freight and Goods Movement Plan Update	106EFP	AR-059B	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0	\$110,000	\$550,000
	Regional Human Services Transportation Plan Update	106EHP	AR-059C	\$0	\$0	\$400,000	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$500,000
	ITS4US Complete Trip Deployment Phase 2	206EIS	N/A	\$0	\$0	\$0	\$0	\$0	\$2,877,142	\$0	\$0	\$0	\$2,877,142
	ITS/TSMO Strategy	406ETO	TBD	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$100,000
	Transportation Carbon Reduction Plan	406ECR	TBD	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
	Transportation and Health Access Study	406ETH	TBD	\$0	\$0	\$0	\$0	\$0	\$136,000	\$0	\$0	\$34,000	\$170,000
	MTP Assistance	406EMP	TBD	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$25,000	\$125,000
	EPA Climate Pollution Reduction Grant Plan (work activities led by Natural Resources Department)	303BEP	N/A	\$0	\$0	\$0	\$0	\$0	\$346,584	\$0	\$0	\$0	\$346,584

APPENDIX 3

2024 MPO Work Program Budget Details

MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds			Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
SPECIAL STUDIES, SERVICE DELIVERY AND GRANT MANAGEMENT SERVICES (ARC FACILITATED)													
MTP and TIP Administrative and Outreach Support	Transportation Demand Management / Regional Rideshare (work activities led by Mobility Services Department)	405ACC	AR-011-2024	\$0	\$0	\$0	\$0	\$0	\$2,479,500	\$0	\$0	\$0	\$2,479,500
	Employer Services Program (work activities led by Mobility Services Department)	405AES	AR-010-2024	\$0	\$0	\$0	\$0	\$0	\$2,348,400	\$0	\$587,100	\$0	\$2,935,500
	Georgia Commute Options program (work activities led by Mobility Services Department)	305AGC	AR-061-2023	\$0	\$0	\$0	\$0	\$0	\$6,886,645	\$0	\$0	\$0	\$6,886,645
MTP and TIP Policy Support	County Comprehensive Transportation Plan (CTP) Program	206ECP	AR-004-2022	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$45,000	\$0	\$225,000
		306ECP	AR-004-2023	\$0	\$0	\$0	\$0	\$410,000	\$0	\$0	\$102,500	\$0	\$512,500
		406ECP	AR-004-2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	County Comprehensive Transportation Plan (CTP) Program - Program Management	406ECS	AR-004-2023	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$25,000
	Regional Transportation Planning Study (RTPS) Program	006ETS	AR-038-2020	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$70,000	\$0	\$350,000
		106ETS	AR-038-2123	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000	\$0	\$800,000
		306ETS	AR-038-2425	\$0	\$0	\$0	\$0	\$344,000	\$0	\$0	\$86,000	\$0	\$430,000
	Freight Cluster Area Planning Program	206EFS	AR-006-2024	\$0	\$0	\$0	\$0	\$258,000	\$0	\$0	\$64,500	\$0	\$322,500
	Livable Centers Initiative (work activities led by Community Development Department)	202CAS	AR-001-2022	\$0	\$0	\$0	\$0	\$996,800	\$0	\$0	\$249,200	\$0	\$1,246,000
		302CAS	AR-001-2023	\$0	\$0	\$0	\$0	\$760,000	\$0	\$0	\$190,000	\$0	\$950,000
		402CAS	AR-001-2024	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$20,000	\$40,000	\$300,000
	Fulton County HSCR Mobility	006ESS	N/A	\$0	\$0	\$0	\$221,562	\$0	\$0	\$0	\$114,138	\$0	\$335,700
				\$8,386,074	\$174,734	\$4,587,211	\$221,562	\$5,276,800	\$15,426,947	\$662,058	\$1,688,438	\$3,102,966	
													\$39,526,790

APPENDIX 3

2024 MPO Work Program Budget Details

MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds			Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	

APPENDIX 4

Partner Agency Transportation Planning Activities & Studies

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Federal Source	Federal	State	Local	Total
Comprehensive Transportation Plan (CTP) Program - Individual Planning Studies Funded Under AR-004 Series Lump Sum Amounts Programmed in the TIP										
Forsyth County	Forsyth County CTP Update	Underway; carried forward from 2022 UPWP	2022	ARC/Forsyth subgrant agreement effective dates are June 2022 to October 2024	Update long range transportation plan via ARC's CTP program. See Cost Centers 206ECP, 306ECP and 406ECP for more information on this program. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	\$500,000	\$0	\$125,000	\$625,000
Newton County	Newton County CTP Update	New planning study	2023	ARC/Newton subgrant agreement effective dates are July 2023 to October 2025	Update long range transportation plan via ARC's CTP program. See Cost Centers 206ECP, 306ECP and 406ECP for more information on this program. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	\$320,000	\$0	\$80,000	\$400,000
Rockdale County	Rockdale County CTP Update (Phase 2)	New planning study	2023	ARC/Newton subgrant agreement effective dates are July 2023 to October 2025	Update long range transportation plan via ARC's CTP program. See Cost Centers 206ECP, 306ECP and 406ECP for more information on this program. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	\$500,000	\$0	\$125,000	\$625,000
TBD	TBD	New planning studies	2024	Subgrant agreement effective dates are TBD	Update up to four long range transportation plans via ARC's CTP program. Coordination with potential recipients is underway and final award recipients will be determined in early 2024. See Cost Centers 206ECP, 306ECP and 406ECP for more information on this program. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	\$2,000,000	\$0	\$500,000	\$2,500,000
Freight Cluster Area Planning Program - Individual Planning Studies Under AR-006 and AR-038 Lump Sum Amounts Programmed in the TIP										
City of Stonecrest	City of Stonecrest Freight Cluster Area Plan	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access. The freight cluster planning program is funded in the TIP under a combination of the AR-006 series and the AR-038 series.	Surface Transportation Block Grant Program (FHWA)	\$250,000	\$0	\$62,500	\$312,500
Town Center CID	Town Center CID Freight Cluster Area Plan	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	\$250,000	\$0	\$62,500	\$312,500
TBD	TBD	New planning studies	2024	Subgrant agreement effective dates are TBD	Develop up to three new freight cluster area plan via ARC's freight cluster planning program. Coordination with potential recipients is underway and final award recipients will be determined in early 2024. See Cost Center 206EFS for more information on this program. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	\$750,000	\$0	\$187,500	\$937,500
Regional Transportation Planning Study (RTPS) Program - Individual Planning Studies Funded Under AR-038 Lump Sum Amounts Programmed in the TIP										
Atlanta, City of	Atlanta Vision Zero Plan	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$320,000	\$0	\$80,000	\$400,000
Atlanta, City of	Chattahoochee Riverlands Reach Study	New planning study	2024	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$380,000	\$0	\$95,000	\$475,000
Chamblee, City of	Chamblee-Doraville Railroad Crossing Study	New planning study	2023	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$400,000	\$0	\$100,000	\$500,000
Cobb County	Austell-Powder Springs Trail	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$240,000	\$0	\$60,000	\$300,000
Cobb County	Noonday Creek Trail Extension Scoping	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$240,000	\$0	\$60,000	\$300,000
Dallas, City of	Dallas Trail, Phase 3 - Silver Comet Connection	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$80,000	\$0	\$20,000	\$100,000
DeKalb County	North Druid Hills Scoping Study	Underway; carried forward from 2023 UPWP	2020	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$320,000	\$0	\$80,000	\$400,000
DeKalb County	Redan Road Scoping Study	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$320,000	\$0	\$80,000	\$400,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Fayetteville, City of	Fayetteville High Priority Trail Segment Study	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$0	\$50,000	\$250,000
Forest Park, City of	Forest Park Pedestrian Connectivity Feasibility Study	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$160,000	\$0	\$40,000	\$200,000
Gwinnett County	Norcross to Lilburn Trail Scoping Study II	New planning study	2024	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$400,000	\$0	\$100,000	\$500,000
Gwinnett County	Piedmont Pathway Trail Study	New planning study	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$240,000	\$0	\$60,000	\$300,000
Metro South CID	Thurman / Cedar Grove / Old McDonough Roundabout Study	New planning study	2024	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$120,000	\$0	\$30,000	\$150,000
Stockbridge, City of	Stockbridge Downtown Pedestrian and Bicycle Connectivity Project	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$100,000	\$0	\$25,000	\$125,000
Winder, City of	Citywide Transportation Study	New planning study	2024	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$300,000	\$0	\$75,000	\$375,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Federal Source	Federal	State	Local	Total
Livable Centers Initiative (LCI) Program - Individual Planning Studies Funded Under AR-001 Lump Sum Amounts Programmed in the TIP										
Aerotropolis Atlanta CIDs	Northwest Clayton Master Plan	New planning study	2023	2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$160,000	\$0	\$40,000	\$200,000
Atlanta, City of	RDA Great Streets	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$160,000	\$0	\$40,000	\$200,000
Clarkston, City of	Clarkston Greenway Feasibility Study	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$312,500	\$0	\$78,125	\$390,625
Clayton County	Clayton County Tara Boulevard Gateway Study	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$400,000	\$0	\$100,000	\$500,000
Cobb County	Town Center Electrification	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$150,000	\$0	\$37,500	\$187,500
Cobb County	On-Demand Study	Underway; New Planning Study	2023	Expected Completion in Mid-2024	CobbLinc is seeking a review of On-Demand services in order to create programs, processes and coordination that will provide a better customer experience. Currently citizens of Cobb have to self-navigate through a half dozen programs, which can at times be frustrating for the citizen who is trying to coordinate their important transportation needs.	5307 Formula	\$57,126	\$0	\$14,282	\$71,408
Cumberland CID	Cumberland CID Creative Placemaking Plan	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$100,000	\$0	\$25,000	\$125,000
DeKalb County	DeKalb County Stone Mountain Trail Master Plan	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$240,000	\$0	\$60,000	\$300,000
Douglas County	Douglas County Highway 92 Corridor Study	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$120,000	\$0	\$30,000	\$150,000
Fairburn, City of	Fairburn Gateway and Connectivity Study	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$0	\$50,000	\$250,000
Forsyth County	McFarland Road BRT Study	Underway; carried forward from 2023 UPWP	2021	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$240,000	\$0	\$60,000	\$300,000
Gwinnett County	Safe and Equitable Multimodal Access Study	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$250,000	\$0	\$62,500	\$312,500
Henry County	Henry County Bus Stops Creative Placemaking Plan	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$100,000	\$0	\$25,000	\$125,000
Lawrenceville, City of	Lawrenceville Honest Alley Activation	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$80,000	\$0	\$20,000	\$100,000
Norcross, City of	Norcross Town Center LCI Update	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$0	\$50,000	\$250,000
Riverdale, City of	Riverdale Town Center LCI Update	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$0	\$50,000	\$250,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Sandy Springs, City of	Sandy Springs North Springs MARTA Station TOD and Peachtree Dunwoody Road Corridor Study	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$0	\$50,000	\$250,000
Senoia, City of	Senoia Town Center	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$250,000	\$0	\$62,500	\$312,500
Stone Mountain, City of	City of Stone Mountain Greenway Connectivity Plan	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$160,000	\$0	\$40,000	\$200,000
Tyrone, Town of	Tyrone Town Center Streetscape Plan	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$44,000	\$0	\$11,000	\$55,000
Upper Westside CID	UWCID Huff Road Multimodal Study	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$0	\$50,000	\$250,000
Woodstock, City of	Woodstock Downtown Noonday and Rubes Creek Trail Plan	Underway; carried forward from 2023 UPWP	2022	Expected completion in 2024	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$0	\$50,000	\$250,000
Woodstock, City of	Woodstock Highway 92 Redevelopment Strategy	New planning study	2023	Expected completion in 2025	More information available from ARC upon request.	Surface Transportation Block Grant Program (FHWA)	\$176,000	\$0	\$44,000	\$220,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Other State and Regional Agency Sponsored Transportation Planning Activities - TIP Project Numbers Noted as Appropriate (state funded studies are shown for informational purposes only)										
ATL Authority	Regional Fare Policy Phase II	Carried forward from 2023 UPWP	2024	Begin mid-2024 / Expected completion in early 2025	Following on the first phase of work in which regional fare collaboration principles were established, this second phase will begin to implement those principles by tackling the development of a common regional fare policy approach. ATL intends to pursue this study in parallel with MARTA's automated fare payment (AFC 2.0) project.	FTA Section 5307	\$160,000	\$40,000	\$0	\$200,000
ATL Authority	ATL Regional Transit Plan	Underway; carried forward from 2023 UPWP	2022	Began early 2021 / Expected completion in late 2024	Complete the statutorily required ATL Regional Transit Plan (ARTP) so as to provide input into MPO's Regional Transportation Plan (RTP).	FTA Section 5307	\$719,583	\$179,896	\$0	\$899,479
ATL Authority	Annual Report and Audit	Annual study	2024	Begin early 2024 / Expected completion in late 2024	Develop the statutorily required annual report and audit of the region's transit system.	FTA Section 5307	\$140,000	\$35,000	\$0	\$175,000
ATL Authority	Regional Transit Business Administration Framework	Carried forward from 2023 UPWP	2024	Began late 2022 / Expected completion in 2025	The Regional Transit Business Administration Framework will serve as a tool for ATL to more fully leverage its statutory authorities and organizational capacities to support the region's transit providers in building and operating a more coordinated, seamless, and efficient transit system across the Atlanta region. Specifically, the framework will evaluate how the ATL can support the region's transit providers in service initiation and delivery, contracting, maintenance, purchasing, technology, and administration. The framework should be developed in such a way that it is inclusive of all of the region's transit operators with the goal of supporting a more cohesive and seamless customer experience.	American Rescue Plan	\$1,250,000	\$0	\$0	\$1,250,000
ATL Authority	Redefine the Ride Study	Carried forward from 2023 UPWP	2023	Began late 2022 / Expected completion in early 2024	Previously called the "Return to Ridership Implementation Plan," this "Redefine the Ride Study" will develop a strategy and implemntation plan for updating the regional commuter bus service, particularly Xpress but within context of state-run and county-run commuter services, to be reflective of new travel patterns and commute changes, and to attract new customers.	American Rescue Plan	\$250,000	\$0	\$0	\$250,000
ATL Authority	Xpress Onboard Survey	Biannual study	2024	Begin mid 2024 / Expected completion in late 2024	This on-board survey study will provide detailed representative demographics, origin and destination locations, and some customer opinion data from a statistically significant sample of Xpress riders. The results will assist ATL to understand the experience of Xpress customers and meet the requirements of FTA's Title VI (Civil Rights Act) and environmental justice regulations, including various equity analyses.	N/A	\$0	\$200,000	\$0	\$200,000
ATL Authority	Hydrogen Demonstration Plan	New planning study	2024	Begin early 2024 / Expected completion in mid-late 2024	Develop a plan to implement a hydrogen fuel cell electric bus demonstration fleet and an on-site hydrogen electrolysis demonstration; develop a next-steps plan based on the outcome of the 2023 Regional ZEB Fleet Transition Plan.	FTA Section 5307	\$200,000	\$50,000	\$0	\$250,000
ATL Authority	Non-Fixed Route ZEB Transition Plan	New planning study	2024	Begin early 2024 / Expected completion in mid-late 2024	A follow-up to the 2023 Regional ZEB Fleet Transition Plan; conduct a planning effort to analyze potential transition hurdles and timelines for the non-fixed route service in the Atlanta region.	FTA Section 5307	\$320,000	\$80,000	\$0	\$400,000
ATL Authority	Regional Mode Standards	New planning study	2024	Begin mid 2024 / Expected completion in mid 2025	This project will develop a guidebook to provide context classification for regional transit and transportation services. The guidebook will contain a series of definitions and fact sheets on varying transit and transportation topics that will be updated as advancements in the field are made.	Surface Transportation Block Grant Program (FHWA)	\$200,000	\$50,000	\$0	\$250,000
ATL Authority	Regional Transit Technology Planning	New planning study	2024	Begin early 2024 / Expected completion mid-late 2024	Develop a regional framework for broad technological enhancements to transit in the region; build off of the progress made during the ATL RIDES demonstration.	FTA Section 5307	\$120,000	\$30,000	\$0	\$150,000
ATL Authority	Regional Transit Financial Planning	New planning study	2024	Begin early 2024 / Expected completion mid-late 2024	Develop a regional framework for coordinated financial planning and modeling across the region; planning effort will also include studying the value-add of the ATL-led administrative work on behalf of the region.	FTA Section 5307	\$120,000	\$30,000	\$0	\$150,000
GDOT (Intermodal)	Atlanta to Savannah Passenger Rail Service Development Plan and Environmental Review	New planning study	2023	Begin September 2023 / Expected completion in late 2027	This Project includes the preparation of a Service Development Plan (SDP) and Environmental Study of the proposed Atlanta to Savannah Passenger Rail Corridor ("ATL-SAV Corridor"). The SDP will prepare the ATL-SAV Corridor for more detailed engineering and environmental study through National Environmental Policy Act (NEPA) analysis, and ultimately for the implementation of intercity passenger rail service. The study area for the Project is the approximately 11,300 square mile area in Central and Southeast Georgia between the endpoint Cities of Atlanta and Savannah.	Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grant Program (FRA)	\$8,000,000	\$2,000,000	\$0	\$10,000,000
GDOT (Planning) / Gwinnett County	I-85 Corridor Study between I-285 and I-985	Underway; carried forward from 2022 UPWP	2019	Began November 2019 / Expected completion in late 2024 or early 2025	GDOT and Gwinett County are undertaking the I-85 Corridor PEL study to explore, evaluate and document a wide rage of possible options for improving operations and reducing congestion along I-85 from I-285 to I-985. While the main focus is on identifying practical, financially feasible solutions with demonstrated effectiveness and widespread stakeholder support, the study also aims to evaluate a wider array of ideas, ranging from small-scale operational improvements to very large-scale ideas. The study will seek input from stakeholders such as ARC, City of Atlanta, MARTA, GRTA, SRTA, Fulton County, CIDs, and others. The Study will also incorporate Planning and Environmental Linkages incorporating the NEPA process throughout.	State Planning and Research (SPR)	\$4,000,000	\$1,000,000	\$5,000,000	\$10,000,000
GDOT (Planning) / Gwinnett County	SR 316 Corridor Study	Underway; carried forward from 2022 UPWP	2022	Began June 2022 / Expected completion in mid 2024	The State Route (SR) 316 Study is a holistic, comprehensive analysis of an approximately 40-mile section of SR 316 from Interstate 85 (I-85) in Gwinnett County to SR 10 in Oconee County. Separately, but concurrently, the Georgia Department of Transportation (Georgia DOT) is moving forward with a series of reconstruction projects to transform portions of SR 316 in Gwinnett, Barrow, and Oconee counties into more of a free-flow facility to reduce vehicle conflict points and ease congestion. The purpose of the SR 316 Study is not to duplicate the efforts of the SR 316 reconstruction projects; rather, this study will focus on identifying, assessing, and recommending additional improvement needs along SR 316, with a particular focus on long-range planned projects.	State Planning and Research (SPR)	\$1,060,410	\$265,103	\$0	\$1,325,513
GDOT / City of Atlanta	Midtown Connector Improvements Scoping Study (AT-375)	New planning study	2024	TBD	The project proposes a "deck" spanning all lanes of the combined I-75/I-85 interstate facility commonly referred to as "The Connector", with the exception of any off ramps or on ramps currently in operation. The southern terminus of the project is to be in the vicinity of the North Ave. bridge, realizing that the final design may extend the Project boundary slightly south of the current bridge structure. The northern terminus of the Project is to be the existing 5th Street bridge and, except for some design modifications and enhancements, will not extend further than the current boundaries of the existing bridge plaza. The deck structure will support a collection of park elements, including, but not limited to soils, trees, shrubs, bike & ped walkways and trail elements, park furniture, water features, lighting elements, art installations, pavilion, and other allowable elements. This project is partially funded by a \$3,200,000 FY 2023 Congressionally Directed Spending grant.	Congressionally Directed Spending (Y926)	\$3,200,000	\$0	\$800,000	\$4,000,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Georgia EPD	CPRG Planning Grant	Underway	2023	Began June 2023 / Expected completion in September 2027	The funds awarded under this grant will serve to support activities in the Georgia Environmental Protection Division (Georgia EPD) Air Protection Branch throughout the state. Georgia EPD is planning a multifaceted approach to developing and implementing a plan to reduce greenhouse gas (GHGs) emissions and other harmful air pollutants in Georgia. This approach includes developing a GHG emission inventory, improving our understanding of harmful air pollution, and utilizing a stakeholder engagement process to develop a plan that prioritizes actions to reduce emissions of harmful air pollution while incentivizing the growth of Georgia's clean energy economy. These actions will be varied but include priorities towards EV infrastructure and with high truck volumes a look into the hydrogen fuel corridor. This work will be coordinated closely with ARC and their CPRG planning grant (see cost center 303BEP), which covers the Atlanta MSA, throughout the process.	Inflation Reduction Act	\$3,000,000	\$0	\$0	\$3,000,000
MARTA	I-285 Top End	New planning study	2023	Begin late 2023 / Expected completion in 2025	Initiation of funding and collaboration MOU between ATL, regional operators of MARTA, Gwinnett, and Cobb, as well as critical project partners at GDOT and ARC. Operators to jointly provide funding to support project costs; mix of ARP and local funds. Each operator to have direct engagement in visioning, scoping, planning, and conceptual engineering of proposed station locations. Efforts will directly support engagement of developer community as GDOT proceeds through its planning and project development process for I-285 Top End Express Lanes project(s). Regionalized I-285 Top End Express Lanes Transit design initiative is critical component to the design and construction process of the I-285 Top End Express Lanes project. The scope of work will include exploring location options for BRT stations, conceptual station designs and station area planning, environmental impact, cost estimates, and an analysis of potential funding sources. This builds on two previously completed concept planning studies.	FTA 5307 / American Rescue Plan	\$794,587	\$0	\$5,915,406	\$6,709,993
MARTA	Clayton Southlake BRT Planning and Project Development	Underway	2023	Began February 2022 / Expected completion in August 2025	Planning and project development activities for the Clayton Southlake BRT project in advance of a Small Starts Grant Agreement.	FTA 5309	\$8,134,600	\$0	\$2,033,650	\$10,168,250
MARTA	Campbellton Community Investment Corridor BRT Planning and Project Development	Underway	2023	Began November 2022 / Expected completion in June 2025	Planning and project development activities for the Campbellton BRT project in advance of a Small Starts Grant Agreement.	FTA 5309	\$8,134,600	\$0	\$2,033,650	\$10,168,250
MARTA	Clayton BRT Transit Oriented Development (TOD) Planning Study	New planning study	2022	Begin Q3 2022 / Expected completion in Q4 2024	The proposed Clayton BRT Transit Oriented Development (TOD) planning study will advance transportation, economic development, land use, and resilience planning for a 17.2-mile corridor through northern Clayton and southern Fulton Counties. This corridor is home to significant environmental justice communities, as well as neighborhoods that grapple with consistent flooding and stormwater challenges. For this study, MARTA proposes four main work tasks. Three tasks are corridor-wide in their application: a market analysis and equitable development strategy; a corridor-wide stormwater and resilience strategy; and complete corridor pilot studies. The fourth component would include specific small area plans for the corridor's twelve proposed station areas.	FTA 20005(b)	\$970,000	\$0	\$242,500	\$1,212,500
MARTA	Regional Transit and Transit-Oriented Development Accelerator	New planning initiative	2024	TBD	With this grant, MARTA plans to work in partnership with the Georgia Department of Transportation (GDOT) to explore and validate that the property value increase resulting from transit investment can finance a project. Access to such new revenue will potentially unlock additional public-private partnerships and the ability to secure Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.	USDOT Regional Infrastructure Accelerators (RIA) Program	\$1,750,000	\$0	\$0	\$1,750,000
MARTA	MoreMARTA Atlanta	Various additional planning studies associated with system expansion projects and programs	Varies	Varies	Information was obtained from the MARTA website at https://itsmarta.com/current-projects.aspx . This is a comprehensive list of all initiatives which will add capacity to the MARTA system. Some are individual projects, while others are programmatic packages which include multiple phased projects in various states of planning, engineering and implementation. Most, if not all, projects will use federal funding at some point in their development cycle.	N/A	N/A	N/A	N/A	N/A
	Clifton Corridor					N/A	N/A	N/A	N/A	N/A
	GA400 Corridor					N/A	N/A	N/A	N/A	N/A
	South DeKalb Transit Initiative					N/A	N/A	N/A	N/A	N/A
	West Line Corridor					N/A	N/A	N/A	N/A	N/A
	Atlanta Beltline					N/A	N/A	N/A	N/A	N/A
	Atlanta Streetcar					N/A	N/A	N/A	N/A	N/A
	South Fulton County Transit Initiative					N/A	N/A	N/A	N/A	N/A
	Enhanced Bus Transit, Park-and-Ride, and Transit Center Planning					N/A	N/A	N/A	N/A	N/A
	Summerhill					N/A	N/A	N/A	N/A	N/A
	Clayton Justice Center Transit Hub					N/A	N/A	N/A	N/A	N/A
	Cleveland Avenue and Metropolitan Parkway (ART)					N/A	N/A	N/A	N/A	N/A
	Buford Highway Arterial Rapid Transit (ART)					N/A	N/A	N/A	N/A	N/A
	Candler Rd. Arterial Rapid Transit (ART)					N/A	N/A	N/A	N/A	N/A
	Southwest Atlanta Aerial Rapid Transit (ART)					N/A	N/A	N/A	N/A	N/A

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Federal Source	Federal	State	Local	Total
Other Notable Locally Sponsored Transportation Planning Activities - TIP Project Numbers Noted as Appropriate (locally funded studies are included for informational purposes only)										
Barrow County	Barrow County Safe Streets and Roads for All (SS4A) Safety Action Plan (BA-SAP-A)	New planning study	2024	Expected completion in late 2024 or early 2025	The award will be used by the Barrow County Board of Commissioners to develop a comprehensive safety action plan. This project was awarded an FY 2022 \$300,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$300,000	\$0	\$75,000	\$375,000
Chamblee, City of	Chamblee Citywide Safety Action Plan	New planning study	2024	Expected completion in 2025	The award will be used by the City of Chamblee to develop a comprehensive safety action plan. This project was awarded an FY 2023 \$240,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$240,000	\$0	\$60,000	\$300,000
Cherokee County	Cherokee County and Municipalities Comprehensive Safety Action Plan (CH-SAP-A)	New planning study	2024	Expected completion in late 2024 or early 2025	This project will develop a comprehensive safety action plan in Cherokee County. This project was awarded an FY 2022 \$450,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$450,000	\$0	\$112,500	\$562,500
Clarkston, City of	Greater Clarkston SS4A Safety Action Plan	New planning study	2024	Expected completion in 2025	The award will be used by the City of Clarkston to develop a comprehensive safety action plan. This project was awarded an FY 2023 \$1,000,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$1,000,000	\$0	\$250,000	\$1,250,000
Cobb County	Austell-South Cobb Transfer Center Scoping Study	Underway; carried forward from 2023 UPWP	2021	Begin Q3 2021 / Expected completion 2024	The study will identify recommended elements, short-term design and long-term options for creating a transfer and multi-modal center in the Austell-South Cobb area of the County. Access to major employers, flex zone and fixed route service and other multi-modal connectivity will be considered. This effort will result in a concept report to feed into preliminary engineering for the project.	N/A	\$0	\$0	\$300,000	\$300,000
Cobb County	Cumberland Transfer Center (CO-477)	Underway; carried forward from 2023 UPWP	2021	Begin late 2021 / Expected completion 2024	This project will replace the existing CobbLinc Cumberland transfer center, providing faster, more reliable access to the GDOT Express Lanes systems. The new transfer center will also facilitate more convenient and safe transfers for local, limited-stop, and express bus routes, as well as provide additional parking required for planned CobbLinc service expansion. Planning study and site selection are underway with 100% local funding which will lead to PE being funded using the STBG funds shown.	Surface Transportation Block Grant Program (FHWA)	\$1,600,000	\$0	\$400,000	\$2,000,000
Cobb County	Marietta Maintenance Facility (CO-478)	Underway; carried forward from 2023 UPWP	2021	Begin late 2021 / Expected completion 2024	Following the recommendations of a comprehensive operational analysis of the CobbLinc system, this project will expand and improve the Marietta Bus Maintenance facility at South Marietta Parkway in Marietta. Planning study and site selection are underway with 100% local funding which will lead to PE being funded using the STBG funds shown.	Surface Transportation Block Grant Program (FHWA)	\$1,600,000	\$0	\$400,000	\$2,000,000
Cobb County	Marietta Transfer Center (CO-479)	Underway; carried forward from 2023 UPWP	2021	Begin late 2021 / Expected completion 2024	This project will relocate the Marietta Transfer Center to the vicinity of Roswell Road and I-75. This new location will provide faster, more reliable access to the I-75/I-575 Express Lanes system and facilitate safer Transfers for local, limited-stop and express bus routes. Planning study and site selection are underway with 100% local funding which will lead to PE being funded using the STBG funds shown.	Surface Transportation Block Grant Program (FHWA)	\$3,550,000	\$0	\$887,500	\$4,437,500
Cobb County	Allatoona Greenway Trail Scoping Study	New planning study	2024	Expected Completion Q4 2025	The study would examine feasibility and constructability of a multi-use trail along a five-mile segment of the Allatoona Creek from Harrison High School on Due West Road to Allatoona Creek Park. The project would connect multiple schools, parks and cultural amenities for all ages and abilities.	N/A	\$0	\$0	\$625,000	\$625,000
Cobb County	Cobb Parkkwy at McCollum Parkway Realignment Study	New planning study	2022	Begin Q4 2022 / Expected Completion Q1 2024	The study will assess the feasibility, cost and benefits to develop and implement traffic congestion mitigation, operational safety enhancements, bridge replacements and pedestrian safety improvements to address mobility challenges in the area of Cobb Parkway at McCollum Parkway, Kennesaw Due West Road, and Old 41 Highway.	N/A	\$0	\$0	\$483,327	\$483,327
Decatur, City of	City of Decatur Local Road Safety Plan (DK-SAP-A)	New planning study	2024	Expected completion in late 2024 or early 2025	The award will be used by the City of Decatur to develop a comprehensive safety action plan. This project was awarded an FY 2022 \$200,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$200,000	\$0	\$50,000	\$250,000
Doraville, City of	Buford Highway Safety Action Plan (DK-SAP-B)	New planning study	2024	Expected completion in late 2024 or early 2025	The award will be used by the City of Doraville to develop a comprehensive safety action plan. This project was awarded an FY 2022 \$200,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$200,000	\$0	\$50,000	\$250,000
Douglas County	Douglas County Action Plan for the Reduction of Fatal Crashes	New planning study	2024	Expected completion in 2025	The award will be used by Douglas County to develop a comprehensive safety action plan. This project was awarded an FY 2023 \$400,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$400,000	\$0	\$100,000	\$500,000
Fayette County	Comprehensive Safety Action Plan (FA-SAP-A)	New planning study	2024	Expected completion in June 2025	This Comprehensive Safety Action Plan will develop and employ a Safe Systems Approach to prioritize safety improvements within Fayette County. The goal is to develop multiple strategies to prevent roadway fatalities and serious injuries and also develop a guiding principle to address overall safety for all road users. This involves improving safety culture, refocus trasportation system design, anticipate human mistakes, lessen impact of crashes, and increase collaboration across all safety stakeholders.	Safe Streets and Roads for All Program (USDOT)	\$312,000	\$0	\$78,000	\$390,000
Fayette County	Lees Mill Road, New Hope Road & Kenwood Road Detailed Planning Study	New planning study	2023	Begin January 2024 / Expected completion in June 2025	These roads provide an east-west corridor in the northern section of Fayette County. The study will include a review of existing conditions, a needs assessment, and identification of project opportunities along the seven-mile corridor.	N/A	\$0	\$0	\$76,600	\$76,600
Fayette County	Inman Road Detailed Planning Study	Underway; carried forward from 2023 UPWP	2023	Began January 2023 / Expected completion in June 2024	Inman Road is a County Minor Arterial that handles commuter traffic traveling north-south through Fayette County. Traffic volume on Inman Road is expected to increase with construction of the East Fayetteville Bypass. The study will evaluate future/anticipated traffic volumes and include a review of existing conditions, a needs assessment, and identification of project opportunities along the three-mile corridor.	N/A	\$0	\$0	\$59,000	\$59,000
Fayette County	Rails with Trails - Griffin to Brooks to Senoia	New planning study	2023	Begin July 2024 / Expected completion in June 2027	This multi-jurisdictional study would explore the feasibility of a rails to trails (or rails with trails) project that extends from the City of Griffin in Spalding County to the City of Senoia in Coweta County. The project would be coordinated with other recreational projects in the area. Fayette County's funding for the project was made available upon voter approval of the 2023 SPLOST referendum in March 2023.	N/A	\$0	\$0	\$250,000	\$250,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2024 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Gwinnett County	Transit Development Plan	Underway; carried forward from 2023 UPWP	2022	Expected Completion in Q4 2024	Gwinnett County Transit is undertaking a new Transit Development Plan to enhance transit option by identifying the future growth of transit, ensuring equitable access to transit. Many economic centers have been developed since the last transit plan was done as well as new technology opportunities have been developed. This new plan will incorporate those new economic centers and look at using innovative and green technologies as well as establishing internal transit connections plus to other counties and the region.	N/A	\$0	\$0	\$1,500,000	\$1,500,000
Gwinnett County	Bus Rapid Transit South 85 Corridor Study	Underway; carried forward from 2023 UPWP	2022	Expected Completion in Q4 2024	This project would focus on Bus Rapid Transit Corridor Study from the Satellite Boulevard to the Jimmy Carter and cover advance engineering work of this key high-capacity transit route. The analysis and design work is to produce construction plans, operating plans, other specifications, and cost estimates. This preliminary design work would also include route alignment, station locations, engineering surveys, traffic analysis, and refining construction schedules and costs. <i>Note that the amount shown is reflected in the TIP as the full cost of preliminary engineering activities, which includes a planning component that is only a portion of overall cost.</i>	STBG Flex to FTA 5339	\$6,400,000	\$0	\$1,600,000	\$8,000,000
Gwinnett County	Countywide Safety Action Plan (GW-SAP-A)	New planning study	2024	Expected completion in Q1 2025	This countywide action plan will include implementation strategies that are focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The Bipartisan Infrastructure Law (BIL)'s Safe Streets and Roads for All (SS4A) discretionary program will provide funding to develop tools to help strengthen Gwinnett County's approach to roadway safety and save lives, designed specifically to meet the needs of our diverse community.	Safe Streets and Roads for All Program (USDOT)	\$200,000	\$0	\$50,000	\$250,000
Gwinnett County	Singleton Road Corridor Technology Improvements (GW-443)	New planning study	2024	Expected completion in Q1 2025	This effort is comprised of planning study effort and implementation of a prototype project, which will be targeted along the Singleton Road corridor, an underserved area with pressing multi-modal transportation access and safety concerns. The Bipartisan Infrastructure Law (BIL)'s Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program will provide funding to help strengthen Gwinnett's approach to safety and mobility throughout the County.	SMART Program (FHWA)	\$1,053,400	\$0	\$0	\$1,053,400
Henry County	Henry County Trails Wayfinding Plan	New planning study	2023	Expected completion in Q2 2024	Develop specifications for the Henry Trails network signage.	N/A	\$0	\$0	\$40,500	\$40,500
Henry County	Henry County Comprehensive Safety Action Plan	New planning study	2024	Expected completion in 2025	This project will develop a comprehensive safety action plan for Henry County. This project was awarded an FY 2023 \$200,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$200,000	\$0	\$50,000	\$250,000
Newton County	Newton County Safe Streets for All Action Plan	New planning study	2024	Expected completion in 2025	This project will develop a comprehensive safety action plan for Newton County. This project was awarded an FY 2023 \$400,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$400,000	\$0	\$100,000	\$500,000
Roswell, City of	Safe Streets and Roads for All Study (FN-SAP-A)	New planning study	2024	Expected completion in late 2024 or early 2025	This project will develop a comprehensive safety action plan for the City of Roswell. This project was awarded an FY 2022 \$200,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$200,000	\$0	\$50,000	\$250,000
Roswell, City of	Big Creek Greenway Community Connectivity Study (FN-354)	New planning study	2024	Expected completion in late 2024 or early 2025	Funds will be used to conduct a scoping and feasibility study of a multi-use path connecting economically disadvantaged residents to jobs, health care, education, and other civic life. Georgia DOT owns the right-of-way underneath GA 400 and is providing a 20-foot easement to the City of Roswell to build a multiuse path. The project will unite the Liberty Square Neighborhood (a Historically Disadvantaged Community and Area of Persistent Poverty), Roswell's town center, the City of Alpharetta, and the greater Metro Atlanta through the Big Creek Greenway.	Reconnecting Communities Pilot Program (USDOT)	\$2,000,000	\$0	\$500,000	\$2,500,000
Sandy Springs, City of	Sandy Springs Safety Action Plan (FN-SAP-B)	New planning study	2024	Expected completion in late 2024 or early 2025	This project will develop a comprehensive safety action plan for the City of Sandy Springs. This project was awarded an FY 2022 \$360,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$360,000	\$0	\$90,000	\$450,000
Paulding County	Paulding County Safety Action Plan (PA-SAP-A)	New planning study	2024	Expected completion in late 2024 or early 2025	This project will develop a comprehensive safety action plan for Paulding County. This project was awarded a \$160,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$160,000	\$0	\$40,000	\$200,000
Paulding County	Dallas-Acworth Highway Scoping Study	New Planning Study	2023	2025	This study will investigate current and future access, mobility and safety needs of Dallas-Acworth Highway (former State Route 381), in regards to intersection and corridor improvements required to provide an acceptable Level of Service and mobility for all users of the corridor.	Coronavirus Response and Relief Supplemental Appropriations Act (USDOT)	\$700,000	\$0	\$175,000	\$875,000
Paulding County	Major Corridors Study	New Planning Study	2023	2024	This study will investigate the current and 20 year needs of major corridors (arterial and collector functional classification roads) in Paulding County. This study will take into account existing and future traffic, available zoning, previously rezoned properties, and programmed projects to determine where existing corridors need to be improved or new road alignments constructed to provide an acceptable Level of Service for roadway users.	N/A	\$0	\$0	\$300,000	\$300,000
Rockdale County	Rockdale County Safe Streets and Roads for All Study (RO-SAP-A)	New planning study	2024	Expected completion in late 2024 or early 2025	This project will develop a comprehensive safety action plan in Rockdale County. This project was awarded an FY 2022 \$240,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$240,000	\$0	\$60,000	\$300,000
Union City, City of	Union City Safety Action Plan	New planning study	2024	Expected completion in 2025	The award will be used by the City of Union City to develop a comprehensive safety action plan. This project was awarded an FY 2023 \$240,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	\$240,000	\$0	\$60,000	\$300,000

APPENDIX 5

Supplemental Information ARC Organizational Structure and Planning Process

APPENDIX 5

Supplemental Information

ARC Organizational Structure and Planning Process

This section contains supplemental information to provide context to the purpose of the UPWP and the process by which it and MTP/TIP are developed by ARC. The information is organized by the following topics:

Atlanta MPO Area	A5.1
Air Quality Nonattainment and Maintenance Areas	A5.3
Metropolitan Transportation Plan	A5.7
Transportation Improvement Program	A5.11
Transportation and Air Quality Committee	A5.12
Transportation Coordinating Committee	A5.14
Other Relevant ARC or ARC-Facilitated Groups	A5.18
Planning Partner Agreements	A5.20
Performance Management	A5.24
UPWP Development Process	A5.25
TMA Certification	A5.26

Atlanta MPO Area

On March 27, 2012, the US Census Bureau designated 16 UAs in the State of Georgia based on the 2010 Census. The Atlanta Urbanized Area increased to portions of 23 counties— the previous 19 counties following the 2000 Census plus Carroll, Dawson, Jackson and Pike.

- Urbanized Area Boundary (UAB) – As required by federal regulation, in January 2013, ARC adopted an adjusted UAB for data reporting and functional classification, developed by smoothing the new 2010 Atlanta UA. The new UAB was approved by USDOT on October 11, 2013.

On August 27, 2014, ARC adopted an update to the functional classifications of principal arterials within the Atlanta UAB and submitted this to GDOT for consideration and incorporation into the statewide classification review, for subsequent submittal to FHWA for approval. In April 2015, ARC adopted a second phase of this functional classification review, for facilities below principal arterial.

A new urbanized area defined by 2020 U.S. Census results was released in late 2023, coincident with development and approval of the 2024 UPWP. ARC has begun defining a new UAB that will govern the planning process over the ensuing decade. That work is expected to continue beyond the timeframe of the 2024 UPWP.

- Metropolitan Planning Area (MPA)

ARC is tied to the transportation planning activities of the Cartersville-Bartow MPO (CBMPO) and the Gainesville-Hall MPO (GHMPO) due to intertwining of UAs (the Atlanta UA goes into both Bartow and Hall counties, while the Gainesville UA extends into Gwinnett County). ARC is also tied to CBMPO and GHMPO due to ozone air quality maintenance area requirements (and partial orphan maintenance areas). These relationships are illustrated in Figure 2.

For the Atlanta area, on August 27, 2014, ARC adopted a revised 19-county metropolitan planning area (MPA) boundary based on the new 23-county Atlanta UA designation, with one unresolved issue – the Atlanta UA in Carroll County. On September 4, 2014, the Governor of Georgia approved this expanded planning boundary. On August 26, 2015, ARC adopted a revised MPA to include the Atlanta UA portion of Carroll County. On September 9, 2015, the Governor of Georgia approved the revised MPA to include the Atlanta UA portion of Carroll County.

Twenty counties are included in the revised boundary in total or in part:

- The entirety of all 11 member counties of the Atlanta Regional Commission
- The entirety of two counties which are not members of ARC: Coweta and Paulding

- Parts of seven counties are not members of ARC: Barrow, Carroll, Dawson, Newton, Pike, Spalding, and Walton
- Planning responsibilities for the portions of the Atlanta urbanized area in the remaining three counties were assigned to adjacent MPOs:
 - Bartow County – assigned to the Cartersville-Bartow MPO via formal agreement
 - Hall and Jackson counties – assigned to the Gainesville-Hall MPO via formal agreement

Following development of new UABs for all three MPOs, the Atlanta MPA boundary will be redefined as necessary.

Air Quality Nonattainment and Maintenance Areas

EPA-designated Atlanta Nonattainment and Maintenance areas must be addressed in the transportation planning processes within those area. Since 2004, ARC has performed the technical evaluation to demonstrate MTP/TIP conformity for the entire Atlanta nonattainment area(s), including in Bartow County and Hall County as necessary.

1. Atlanta Ozone Nonattainment Area

- Previous Nonattainment Areas

- 1-Hour Standard, 1979 – 13 counties

As of June 2005, this 13-county Atlanta nonattainment area for ozone (ARC's eleven Regional Commission (RC) counties plus Coweta and Paulding), is classified by EPA as a "previous maintenance area no longer subject to the 1-hour standard."

- Current Maintenance Areas

- 8-Hour Standard, 1997 – 20 counties

In late 2003, a 20-county Atlanta nonattainment area for ozone was designated as *marginal* under this standard. This area included the 13-county area above, plus Barrow, Bartow, Carroll, Hall, Newton, Spalding, and Walton counties. This was raised to a *moderate* designation in 2008.

In December 2013, EPA redesignated this area as a maintenance area, effective in January 2014. When the 2008 8-hour ozone standard was finalized and designations made, EPA then pursued the revocation of the 1997 8-hour ozone standard along with conformity requirements pertaining to this standard, through its "2008 Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements," which was finalized and effective April 6, 2015. Transportation conformity for the 1997 8-hour standard was no longer required. However, a February 16, 2018 court ruling (South Coast II) vacated the 2008 Implementation Rule with regards to revoking conformity for areas like Atlanta and required that conformity be conducted in those areas not covered by the 2008 and 2015 standards. These areas are known as "partial orphan maintenance areas." There are five counties in the partial orphan maintenance area: Hall, Barrow, Walton, Spalding, and Carroll.

- 8-Hour Standard, 2008 – 15 counties

On July 20, 2012, a 15-county Atlanta ozone nonattainment area was designated and classified as *marginal*. This was raised to a moderate designation effective June

3, 2016. On June 2, 2017 EPA approved the State's Maintenance Plan and redesignated the region as a maintenance area. This nonattainment area included the former 20-county ozone nonattainment area except for the counties of Barrow, Carroll, Hall, Spalding and Walton.

- 8-Hour Standard, 2015 – 7 counties

In 2018, EPA promulgated designations for the 2015 8-hour ozone standard. Conformity applies to this standard as of August 3, 2018. The marginal nonattainment area is smaller than previous geographies, at only seven counties: Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry. In October 2022, coincident with production of the 2023 UPWP, EPA issued a final rule to redesignate this 7-county area as being in attainment, but subject to a maintenance plan. The effective date of the rule was November 16, 2022.

2. Atlanta Particulate Matter 2.5 Nonattainment Areas

- Current Maintenance Area (1997 Standard for Fine Particulate Matter)

In late 2004, an Atlanta nonattainment area for particulate matter was designated which includes the 20 counties in the 8-hour ozone area under the 1997 standard plus small areas of Heard and Putnam Counties. Beginning in 2005, ARC worked closely with the Gainesville-Hall MPO, and state and federal partners to develop processes to accomplish the required technical analysis for transportation plans and programs for the new nonattainment PM_{2.5} area at the time. (This nonattainment area included Bartow County in the CBMPO and Hall County in the GHMPO.) In 2016, the area was redesignated as a maintenance area. (See the following subsection for more information including how the maintenance area was eventually dropped.)

- Current Attainment Area (2012 Standard)

Since the region was in the end designated attainment for a newer and more stringent standard, while being in maintenance for the 1997 PM_{2.5} standard, conformity requirements associated with the older standard were dropped along with the maintenance area with 1997 PM_{2.5} standard revocation. As a result, ARC no longer is required to demonstrate conformity to the PM_{2.5} budgets for the dropped 20 county (plus 2 partial county) maintenance area.

3. Conformity Determination Process

A federal conformity determination is required for all MTP/TIP updates and amendments within the nonattainment and maintenance areas. For the Atlanta nonattainment and maintenance areas, there are now three applicable MPOs. In 2013, ARC further formalized the conformity

determination process for amendments through implementation of a three-step process which is outlined below.

1. *MPO Conformity Determination* – For all MTP/TIP amendments, ARC will make an initial conformity determination that classifies the MTP/TIP amendment as either:
 - An amendment requiring a new technical analysis for conformity, or
 - A planning action consistent with the most current federal conformity determination and thus not requiring a new technical analysis.
2. *Interagency Concurrence* - Prior to the MPO's formal public comment period, concurrence with the MPO conformity determination must be received from the Atlanta Interagency Consultation Group, which includes representation from FHWA, FTA, EPA, GDOT, GRTA/SRTA, EPD, MARTA, ATL Authority, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and others.
3. *Federal Conformity Determination* - Following ARC adoption of an MTP/TIP update or amendment and GRTA's approval of the Atlanta TIP (on behalf of the Governor), a federal conformity determination will be requested from USDOT in consultation with EPA. Accompanying the ARC request must be a formal action by the Cartersville-Bartow MPO and Gainesville-Hall MPOs either: (1) adopting an amendment/update of their respective MTP/TIP and stating that their amendment/update is consistent with the technical evaluation for conformity; or (2) stating that no amendment/update of their MTP/TIP has occurred and their MTP/TIP remains consistent with the new technical evaluation for conformity.

Table A5.1: Recent History of Atlanta Region Conformity Determinations

Federal Conformity Determination	ARC Action	Regional Emissions Analysis Required?	Nonattainment Areas			
			OZONE			PM2.5
			1997 Standard (20 counties)	2008 Standard (15 counties)	2015 Standard (7 counties)	1997 Standard (22 counties)
09.06.2011	2040 MTP and FY 2012-2017 TIP	Yes	Yes	N/A		Yes
12.14.2012	TIP Amendment #1	Yes	Yes	Yes		Yes
06.26.2013	TIP Amendment #2	No		N/A		N/A
09.23.2013	TIP Amendment #3	No		Yes		Yes
04.30.2014	2040 MTP Update / FY 2014-2019 TIP	Yes		Yes		Yes
09.29.2014	TIP Amendment #1	Yes		Yes		Yes
06.02.2015	CDR Update for GHMPO	Yes		Yes		Yes
09.28.2015	TIP Amendment #2	Yes		Yes		Yes
02.24.2016	2040 MTP Update and FY 2016-2021 TIP	Yes		Yes		Yes
05.25.2016	TIP Amendment #1	No		Yes		Yes
02.22.2017	TIP Amendment #2	No		Yes		Yes
09.15.2017	TIP Amendment #3	Yes		Yes		
02.28.2018	TIP Amendment #4	Yes		Yes		
06.27.2018	TIP Amendment #5	Yes	Yes*	Yes		
12.05.2018	TIP Amendment #6	No				
05.22.2019	TIP Amendment #7	Yes	Yes	Yes		
02.18.2020	2050 MTP and FY 2020-2025 TIP	Yes	Yes**	Yes	Yes	
09.14.2020	TIP Amendment #1	Yes	Yes**	Yes	Yes	
03.17.2021	TIP Amendment #2	No				
11.16.2021	TIP Amendment #3	Yes	Yes**	Yes	Yes	
03.16.2022	TIP Amendment #4	No				
06.14.2022	TIP Amendment #5	No				
01.04.2023	TIP Amendment #6	Yes	Yes**	Yes	Yes	
05.17.2023	TIP Amendment #7	No				
08.17.2023	TIP Amendment #8	No				

* Due to a court ruling, conformity for the 1997 ozone standard is temporarily reinstated.

** Pursuant to EPA's November 2018 guidance on the South Coast II decision, 5 counties are now considered partial orphan maintenance areas' that require all components of the conformity process *except for emissions analysis*.

Metropolitan Transportation Plan (MTP)

The MTP reflects environmental, land use, and intermodal considerations and provides a financially balanced vision of future transportation investments for the transportation planning area. The current Atlanta MTP was approved in February 2020. Coincident with the production and approval of the 2024 UPWP, ARC is in the process of updating the MTP (scheduled for approval in January 2024). The MTP is also routinely amended once or twice each year throughout the federally required quadrennial update cycle. Since the last plan update in 2020, the MTP has been amended eight times.

The development of the MTP relies on a number of extensive studies and documents to provide background, context, and recommendations. Key findings from in-depth multi-modal plans and program studies guide the creation of long-range transportation plans. The basic steps of the transportation planning process are defined in Figure A5.1, while Table A5.2 identifies all of ARC’s current major transportation plans and planning programs (and notes those with updates underway or scheduled to begin in 2024).

Figure A5.1: Modal Planning Coordination and Process

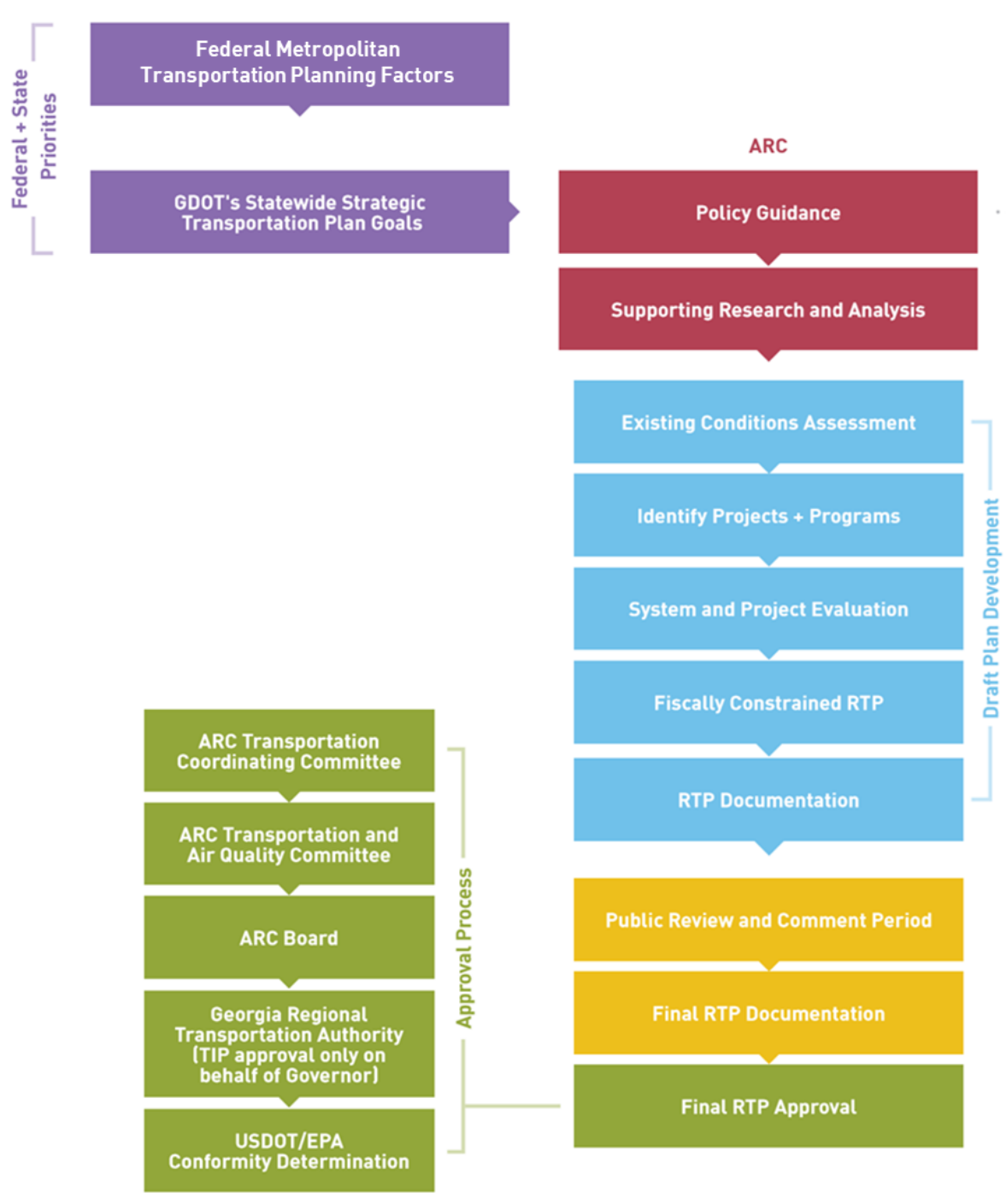


Table A5.2 – Current Plans and Studies

Type of Plan or Study	Title	Most Recent Update	Web Location
Bike/Ped	Walk. Bike. Thrive! Regional Pedestrian & Bicycle Plan	2016	atlantaregional.org/bikeped
Bike/Ped	Regional Trail Vision (Supplemental Report)	2020	atlantaregional.org/bikeped
Bike/Ped	Safe Streets for Walking & Bicycling (Supplemental Report)	2018	atlantaregional.org/bikeped
Bike/Ped	Regional Workbook for Complete Streets	2019	atlantaregional.org/bikeped
Bike/Ped	Chattahoochee RiverLands Study	2020	chattahoocheeriverlands.com
Congestion Management	Congestion Management Process (CMP)	Continuous	atlantaregional.org/cmp
County Comprehensive Transportation Plan Program	Multiple CTPs	Continuous	atlantaregional.org/ctp
Environment	Transportation Carbon Reduction Plan	<i>(New plan currently under development)</i>	TBD
Environment	EPA Climate Pollution Reduction Grant Plan	<i>(New plan currently under development)</i>	TBD
Equity	Transportation and Health Access Study	<i>(New planning initiative to begin in 2024)</i>	TBD
Freight	Atlanta Region Truck Parking Assessment	2018	Atlantaregional.org/freight
Freight	Atlanta Regional Freight Mobility Plan	2016 <i>(Update currently underway)</i>	atlantaregional.org/freight
Freight	Atlanta Strategic Truck Route Master Plan (ASTRoMaP)	2010	atlantaregional.org/freight
Freight Cluster Area Planning Program	Multiple freight cluster area plans	Continuous	atlantaregional.org/freight
Human Services Transportation	Managing Mobility in the Atlanta Region	2018 <i>(Update currently underway)</i>	atlantaregional.org/hst
ITS	Atlanta Regional Strategic TSMO Plan and ITS Architecture Update	2020 <i>(Update planned to begin in 2024)</i>	atlantaregional.org/its
Livable Centers Initiative Program	Multiple LCI plans and reports	Continuous	atlantaregional.org/lci
Public Involvement	Regional Community Engagement Plan	2019	atlantaregional.org/engagement
Regional Transportation Planning Study Program	Multiple locally sponsored transportation plans	Continuous	https://atlantaregional.org/rtpsp
Safety	Regional Safety Strategy	2022	atlantaregional.org/rstf
Technology	Regional Transportation System Electrification Plan	<i>(New plan currently under development)</i>	TBD
Thoroughfares	Strategic Regional Thoroughfare Plan and Regional Thoroughfare Network (RTN)	2012	atlantaregional.org/cmp

Type of Plan or Study	Title	Most Recent Update	Web Location
Transportation Demand Management	Regional Transportation Demand Management Plan	2013 (Update currently underway)	atlantaregional.org/tdmplan
Transit	Regional On-Board Transit Survey	2021	atlantaregional.org/transitsurvey
Transit	Concept 3 Vision Plan	2018	atlantaregional.org/concept3
Travel Demand Model	Regional Household Travel Survey	2011 (Update currently underway)	atlantaregional.org/hhsurvey

Transportation Improvement Program (TIP)

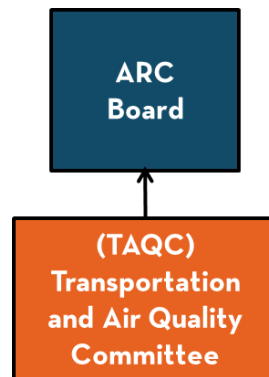
The TIP serves as a strategic management tool that accomplishes the objectives of the MTP. The FY 2020-2025 TIP was adopted in conjunction with the MTP update in February 2020. As with the MTP, it is routinely amended throughout the federally required quadrennial update cycle. In addition, administrative modifications are made to TIP projects each quarter.

The timeframe of the TIP period is extended within the quadrennial MTP update cycle. Coincident with the production and approval of the 2024 UPWP, ARC is in the process of developing a new TIP which will cover the timeframe of FY 2024-2028.

The Atlanta TIP was approved by GRTA, on behalf of the governor, attesting that the TIP meets all federal MPO planning requirements.

A component of the TIP, the Program of Projects (POP) reflects the Region's federally supported transit projects over the next six fiscal years, plus up to three previous fiscal years for which FTA funds remain eligible for use. The POP, which is also consistent with the MTP, provides a brief description of each transit project, the ARC Activity Line Item Codes and funding share.

Transportation and Air Quality Committee (TAQC)



The primary function of TAQC is to develop consensus recommendations among ARC's local governments (members and limited members), as well as other key regional and state transportation agencies regarding metropolitan or multi-jurisdictional transportation related policy matters.

The current membership of TAQC, as defined in the most recent update to the ARC bylaws adopted in 2020, includes both nondiscretionary and discretionary members as follows:

- *Nondiscretionary* memberships as detailed in ARC bylaws:
 1. ARC Chair
 2. Mayor of the City of Atlanta
 3. County Commission Chair or CEO of each of the 11 counties within the regional commission boundary of the ARC
 4. GDOT Planning Director
 5. County commission representative from six counties outside of ARC's regional commission planning area, but within the MPO area (defined as "limited members for transportation planning purposes only")
 6. Board member from each of the MARTA, GDOT, ATL and GRTA boards (the GDOT member represents the interest of the other three counties within the MPO area which are not directly represented by a county commission representative)
 7. Representative from the Georgia EPD
- *Discretionary* appointees by the ARC Chair as allowed by the ARC bylaws.

To facilitate TAQC member attendance and participation, for *nondiscretionary* memberships:

- Categories 1 through 4: If the TAQC member is unable to participate in a meeting, they are encouraged to send a representative. The representative will not count towards the Committee's quorum and cannot vote on TAQC action items.
- Categories 5, 6 and 7: Co-members may be designated at the discretion of the member's organization, with only one vote per membership.

These options do not apply to *discretionary* appointees. Attendance and participation of these members in the Atlanta MPO is evaluated annually and adjusted by the ARC Chair, as necessary.

TAQC provides policy direction to ARC on all transportation planning matters and is recognized as the MPO policy board by federal transportation agencies. TAQC's guidance is important because its current membership includes GDOT, GRTA, ATL and MARTA, which implement regional transportation policy, as well as EPD, which provides state leadership in attaining air quality goals.

Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.org/taqc.

TAQC Subcommittees

Per ARC bylaws, two subcommittees provide direct feedback to TAQC: 1) the Regional Transit Subcommittee; and 2) the Policy Subcommittee.

In January 2010, a Regional Transit Committee (now Regional Transit Subcommittee) was established as a function of the Atlanta Regional Commission on an interim basis until a standalone organization was legally constituted. The creation of the ATL Authority meets one of the key objectives of the original mission, thus permitting the restructuring of RTC into a subcommittee of TAQC. The Regional Transit Subcommittee provides reviews of MPO-related transit planning recommendations that impact MTP/TIP development.

The Policy Subcommittee is an evolution of a group formerly identified simply as the TAQC Subcommittee. With the conversion of the Regional Transit Committee to a subcommittee of TAQC, a more descriptive name for the TAQC Subcommittee was needed. The Policy Subcommittee provides ARC staff feedback on potential policy actions and transportation planning procedures, in support of the TAQC. Discussions are utilized as a “sounding board” to provide policymakers additional opportunities to provide feedback to ARC staff on planning activities such as TIP and MTP development. The chair of this group is appointed by the ARC Board chair.

Both subcommittees are advisory in nature and do not establish policy positions for consideration by TAQC. Membership is loosely defined and do not constitute a quorum of TAQC members. Meeting notes and agendas are not publicly posted, but are available upon request.

Transportation Coordinating Committee (TCC)



In addition to the ARC transportation staff and local government staffs, the Transportation Coordinating Committee (TCC) is responsible for providing technical advice and recommendations to TAQC on transportation issues. TCC is chaired by the Senior Managing Director of ARC's Transportation Planning Department. Membership includes a representative (typically the planning or transportation director) from MARTA, GDOT, GRTA, ATL, EPD, the City of Atlanta and 17 of the 20 counties comprising the planning area. The other three counties are represented by GDOT in the process. All members are designated by the executive leadership of their organization.

Membership also includes a designated municipal district member from each of the following six Municipal Districts (MDs):

MD-1 - **Northern Fulton**, Cherokee, Forsyth, Dawson (partial)

MD-2 - **Southern Fulton**, Coweta, Fayette

MD-3 - **Clayton**, Henry, Spalding (partial), Pike (partial)

MD-4 - **Cobb**, Paulding, Douglas, Carroll (partial)

MD-5 - **DeKalb**, Rockdale, Newton (partial)

MD-6 - **Gwinnett**, Barrow (partial), Walton (partial)

The selection process is similar to the state-mandated process for election of ARC citizen district members. That is, for each municipal district, the municipalities shall meet upon a call by the chairman of the county commission of the most populous county within the MPO municipal district (in bold above) and elect one municipal employee of each municipal district as a member of the Transportation Coordinating Committee. Membership is for a two-year term.

TCC municipal district representatives are responsible for providing technical input from the municipal district member perspective in the MPO planning process, represent the municipalities in the designated district, and work with county representatives to keep applicable staff in their district informed on planning activities.

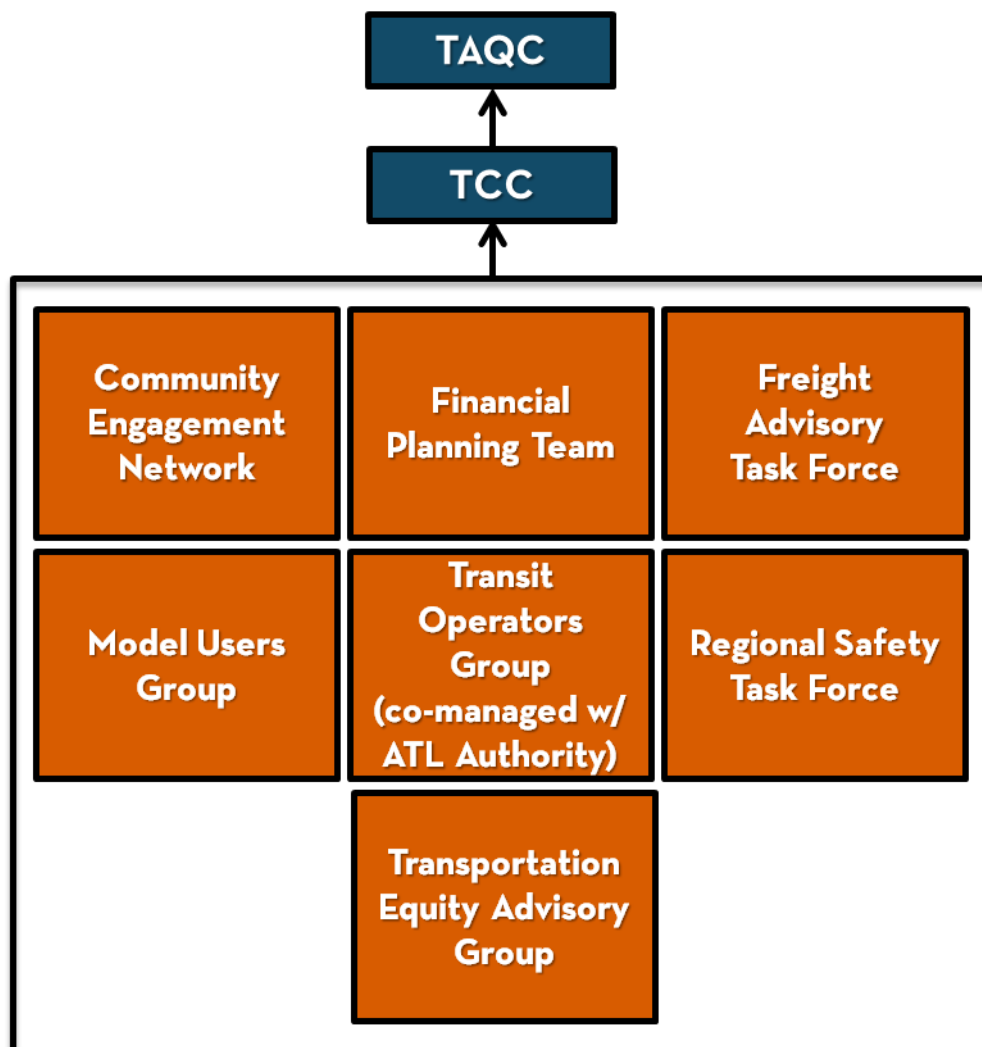
Representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), GDOT Intermodal, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and other municipalities in the region, interest groups and the general public typically attend and participate in TCC meetings.

TCC is scheduled to meet twice monthly. The first TCC meeting of the month is often a formal meeting during which action items are discussed and voted upon; the second monthly meeting is frequently a working session where agenda items are of an informational nature. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.org/tcc.

TCC Task Forces / Subcommittees

Task forces and subcommittees of the TCC provide additional planning support for specific transportation-related issues. The need and purpose of these groups, as well as membership, meeting schedules and decision-making protocols, are constantly reassessed and may change from year to year. For 2024, the following task forces and subcommittees are expected to be active contributors to the regional planning process.

Figure A5.2: TCC Task Forces and Subcommittees



Community Engagement Network (CEN)

The group, formed in 1999, is a network for coordinating public engagement and other activities in the region, sharing public participation techniques, and providing resources and information on Title VI and environmental justice guidance as well as other regulatory standards. The CEN recommends engagement strategies and tools for the ARC planning efforts and encourages and supports new approaches to community engagement that promote equity and ongoing system change in decision making on publicly funded projects in the Atlanta region. The CEN meets on an as-needed basis. It is currently being reviewed and revised to meet the needs of ARC and its member governments.

Financial Planning Team

The Financial Planning Team (FPT) consists of select representatives from GDOT, MARTA, GRTA/SRTA/ATL and USDOT. When called for a meeting, the FPT is used to provide input into the development of financial forecasts for development of a new or updated Metropolitan Transportation Plan. The primary role of the FPT is to build consensus and support on financial forecasting assumptions and methodologies. The FPT also acts as a regional forum for input and discussion of regional, state, and national financial issues.

The FPT generally meets several times during a short time period whenever a major update or amendment to the MTP requires reconsiderations of the basic financial assumption and revenue projections supporting a new fiscal constraint analysis. Because its composition is entirely professional staff from ARC and partner agencies, it does not have an externally accessible website. More information on the FPT is available upon request.

Freight Advisory Task Force

The Freight Advisory Task Force (FATF) was established in 2002 as part of the ARC regional planning process and meets periodically throughout the year. The Task Force provides a forum for dialogue between the freight community and the public sector on freight and goods movement issues. The general membership of freight representatives includes GDOT, FHWA, chambers of commerce, CIDs, members of the trucking/shipping industry, railroads, Hartsfield-Jackson Atlanta International Airport, developers, and others. The FATF provides input on freight planning, policies, and projects as well as ongoing MTP/TIP planning efforts. The FATF meets periodically, typically three to four times a year. Additional details can be found at www.atlantaregional.org/fatf.

Model Users Group

In 1999, the Model Users Group (MUG) was formed as a subcommittee of the TCC to provide a forum to foster, develop and aid in coordinating the design and implementation of travel demand models among local governments. The group also serves as an advisory council in

these matters and meets on a quarterly basis. Additional details can be found at www.atlantaregional.org/mug.

Transit Operators Group

Created in 1998, the Transit Operators Group (formerly Transit Operators Subcommittee) includes membership from agencies eligible to receive federal transit administration program funding in the region. Additionally, agencies with transit funds programmed in the TIP or the POP for future transit projects and studies as well as other interested parties are invited to participate. The mission of the group is to discuss, evaluate and coordinate regional transit policy, funding, and issues for presentation to TCC and TAQC and incorporation into the regional transportation planning process. This subcommittee generally meets every other month, typically on the fourth Friday of each month and is co-managed with The ATL. Specially called meetings are held when time sensitive issues arise. Additional details can be found at www.atlantaregional.org/tog.

Regional Safety Task Force

The Regional Safety Task Force provides assistance and direction into meeting the regional goal of zero traffic deaths by establishing a regional safety vision, identifying actionable strategies and resources, and tracking progress toward meeting regional safety targets. Members of the Task Force collaborate to eliminate traffic-related fatalities and serious injuries through the use of context-sensitive and health-focused design, data-driven decision making, robust funding levels, and innovative technology solutions to ensure safe and equitable mobility for everyone in the Atlanta region. This group meets on an as-needed basis periodically. Additional details can be found at www.atlantaregional.org/rstf.

Transportation Equity Advisory Group

The Transportation Equity Advisory Group (TEAG) was conceived in 2017 to emphasize transportation-related equity items related to Title VI of the Civil Rights Act of 1964, Environmental Justice Executive Order 12898 and subsequent federal and local guidance related to federal transportation requirements. The TEAG serves to connect the various wisdom and subject matter expertise of equity advocates with transportation planners and agencies from around the region so they will all be able to better understand and influence transportation planning process and outcomes, while being a voice for the needs of vulnerable populations. The group is comprised of stakeholders representing grassroots/community-based organizations, environmental groups, educational institutions, civic and advocacy organizations, and the faith-based community. The Transportation Equity Advisory Group meets quarterly or as needed. Additional details can be found at www.atlantaregional.org/socialequity.

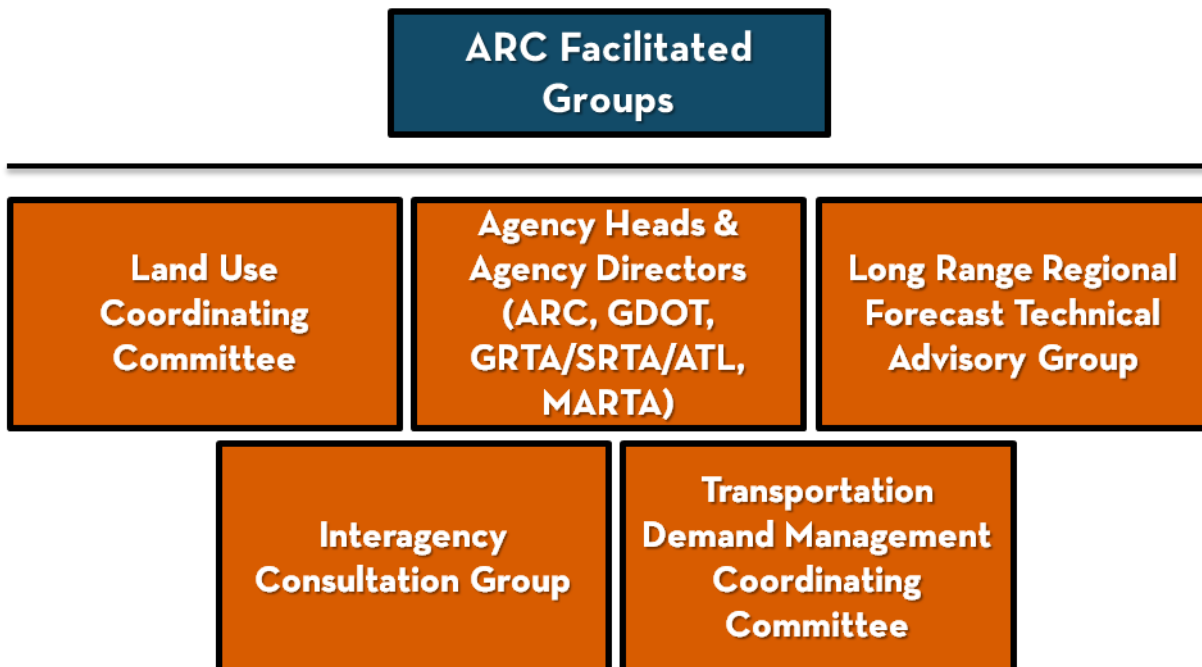
Ad Hoc Subcommittees

During each year, additional ad hoc groups may be formed to support the transportation planning process as needed.

Other Relevant ARC or ARC-Facilitated Groups

In addition to the subcommittees and task forces of the Transportation Coordinating Committee, ARC facilitates other groups that provide additional planning support for specific transportation-related issues.

Figure A5.3: Transportation-Related Groups Facilitated by ARC



Land Use Coordinating Committee

Implemented in 2000, LUCC makes recommendations to the Community Resources Committee, the ARC policy committee on sustainability and land use related issues. Membership includes planning directors or titled equivalents from the planning departments of the counties in the ARC MPO planning area, the City of Atlanta, cities with mayors currently on the ARC Board, and categorical members such as urban planning-related non-profit organizations and educational institutions. Developers, architects, designers and consultants frequently attend LUCC meetings as well. LUCC meets monthly to review, discuss and make recommendations on the implementation of The Region's Plan policies, review progress and make recommendations on the Livable Centers Initiative (LCI), and discuss issues affecting local governments, including

land use, sustainability, economic development, historic preservation and quality of life. LUCC and TCC meet together periodically to discuss interrelated land use and transportation issues. Additional details can be found at www.atlantaregional.org/lucc.

Agency Heads & Agency Directors

Originally formed in early 2008 to address the requirements of a December 2007 Memorandum of Understanding (MOU) on transportation project prioritization between ARC, GDOT, GRTA/SRTA/ATL and MARTA, the Agency Heads and Directors (Executive Directors and Board Chairs of the agencies) continue to meet monthly to discuss a wide array of transportation issues and coordinate activities. Because its composition is entirely professional staff and chairs from ARC and partner agencies, it does not have an externally accessible website. More information on this group is available upon request.

Long Range Regional Forecast Technical Advisory Group (TAG)

The TAG, comprised of volunteer academic and private sector professionals with technical expertise, assists ARC staff in the production of all regional control forecasts for the Atlanta Maintenance Area as a whole. The small area forecasts derived using these controls directly support the development of regional transportation plans and associated air quality forecasts. Every three to four years, the TAG advises regarding inputs to the regional econometric model (from REMI, Inc.) used to produce the regional control forecasts. The TAG reviews the results of the model calibration runs, reviews model output and suggests revisions, and endorses the final results for adoption. Because its composition is entirely professional staff from ARC and partner agencies, it does not have an externally accessible website. More information on this group is available upon request.

Interagency Consultation Group

The Clean Air Act requires intergovernmental coordination in areas which currently or previously did not meet federal air quality standards on various technical aspects of the MTP/TIP development process. To fulfill this requirement, an Interagency Consultation Group facilitated by ARC, was established and meets on a monthly basis as needed. At group meetings, agenda items focus on discussing and reaching consensus on matters related to air quality modeling assumptions and methodologies, as well as providing strategic guidance on the overall plan development process. These topics may include travel demand modeling methodologies, fiscal constraint assumptions, and public comment procedures. Formal membership in this group includes ARC, GDOT, GRTA, EPD, EPA, FHWA, FTA, MARTA, and ARC counties receiving federal transportation funding to provide transit services (Cherokee, Cobb, Douglas, Gwinnett and Henry). Additional agencies participate, including the State Road & Tollway Authority (SRTA) / Atlanta-region Transit Link Authority (ATL), the Gainesville-Hall MPO (GHMPO) and the Cartersville-Bartow MPO (CBMPO).

Transportation Demand Management Coordinating Committee (TDMCC)

The Transportation Demand Management Coordinating Committee serves as a high-level advisory and thought leadership committee to the TAQC. Membership includes those involved in TDM in the region, including the Mobility Services Group, Transportation Management Associations (TMAs), transit organizations, local governments and others. Aligned with the Regional Plan, the TDMCC focuses on improving transit and non-single occupant vehicle travel options by encouraging alternative commute options. The committee also supports other core goals of the TDM Plan, including the promotion of livability, sustainability, transit, walking and biking, transportation and land use planning, systems operations, economic development, climate change, healthy communities, and active aging. The group generally meets quarterly and does not have an externally accessible website, but more information is available upon request.

Planning Partner Agreements

To support the regional planning process, Memoranda and Letters of Agreement or Understanding have been developed with various partner planning agencies, local jurisdictions and transit operators. As part of the decennial reassessment of the urbanized area MPO planning boundary following the 2020 U.S. Census, and informed by federal transportation planning legislation, agreements with all entities will be revised as necessary. New agreements with any counties where all or a portion falls within the updated MPO planning boundary will also be negotiated.

Transportation Planning

- Transportation Planning Coordination and Cooperation - Five Party Agreement (09.23.2019)

Memorandum of Agreement between the Atlanta Regional Commission, the Georgia Department of Transportation, the Georgia Regional Transportation Authority, the ATL Authority and the Metropolitan Atlanta Rapid Transit Authority. This was an update of a 2009 planning agreement (called the Quad Party Agreement) which expanded signatory agencies to include the ATL Authority. The Five Party Agreement specifies the roles and responsibilities of public agencies that participate in the federal transportation planning process.

- Transportation Planning Coordination and Cooperation with Limited Member¹ Counties

Memoranda of Agreement between the Atlanta Regional Commission and:

- Barrow County (03.31.2005)
 - Carroll County (on hold)
 - Coweta County (06.14.2004)
 - Dawson County (05.07.2015)
 - Newton County (03.31.2005)
 - Paulding County (05.11.2004)
 - Pike County (07.27.2015)
 - Spalding County (05.12.2004)
 - Walton County (06.14.2004)
- Transportation Planning & Air Quality Planning Coordination - Portion of Atlanta Urbanized Area in Hall and Jackson Counties, and portion of Gainesville Urbanized Area in Forsyth and Gwinnett Counties (06.04.2014)

Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall Metropolitan Planning Organization, the Georgia Department of Natural Resources Environmental Protection Division, and the Georgia Department of Transportation for transportation planning and air quality planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portion of the Atlanta urbanized area in Hall and Jackson Counties, to the ARC assuming the responsibilities for the portion of the Gainesville urbanized area in Forsyth and Gwinnett Counties, and to the former 22 county nonattainment area for PM_{2.5}.

- Transportation Planning Coordination and Cooperation with Jackson County (04.23.2014)

Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall MPO, Hall County, Hall Area Transit and the Georgia Department of Transportation for transportation planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portions of the Atlanta urbanized area and Gainesville urbanized area within Jackson County.

- Transportation Planning Coordination and Cooperation with Bartow County (03.16.2016)

¹ ARC bylaws were revised on 3/24/04 to grant counties which are all or partially within the MPO planning area, but outside the ARC boundary, limited membership to the Atlanta Regional Commission for transportation planning purposes only. An MOA with Forsyth was executed on June 18, 2004, but this agreement as a limited member was nullified when the county joined ARC in 2021.

Memorandum of Agreement between the Atlanta Regional Commission, the Cartersville-Bartow Metropolitan Planning Organization, Georgia Department of Transportation and the Georgia Environmental Protection Division for transportation planning coordination and cooperation in the Atlanta Nonattainment Areas. In this MOA, the Cartersville-Bartow MPO assumes responsibilities for the portions of the Atlanta urbanized area within Bartow County.

Transit Planning

- Transit Planning Coordination and Cooperation

Letters of Agreement referenced in the Five Party Agreement, between the Atlanta Regional Commission and:

- Cherokee County Board of Commissioners / Cherokee Area Transit System (06.06.2008)
 - Cobb County Board of Commissioners / Cobb Community Transit, now renamed CobbLinc (06.16.2008)
 - Douglas County Board of Commissioners - Douglas Vanpool, now renamed Connect Douglas (10.21.2008)
 - Gwinnett County Board of Commissioners / Gwinnett County Transit (09.24.2008)
- Regional Transit Planning Coordination and Cooperation

In 2011, ARC executed individual agreements with the City of Atlanta, Cherokee County, Cobb County, DeKalb County, Douglas County, Fulton County, Gwinnett County, Henry County, Rockdale County, GRTA, MARTA, and the Metro Atlanta Mayor's Association, defining the roles and responsibilities of the ARC and the signatory in transit planning and coordination activities for the Atlanta Region with respect to the Regional Transit Committee (RTC). With the devolution of the RTC to a subcommittee of the Transportation and Air Quality Committee (TAQC) with no formal policy setting role, coupled with the creation of the ATL Authority, the need for these agreements will be reassessed beginning in 2024. The roles and responsibilities of ARC, ATL, service providers, and local governments with respect to regional transit planning may be adequately covered by other agreements outlined in this section, thus rendering the original agreements duplicative and unnecessary.

Air Quality

- Georgia Conformity SIP (Georgia Department of Natural Resources Transportation Conformity Manual)

In 2010, the Georgia Department of Natural Resources adopted this rule and manual which superseded the 1999 Interagency Transportation Conformity (SIP MOA) between the Atlanta Regional Commission, Georgia Department of Transportation, Environmental Protection Division, Metropolitan Atlanta Rapid Transit Authority, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency. With this action, any new agencies not previously covered by the conformity rule are automatically covered. This applies not only to existing maintenance areas but also to newly designated nonattainment areas in the future.

Performance Management

The transportation planning process in the Atlanta Region has continually adapted to address major issues and challenges on the federal, state and local levels.

Beginning in 2016, FHWA and FTA released a number of draft and final rules governing metropolitan transportation planning and the performance management framework enshrined in MAP-21 and continued by the FAST Act. All major rules applicable to the metropolitan transportation planning process were finalized in 2017. ARC has met and continues to meet all target setting and reporting requirements established under those laws.

In July 2022, FHWA issued a notice of proposed rulemaking to establish performance measures and targets for greenhouse gas emissions. This would reinstate a rule which was promulgated in 2017, but subsequently revoked in 2018. As of the time which the 2024 UPWP was developed, the rule has not yet been finalized. When and if the rule is officially promulgated, ARC will incorporate appropriate requirements into its future planning activities and documentation.

The current MTP and TIP documents include all required federal transportation performance measures and targets established at the state and regional levels. In addition, ARC has created a [Performance Measure Dashboard](#) that provides a centralized location for all documentation related to the federally required performance measures and targets, including the baseline, mid-period and end-of-period reports which MPOs and state DOTs must prepare. This “one-stop shop” allows stakeholders and the general public to access relevant and upto-date information easily and ensures that everyone is looking at the same data, promoting consistency and alignment in understanding federally mandated performance metrics.

UPWP Development Process

Development of the annual UPWP is done in tandem with the *ARC Annual Budget and Work Program*. This process typically begins in August of the year prior to that covered by the UPWP with a series of coordination meetings with key planning partners. Briefings are provided in August and/or September to TCC, TAQC, the ARC Board and the Interagency Consultation Group, as necessary. These briefings provide the opportunity for ARC staff to share initial drafts of each subelement and receive feedback on additional planning initiatives to consider.

A draft final UPWP will be made available on the ARC website for an informal public comment period typically beginning in October at <https://atlantaregional.org/upwp>. Notification of the draft document's availability will be provided through briefings and/or emails to TCC and TAQC members, with other stakeholder and general public audiences notified through appropriate channels at the staff's discretion. There are no standard minimum or maximum timeframes defined for the comment period, but the goal will be for the period to be as long as possible and yet still permit adoption of the UPWP no later than December of each year. The goal is to conduct final briefings and formal votes on the UPWP by TCC, TAQC and the ARC Board in either November or December (dates may vary from year to year as dictated by the ARC meeting calendar). As the officially recognized MPO policy committee, TAQC will be considered the final vote for purposes of adhering to federal law and USDOT regulations.

The UPWP may occasionally need to be modified as funding amounts change, new projects need to be incorporated, existing project timelines are revised or other item impacts the work program. Adjustments to the document may occur via an administrative modification or an amendment.

Changes that require an amendment include:

- Addition of federal funding to the UPWP
- Modifying the scope of the UPWP, including the addition, deletion, or change in scope of a federally funded task, subtask, or activity
- Change in the lead agency (e.g., MPO, State, public transportation operator, local government, or consultant/partner) that will perform a federally funded activity defined in the UPWP
- Change in the approved matching rate and source for a federally funded activity

The process for amending the UPWP will be the same as that used for developing a new annual document. Other changes not listed above may be performed by administrative modification. These may be processed by staff without action by any committees or the ARC Board. Notification of these changes will be provided at the next regularly scheduled meetings of TCC, TAQC, the ARC Board and the Interagency Consultation Group, or by email in advance of the next meeting at the staff's discretion.

TMA Certification

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population (referred to as a Transportation Management Area or TMA) at least every four years to determine if the process meets all federal planning requirements. On May 23-26th, 2023, FHWA and FTA conducted the site visit portion for the most recent Certification Review of the transportation planning process for the Atlanta TMA.

The review team determined that ARC is adequately fulfilling all of its transportation planning responsibilities as the region's MPO, as stated in the letter which follows. While there were no identified corrective actions, the team made a number of recommendations to strengthen certain practices and deliverables. These recommendations are detailed in a full report which is available at <https://atlantaregional.org/upwp>. They will help inform and guide many of the specific planning activities defined in this UPWP for 2024 and subsequent years.

Placeholder for Certification Letter