

2023

UNIFIED PLANNING WORK PROGRAM

Adopted December 2022



ATLANTA REGIONAL COMMISSION

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 December 14, 2022.

PLACEHOLDER PAGES

**ADOPTION RESOLUTION
AND
USDOT APPROVAL LETTER**

*(will be added when available
in January 2023)*

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2023 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 2022 UPWP and provides a summary of proposed 2023 initiatives. Information on each of these is provided in a series of appendices, as explained at the conclusion of the section.

2022 Accomplishments

- Completed two TIP/MTP amendments and substantially completed a third which will also update the timeframe covered by the TIP from FY 2020-2025 to FY 2023-2028 and incorporate the recommendations of project solicitation process (final approval scheduled for January 2023).
- Completed development of a Regional Safety Strategy.
- Completed the LCI call for projects process and awarded funds for 17 new projects in 17 distinct areas.
- In collaboration with GDOT and other planning partners, completed the first phase of the ITS4US connected vehicle implementation project.
- Initiated several major planning studies, including an update of the Regional Freight and Goods Movement Plan, an update of the Regional Human Services Transportation Plan, and a new Regional Transportation System Electrification Plan. Also initiated a Regional Household Travel Survey to improve the calibration of the regional Activity Based Model.

- In partnership with local governments, concluded several planning studies funded under various programs, including the county-based Comprehensive Transportation Planning Program, the Freight Cluster Area Planning Program and the Regional Transportation Planning Study Program. Also concluded transit feasibility studies in Newton County and Spalding County.
- Ensured all air quality conformity analysis and documentation requirements related to the MPO transportation planning process were coordinated through the Interagency consultation process.
- Effectively managed transportation committees such as the Transportation Coordinating Committee, Transportation & Air Quality Committee, and other subcommittees and task forces.
- Worked in close coordination with the ATL Authority to coordinate their efforts related to the Fast Forward, (also known as the ATL Regional Transit Plan (ARTP)) and other initiatives with ARC's MPO transit planning responsibilities.
- Hosted the ConnectATL transportation technology summit.

2023 Objectives and Work Program Highlights

- Substantially complete work activities for the next update to the long-range regional transportation plan, which must be adopted by January 2024.
- Host the annual ConnectATL transportation technology summit in the 4th quarter of 2023.
- Conduct an update to the Regional Freight and Goods Movement Plan, with completion scheduled by the 3rd quarter of 2024.
- Develop a Regional Transportation System Electrification Plan, with completion scheduled by the 4th quarter of 2023.
- Conduct an update to the regional HST Plan, with completion scheduled by the 3rd quarter of 2024.
- Support local planning initiatives through various programs, including the Comprehensive Transportation Planning program, Livable Centers Initiative and Regional Transportation Planning Study program.
- Develop a Regional Transit Oriented Development Plan, with completion scheduled by the 4th quarter of 2024.
- Develop a new platform to replace the existing PLANIT project database, with completion scheduled by the 1st quarter of 2024.
- Conduct a Regional Household Travel Survey, with completion scheduled by the 4th quarter of 2024.
- Conduct 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.

Organization of Work Program Details

The Atlanta Regional Commission's overall agency annual work program, *Strategy 2023*, was adopted in conjunction with the 2023 UPWP in December 2022. This UPWP contains information on the work programs of four departments which have a direct role in the metropolitan transportation planning process:

- 1 – Research & Analytics
- 2 – Community Development
- 5 – Mobility Services
- 6 – Transportation Planning

Federal transportation funds are allocated to work activities under Element 6 (see Appendix 1) and to some subelements under Elements 1, 2, and 5 (see Appendix 2).

Appendix 1 contains the ARC Transportation Planning Department's work activities for calendar 2023, consistent with Element 6 of *Strategy 2023*. The goal of this element is to improve transportation facilities and services in the region through an integrated process that meets the federal transportation and air quality requirements. This element provides 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. Transportation subelements of Element 6 include:

- 6A Regional Planning - implementation of federal MPO requirements
- 6B Program Implementation & Partner Services - implementation of plans and programs
- 6C Travel Demand Model Development and Support - technical modeling to support decision making and satisfy federal reporting requirements
- 6D Performance Analysis & Monitoring - interpreting data for use in decision making
- 6E Special Studies - activities requiring external professional consulting services
- 6F Administration & Support - public involvement, program administration

Appendix 2 contains information on the work programs of other ARC department outside the Transportation Planning Department which provide support for the MPO process.

- 1A Data and Research Integration - Provides a broad and consistent base of demographic, economic and land-related information to support comprehensive planning efforts. Transportation planning incorporates estimates and forecasts produced under this activity into travel demand models. The models are used to simulate regional travel demand and estimate vehicle emissions.
- 1B Geospatial Technology and Analysis - Maintains and expands ARC's geographic information systems delivering extensive capabilities for the display and analysis of spatial data

- 2B Regional Plan Development and Implementation Activities - Addresses coordination of land use and transportation planning as well as implementation of the Regional Development Plan.
- 2C Livable Centers Initiative (LCI) - Designed to improve accessibility, expand mixed-uses, utilize transit and support further development in activity and town centers.
- 5A Transportation Demand Management (TDM) – Aims to increase the use of alternatives to single occupancy vehicle (SOV) travel in order to reduce vehicle miles traveled, relieve traffic congestion, improve air quality, and increase the efficiency and effectiveness of the region’s transportation infrastructure and service delivery systems.

Appendix 3 contains a table which cross references ARC cost centers associated with each subelement (activity/task) of Appendices 1 and 2 to the metropolitan transportation planning factors (as defined in 23 CFR 450.306). This table demonstrates that the agency’s work program for 2023 addresses all core MPO functions and responsibilities. The appendix also contains a second table providing a detailed breakdown of federal, state and local funds budgeted to accomplish ARC’s transportation work program during 2023.

Appendix 4 contains a listing of other regionally significant planning activities and studies being led by a state, regional or local planning partner agency. This appendix also contains potential additional ARC planning activities which may be undertaken in 2023 if additional funding resources can be secured.

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. With an updated urbanized area boundary from the 2020 Census expected to be released in late 2022, coincident with production and approval of the 2023 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.

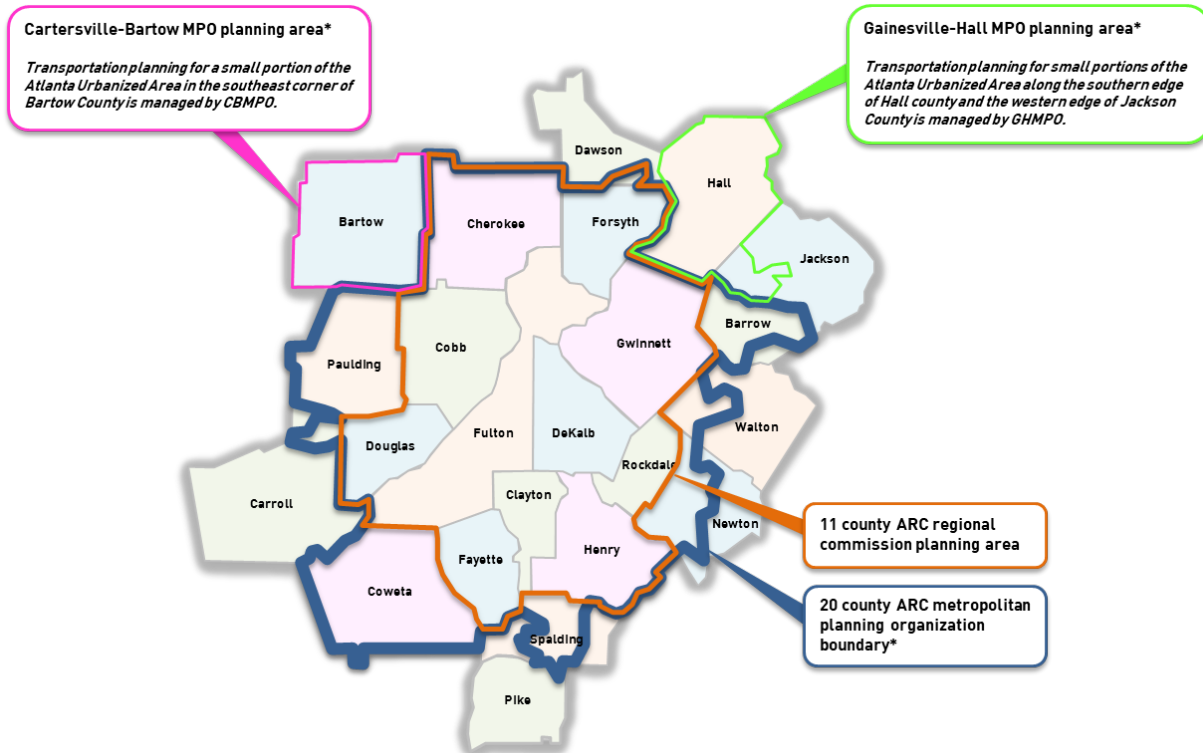
Figure 1: ARC Areas by Role

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	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

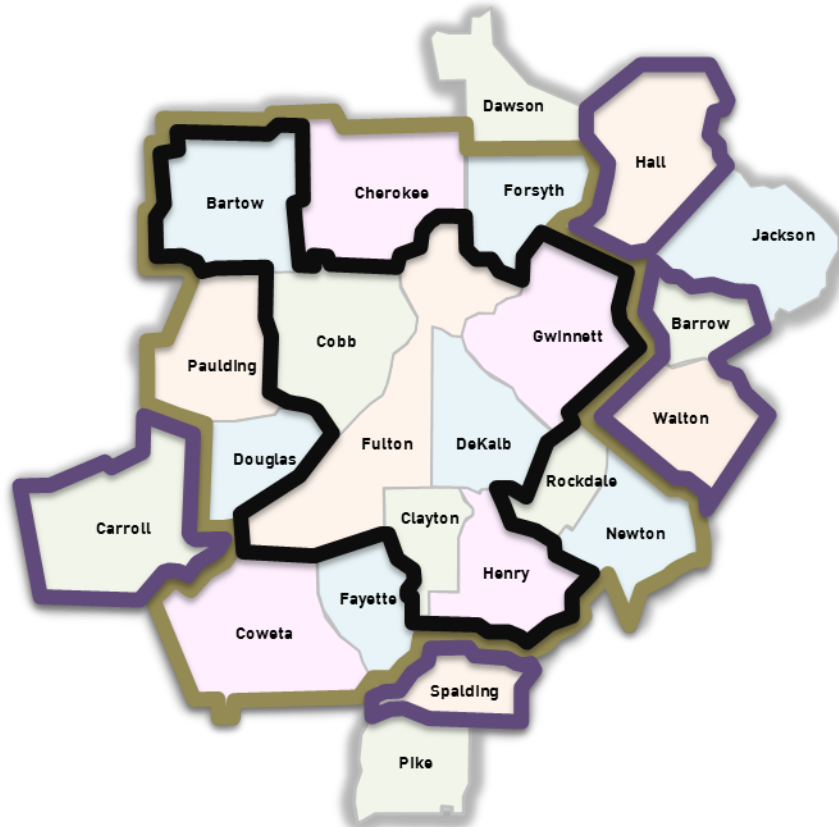
Portions of the Atlanta MPO area failed to meet federal air quality standards for ground level ozone over the past several decades, although the entire area now meets those standards, as shown in Figure 3. As of November 2022, seven remaining nonattainment counties within the planning area have been 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

**2015 Ozone Standard Maintenance Area (7 counties)**

In June 2018, EPA designated a 7-county portion of the Atlanta region as an ozone nonattainment area for the 2015, 8-hour ozone standard. ARC performs the required technical analysis for the entire Ozone NAA to demonstrate conformity to Clean Air Act requirements. In October 2022, coincident with production of the 2023 UPWP, EPA issued a final rule to redesignate this 7-county area as an attainment area. The effective date of the rule was November 16, 2022.

2008 Ozone Standard Maintenance Area (15 counties)

In July 2016, EPA determined that a 15-county portion of the Atlanta region attained the 2008 8-hour ozone standard. In June 2017, EPA redesignated the 15-county area as a maintenance area for that standard.

1997 Ozone Standard Partial Orphan Maintenance Area (5 counties)

In November 2018, EPA released guidance stating that a partial area of the maintenance area for the 1997 8-hour ozone standard has been reclassified as a "partial orphan maintenance area" in light of the South Coast II decision.

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 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.

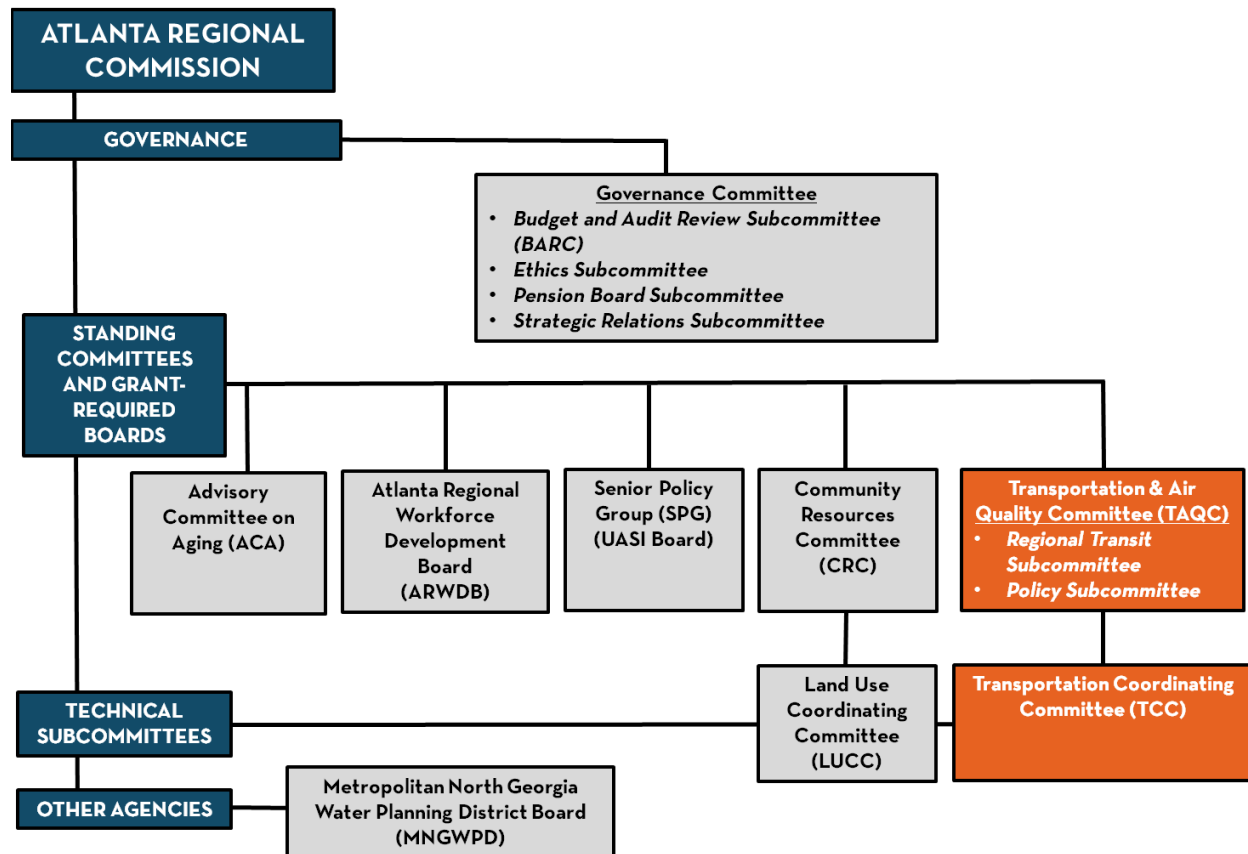
In order to achieve a continuing, cooperative, and comprehensive planning approach, transportation planning activities must occur in a coordinated planning environment. The MPO is responsible for ensuring the existence of such a process. One means for achieving this coordination is through the ARC's 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 2023 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: 2023 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	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
April	1st and 3rd Fridays (9:30 am)	X
May	1st and 3rd 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	1st and 3rd 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	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
Dec	1st and 3rd Fridays (9:30 am)	X

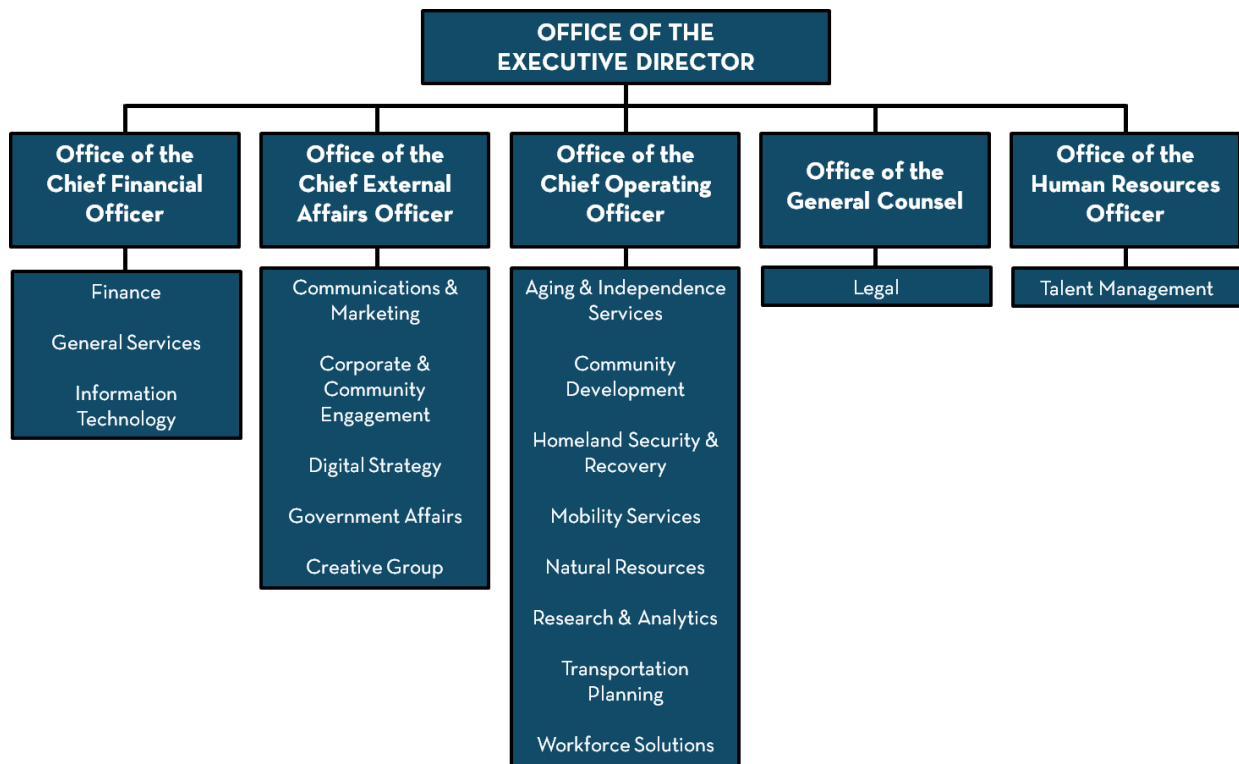
X = NO MEETING SCHEDULED

ARC Staff Structure

ARC is organized around five offices, each of which is comprised of one or more functional departments, as shown in Figure 6. These offices 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.

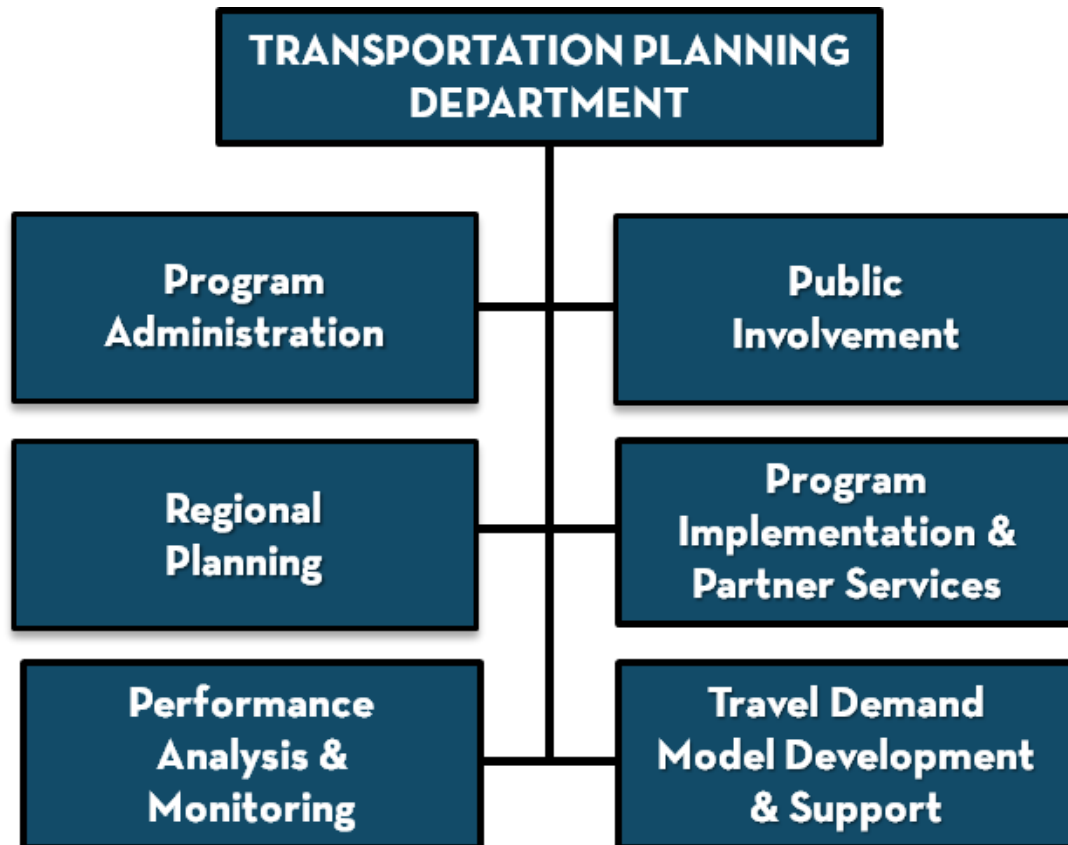
While all offices support the MPO staff in a variety of ways, both directly and indirectly, the office managed by the Chief External Affairs Officer is of particular importance. That office provides agency-wide support in the areas of community engagement, environmental justice, and social equity, a key federal and regional emphasis area of the transportation planning process.

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



IIJA Implementation Approach

Passage of the Infrastructure Investment and Jobs Act (IIJA) in November 2021 presents the region with tremendous opportunity, but also poses significant implementation challenges due to its multidisciplinary nature. A wide array of traditional and new federal transportation planning programs will now be implemented within an interrelated funding structure that includes water quality, broadband service, clean energy, cybersecurity and other types of infrastructure. This is requiring a reexamination of how ARC's role as an MPO relates to its other functional areas, as well as whether the agency's mission should expand into additional disciplines.

Concurrent with development of the 2023 UPWP, the agency has been establishing the framework for a team of senior staff and officials from throughout the region who will provide technical support and policy guidance related to IIJA implementation over the next several years. The precise membership, roles and institutional reporting protocols were not finalized in time for reflection in this section of the UPWP. However, the preliminary framework approach under consideration includes a technical "consortium" comprised of staff representing local jurisdictions and complemented by subject matter experts from other state agencies with a direct role in IIJA implementation. This group would make recommendations on priority programs for the region to focus on and establish a prioritization scheme for specific projects when funding opportunities arise. These recommendations would be vetted and approved by a policy "caucus" comprised of ARC Board members, perhaps in collaboration with other policy officials as necessary.

Because the IIJA implementation support framework was still a work in progress at the time the UPWP was developed, the consortium and caucus are not reflected in the organizational charts on previous pages. Once a structure has been formally agreed upon and established, the UPWP will be amended as appropriate to include these groups.

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). The alternate term Regional Transportation Plan (RTP) has been used historically in the Atlanta region, but this document will use the MTP terminology for consistency with federal definitions. 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 2023 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 (2023-2027)

Milestone Tasks and Activities	Calendar Year*				
	2023	2024	2025	2026	2027
EVERY YEAR					
Update safety performance targets	☒	☒	☒	☒	☒
Review transit performance targets	☒	☒	☒	☒	☒
Conduct TIP/MTP administrative modifications and amendments	☒	☒	☒	☒	☒
Publish annual listing of obligated projects	☒	☒	☒	☒	☒
Develop UPWP and annual agency budget	☒	☒	☒	☒	☒
Undertake special studies supporting the MPO process	☒	☒	☒	☒	☒
EVERY TWO YEARS					
Update infrastructure condition performance targets		☒		☒	
Update system performance targets		☒		☒	
Conduct mid-cycle TIP update				☒	
Hold ARC Board elections	☒		☒		☒
Revise committee assignments		☒		☒	
EVERY FOUR YEARS					
Review congestion management process	☒				☒
Adopt TIP/MTP update		☒			
Hold TMA planning certification review	☒				☒
EVERY TEN YEARS					
Approve urbanized area boundary	☒				
Approve metropolitan planning area boundary	☒				
Complete functional classification review		☒			
Update planning process Memoranda of Agreement		☒			
PERIODIC (AS NECESSARY)					
Update agency bylaws			☒		
Update DBE goal			☒		
Update Title VI / LEP plan			☒		
Update community engagement plan / public participation plan	☒				☒

* All MPO planning activities beyond 2023 are tentative and provided for general information only. Subject to change.

Table A3.2 in Appendix 3 provides a cross reference of ARC cost centers associated with each subelement (activity/task) of Appendices 1 and 2 to the metropolitan transportation planning factors (as defined in 23 CFR 450.306). This table demonstrates that the agency's work program for 2023 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 2023 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)
- Strengthen integration into all aspects of long range planning activities leading to approval of an TIP/MTP update in early 2024 (Cost Centers 306ALR, 206ALT and 306ALT)
- Strengthen integration into all future ARC local area planning studies (Cost Centers 106ECP, 206ECP, 306ECP, 006ETS, 106ETS, 206ETS, 206EFS)

- **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 and innovative pilot deployment (Cost Centers 106EHA and 106EHP)
- Strengthen integration into all aspects of long range planning activities leading to approval of an TIP/MTP update in early 2024 (Cost Centers 306ALR, 206ALT and 306ALT)

- Strengthen integration into all future ARC local area planning studies (Cost Centers 106ECP, 206ECP, 306ECP, 006ETS, 106ETS, 206ETS, 206EFS)
- Emphasize in all aspects of community engagement (Cost Centers 306FPI, 206FTP and 306FTP)
- **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

- Develop a deliverable which meets planning requirements defined by Increasing Safe and Accessible Transportation Options setaside funding under the FTA 5303 program (306ASE).
- Strengthen integration into all aspects of long range planning activities leading to approval of an TIP/MTP update in early 2024 (Cost Centers 306ALR, 206ALT and 306ALT)
- Strengthen integration into all future ARC local area planning studies (Cost Centers 106ECP, 206ECP, 306ECP, 006ETS, 106ETS, 206ETS, 206EFS)

- **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 (Cost Centers 306FPI, 206FTP, and 306FPT)
 - Ensure appropriate coordination occurs in all future ARC local area planning studies (Cost Centers 106ECP, 206ECP, 306ECP, 006ETS, 106ETS, 206ETS, 206EFS)
- **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 TIP/MTP development and update activities (Cost Centers 306ALR, 306BLG)
- Ensure appropriate coordination occurs in all future ARC local area planning studies (Cost Centers 106ECP, 206ECP, 306ECP, 006ETS, 106ETS, 206ETS, 206EFS)
- **Federal Land Management Agency (FLMA) Coordination:** *FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs 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, FLMAs, 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 FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs 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 TIP/MTP development and update activities (Cost Centers 306ALR, 306BLG)
- Ensure appropriate coordination occurs in all future ARC local area planning studies (Cost Centers 106ECP, 206ECP, 306ECP, 006ETS, 106ETS, 206ETS, 206EFS)
- **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 TIP/MTP development and update activities (Cost Centers 306ALR, 306BLG)
- Ensure appropriate coordination occurs in all future ARC local area planning studies (Cost Centers 106ECP, 206ECP, 306ECP, 006ETS, 106ETS, 206ETS, 206EFS)
- **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 (Cost Centers 306CDM, 206CDT, 306CDT, 306DCM, 206DCT and 306DCT)

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 2023. 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 tasks identified in Appendices 1 and 2 demonstrate how ARC's 2023 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 tasks identified in Appendices 1 and 2 demonstrate how ARC's 2023 work program supports the core MPO function of developing and maintaining the long-range MTP.

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 tasks defined in Subelement 6F (see 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 tasks defined in Subelement 6A (see 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 Community Engagement 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. Elements of the engagement process specific to the UPWP are included in Appendix 5 of this document.

These requirements will be addressed primarily via community engagement activities and tasks defined in Subelement 6F (see Appendix 1).

APPENDICES

APPENDIX 1

TRANSPORTATION PLANNING WORK PROGRAM

The subelements in this appendix reflect the work activities to be performed in 2023 by the Transportation Planning Department utilizing federal transportation funds. Appendix 3 contains additional information on how each of these work activities aligns with the federal metropolitan transportation planning requirements.

ELEMENT 6 – Transportation Planning	A1.1
SUBELEMENT 6A – Regional Planning	A1.4
SUBELEMENT 6B – Program Implementation & Partner Services	A1.10
SUBELEMENT 6C – Travel Demand Model Development & Support	A1.14
SUBELEMENT 6D – Performance Analysis & Monitoring	A1.18
SUBELEMENT 6E – Special Studies	A1.22
SUBELEMENT 6F – Administration & Support	A1.33

ELEMENT 6 – Transportation Planning

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, also in the maintenance area. 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.

2023 Objectives and Work Program Highlights

- Substantially complete work activities for the next update to the long-range regional transportation plan, which must be adopted by January 2024.
- Host the annual ConnectATL transportation technology summit in the 4th quarter of 2023.
- Conduct an update to the Regional Freight and Goods Movement Plan, with completion scheduled by the 3rd quarter of 2024.
- Develop a Regional Transportation System Electrification Plan, with completion scheduled by the 4th quarter of 2023.
- Conduct an update to the regional HST Plan, with completion scheduled by the 3rd quarter of 2024.
- Support local planning initiatives through various programs, including the Comprehensive Transportation Planning program, Livable Centers Initiative and Regional Transportation Planning Study program.
- Develop a Regional Transit Oriented Development Plan, with completion scheduled by the 4th quarter of 2024.

- Develop a new platform to replace the existing PLANIT project database, with completion scheduled by the 1st quarter of 2024.
- Conduct a Regional Household Travel Survey, with completion scheduled by the 4th quarter of 2024.
- Conduct 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.

2023 Work Program Titles

06A	Regional Planning
06B	Program Implementation & Partner Services
06C	Travel Demand Model Development & Support
06D	Performance Analysis & Monitoring
06E	Special Studies
06F	Administration & Support

2022 Accomplishments

- Completed two TIP/MTP amendments and substantially completed a third which will also update the timeframe covered by the TIP from FY 2020-2025 to FY 2023-2028 and incorporate the recommendations of a project solicitation process (final approval scheduled for January 2023).
- Completed development of a Regional Safety Strategy.
- Completed the LCI call for projects process and awarded funds for 17 new projects in 17 distinct areas.
- In collaboration with GDOT and other planning partners, completed the first phase of the ITS4US connected vehicle implementation project.
- Initiated several major planning studies, including an update of the Regional Freight and Goods Movement Plan, an update of the Regional Human Services Transportation Plan, and a new Regional Transportation System Electrification Plan. Also initiated a Regional Household Travel Survey to improve the calibration of the regional Activity Based Model.
- In partnership with local governments, concluded several planning studies funded under various programs, including the county-based Comprehensive Transportation Planning Program, the Freight Cluster Area Planning Program and the Regional Transportation Planning Study Program. Also concluded transit feasibility studies in Newton County and Spalding County.
- Ensured all air quality conformity analysis and documentation requirements related to the MPO transportation planning process were coordinated through the Interagency consultation process.
- Effectively managed transportation committees such as the Transportation Coordinating Committee, Transportation & Air Quality Committee, and other subcommittees and task forces.

- Worked in close coordination with the ATL Authority to coordinate their efforts related to the Fast Forward, (also known as the ATL Regional Transit Plan (ARTP)) and other initiatives with ARC's MPO transit planning responsibilities.
- Hosted the ConnectATL transportation technology summit.

ELEMENT 6 – Transportation Planning

SUBELEMENT 6A – Regional Planning

Purpose

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 constitutes the transportation element of The Atlanta Region's Plan and meets all federal planning requirements. A major update of the TIP/MTP was completed and adopted in February 2020. The next major update is scheduled for completion in January 2024. In 2023, ARC will conduct periodic amendments and administrative modifications to the TIP/MTP, as well as substantially complete all activities associated with the major update.

ARC will collaborate with the Georgia Department of Transportation (GDOT) and the State Road and Tollway Authority, local governments, transit operators, and other stakeholder agencies throughout the planning process. ARC will continue facilitating regional transit planning (capacity expansion, project programming, target setting and reporting), in coordination with the Atlanta-Region Transit Link Authority (ATL) and all other transit operators. Regular coordination will occur with GDOT, Gainesville Hall MPO, Cartersville Bartow MPO, transit operators and other stakeholders on responding to federal rulemaking and reporting requirements on transportation performance targets. ARC will monitor and serve as a technical resource for federal, state, regional and local initiatives on transportation legislation and funding alternatives.

The year 2023 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. These efforts will be incorporated into the next TIP/MTP update due for completion in early 2024.

Activities in which external consulting assistance and/or subgrant agreements with other agencies may be required are also reflected in Subelement 6E.

Deliverables

Major work products for 2023 are categorized into three basic groups:

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

Core Staff Activities

- 6A.01 - Substantially complete work activities for the next update to the long-range metropolitan transportation plan, which must be adopted by January 2024. Work activities will include an emphasis on equity, climate change, resiliency, safety, congestion, and all other federally defined transportation factors.
- 6A.02 – 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.
- 6A.03 - Support completion of an update to the Transportation Demand Management (TDM) plan, as directed by lead staff from the Mobility Services Department, including the impacts of increased remote working from the COVID-19 pandemic.
- 6A.04 - 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.
- 6A.05 - 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.
- 6A.06 - Implement a multi-year program to support the region's response to federal transportation legislation which places new emphasis on considerations such as climate change, system resilience, safety, clean energy, and social equity.
- 6A.07 - 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.
- 6A. 08 - Convene and facilitate regular meetings of the Interagency Consultation Group to ensure all relevant air quality conformity requirements are addressed in the planning process.
- 6A.09 - 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.
- 6A.10 – 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.
- 6A.11 – Implement the Regional Safety Strategy and incorporate safe systems principles into project evaluation and subarea planning efforts.
- 6A.12 – 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.

- 6A.13 – Develop a deliverable which addresses requirements of the Increasing Safe and Accessible Transportation Options setaside funding under the FHWA Y410 programs. During 2023, ARC will use these funds to assess and strengthen regional complete street and transit oriented development policies in conjunction with the planned MTP update.

Special Studies – ARC Managed

- 6A.14 - Develop a Regional Transportation System Electrification Plan. See also Subelement 6E.03: Regional Transportation System Electrification Plan.
- 6A.15 - Conduct a major update to the Regional Freight and Goods Movement Plan. See also Subelement 6E.04: Regional Freight and Goods Movement Plan Update.
- 6A.16 – Conduct a major update to the Regional Coordinated Human Services Transportation Plan. See also Subelement 6E.05: Regional Coordinated Human Services Transportation Plan.
- 6A.17 - In collaboration with GDOT, implement second phase of ITS4US Complete Trip Deployment. See also Subelement 6E.06: ITS4US Complete Trip Deployment Phase 2.
- 6A.18 – Undertake a second stage TIP/MTP Update for completion prior to the next federally required four-year cycle deadline of early 2028. See also Subelement 6E.07: TIP/MTP Update Stage 2 Consultant Assistance Contract.
- 6A.19 – Develop Regional Transit Oriented Development Plan. See also Subelement 6E.08: Regional Transit Oriented Development Plan.
- 6A.20 – Develop Regional Human Services Transportation Innovative Pilot Deployment. See also Subelement 6E.09: Regional Human Services Transportation Innovative Pilot Deployment.

Special Studies or Grant Management Services – ARC Facilitated

- 6A.21 - Provide administration and oversight services of the County Comprehensive Transportation Plan (CTP) Program. See also Subelement 6E.15: County Comprehensive Transportation Plan (CTP) Program.
- 6A.22 - Provide administration and oversight services of the Regional Transportation Planning Study Program. See also Subelement 6E.16: Regional Transportation Planning Study Program.
- 6A.23 - Provide administration and oversight services of the Freight Cluster Area Planning Program. These studies will be undertaken as an element of the Regional Transportation Planning Study Program. See also Subelement 6E.16: Regional Transportation Planning Study Program and Subelement 6E.17: Freight Cluster Area Planning Program.
- 6A.24 - Provide administration and oversight services for other special studies for communities, as needed and requested. If these services are needed in 2023, each study's associated cost center, budget and schedule information will be reflected individually in Subelement 6E.

Partnerships

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. 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.

Cost Centers

All activities outlined in this subelement will be charged against various ARC internal cost centers. The cost centers are identified below, along with the budget and funding sources associated with each during ARC's 2023 fiscal year (January 1, 2023 to December 31, 2023). Note that many special studies and grant management services occur over multiple years, so the amount shown may not reflect the full multi-year budget to complete the work. For the complete cost of these studies and services, refer to information contained in Subelement 6E.

Core Staff Activities

Total FY 2023 Funding for Core Staff Activities = \$3,128,963

Federal Funding = \$2,503,202

FHWA Y450 = \$1,635,317

FTA 5303 = \$686,178

Other = \$181,707

Match Funding = \$625,761

State = \$85,753

ARC = \$540,008

306ALR Long Range Planning

2023 UPWP Budget: \$1,519,759 federal (FHWA Y450) / \$379,939 match (ARC); this amount is inclusive of funding dedicated to Subelement 6E.07 / 6A.18, Subelement 6E.08 / 6A.19, and Subelement 6E.13 / 6C.08 in the 2023 ARC budget, as detailed in Table A3.2

- 206ALT Long Range Planning (Transit)
2023 UPWP Funding: \$37,918 federal (FTA 5303) / \$9,440 match (State and ARC)
- 306ALT Long Range Planning (Transit)
2023 UPWP Funding: \$554,851 federal (FTA 5303) / \$138,714 match (State and ARC)
- 306AAQ Air Quality Planning
2023 UPWP Funding: \$115,558 federal (FHWA Y450) / \$28,890 match (ARC)
- 206AAT Air Quality Planning (Transit)
2023 UPWP Funding: \$10,165 federal (FTA 5303) / \$2,542 match (ARC)
- 306AAT Air Quality Planning (Transit)
2023 UPWP Funding: \$83,244 federal (FTA 5303) / \$20,810 match (ARC)
- 306ASE Increasing Safe and Accessible Transportation Options
2023 UPWP Funding: \$181,707 federal (FHWA Y410) / \$45,426 match (ARC)

Special Studies – ARC Managed

- 206EEP Regional Transportation System Electrification Plan
2023 UPWP Funding: \$400,000 federal (FHWA Y230) / \$100,000 match (ARC)
- 106EFP Regional Freight and Goods Movement Plan Update
2023 UPWP Funding: \$640,000 federal (FHWA Y230) / \$160,000 match (ARC)
- 106EHP Regional Coordinated Human Services Transportation Plan Update
2023 UPWP Funding: \$350,000 federal (FTA 5303) / \$87,500 match (State and ARC)
- 206EIS ITS4US Complete Trip Deployment (Phase 2)
2023 UPWP Funding: \$3,431,678 federal (FHWA) / \$686,336 match (State in-kind)
- 306ALR TIP/MTP Update Stage 2 Consultant Assistance
2023 UPWP Funding: \$400,000 federal (FHWA Y450) / \$100,000 match (ARC); funding for this activity is included in the primary 306ALR cost center shown under Subelement 6A in the 2023 ARC budget, as detailed in Table A3.2
- 306ALR Regional Transit Oriented Development Plan
2023 UPWP Funding: \$200,000 federal (FHWA Y450) / \$50,000 match (ARC); funding for this activity is included in the primary 306ALR cost center shown under Subelement 6A in the 2023 ARC budget, as detailed in Table A3.2
- 106EHA Regional Human Services Transportation Innovative Pilot Deployment
2023 UPWP Funding: \$312,500 federal (American Rescue Plan Act)

Special Studies or Grant Management Services – ARC Facilitated

- 106ECP County Comprehensive Transportation Plan (CTP) Program
2023 UPWP Funding: \$1,600,000 federal (FHWA Y230) / \$400,000 match (local)
- 206ECP County Comprehensive Transportation Plan (CTP) Program
2023 UPWP Funding: \$250,000 federal (FHWA Y230) / \$62,500 match (local)
- 306ECP County Comprehensive Transportation Plan (CTP) Program
2023 UPWP Funding: \$280,000 federal (FHWA Y230) / \$70,000 match (local)
- 306ECS County Comprehensive Transportation Plan (CTP) Program – Program Mgt.
2023 UPWP Funding: \$20,000 federal (FHWA Y230) / \$5,000 match (ARC)
- 006ETS Regional Transportation Planning Study (RTPS) Program
2023 UPWP Funding: \$1,440,000 federal (FHWA Y230) / \$360,000 match (local)
- 106ETS Regional Transportation Planning Study (RTPS) Program
2023 UPWP Funding: \$1,600,000 federal (FHWA Y230) / \$400,000 match (local)
- 206EFS Freight Cluster Area Planning Program
2023 UPWP Funding: \$400,000 federal (FHWA Y230) / \$100,000 match (local)

ELEMENT 6 – Transportation Planning

SUBELEMENT 6B – Program Implementation & Partner Services

Purpose

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 FY2020-2025 and was adopted in February 2020. Coincident with the production and approval of this 2023 UPWP, an update to the TIP was underway which will shift the timeframe covered to FY 2023-2028. Final approval of that update is expected in January 2023.

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.

Activities in which external consulting assistance and/or subgrant agreements with other agencies may be required are also reflected in Subelement 6E.

Deliverables

Major work products for 2023 are categorized into three basic groups:

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

Core Staff Activities

- 6B.01 - Conduct periodic amendments and administrative modifications to the TIP/MTP.
- 6B.02 - 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
- 6B.03 - Conduct abbreviated project solicitation process for available STBG Urban, CMAQ, TAP, and Carbon Reduction Program funds in FY 2024 and FY 2025.
- 6B.04 - 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.
- 6B.05 - Update the TIP/MTP Blueprint to reflect current policies and procedures.
- 6B.06 - 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
- 6B.07 - Incorporate the Transit Program of Projects (POP) into the TIP when updated by the ATL Authority.
- 6B.08 - Coordinate with the Community Development Department and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.
- 6B.09 - Conduct an annual Regional Transportation Technology Summit (ConnectATL).
- 6B.10 - 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.

Special Studies – ARC Managed

- 6B.11 - Enhance TIP/MTP accounting, tracking, reporting, and customer service capabilities through the development of a new platform to replace the existing PLANIT project database. See also Subelement 6E.10: Regional Transportation Project Database Overhaul.

Special Studies or Grant Management Services – ARC Facilitated

- N/A

Partnerships

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. 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/State Road & Tollway Authority (GRTA/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.

Cost Centers

All activities outlined in this subelement will be charged against various ARC internal cost centers. The cost centers are identified below, along with the budget and funding sources associated with each during ARC's 2023 fiscal year (January 1, 2023 to December 31, 2023). Note that many special studies and grant management services occur over multiple years, so the amount shown may not reflect the full multi-year budget to complete the work. For the complete cost of these studies and services, refer to information contained in Subelement 6E.

Core Staff Activities

Total FY 2023 Funding for Core Staff Activities = \$1,529,099

Federal Funding = \$1,223,277

FHWA Y450 = \$759,167

FTA 5303 = \$464,110

Match Funding = \$305,822

State = \$58,015

ARC = \$247,807

- 306BSR Program Implementation
2023 UPWP Funding: \$463,436 federal (FHWA Y450) / \$115,859 match (ARC)
- 206BST Program Implementation (Transit)
2023 UPWP Funding: \$30,940 federal (FTA 5303) / \$7,736 match (State and ARC)
- 306BST Program Implementation (Transit)
2023 UPWP Funding: \$220,034 federal (FTA 5303) / \$55,008 match (State and ARC)
- 306BLG Partner Assistance
2023 UPWP Funding: \$295,731 federal (FHWA Y450) / \$73,933 match (ARC)
- 206BGT Partner Assistance (Transit)
2023 UPWP Funding: \$17,612 federal (FTA 5303) / \$4,404 match (State and ARC)

306BGT Partner Assistance (Transit)

2023 UPWP Funding: \$195,524 federal (FTA 5303) / \$48,882 match (State and ARC)

Special Studies – ARC Managed

206EDP Regional Transportation Project Database Overhaul

2023 UPWP Funding: \$200,000 federal (FHWA Y230) / \$50,000 match (ARC)

Special Studies or Grant Management Services – ARC Facilitated

N/A

ELEMENT 6 – Transportation Planning

SUBELEMENT 6C – Travel Demand Model Development & Support

Purpose

This sub-element 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 nonattainment and air quality maintenance region. 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 sub-element 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.

Activities in which external consulting assistance and/or subgrant agreements with other agencies may be required are also reflected in Subelement 6E.

Deliverables

Major work products for 2023 are categorized into three basic groups:

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

Core Staff Activities

- 6C.01 - 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.
- 6C.02 - Integrate the activity-based model with dynamic traffic assignment.

- 6C.03 – Provide interdisciplinary education opportunities for modeling staff around the region, including technical support and ABM training to planning partners and stakeholders.
- 6C.04 - Conduct quarterly meetings of the Model Users Group.
- 6C.05 - 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.

Special Studies – ARC Managed

- 6C.06 - Maintain, update, and pursue innovative enhancements of the Regional Activity-Based (ABM) Travel Demand Forecasting Model. Integrate with other model update efforts, e.g., land use model, air quality model, etc. See also Subelement 6E.11: Activity Based Model Support and Development
- 6C.07 – Conduct a Regional Household Travel Survey, including coordination with regional partners. See also Subelement 6E.12: Regional Household Travel Survey.
- 6C.08 – Land Use and Conformity Forecasting Model Development. See also Subelement 6E.13: Land Use and Conformity Forecasting Model Development.

Special Studies or Grant Management Services – ARC Facilitated

- N/A

Partnerships

External coordination is also very important in this sub-element. 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.

Cost Centers

All activities outlined in this subelement will be charged against various ARC internal cost centers. The cost centers are identified below, along with the budget and funding sources associated with each during ARC's 2023 fiscal year (January 1, 2023 to December 31, 2023). Note that many special studies and grant management services occur over multiple years, so the amount shown may not reflect the full multi-year budget to complete the work. For the complete cost of these studies and services, refer to information contained in Subelement 6E.

Core Staff Activities

Total FY 2023 Funding for Core Staff Activities = \$600,159

Federal Funding = \$480,126

FHWA Y450 = \$256,964

FTA 5303 = \$223,162

Match Funding = \$120,033

State = \$27,896

ARC = \$92,137

306CDM Model Development & Support

2023 UPWP Funding: \$256,964 federal (FHWA Y450) / \$64,241 match (ARC)

206CDT Model Development & Support (Transit)

2023 UPWP Funding: \$24,669 federal (FTA 5303) / \$6,168 match (State and ARC)

306CDT Model Development & Support (Transit)

2023 UPWP Funding: \$198,493 federal (FTA 5303) / \$49,624 match (State and ARC)

Special Studies – ARC Managed

206CMS ABM Support and Development

2023 UPWP Funding: \$220,000 federal (FHWA Y230) / \$55,000 match (ARC)

106EHS Regional Household Travel Survey

2023 UPWP Funding: \$200,000 federal (FTA 5303) / \$50,000 match (ARC)

306ALR Land Use and Conformity Forecasting Model Development

2023 UPWP Funding: \$48,000 federal (FHWA Y450) / \$12,000 match (ARC); funding for this activity is included in the primary 306ALR cost center shown under Subelement 6A in the 2023 ARC budget, as detailed in Table A3.2

Special Studies or Grant Management Services – ARC Facilitated

N/A

ELEMENT 6 – Transportation Planning

SUBELEMENT 6D – Performance Analysis & Monitoring

Purpose

The Performance Analysis & Monitoring Section 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.

The application of the tools and data will be used in TIP/MTP 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 TIP/MTP 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.

Activities in which external consulting assistance and/or subgrant agreements with other agencies may be required are also reflected in Subelement 6E.

Deliverables

Major work products for 2023 are categorized into three basic groups:

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

Core Staff Activities

- 6D.01 - 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.

- 6D.02 - 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.
- 6D.03 - Work with relevant stakeholders to improve ARC's data-informed equity analysis.
- 6D.04 - 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.
- 6D.05 - 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).
- 6D.06 - 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, analyzes potential causes, develops multimodal transportation strategies to mitigate congestion, and evaluates 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.

Special Studies – ARC Managed

- 6D.07 - Conduct scenario analyses with VisionEval and TMIP-EMAT modeling tools in support of the next plan update scheduled for completion in early 2024. See also Subelement 6E.14: Travel Model Improvement Program Exploratory Modeling and Analysis Tool (TMIP-EMAT) Demonstration Project.

Special Studies or Grant Management Services – ARC Facilitated

- N/A

Partnerships

Internal coordination is required within all aspects of Element 6. The GIS linkage of the transportation networks will be coordinated with the Research Division activities. External coordination is also very important for this Subelement. 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.

Cost Centers

All activities outlined in this subelement will be charged against various ARC internal cost centers. The cost centers are identified below, along with the budget and funding sources associated with each during ARC's 2023 fiscal year (January 1, 2023 to December 31, 2023). Note that many special studies and grant management services occur over multiple years, so the amount shown may not reflect the full multi-year budget to complete the work. For the complete cost of these studies and services, refer to information contained in Subelement 6E.

Core Staff Activities

Total FY 2023 Funding for Core Staff Activities = \$498,217

Federal Funding = \$398,572

FHWA Y450 = \$197,380

FTA 5303 = \$201,192

Match Funding = \$99,645

State = \$25,150

ARC = \$74,495

306DCM Performance Analysis

2023 UPWP Funding: \$197,380 federal (FHWA Y450) / \$49,345 match (ARC)

206DCT Performance Analysis (Transit)

2023 UPWP Funding: \$16,595 federal (FTA 5303) / \$4,150 match (State and ARC)

306DCT Performance Analysis (Transit)

2023 UPWP Funding: \$184,597 federal (FTA 5303) / \$46,150 match (State and ARC)

Special Studies – ARC Managed

206ETE TMIP-EMAT Demonstration Project

2023 UPWP Funding: \$162,016 federal (FHWA Z445) / \$40,504 match (ARC)

Special Studies or Grant Management Services – ARC Facilitated

N/A

ELEMENT 6 – Transportation Planning

SUBELEMENT 6E – Special Studies

Purpose

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 reauthorization bill. In addition to special studies managed by ARC, this subelement 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, special studies defined in this subelement will require the procurement of transportation consultant services.

Deliverables

Major work products for 2023 are categorized into three basic groups:

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

Core Staff Activities

- *6E.01 - GAMPO Financial Management*

The Georgia Association of Metropolitan Planning Organizations (GAMPO) is a coalition of agencies from around the state with the same federal planning responsibilities as ARC. They meet regularly to obtain updates on initiatives from state and federal agencies, share information on current issues, and discuss policy positions on legislative and financial proposals. ARC provides financial management services to support the operations of those meetings.

- Cost Center(s): 906EGM

- *6E.02 - 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 and 306FAM
- See Also: Subelement 6F.07

Special Studies – ARC Managed

The following work program activities will be conducted under Subelement 6A: Regional Planning.

- *6E.03 - Regional Transportation System 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
- Total Funding Amounts and Sources: \$400,000 STBGP (federal) / \$100,000 ARC (local match)
- Status: Work began in 2022 and will conclude in 2023
- See Also: Subelement 6A.14

- *6E.04 - 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)
- Total Funding Amounts and Sources: \$1,200,000 STBGP (federal) / \$300,000 ARC (local match)
- Status: Work began in 2022 and will conclude in 2024
- See Also: Subelement 6A.15

- *6E.05 - Regional Coordinated 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, 106EHA
- TIP Reference: AR-059C (programmed in FY 2021)
- 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 will begin in 2023 and will conclude in 2024
- See Also: Subelement 6A.16

- *6E.06 - 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
- 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)
- Status: Work began in 2022 and will conclude in 2024
- See Also: Subelement 6A.17

- 6E.07 – TIP/MTP Update Stage 2 Consultant Assistance

The timeline for the next federally required TIP/MTP update (scheduled for adoption in January 2024) will be insufficient to comprehensively address the full scope of recent federal legislation and guidance, the long-term impacts of the COVID-19 pandemic on growth patterns and travel behavior, and other drivers of change. ARC intends to accelerate the next TIP/MTP update and conduct a two-stage update process with a broad visioning and community engagement approach which will overlap and extend beyond the 2024 update. Consultant assistance will be required to advance the work activities so that the second stage of the update is completed no later than two years after the first stage.

- Cost Center(s): 306ALR
- TIP Reference: Not applicable
- Total Funding Amounts and Sources: \$400,000 PL (federal) / \$100,000 ARC (local match)
- Status: Work will begin and conclude in 2023. A second phase contract may be issued for additional work in 2024.
- See Also: Subelement 6A.18

- 6E.08 – Regional Transit Oriented Development Plan

The purpose of this study is to develop a regional TOD strategy for local transit operators and agencies that will help accelerate TOD development and assess the impact of TOD in the region. The study will identify methodologies for defining TOD benefits, compiling best practices and concepts, develop implementation guidelines, and prioritization of candidate sites for TOD implementation. Local governments, community improvement districts, and transit operators will serve as the primary stakeholders for this effort.

- Cost Center(s): 206ALR
- TIP Reference: TBD (will be added via admin mod in 2023)
- Total Funding Amounts and Sources: \$400,000 PL (federal) / \$100,000 ARC (local match)
- Status: Work will begin in 2023 and will conclude in 2024
- See Also: Subelement 6A.19

- 6E.09 – Regional Human Services Transportation Innovative Pilot Deployment

ARC will implement an innovative solution to enhance Mobility As A Service (MaaS) / demand responsive-transportation within the region. The pilot concept(s) will have been identified by the Regional Coordinated Human Services Transportation Plan update (Subelement 6E.05).

- Cost Center(s): 106EHA
- TIP Reference: Not applicable
- Total Funding Amounts and Sources: \$617,000 ARPA (federal) / no match required
- Status: Work will begin in 2023 and will conclude in 2025
- See Also: Subelement 6A.20

The following work program activities will be conducted under Subelement 6B: Program Implementation & Partner Services.

- 6E.10 - 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
- Total Funding Amounts and Sources: \$320,000 STBGP (federal) / \$80,000 ARC (local match)
- Status: Work began in 2022 and will conclude in 2024.
- See Also: Subelement 6B.11

The following work program activities will be conducted under Subelement 6C: Travel Demand Model Development & Support.

- 6E.11 - 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 2023 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
- Total Funding Amounts and Sources: \$440,000 STBGP (federal) / \$110,000 ARC (local match)
- Status: Work began in 2022 and will conclude in 2023
- See Also: Subelement 6C.06

- *6E.12 - 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
- Total Funding Amounts and Sources: \$1,500,000 FTA 5303 (federal) / \$375,000 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 2021 and will conclude in 2024
- See Also: Subelement 6C.07

- *6E.13 - Land Use and Conformity Forecasting Model Development*

ARC will continue to maintain and enhance a land use model. The tasks of model design and development requires reviews and manipulation of detailed sets of new economic and property data into the model structure, additional coding emerging from variation model design, and model calibration. Emphasis will include updating the zonal structures to the new census tract level and refinement of forecasts for 2050.

- Cost Center(s): 206ALR
- TIP Reference: AR-047B (programmed in FY 2021)
- Total Funding Amounts and Sources: \$140,000 PL (federal) / \$35,000 ARC (local match)

- Status: Work began in 2021 and will conclude in 2023
- See Also: Subelement 6C.08

The following work program activities will be conducted under Subelement 6D: Performance Analysis & Monitoring.

- *6E.14 - Travel Model Improvement Program Exploratory Modeling and Analysis (TMIP-EMAT) Demonstration Project*

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
- Total Funding Amounts and Sources: \$400,000 Z445 (federal) / \$100,000 ARC (local match)
- Status: Work began in 2022 and will conclude in 2024
- See Also: Subelement 6D.07

Special Studies or Grant Management Services – ARC Facilitated

The following work program activities will be conducted under Subelement 6A: Regional Planning.

- *6E.15 - 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): 106ECP; 206ECP; 306ECP; 306ECS
- TIP Reference: AR-004 series
- Total Funding Amounts and Sources: Amounts of each subgrant agreement between ARC and the local government vary; STBGP (federal) / Local government match

- Status: See Appendix E for a list of active and proposed planning studies in 2023
- See Also: Subelement 6A.21

- *6E.16 - 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 the Atlanta Region's Plan. 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
- TIP Reference: AR-038 series
- Total Funding Amounts and Sources: Amounts of each subgrant agreement between ARC and the local government vary; STBGP (federal) / Local government match
- Status: See Appendix E for a list of active and proposed planning studies in 2023
- See Also: Subelement 6A.22

- *6E.17 - 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): 006ETS; 106ETS; 206EFS
- TIP Reference: AR-038 series for current studies (AR-006 series for studies in 2022 and beyond)
- Total Funding Amounts and Sources: Amounts of each subgrant agreement between ARC and the local government vary; STBGP (federal) / Local government match
- Status: See Appendix E for a list of active and proposed planning studies in 2023
- See Also: Subelement 6A.23

Partnerships

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. 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), 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.

Cost Centers

All activities outlined in this subelement will be charged against various ARC internal cost centers. The cost centers are identified below, along with the budget and funding sources associated with each during ARC's 2023 fiscal year (January 1, 2023 to December 31, 2023). Note that many special studies and grant management services occur over multiple years, so the amount shown may not reflect the full multi-year budget to complete the work. For the complete cost of these studies and services, refer to the funding amount information provided within the description of each activity outlined earlier in this subelement.

Total FY 2023 Funding = \$13,486,698

Federal Funding = \$11,506,194

FTA 5303 = \$550,000

FHWA Y230 = \$7,050,000

Other = \$3,906,194

Match Funding = \$1,980,504

State = \$43,750

Local = \$1,392,500

ARC = \$544,254

Core Staff Activities

906EGM GAMPO Financial Management

2023 UPWP Funding: Not applicable (no expenses expected this year)

306ETC ConnectATL

2023 UPWP Funding: \$0 federal / \$40,000 ARC

- 306FAM Program Administration & Support
2023 UPWP Funding: \$40,000 federal (FHWA Y450) / \$10,000 match (ARC); funding for this activity is included in the primary 306FAM cost center shown under Subelement 6F in the 2023 ARC budget, as detailed in Table A3.2

Special Studies - ARC Managed

- 206EEP Regional Transportation System Electrification Plan
2023 UPWP Funding: \$400,000 federal (FHWA Y230) / \$100,000 match (ARC)
- 106EFP Regional Freight and Goods Movement Plan Update
2023 UPWP Funding: \$640,000 federal (FHWA Y230) / \$160,000 match (ARC)
- 106EHP Regional Human Services Transportation Plan Update
2023 UPWP Funding: \$350,000 federal (FTA 5303) / \$87,500 match (State and ARC)
- 206EIS ITS4US Complete Trip Deployment (Phase 2)
2023 UPWP Funding: \$3,431,678 federal (FHWA) / \$686,336 match (State in-kind)
- 306ALR TIP/MTP Update Stage 2 Consultant Assistance
2023 UPWP Funding: \$400,000 federal (FHWA Y450) / \$100,000 match (ARC); funding for this activity is included in the primary 306ALR cost center shown under Subelement 6A in the 2023 ARC budget, as detailed in Table A3.2
- 306ALR Regional Transit Oriented Development Plan
2023 UPWP Funding: \$200,000 federal (FHWA Y450) / \$50,000 match (ARC); funding for this activity is included in the primary 306ALR cost center shown under Subelement 6A in the 2023 ARC budget, as detailed in Table A3.2
- 106EHA Regional Human Services Transportation Innovative Pilot Deployment
2023 UPWP Funding: \$312,500 federal (American Rescue Plan Act)
- 206EDP Regional Transportation Project Database Overhaul
2023 UPWP Funding: \$200,000 federal (FHWA Y230) / \$50,000 match (ARC)
- 206CMS ABM Support and Development
2023 UPWP Funding: \$220,000 federal (FHWA Y230) / \$55,000 match (ARC)
- 106EHS Regional Household Travel Survey
2023 UPWP Funding: \$200,000 federal (FTA 5303) / \$50,000 match (ARC)
- 206ALR Land Use and Conformity Forecasting Model Development
2023 UPWP Funding: \$48,000 federal (FHWA Y450) / \$12,000 match (ARC)
- 206ETE Application of TMIP-EMAT Methods Initiative
2023 UPWP Funding: \$162,016 federal (FHWA Z445) / \$40,504 match (ARC)

Special Studies or Grant Management Services – ARC Facilitated

- 106ECP County Comprehensive Transportation Plan (CTP) Program
2023 UPWP Funding: \$1,600,000 federal (FHWA Y230) / \$400,000 match (local)
- 206ECP County Comprehensive Transportation Plan (CTP) Program
2023 UPWP Funding: \$250,000 federal (FHWA Y230) / \$62,500 match (local)
- 306ECP County Comprehensive Transportation Plan (CTP) Program
2023 UPWP Funding: \$280,000 federal (FHWA Y230) / \$70,000 match (local)
- 306ECS County Comprehensive Transportation Plan (CTP) Program – Program Mgt.
2023 UPWP Funding: \$20,000 federal (FHWA Y230) / \$5,000 match (ARC)
- 006ETS Regional Transportation Planning Study (RTPS) Program
2023 UPWP Funding: \$1,440,000 federal (FHWA Y230) / \$360,000 match (local)
- 106ETS Regional Transportation Planning Study (RTPS) Program
2023 UPWP Funding: \$1,600,000 federal (FHWA Y230) / \$400,000 match (local)
- 206EFS Freight Cluster Area Planning Program
2023 UPWP Funding: \$400,000 federal (FHWA Y230) / \$100,000 match (local)

ELEMENT 6 – Transportation Planning

SUBELEMENT 6F – Administration & Support

Purpose

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

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.

Activities in which external consulting assistance and/or subgrant agreements with other agencies may be required are also reflected in Subelement 6E.

Deliverables

Major work products for 2023 are categorized into three basic groups:

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

Core Staff Activities

- 6F.01 - Manage the 2023 Unified Planning Work Program and develop the 2024 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.

- 6F.02 - Facilitate and support committees, subcommittees, task forces, etc., associated with ARC Transportation Planning and Mobility Services work scopes as detailed in the UPWP.
- 6F.03 - 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.
- 6F.04 - Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.
- 6F.05 - 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 2023 in order to incorporate changes to 2020 Census urbanized area and MPO planning areas.
- 6F.06 - 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.
- 6F.07 - 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.
- 6F.08 - Conduct an internal update of the Participation Plan / Community Engagement Plan 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 process 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.

Special Studies – ARC Managed

- N/A

Special Studies or Grant Management Services – ARC Facilitated

- N/A

Partnerships

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. 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.

Cost Centers

All activities outlined in this subelement will be charged against various ARC internal cost centers. The cost centers are identified below, along with the budget and funding sources associated with each during ARC's 2023 fiscal year (January 1, 2023 to December 31, 2023). Note that many special studies and grant management services occur over multiple years, so the amount shown may not reflect the full multi-year budget to complete the work. For the complete cost of these studies and services, refer to information contained in Subelement 6E.

Core Staff Activities

Total FY 2023 Funding for Core Staff Activities = \$2,278,222

Federal Funding = \$1,822,575

FHWA Y450 = \$1,511,208

FTA 5303 = \$311,367

Match Funding = \$455,647

State = \$38,922

ARC = \$416,725

- 306FAM Program Support & Administration
2023 UPWP Funding: \$1,058,809 federal (FHWA Y450) / \$264,705 match (ARC); this amount is inclusive of funding dedicated to Subelement 6E.02 / 6F.07 in the 2023 ARC budget, as detailed in Table A3.2
- 206FAT Program Support & Administration (Transit)
2023 UPWP Funding: \$14,906 federal (FTA 53030) / \$3,726 match (ARC)
- 306FAT Program Support & Administration (Transit)
2023 UPWP Funding: \$155,070 federal (FTA 5303) / \$38,768 match (ARC)
- 306FPI Community Engagement
2023 UPWP Funding: \$452,399 federal (FHWA Y450) / \$113,100 match (ARC)

206FPT Community Engagement (Transit)
2023 UPWP Funding: \$8,131 federal (FTA 5303) / \$2,034 match (ARC)

306FPT Community Engagement (Transit)
2023 UPWP Funding: \$133,260 federal (FTA 5303) / \$33,316 match (ARC)

Special Studies – ARC Managed

N/A

Special Studies or Grant Management Services – ARC Facilitated

N/A

APPENDIX 2

OTHER SUPPORTING ARC WORK ACTIVITIES

The subelements in this appendix reflect the work activities to be performed in 2023 by other ARC departments in support of the Transportation Planning Department and which will utilize federal transportation funds. Appendix 3 contains additional information on how each of these work activities aligns with the federal metropolitan transportation planning requirements.

Since ARC serves many functions other than the region’s MPO, each of the three departments may also provide services which do not utilize federal transportation funds and which are not related to transportation planning. The information presented in this appendix is excerpted from ARC’s overall work program for 2023 and may not reflect all functions and cost centers of the departments.

ELEMENT 1 – Research & Analytics Department A2.1

ELEMENT 2 – Community Development Department A2.5

ELEMENT 5 – Mobility Services DepartmentA2.10

ELEMENT 1 - Research & Analytics Department

SUBELEMENT 1A - Data and Research Integration

Purpose

This work provides a broad and consistent base of demographic, economic and land-related information to support the Commission's comprehensive and specific functional plans, implementation strategies, and policies. Data and analyses from the group directly 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 the group 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. In 2023, the group will refine estimation procedures as needed while producing and/or providing the most current data, and work with the transportation modeling team to develop a conforming forecast for the RTP update to be adopted in 2024.

Deliverables

- Add and update more than 2,000 data variables from multiple sources, including 2020 Census, Census estimates (PEP), and American Community Survey data products.
- Develop the 2023 major jurisdiction population estimates for 11 member counties in support of the ARC dues calculations for adoption at August Board meeting.
- Acquire Department of Labor base file in Quarter 1 and produce small-area employment estimates for 2022 by October.
- Collect parcel data from all jurisdictions to maintain our internal data for planning purposes. Call for data will occur in January, with data completion by April 1, 2023.
- Conduct two economic analyses using the the REMI Policy Insight/TranSight regional forecast model(s) and implement "quick look" service using JobsEQ tool
- Develop forecasts at the TAZ, Census Tract and County levels using the new conformity forecasting module in the PECAS land use model. Small area-forecasts will be completed by June of 2023.
- Write three new blog posts each month, develop eight regional snapshots and give 50 presentations to stakeholders using our demographic and socioeconomic data, and grow LinkedIn followership to 2,000 or more
- Grow Emerging Technologies Roundtable Membership from 9 to 20 members by December 2023.

- Publish “Year in Review” report of Emerging Technology Roundtable findings by March of 2023.

Partnerships

Local governments of the Atlanta Regional Commission, as well as the governments of the nonmember counties that are included in the forecast study area; State agencies such as the Georgia Department of Labor, Office of Planning and the Budget, GDOT, and GRTA; other Metropolitan Planning Organizations (MPOs).

Cost Centers

Total FY 2023 Funding for MPO Support Activities = \$2,703,631

Federal Funding = \$2,162,903

FHWA Y450 = \$1,697,850

FTA 5303 = \$465,053

Match Funding = \$540,728

State = \$58,132

ARC = \$482,596

- 301AA Data and Research Integration
2023 UPWP Funding: \$1,697,850 federal (FHWA Y450) / \$424,463 match (ARC)
- 201AT Data and Research Integration - Transit
2023 UPWP Funding: \$21,185 federal (FTA 5303) / \$5,289 match (State and ARC)
- 301AT Data and Research Integration - Transit
2023 UPWP Funding: \$443,868 federal (FTA 5303) / \$110,966 match (State and ARC)

ELEMENT 1 - Research & Analytics Department

SUBELEMENT 1B – Geospatial Technology and Analysis

Purpose

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 of our GIS resources are being disseminated online via easy-to-use interactive tools including our Open Data Hub through the Open Data Program. Our 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.

Deliverables

- Process and publish over 2,000 geodatabase layers/data variables, including 2021 Census American Community Survey, 2021 Maternal Health, 2022 GA Milestones, to name a few.
- By April 1, update statewide city boundary dataset using most current local and Census boundaries.
- Complete LandPro, a key element of spatial data that feeds our modeling work, by March.
- Host 4 quarterly meetings of the Atlanta Region Geospatial Community
- Update suite of GIS planning tools, including TIP and RTP mapping tools, PEST project evaluation tool on a rotating basis as needed by internal clients. Anticipate updated TIP tool by August 2023 and updated PEST project evaluation tool by December of 2023.
- Continue partnering with the Georgia Geospatial Information Office.

Partnerships

Atlanta Region Geospatial Community, GeoTAC (Georgia Geospatial Technical Advisory Committee, formerly GISCC), the Georgia Association of Regional Commissions, Georgia Department of Community Affairs, Georgia Geospatial Information Office and local governments.

Cost Centers

Total FY 2023 Funding for MPO Support Activities = \$1,094,114

Federal Funding = \$875,290

FHWA Y450 = \$584,881

FTA 5303 = \$290,409

Match Funding = \$218,824

State = \$36,301

ARC = \$182,523

301BT GIS Transportation

2023 UPWP Funding: \$584,881 federal (FHWA Y450) / \$146,221 match (ARC)

201BS GIS Transit

2023 UPWP Funding: \$22,557 federal (FTA 5303) / \$5,640 match (State and ARC)

301BS GIS Transit

2023 UPWP Funding: \$267,852 federal (FTA 5303) / \$66,962 match (State and ARC)

ELEMENT 2 – Community Development Department

SUBELEMENT 2B – Regional Plan Development and Implementation Activities

Purpose

This sub-element provides for update and implementation of the Atlanta Region's Plan. ARC develops the Regional Plan under Georgia DCA rules adopted in 2017 to promulgate the 1989 Georgia Planning Act. As the Regional Commission, ARC completes a Regional Development Plan (RDP) and ensures the plan is coordinated with the Regional Transportation Plan (RTP) as well as local government planning activities. This sub-element supports agency coordination in terms of planning activities and forecasting for the RTP.

ARC adopted an update to the Atlanta Region's Plan in 2021 along with the creation of a 5-year program to guide implementation activities. ARC worked in 2022 to review and revise the regional policy framework for the regional plan. This policy framework will serve as the foundation for future updates of the Atlanta Region's Plan, including the RTP, RDP, and Comprehensive Economic Development Strategy (CEDS).

There are several implementation activities contained within the regional plan's 5-year work program. ARC also outlines and evaluates annually how the agency and local governments have undertaken implementation. Implementation activities include:

- 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.

The Regional Resource Plan provides the framework for ARC's work undertaking natural, urban agriculture, cultural, and historic resource protection activities. Updates to the Unified Growth Policy Map (UGPM) and related Development Guide foster coordination with local governments and direction on the types of development that are encouraged in various locations across the region.

In 2019, the ARC undertook an effort to develop the agency's strategic plan for creative placemaking. This work yielded recommendations for actions within the agency as well as ideas for how ARC may strengthen culture and community engagement across the region. The current focus of the ARC's implementation of this plan is on incorporating recommendations that facilitating and improving community-engaged planning and design through creative placemaking among groups that have been excluded from or harmed by planning. These efforts are mainly housed at ARC within the Community Development Department, with specific leadership and direction from the Culture and Community Engagement team.

Deliverables

- Promulgate the Atlanta Region's Plan through a minimum of ten (10) meetings and presentations with local governments, non-profits and state departments.
- Support the RTP update process and development of forecasts by undertaking eleven (11) meetings with counties to discuss future growth and update the Unified Growth Policy Map (UGPM).
- Provide technical assistance to a minimum of four (4) 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 Atlanta's Region's Plan.
- Support the creation of a local and regional policy plan that promote healthy communities.
- Conduct five (5) convenings of local governments, consultants, non-profits, and development community as part of the Land Use Coordinating Committee (LUCC).
- Conduct a total of eight (8) regional housing forums and a regional housing task force meetings.
- Create a new cohort of ten (10) local elected leaders to educate and engage in housing affordability concerns through a series of seven (7) forums.
- Develop and implement a new Culture and Community Design program as a shared learning initiative that informs inclusive community engagement and planning processes for all plan implementation activities.
- In connection with the new Culture and Community Design program, the Culture and Community Engagement team will host, at minimum, two (2) information sessions, workshops, and forums (virtual or live, pandemic providing) per year. Recent forums have focused on providing more intimate gatherings for ARC to initiate relationship-building and share opportunities to provide technical assistance to community-based organizations, and this practice will continue in 2023.
- Refine the Regional Cultural Assessment 2022 Update to research, document, and analyze data on creative industries, community-based organizations, nonprofit cultural based organizations, and community and cultural plans with a focus on diversity, inclusion, equity, and justice. Use this as a baseline to identify and conduct outreach to ten (10) BIPOC community-based organizations as potential collaborators for ARC's long-range planning and community engagement efforts.
- Design and facilitate the three (3) internal training presentations, activities, and group discussions for the Community Development Department (and other departments if the appropriate opportunities arise and are in alignment with CD goals around community and culture based planning and engagement).
- Produce an annual report with findings, analysis, and recommendations for improvement in 2024 that documents, tracks, and evaluates all Culture and Community Engagement team activities and programs and produce an annual report with findings, analysis, and recommendations for improvement in 2024.

Partnerships

This sub-element will be coordinated with local government officials, ARC staff in Research and Analytics, Transportation and Mobility, Natural Resources, CRC members and the LUCC participants. Partners in these programs are community artists, culture bearers, and culture-focused community-based organizations representing underrepresented communities, leaders from the public, private and non-profit cultural based community, the philanthropic community focused on supporting culture, design, and creative place-making/place-keeping, the business community and local governments, along with multi-state and national organizations for partnering and research development.

Cost Centers

Total FY 2023 Funding for MPO Support Activities = \$2,897,999

Federal Funding = \$2,318,400

FHWA Y450 = \$1,886,148

FTA 5303 = \$432,252

Match Funding = \$579,599

State = \$54,031

ARC = \$525,568

- 302BPL Regional Development Plan Implementation
2023 UPWP Funding: \$1,1,98,108 federal (FHWA Y450) / \$299,527 match (ARC)
- 302BTP Land Use and Transportation Planning Coordination
2023 UPWP Funding: \$688,040 federal (FHWA Y450) / \$172,010 match (ARC)
- 202BTT Land Use and Transit Planning Coordination
2023 UPWP Funding: \$17,236 federal (FTA 5303) / \$4,308 match (State and ARC)
- 302BTT Land Use and Transit Planning Coordination
2023 UPWP Funding: \$415,016 federal (FTA 5303) / \$103,754 match (State and ARC)

ELEMENT 2 – Community Development Department

SUBELEMENT 2C – Livable Centers Initiative

Purpose

This subelement provides the resources to conduct the Livable Centers Initiative (LCI) program. Since 1999, the LCI program has been the primary program that ARC has undertaken to promote greater development and supportive services in urban centers across the region. LCI provides local governments and CIDs funds for small area - land use/transportation plans and funds for construction of transportation projects. The program promotes new mixed-use development in activity and town centers as well as MARTA rail station areas.

As the MPO, ARC annually allocates \$1,800,000 for planning studies and has committed \$600 million of transportation project funds through 2050 for the LCI program. The program has been very successful as evidenced by national awards and biannual LCI Implementation Reports. Since 1999, LCI plans have been undertaken in 129 communities and an additional 153 supplemental studies have been awarded to LCI communities to help implement their plans.

The LCI program is one of the primary mechanisms in the region to undertake Transit Oriented Development (TOD) planning. Master plans for 36 of the 38 MARTA stations have been prepared through the LCI program. Through fiscal year 2020, \$157 Million has been spent on 74 LCI projects that provide transit enhancement or bicycle and pedestrian access to transit rail stations or bus stops (including MARTA, CobbLinc and Gwinnett County Transit). ARC also coordinates extensively with MARTA, local governments and other partner organizations to conduct TOD planning.

ARC provides substantial support to local governments to design and build transportation projects that support the LCI goals of creating complete streets and expanding multi-modal access to the region's employment and town centers and corridors. ARC staff provides implementation assistance to local governments, Georgia DOT and FTA on permitting and coordinating all aspects of project development for projects funded through the LCI program.

\$293 million of LCI funds have been distributed to 128 transportation projects in 64 LCI communities.

Deliverables

- Create a LCI management and process document to help project managers and sponsors with seamless implementation of the program. Undertake a minimum of three (3) engagement events to educate potential applicants on the LCI program and assist in development of applications.
- Create visual, verbal, and written materials to help applicants understand LCI priorities with a focus on community engagement.

- Focus the LCI study program on supporting existing and future transit investment and existing town centers.
- Solicit project ideas through a combined LCI and CDAP call for projects.
- Continue to provide implementation support including planning and regulatory assistance as well as funding transportation projects in LCI communities.
- Work with a consultant to create a 20-year LCI impact report as well as annual reporting template. The scope, schedule and budget for this effort have not yet been determined, but will be funded under Cost Center 302CAS. Once information is available, the 2023 UPWP will be revised, either by administrative modification or amendment as appropriate, to identify this activity as a special study under Subelement 6E.

Partnerships

This subelement will be coordinated with local government officials, GDOT, consultants, community-based organizations, ARC staff, Community Resources Committee (CRC), Land Use Coordinating Committee (LUCC) and partner organizations.

Cost Centers

Total FY 2023 Funding for MPO Support Activities = \$2,800,000

Federal Funding = \$2,240,000

FHWA Y230 = \$2,240,000

Match Funding = \$560,000

Local = \$480,000

ARC = \$80,000

202CAS	Livable Centers Initiative (Subgrants) 2023 UPWP Funding: \$1,440,000 federal (FHWA Y230) / \$360,000 match (ARC)
302CAS	Livable Centers Initiative (Subgrants) 2023 UPWP Funding: \$600,000 federal (FHWA Y230) / \$150,000 match (ARC & Local)
302CAT	Livable Centers Initiative (Program Management) 2023 UPWP Funding: \$200,000 federal (FHWA Y230) / \$50,000 match (ARC)

ELEMENT 5 – Mobility Services Department

SUBELEMENT 5A – Transportation Demand Management

Purpose

The purpose of Transportation Demand Management (TDM) is to increase the use of alternatives to single occupancy vehicle (SOV) travel in order to reduce vehicle miles traveled, relieve traffic congestion, improve air quality, and increase the efficiency and effectiveness of the region's transportation infrastructure and service delivery systems. These alternatives include carpool, vanpool, transit, telework/flexwork, and walking/biking. The Atlanta Regional Commission (ARC) views its TDM activities largely as implementation mechanisms for The Atlanta Region's Plan.

Deliverables

- Increase the GCO membership engagement level by 55 partners.
- Develop creative suite of materials, themes and media calendars to deploy regional modal promotions (Million Air Challenge, Biketober, Telework Week, Try Transit) to raise the level of awareness of alternative modes.
- Deploy three regional modal promotions to raise the level of awareness of alternative modes.
- Conduct an evaluation of the GCO incentives/rewards program using best practice and market research methods.
- Host the 2023 Regional TDM Summit.
- Update the Regional TDM Program Dashboard on a monthly basis.
- Create and deliver the 2022 Atlanta Regional TDM annual report.
- Launch a new Regional TDM Program Salesforce environment to be owned and managed internally by ARC.
- Complete TDM Plan Update.
- Select consulting firm for next 3-year GCO contract (July 1, 2023- June 30, 2026).
- Release RFP for GCO Incentives Platform.
- Release RFP for TDM Evaluation Services.
- Release RFP for Rideshare Software System.

Partnerships

The success of the TDM program requires the Mobility Services Group to work closely with Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), the State Road and Tollway Authority (SRTA), Atlanta-Region Transit Link Authority (The ATL), Georgia Environmental Protection Division (EPD), regional Transportation Management Associations, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Center For Pan-Asian Community Services, ARC leadership, transit providers, transportation services vendors, educational institutions, the national Association for Commuter Transportation (ACT), transportation services consultants.

Cost Centers

Total FY 2023 Funding for MPO Support Activities = \$13,163,849

Federal Funding = \$12,628,849

FHWA Y230 = \$80,000

Other = \$12,548,849

Match Funding = \$535,000

Local = \$515,000

ARC = \$20,000

205ACC Regional Transportation Demand Management (TDM)
2023 UPWP Funding: \$2,175,000 federal (FHWA Y400)

205AES Employer Services Program
2023 UPWP Funding: \$2,060,000 federal (FHWA Y400) / \$515,000 match (Local)

005AGC Georgia Commute Options Program
2023 UPWP Funding: \$4,553,888 federal (FHWA Y400)

305AGC Georgia Commute Options Program
2023 UPWP Funding: \$3,759,961 federal (FHWA Y400)

005ATP Regional TDM Plan Update
2023 UPWP Funding: \$80,000 federal (FHWA Y230) / \$20,000 match (ARC)

APPENDIX 3

COST CENTER AND BUDGET DETAILS

This appendix contains two tables:

- Table A3.1 is a summary of all the ARC financial cost centers associated with the work activities defined in Appendices 1 and 2, cross tabulated against the ten federal metropolitan transportation planning factors. This demonstrates that ARC is fulfilling its mandated MPO role through implementation of the 2023 UPWP.
- Table A3.2 defines the agency's 2023 budget associated with each cost center and includes a breakdown of federal, state, and local funding sources. Many planning studies span more than a single calendar year. In these situations, the amount shown covers only anticipated activities from January 2023 to December 2023 and does not reflect the full multi-year cost to develop the plan. For the overall cost, refer to the relevant sections of the other appendices, where the scope and budget of each federally funded planning initiative is provided. Amounts in Table 3B are estimates and may be revised during the year as necessary via the amendment process described elsewhere in this document.

Table A3.1**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

Element / Subelement / Cost Centers	Metropolitan Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Element 1: Research & Analytics Group										
1A - Data and Research Integration - 301AA ; 201AT; 301AT	X			X		X	X			
1B - Geospatial Technology and Analysis - 301BA; 301BE; 301BT ; 201BS; 301BS						X	X	X	X	X
Element 2: Community Development Group										
2B - Regional Plan Development and Implementation Activities - 302BPL ; 302BTP; 202BTT; 302BTT ; 302BCC	X			X	X	X	X	X	X	X
2C - Livable Centers Initiative - 202CAS ; 302CAS; 302CAT	X	X		X	X	X	X	X	X	X
Element 5: Mobility Services Group										
5A - Transportation Demand Management - 005AGC ; 305AGC; 205ACC; 205AES; 005ATP	X	X		X	X	X	X	X		X
Element 6: Transportation Access & Mobility Group										
6A - Regional Planning - 306ALR ; 206ALT; 306ALT; 306AAQ; 206AAT; 306AAT; 306ASE	X	X	X	X	X	X	X	X	X	X
6B - Implementation & Partner Services - 306BSR ; 206BST; 306BST; 206BLG; 206BGT; 306BGT	X	X	X	X	X	X	X	X	X	X
6C- Travel Demand Model Development & Support - 306CDM ; 206CDT; 306CDT	X	X	X	X	X	X	X	X		X
6D - Performance Analysis & Monitoring - 206DCM ; 206DCT; 306DCT				X	X	X	X			
6E - Special Studies - 306FAM ; 206EEP; 106EFP; 106EHP; 206EIS; 306ALR; 106EHA; 206EDP; 206CMS; 106EHS; 306ELM; 206ETE ; 106ECP; 206ECP; 306ECP; 306ECS; 006ETS; 106ETS; 206EFS	X	X	X	X	X	X	X	X	X	X
6F - Administration & Support - 306FAM ; 206FAT; 306FAT; 306FPI; 206FPT; 306FPT	X	X	X	X	X	X	X	X	X	X

* Cost centers in bold are partially or fully supported by USDOT funding.

Table A3.2

2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
ARC Transportation Planning Department (see note 1)											
6A	306ALR	N/A	\$1,519,759							\$379,939	\$1,899,698
	LONG RANGE PLANNING (CORE STAFF ACTIVITIES)										
	206ALT	N/A		\$37,918				\$4,720		\$4,720	\$47,358
	LONG RANGE PLANNING (CORE STAFF ACTIVITIES)										
	306ALT	N/A		\$554,851				\$69,357		\$69,357	\$693,565
	LONG RANGE PLANNING (CORE STAFF ACTIVITIES)										
	306AAQ	N/A	\$115,558							\$28,890	\$144,448
	AIR QUALITY PLANNING (CORE STAFF ACTIVITIES)										
	206AAT	N/A		\$10,165				\$1,271		\$1,271	\$12,707
	AIR QUALITY PLANNING (CORE STAFF ACTIVITIES)										
	306AAT	N/A		\$83,244				\$10,405		\$10,405	\$104,054
	AIR QUALITY PLANNING (CORE STAFF ACTIVITIES)										
306ASE	TBD					\$181,707			\$45,426	\$227,133	
INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS SETASIDE (CORE STAFF ACTIVITIES - SUBELEMENT 6A.13)											
SUBTOTAL (Subelement 6A)			\$1,635,317	\$686,178	\$0	\$0	\$181,707	\$85,753	\$0	\$540,008	\$3,128,963
6B	306BSR	N/A	\$463,436							\$115,859	\$579,295
	PROGRAM IMPLEMENTATION (CORE STAFF ACTIVITIES)										
	206BST	N/A		\$30,940				\$3,868		\$3,868	\$38,676
	PROGRAM IMPLEMENTATION (CORE STAFF ACTIVITIES)										
	306BST	N/A		\$220,034				\$27,504		\$27,504	\$275,042
	PROGRAM IMPLEMENTATION (CORE STAFF ACTIVITIES)										
	306BLG	N/A	\$295,731							\$73,933	\$369,664
	PARTNER ASSISTANCE (CORE STAFF ACTIVITIES)										
	206BGT	N/A		\$17,612				\$2,202		\$2,202	\$22,016
	PARTNER ASSISTANCE (CORE STAFF ACTIVITIES)										
	306BGT	N/A		\$195,524				\$24,441		\$24,441	\$244,406
	PARTNER ASSISTANCE (CORE STAFF ACTIVITIES)										
SUBTOTAL (Subelement 6B)			\$759,167	\$464,110	\$0	\$0	\$0	\$58,015	\$0	\$247,807	\$1,529,099
6C	306CDM	N/A	\$256,964							\$64,241	\$321,205
	MODEL DEVELOPMENT AND SUPPORT (CORE STAFF ACTIVITIES)										
	206CDT	N/A		\$24,669				\$3,084		\$3,084	\$30,837
	MODEL DEVELOPMENT AND SUPPORT (CORE STAFF ACTIVITIES)										
	306CDT	N/A		\$198,493				\$24,812		\$24,812	\$248,117
	MODEL DEVELOPMENT AND SUPPORT (CORE STAFF ACTIVITIES)										
	SUBTOTAL (Subelement 6C)			\$256,964	\$223,162	\$0	\$0	\$0	\$27,896	\$0	\$92,137
6D	306DCM	N/A	\$197,380							\$49,345	\$246,725
	MODEL DEVELOPMENT AND SUPPORT (CORE STAFF ACTIVITIES)										
	206DCT	N/A		\$16,595				\$2,075		\$2,075	\$20,745
	MODEL DEVELOPMENT AND SUPPORT (CORE STAFF ACTIVITIES)										
	306DCT	N/A		\$184,597				\$23,075		\$23,075	\$230,747
	MODEL DEVELOPMENT AND SUPPORT (CORE STAFF ACTIVITIES)										
	SUBTOTAL (Subelement 6D)			\$197,380	\$201,192	\$0	\$0	\$0	\$25,150	\$0	\$74,495

Table A3.2

2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
ARC Transportation Planning Department (see note 1)											
6E	906EGM	N/A									\$0
	GAMPO FINANCIAL MANAGEMENT (CORE STAFF ACTIVITIES - SUBELEMENT 6E.01)										
	306ETC	N/A								\$40,000	\$40,000
	CONNECTATL (CORE STAFF ACTIVITIES - SUBELEMENT 6E.02)										
	306FAM	N/A	\$40,000							\$10,000	\$50,000
	CONNECTATL (CORE STAFF ACTIVITIES - SUBELEMENT 6E.02 / 6F.07)										
	206EEP	AR-062				\$400,000				\$100,000	\$500,000
	REGIONAL TRANSPORTATION SYSTEM ELECTRIFICATION PLAN (SPECIAL STUDY - SUBELEMENT 6E.03 / 6A.14)										
	106EFP	AR-059B				\$640,000				\$160,000	\$800,000
	REGIONAL FREIGHT AND GOODS MOVEMENT PLAN (SPECIAL STUDY - SUBELEMENT 6E.04 / 6A.15)										
	106EHP	AR-059C		\$350,000				\$43,750		\$43,750	\$437,500
	REGIONAL COORDINATED HUMAN SERVICES TRANSPORTATION PLAN (SPECIAL STUDY - SUBELEMENT 6E.05 / 6A.16)										
	206EIS	N/A					\$3,431,678	\$686,336			\$4,118,014
	USDOT ITS4US PROJECT PHASE 2 (SPECIAL STUDY - SUBELEMENT 6E.06 / 6A.17)										
	306ALR	TBD	\$400,000							\$100,000	\$500,000
	RTP UPDATE STAGE 2 CONSULTANT ASSISTANCE (SPECIAL STUDY - SUBELEMENT 6E.07 / 6A.18)										
	306ALR	TBD	\$200,000							\$50,000	\$250,000
	REGIONAL TRANSIT ORIENTED DEVELOPMENT PLAN (SPECIAL STUDY - SUBELEMENT 6E.08 / 6A.19)										
	106EHA	TBD					\$312,500				\$312,500
	REGIONAL HUMAN SERVICES TRANSPORTATION INNOVATIVE PILOT DEPLOYMENT (SPECIAL STUDY - SUBELEMENT 6E.09 / 6A.20)										
	206EDP	AR-057				\$200,000				\$50,000	\$250,000
	REGIONAL TRANSPORTATION PROJECT DATABASE OVERHAUL (SPECIAL STUDY - SUBELEMENT 6E.10 / 6B.11)										
	206CMS	AR-039C				\$220,000				\$55,000	\$275,000
	ACTIVITY BASED MODEL (ABM) SUPPORT AND DEVELOPMENT (SPECIAL STUDY - SUBELEMENT 6E.11 / 6C.06)										
	106EHS	AR-059A		\$200,000						\$50,000	\$250,000
	REGIONAL HOUSEHOLD TRAVEL SURVEY (SPECIAL STUDY - SUBELEMENT 6E.12 / 6C.07)										
	306ALR	AR-047B	\$48,000							\$12,000	\$60,000
	LAND USE AND CONFORMITY FORECASTING MODEL DEVELOPMENT (SPECIAL STUDY - SUBELEMENT 6E.13 / 6C.08)										
	206ETE	AR-063					\$162,016			\$40,504	\$202,520
	APPLICATION OF TMIP-EMAT METHODS INITIATIVE (SPECIAL STUDY - SUBELEMENT 6E.14 / 6D.07)										
	106ECP	AR-004-2021				\$1,600,000			\$400,000		\$2,000,000
	COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) PROGRAM (SPECIAL STUDIES / GRANT MANAGEMENT SERVICES - SUBELEMENT 6E.15 / 6A.21)										
206ECP	AR-004-2022				\$250,000			\$62,500		\$312,500	
COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) PROGRAM (SPECIAL STUDIES / GRANT MANAGEMENT SERVICES - SUBELEMENT 6E.15 / 6A.21)											
306ECP	AR-004-2023				\$280,000			\$70,000		\$350,000	
COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP) PROGRAM (SPECIAL STUDIES / GRANT MANAGEMENT SERVICES - SUBELEMENT 6E.15 / 6A.21)											
306ECS	AR-004-2023				\$20,000				\$5,000	\$25,000	
CTP PROGRAM MANAGEMENT (SPECIAL STUDIES / GRANT MANAGEMENT SERVICES - SUBELEMENT 6E.15 / 6A.21)											
006ETS	AR-038-2020				\$1,440,000			\$360,000		\$1,800,000	
REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM (SPECIAL STUDIES / GRANT MANAGEMENT SERVICES - SUBELEMENT 6E.16 / 6E.17 / 6A.22 / 6A.23)											
106ETS	AR-038-2023				\$1,600,000			\$400,000		\$2,000,000	
REGIONAL TRANSPORTATION PLANNING STUDY (RTPS) PROGRAM (SPECIAL STUDIES / GRANT MANAGEMENT SERVICES - SUBELEMENT 6E.16 / 6E.17 / 6A.22 / 6A.23)											
206EFS	AR-006-2022				\$400,000			\$100,000		\$500,000	
FREIGHT CLUSTER AREA PLANNING PROGRAM (SPECIAL STUDIES / GRANT MANAGEMENT SERVICES - SUBELEMENT 6E.17 / 6A.23)											
SUBTOTAL (Subelement 6E)			\$0	\$550,000	\$0	\$7,050,000	\$3,906,194	\$43,750	\$1,392,500	\$544,254	\$13,486,698

Table A3.2
2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
ARC Transportation Planning Department (see note 1)											
6F	306FAM	N/A	\$1,058,809							\$264,703	\$1,323,512
	PROGRAM SUPPORT & ADMINISTRATION (CORE STAFF ACTIVITIES)										
	206FAT	N/A		\$14,906				\$1,863		\$1,863	\$18,632
	PROGRAM SUPPORT & ADMINISTRATION (CORE STAFF ACTIVITIES)										
	306FAT	N/A		\$155,070				\$19,384		\$19,384	\$193,838
	PROGRAM SUPPORT & ADMINISTRATION (CORE STAFF ACTIVITIES)										
	306FPI	N/A	\$452,399							\$113,100	\$565,499
	COMMUNITY ENGAGEMENT (CORE STAFF ACTIVITIES)										
	206FPT	N/A		\$8,131				\$1,017		\$1,017	\$10,165
	COMMUNITY ENGAGEMENT (CORE STAFF ACTIVITIES)										
	306FPT	N/A		\$133,260				\$16,658		\$16,658	\$166,576
COMMUNITY ENGAGEMENT (CORE STAFF ACTIVITIES)											
SUBTOTAL (Subelement 6F)			\$1,511,208	\$311,367	\$0	\$0	\$0	\$38,922	\$0	\$416,725	\$2,278,222

Table A3.2
2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
6A - Regional Planning			\$1,635,317	\$686,178	\$0	\$0	\$181,707	\$85,753	\$0	\$540,008	\$3,128,963
6B - Program Implementation & Partner Services			\$759,167	\$464,110	\$0	\$0	\$0	\$58,015	\$0	\$247,807	\$1,529,099
6C - Travel Demand Model Development & Support			\$256,964	\$223,162	\$0	\$0	\$0	\$27,896	\$0	\$92,137	\$600,159
6D - Performance Analysis & Monitoring			\$197,380	\$201,192	\$0	\$0	\$0	\$25,150	\$0	\$74,495	\$498,217
6E - Special Studies			\$0	\$550,000	\$0	\$7,050,000	\$3,906,194	\$43,750	\$1,392,500	\$544,254	\$13,486,698
6F - Administration & Support			\$1,511,208	\$311,367	\$0	\$0	\$0	\$38,922	\$0	\$416,725	\$2,278,222
SUBTOTAL (Transportation Planning Department)			\$4,360,036	\$2,436,009	\$0	\$7,050,000	\$4,087,901	\$279,486	\$1,392,500	\$1,915,426	\$21,521,358

Note 1: This portion of the table reflects cost centers from Appendix 1 which use USDOT funds to support TPD staff activities. TPD is the ARC functional unit directly responsible for fulfilling the agency's MPO responsibilities. Subelements 6E.02, 6E.07, 6E.08 and 6E.13 are funded using general cost centers accounted for under 6A and 6F, so the amounts highlighted in grey are excluded from the subtotal and total rows to avoid duplication. The state match for Subelement 6E.06 (highlighted in grey) will be provided by in-kind services, not a cash contribution, so this amount is also excluded from subtotals and totals.

4,360,036	2,436,009	-	7,050,000	4,087,901	279,486	1,392,500	1,915,426
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Table A3.2
2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
ARC Research & Analytics Department Functions Supporting MPO Responsibilities (see note 2)											
1A	301AA	N/A	\$1,697,850							\$424,463	\$2,122,313
	DATA AND RESEARCH INTEGRATION										
	201AT	N/A		\$21,185				\$2,649		\$2,649	\$26,483
	DATA AND RESEARCH INTEGRATION										
	301AT	N/A		\$443,868				\$55,483		\$55,484	\$554,835
	DATA AND RESEARCH INTEGRATION										
SUBTOTAL (Subelement 1A)			\$1,697,850	\$465,053	\$0	\$0	\$0	\$58,132	\$0	\$482,596	\$2,703,631
1B	301BT	N/A	\$584,881							\$146,221	\$731,102
	GIS										
	201BS	N/A		\$22,557				\$2,820		\$2,820	\$28,197
	GIS										
	301BS	N/A		\$267,852				\$33,481		\$33,482	\$334,815
	GIS										
SUBTOTAL (Subelement 1B)			\$584,881	\$290,409	\$0	\$0	\$0	\$36,301	\$0	\$182,523	\$1,094,114
SUBTOTAL (Research & Analytics Department)			\$2,282,731	\$755,462	\$0	\$0	\$0	\$94,433	\$0	\$665,119	\$3,797,745

Note 2: This portion of the table reflect cost centers from Appendix 2 where USDOT funds are used to support non-TPD staff activities which directly contribute to fulfilling the agency's MPO responsibilities.

Table A3.2

2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
ARC Community Development Department Functions Supporting MPO Responsibilities (see note 2)											
2B	302BPL	N/A	\$1,198,108							\$299,527	\$1,497,635
	REGIONAL DEVELOPMENT PLAN IMPLEMENTATION										
	302BTP	N/A	\$688,040							\$172,010	\$860,050
	LAND USE AND TRANSPORTATION COORDINATION										
	202BTT	N/A		\$17,236				\$2,154		\$2,154	\$21,544
	LAND USE AND TRANSPORTATION COORDINATION										
	302BTT	N/A		\$415,016				\$51,877		\$51,877	\$518,770
	LAND USE AND TRANSPORTATION COORDINATION										
SUBTOTAL (Subelement 2B)			\$1,886,148	\$432,252	\$0	\$0	\$0	\$54,031	\$0	\$525,568	\$2,897,999
2C	202CAS	N/A				\$1,440,000			\$360,000		\$1,800,000
	LIVABLE CENTERS INITIATIVE (SUBGRANTS)										
	302CAS	N/A				\$600,000			\$120,000	\$30,000	\$750,000
	LIVABLE CENTERS INITIATIVE (SUBGRANTS)										
	302CAT	N/A				200,000				\$50,000	\$250,000
	LIVABLE CENTERS INITIATIVE (PROGRAM MANAGEMENT)										
SUBTOTAL (Subelement 2C)			\$0	\$0	\$0	\$2,240,000	\$0	\$0	\$480,000	\$80,000	\$2,800,000
SUBTOTAL (Community Development Dept.)			\$1,886,148	\$432,252	\$0	\$2,240,000	\$0	\$54,031	\$480,000	\$605,568	\$5,697,999

Note 2: This portion of the table reflect cost centers from Appendix 2 where USDOT funds are used to support non-TPD staff activities which directly contribute to fulfilling the agency's MPO responsibilities.

Table A3.2
2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
ARC Mobility Services Department Functions Supporting MPO Responsibilities (see note 2)											
5A	205ACC	N/A					\$2,175,000				\$2,175,000
	REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM)										
	205AES	N/A					\$2,060,000		\$515,000		\$2,575,000
	EMPLOYER SERVICES PROGRAM										
	005AGC	N/A					\$4,553,888				\$4,553,888
	GEORGIA COMMUTE OPTIONS PROGRAM										
	305AGC	N/A					\$3,759,961				\$3,759,961
	GEORGIA COMMUTE OPTIONS PROGRAM										
005ATP	N/A				\$80,000				\$20,000	\$100,000	
REGIONAL PLANNING COORDINATION											
SUBTOTAL (Mobility Services Department)			\$0	\$0	\$0	\$80,000	\$12,548,849	\$0	\$515,000	\$20,000	\$13,163,849

Note 2: This portion of the table reflect cost centers from Appendix 2 where USDOT funds are used to support non-TPD staff activities which directly contribute to fulfilling the agency's MPO responsibilities.

Table A3.2
2023 ARC Budget Details for MPO Functions

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Cost Center Total
			PL (FHWA Y450)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	ARC	
All ARC Departments Fulfilling MPO Responsibilities (Transportation Planning, Research & Analytics, Community Development and Mobility Services)											
SUBTOTAL - Transportation Planning Department			\$4,360,036	\$2,436,009	\$0	\$7,050,000	\$4,087,901	\$279,486	\$1,392,500	\$1,915,426	\$21,521,358
SUBTOTAL - Research & Analytics Department			\$2,282,731	\$755,462	\$0	\$0	\$0	\$94,433	\$0	\$665,119	\$3,797,745
SUBTOTAL - Community Development Department			\$1,886,148	\$432,252	\$0	\$2,240,000	\$0	\$54,031	\$480,000	\$605,568	\$5,697,999
SUBTOTAL - Mobility Services Department			\$0	\$0	\$0	\$80,000	\$12,548,849	\$0	\$515,000	\$20,000	\$13,163,849
TOTAL			\$8,528,915	\$3,623,723	\$0	\$9,370,000	\$16,636,750	\$427,950	\$2,387,500	\$3,206,113	\$44,180,951
			\$38,159,388					\$6,021,563			

Other Federal Funds Used to Support ARC's MPO Responsibilities

Code	Fund Title	Agency	Fund Code
PL	Metropolitan Planning Program	FHWA	Y450
MP	Metropolitan Planning Program	FTA	5303
UAF	Urban Area Formula Program	FTA	5307
STP	Surface Transportation Program Urban	FHWA	Y230
Other	American Rescue Plan Act (106EHA)	FTA	N/A
	Complete Trip - ITS4US Deployment Program (206EIS)	FHWA	N/A
	Congestion Mitigation and Air Quality (205ACC, 205AES, 005AGC, 305AGC)	FHWA	Y400
	Highway Research and Development (206ETE)	FHWA	Z445
	Increasing Safe and Accessible Transportation Options Setaside (306ASE)	FHWA	Y410

APPENDIX 4

PARTNER AGENCY TRANSPORTATION PLANNING ACTIVITIES & STUDIES

Appendix 4 contains a detailed listing of transportation planning activities and studies of ARC's state, regional and local public agency partners. It includes all planning activities and studies that are currently underway and all programmed planning activities using FHWA or FTA funds that will have work occurring in 2023.

To the extent practical, it also includes key transportation planning initiatives being undertaken using non-USDOT revenue sources. This information was compiled from submittals to ARC following a request made to Transportation Coordinating Committee (TCC) members. These state and locally funded planning efforts are identified for informational purposes only and are not required to be included in the UPWP. For this reason, ARC reserves the right to make adjustments (including additions or deletions as necessary) to these informational line items via the administrative modification process described elsewhere in this document.

Other Atlanta Region Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2023 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										
Barrow County	Barrow County CTP Update	Underway; carried forward from 2022 UPWP	2021	ARC/Barrow subgrant agreement effective dates are April 2021 to October 2023	Update long range transportation plan via ARC's CTP program. See Subelements 6A and 6E for more information on this program.	ARC STBG	\$250,000	\$0	\$62,500	\$312,500
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 Subelements 6A and 6E for more information on this program.	ARC STBG	\$500,000	\$0	\$125,000	\$625,000
Gwinnett County	Gwinnett County CTP Update	Underway; carried forward from 2022 UPWP	2021	ARC/Gwinnett subgrant agreement effective dates are July 2021 to October 2023	Update long range transportation plan via ARC's CTP program. See Subelements 6A and 6E for more information on this program.	ARC STBG	\$1,000,000	\$0	\$250,000	\$1,250,000
Paulding County	Paulding County CTP Update	Underway; carried forward from 2022 UPWP	2020	ARC/Paulding subgrant agreement effective dates are December 2020 to December 2022	Update long range transportation plan via ARC's CTP program. See Subelements 6A and 6E for more information on this program.	ARC STBG	\$500,000	\$0	\$125,000	\$625,000
Rockdale County (ATL Authority)	Rockdale County CTP Update (Phase 1 - Transit Master Plan)	Underway; carried forward from 2022 UPWP	2021	ARC/ATL subgrant agreement effective dates are September 2021 to October 2023	Develop transit master plan as a first phase of a complete CTP update. ATL will contract with a professional consultant team on behalf of Rockdale County to conduct the work. See Subelements 6A and 6E for more information on this program.	ARC STBG	\$420,000	\$0	\$105,000	\$525,000
Spalding County	Spalding County CTP Update	Underway; carried forward from 2022 UPWP	2021	ARC/Spalding subgrant agreement effective dates are May 2021 to October 2023	Update long range transportation plan via ARC's CTP program. See Subelements 6A and 6E for more information on this program.	ARC STBG	\$250,000	\$0	\$62,500	\$312,500
TBD	TBD	New planning studies	2023	Sugrant agreement effective dates are TBD	Update up to five long range transportation plans via ARC's CTP program. Coordination with potential county recipients is underway and final award recipients will be determined in early 2023. See Subelements 6A and 6E for more information on this program.	ARC STBG	\$3,500,000	\$0	\$875,000	\$4,375,000
Freight Cluster Area Planning Program - Individual Planning Studies Under AR-006 and AR-038 Lump Sum Amounts Programmed in the TIP										
Central Atlanta Progress	Atlanta Central Business District Curb Management Plan	Underway; carried forward from 2022 UPWP	2020	Expected completion in 2023	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
City of Atlanta	Northwest Atlanta Freight Cluster Area Plan	Underway; carried forward from 2022 UPWP	2020	Expected completion in 2023	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access.	ARC STBG	\$250,000	\$0	\$62,500	\$312,500
City of Stonecrest	City of Stonecrest Freight Cluster Area Plan	Underway; carried forward from 2022 UPWP	2022	Expected completion in 2023	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access.	ARC STBG	\$250,000	\$0	\$62,500	\$312,500
Town Center CID	Town Center CID Freight Cluster Area Plan	Underway; carried forward from 2022 UPWP	2022	Expected completion in 2023	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access.	ARC STBG	\$250,000	\$0	\$62,500	\$312,500

Other Atlanta Region Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2023 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Federal Source	Federal	State	Local	Total
Regional Transportation Planning Study (RTPS) Program - Individual Planning Studies Funded Under AR-038 Lump Sum Amounts Programmed in the TIP										
City of Atlanta	Atlanta Vision Zero Plan	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
City of Dallas	Dallas Trail, Phase 3 - Silver Comet Connection	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$80,000	\$0	\$20,000	\$100,000
City of Doraville	Shallowford Road Project	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$80,000	\$0	\$20,000	\$100,000
City of Fayetteville	Fayetteville High Priority Trail Segment Study	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000
City of Stockbridge	Stockbridge Downtown Pedestrian and Bicycle Connectivity Project	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$100,000	\$0	\$25,000	\$125,000
Cobb County	Austell-Powder Springs Trail	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$240,000	\$0	\$60,000	\$300,000
Cobb County	Noonday Creek Trail Extension Scoping	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$240,000	\$0	\$60,000	\$300,000
DeKalb County	North Druid Hills Scoping Study	Underway; carried forward from 2022 UPWP	2020	2023	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
DeKalb County	Redan Road Scoping Study	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
DeKalb County	South River Multiuse Trail Extension	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000
Georgia Tech	Metro Atlanta Smart Communities Studies Program	Underway; carried forward from 2022 UPWP	2021	2023	More information available from ARC upon request.	ARC STBG	\$400,000	\$0	\$100,000	\$500,000
Gwinnett County	Piedmont Pathway Trail Study	New planning study	2021	2023	More information available from ARC upon request.	ARC STBG	\$240,000	\$0	\$60,000	\$300,000

Other Atlanta Region Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2023 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										
City of Atlanta	RDA Great Streets	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$160,000	\$0	\$40,000	\$200,000
City of Clarkston	Clarkston Greenway Feasibility Study	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$312,500	\$0	\$78,125	\$390,625
City of Norcross	Norcross Town Center LCI Update	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000
City of Riverdale	Riverdale Town Center LCI Update	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000
City of Senoia	Senoia Town Center	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$250,000	\$0	\$62,500	\$312,500
City of Woodstock	Woodstock Downtown Noonday and Rubes Creek Trail Plan	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000
Clayton County	Clayton County Tara Boulevard Gateway Study	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$400,000	\$0	\$100,000	\$500,000
Cobb County	Town Center Electrification	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$150,000	\$0	\$37,500	\$187,500
Gwinnett County	Safe and Equitable Multimodal Access Study	New planning study	2022	2024	More information available from ARC upon request.	ARC STBG	\$250,000	\$0	\$62,500	\$312,500

Other Atlanta Region Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2023 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	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)										
GDOT (Planning)	Downtown Connector Planning Study	Underway; carried forward from 2022 UPWP	2015	Began December 2015 / Completion Q4 2023	GDOT is undertaking the Downtown Connector Study to explore, evaluate, and document a wide range of possible options for reducing congestion and improving operations on the Connector. 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 multiple stakeholders	State Planning and Research (SPR)	\$3,554,136	\$888,534	\$0	\$4,442,670
GDOT (Planning) / Gwinnett County	I-85 Corridor Study between I-285 and I-985	Underway; carried forward from 2022 UPWP	2019	Began November 2019 / Completion December 2023	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) & Local	\$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 / Completion December 2023	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) & Local	\$1,060,410	\$265,103	\$0	\$1,325,513
The ATL	Regional Fleet Electrification Planning	Underway; carried forward from 2022	2022	Began early 2022 / Completion late 2023	The plan will assess the feasibility, cost, and benefits of transitioning the region's transit vehicle fleet to zero emissions. The project will be a collaboration of all transit operators in the region.	ARP	\$1,000,000	\$0	\$0	\$1,000,000
The ATL	Regional Fare Policy Phase II	Carried forward from 2022	2022	Began early 2023 / Completion late 2023	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.	FTA Section 5307	\$160,000	\$40,000	\$0	\$200,000
The ATL	ATL Regional Transit Plan	Underway; carried forward from 2022	2022	Began early 2021 / Completion mid 2023	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
The ATL	Annual Report and Audit	New planning study	2023	Begin early 2023 / Completion late 2023	Develop the statutorily required annual report and audit of the region's transit system.	FTA Section 5307	\$140,000	\$35,000	\$0	\$175,000
The ATL	Douglas County Transit Master Plan	New planning study	2023	Began late 2022 / Completion late 2023	This project will enable the County to identify short-, mid-, and long-term transit priorities, providing direction and guidance for how the County should develop its public transportation program to best support continued growth and economic development. The plan will inform County decision-makers of the most effective way to address the public transportation needs of the County while also leveraging available funding to increase ridership and improve performance.	FTA Section 5307	\$600,000		\$150,000	\$750,000
The ATL	Priority Project Investment List	New planning study	2023	Begin mid 2023 / Completion late 2023	Complete the statutorily required list of priory transit projects from the ARTP. These projects will be forwarded to the Governor's Office and the General Assembly for consideration for funding from state Bond and/or Transit Trust Fund revenues.	FTA Section 5307	\$40,000	\$10,000	\$0	\$50,000
The ATL	Regional Concepts of Operations Analysis	New planning study	2023	Began late 2022 / Completion late 2023	The Regional Concept of Operations Analysis will serve as a tool to inform the future of public transportation services within the Atlanta region following the impacts of COVID-19 on transportation patterns and public transportation usage. The Study will be mode agnostic and will focus on developing a menu of options for the ATL Region to operate existing, new, and enhanced transit services. The Study will have a specific focus on the following elements: (1) Identifying service opportunities/needs and the most efficient/effective mechanisms for service provision/administration in the ATL Region's Outer Counties (Cherokee, Coweta, Douglas, Fayette, Forsyth, Henry, Paulding, and Rockdale Counties); (2) Identifying opportunities to improve integration of services in ATL Region Outer Counties with ATL Region's Inner Counties (MARTA jurisdictions (Clayton, DeKalb, Fulton, and City of Atlanta), as well as Cobb and Gwinnett Counties); (3) Analysis of viable pockets for new regionalized service opportunities in the ATL Region's Inner Counties.	CARES/ARP	\$1,250,000	\$0	\$0	\$1,250,000
The ATL	Regional Mode Standards	New planning study	2023	Begin mid 2023 / Completion mid 2024	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.	Federal STBG	\$200,000	\$50,000	\$0	\$250,000
The ATL	Return to Ridership Implementation Plan	New planning study	2023	Began late 2022 / Completion mid 2023	This project will develop a Return to Ridership Implementation Plan focused on strategies that will meet the needs of existing riders, be reflective of new travel patterns and commute changes, and attract new customers. Xpress also desires to implement strategic service increases related to ridership demand.	ARP Discretionary Funds	\$250,000		\$0	\$250,000
The ATL	Mystery Rider Services	New planning study	2023	Began late 2022 / Completion mid 2023	This program will monitor and report on the performance of the Xpress service from the perspective of Xpress customers. A sample of Xpress trips will be monitored every month. Results will help ATL to evaluate systemwide compliance with operational service standards, identify strengths and weaknesses associated with Xpress service, and identify areas in need of improvement.	State Appropriations	\$0	\$80,000	\$0	\$80,000
The ATL	Xpress Onboard Survey	New planning study	2023	Begin early 2023 / Completion late 2023	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.	State Appropriations	\$0	\$200,000	\$0	\$200,000

Other Atlanta Region Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2023 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Federal Source	Federal	State	Local	Total
The ATL	I-285 Top End	Underway; carried forward from 2022	2022	Began early 2022 / Completion late 2023	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.	ARP + Local	\$1,918,738	\$0	\$14,284,307	\$16,203,045
MARTA	I-285 Top End	New planning study	2022	Begin Q3 2022 / Completion late 2023	This study will assist MARTA in engagement and analysis related to future local funding needs for the I-285 Top End BRT project.	FTA Section 5307	\$200,000	\$0	\$50,000	\$250,000
MARTA	Clayton BRT Transit Oriented Development (TOD) Planning Study	New planning study	2022	Begin Q3 2022 / Completion 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

Other Atlanta Region Transportation Planning Activities and Studies

						Funding				
Sponsor	Study/Plan Short Title	2023 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)										
City of Atlanta	Lindergh Armour Master Plan	Underway	2020	Begin 2020 / Completion 2023	The Atlanta Department of City Planning in partnership with MARTA began a study to examine strategies to better integrate multi-use trails, transit, and transit oriented development in 2019. This effort will result in TOD concepts and infrastructure recommendations designed to improve accessibility and interconnections between activity centers within the study area. This project was paused during 2021 due to COVID and other concerns within the study area.	Local	\$0	\$0	\$350,000	\$350,000
Cobb County	Austell-South Cobb Transfer Center Scoping Study	Underway; carried forward from 2022 UPWP	2021	Begin Q3 2021 / Completion Q3 2022	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 2022 UPWP	2021	Begin late 2021 / Completion 2023	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.	ARC STBG	\$1,600,000	\$0	\$400,000	\$2,000,000
Cobb County	Marietta Maintenance Facility (CO-478)	Underway; carried forward from 2022 UPWP	2021	Begin late 2021 / Completion 2023	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.	ARC STBG	\$1,600,000	\$0	\$400,000	\$2,000,000
Cobb County	Marietta Transfer Center (CO-479)	Underway; carried forward from 2022 UPWP	2021	Begin late 2021 / Completion 2023	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.	ARC STBG	\$3,550,000	\$0	\$887,500	\$4,437,500
Fayette County	Lees Mill Road, New Hope Road & Kenwood Road Detailed Planning Study	New planning study	2023	18 months. Start January 2023. Complete June 2024.	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	New planning study	2023	18 months. Start January 2023. Complete 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	24 months. Start July 2023. Complete June 2025.	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 is dependent upon voter approval of a 2023 SPLOST referendum in March, 2023.	N/A	\$0	\$0	\$250,000	\$250,000
Gwinnett County	Transit Development Plan	New planning study	2022	Expected Completion in Q4 2023	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	New planning study	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	\$1,725,000	\$8,125,000
Henry County	I-75 Commercial Vehicle Lanes Traffic Impact Study	Underway; carried forward from 2022 UPWP	2022	Begin Q3 2022 / Completion Q2 2023	The study area a one-mile radius around Exit 216 where I-75 and SR 155 intersect and where the proposed commercial vehicle lanes will come to an end. The study will advise Henry County what, if anything, the county needs to do in this area in light of the construction of the commercial vehicle lanes. In addition, the study will produce computer simulation of traffic flow on I-75 north of Exit 216 under three scenarios: (1) without the commercial vehicle lanes constructed, (2) with the commercial vehicle lanes constructed as currently planned, and (3) with the commercial vehicle lanes constructed and extended from Exit 216 to Exit 227 at I-675.	Local	\$0	\$0	\$146,540	\$146,540

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 TIP/MTP 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	A5.21
Performance Management	A5.24
UPWP Development Process	A5.25

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 is expected to be released in late 2022, coincident with development and approval of the 2023 UPWP. When available, ARC will begin 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 2023 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 due to ozone air quality nonattainment. 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. Most work related to the MPA boundary will not occur until after the timeframe of the 2023 UPWP.

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 TIP/MTP 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. Since 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. (This nonattainment area includes Bartow County in the CBMPO and Hall County in the GHMPO.) As of 2016, the area was redesignated a maintenance area. (See the following subsection for more information.)

- Current Attainment Area (2012 Standard)

In the fall of 2016, EPA designated those few counties whose classifications were deferred as attaining the 2012 PM_{2.5} standard. Since the region is meeting a newer and more stringent standard, while being in maintenance for the revoked 1997 standard, conformity requirements associated with the older standard will drop. As a result, ARC will no longer be required to demonstrate conformity to the PM_{2.5} budgets for the 20 county (plus 2 partial county) nonattainment area.

3. Conformity Determination Process

A federal conformity determination is required for all TIP/MTP 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 TIP/MTP amendments, ARC will make an initial conformity determination that classifies the TIP/MTP 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 TIP/MTP 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 TIP/MTP and stating that their amendment/update is consistent with the technical evaluation for conformity; or (2) stating that no amendment/update of their TIP/MTP has occurred and their TIP/MTP 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	PLAN 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	PLAN 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	The Region's Plan, 2040 MTP 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	The Atlanta Region's Plan, 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				
PENDING	TIP Amendment #6	Yes	Yes**	Yes	Yes	

* 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 is the transportation element of *The Atlanta Region's Plan*, a unified agency-wide plan most recently comprehensively updated by ARC in February 2020. The MTP is routinely amended once or twice each year throughout the federally required quadrennial update cycle.

The development of *The Atlanta Region's Plan* 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 highlights those scheduled for updates in 2023).

Figure A5.1: Modal Planning Coordination and Process

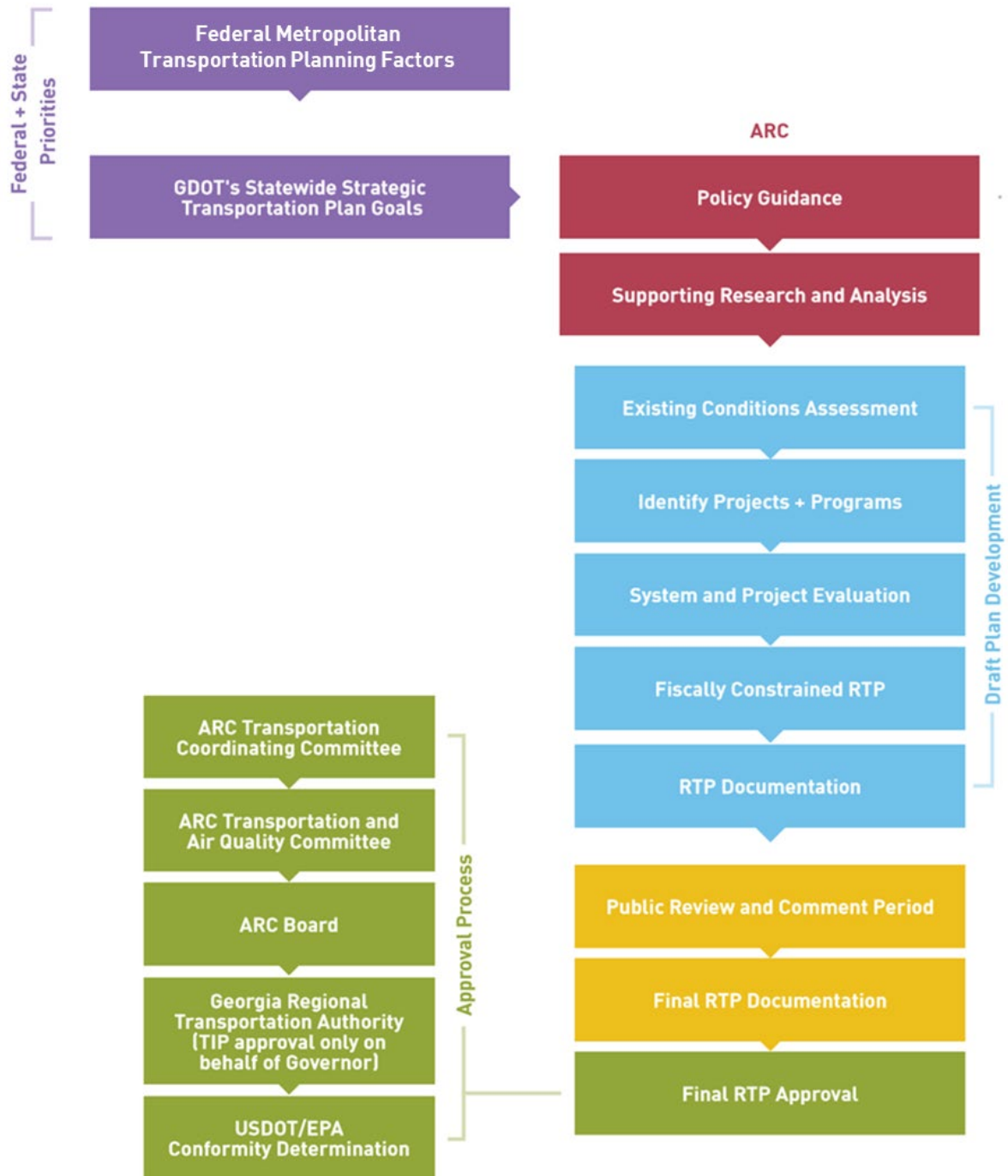


Table A5.2 – Current Plans and Studies

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
Freight	Atlanta Region Truck Parking Assessment	2018	Atlantaregional.org/freight
Freight	Atlanta Regional Freight Mobility Plan	2016 (Update currently underway)	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 (Update currently underway)	atlantaregional.org/hst
ITS	Atlanta Regional Strategic TSMO Plan and ITS Architecture Update	2020	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	(New plan currently under development)	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 <i>(Update currently underway)</i>	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 <i>(Update currently underway)</i>	atlantaregional.org/hhsurvey

Transportation Improvement Program (TIP)

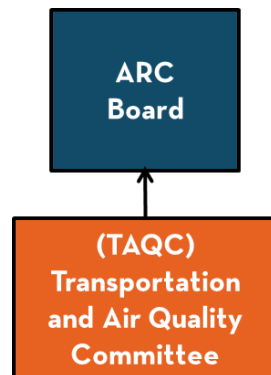
The TIP serves as a strategic management tool that accomplishes the objectives of the MTP. The Atlanta Region's Plan FY 2020-2025 TIP was adopted in conjunction with the MTP update in February 2020. As with the MTP, it is routinely amended throughout the federally required quadrennial update cycle. In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

Periodically, the timeframe of the TIP period is extended within the quadrennial MTP update cycle. Coincident with the production and approval of the 2023 UPWP, ARC is in the process of amending the TIP to shift the timeframe to cover FY 2023-2028.

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 discretionary 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 TIP/MTP 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 Manager of ARC's Transportation Access & Mobility Group and membership includes a representative (typically the planning or transportation director) from MARTA, GDOT, GRTA, ATL, EPD, the City of Atlanta and 17 counties. These members are designated by the head of their organization.

Representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), 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. In 2016, TCC membership was expanded to include a designated municipal district

member from each of the following six Municipal Districts (MDs), selected from a municipality within each district:

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.

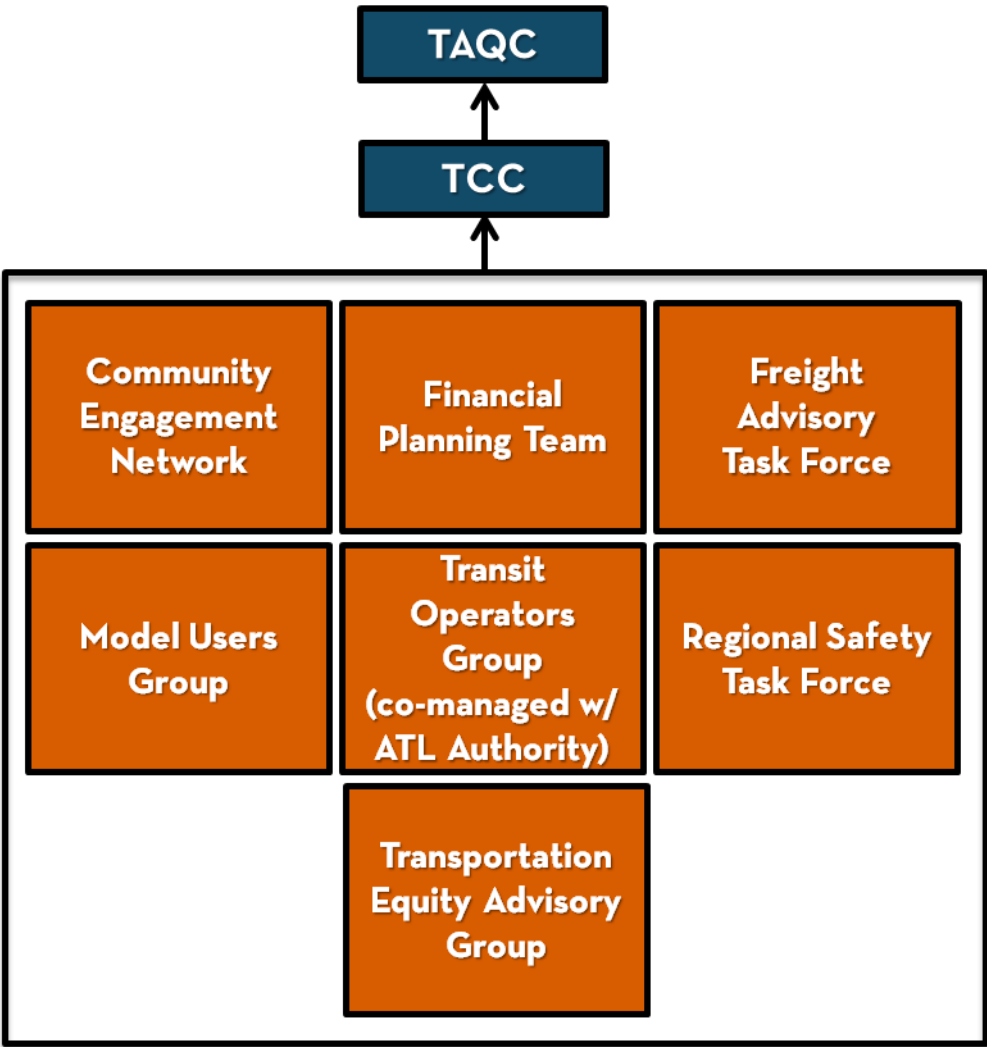
TCC municipal district representatives are responsible for providing technical input from the municipal district member perspective in the MPO planning process, represent the municipalities in the designated district, and work with county representatives to keep applicable staff in their district informed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

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 2023, 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. Additional details can be found at www.atlantaregional.org/engagement.

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 Regional 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 TIP/MTP 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 large UZA. 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 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 group emphasizes 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.

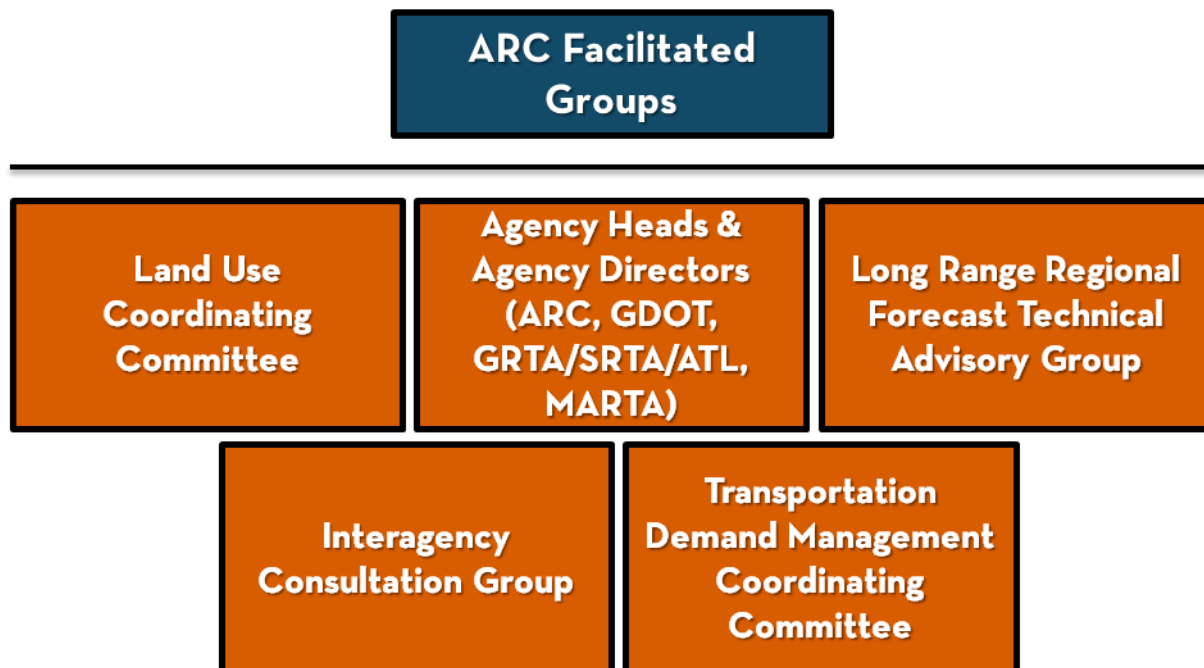
Ad Hoc Subcommittees

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: ARC's Transportation-Related Facilitated Groups



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 consultation for the development and submittal of applicable State Implementation Plan revisions and before findings of conformity of transportation plans, programs and projects within the SIP, in airsheds designated as nonattainment or redesignated as attainment with a maintenance plan. To fulfill this requirement, an Interagency Consultation Group facilitated by ARC, was established and meets on a monthly basis to discuss and resolve matters relative to air quality and transportation. Formal membership in this Group includes ARC, GDOT, GRTA, EPD, EPA, FHWA, FTA, ATL, MARTA, and ARC counties receiving federal transportation funding to provide transit services (Cobb, Douglas and Gwinnett). Additional agencies participate including the State Road & Tollway Authority (SRTA), the Gainesville-Hall MPO (GHMPO) and the Cartersville-Bartow MPO (CBMPO). 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.

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 and those involved in TDM in the region such as 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)

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 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 PM2.5.

- 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)

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 2023. 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

- State Conformity Rule and 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 nonattainment and maintenance areas but also newly designated nonattainment areas.

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. In February 2020, ARC finalized the development of the transportation element of *The Atlanta Region's Plan* – the 2050 Regional Transportation Plan and a FY 2020-2025 Transportation Improvement Program – which incorporates the Atlanta Metropolitan Planning Area. The plan and program supported the overall agency evolution and emphasis areas and responded to all federal transportation planning mandates.

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 2023 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.

UPWP Development Process

Development of the annual UPWP is done in tandem with the *ARC Strategy*. 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 for a 10 to 30 day public comment period beginning in either late October or early November at <https://atlantaregional.org/upwp>. The length of the comment period will be at the staff's discretion, but the goal will be for the period to be as long as possible and yet still permit adoption of the UPWP in December. Final briefings and votes on the UPWP will occur in November and/or December as the meeting schedule dictates.

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

Proposed amendments to the UPWP will be posted at <https://atlantaregional.org/upwp> for a minimum of 10 days and a maximum of 30 days. The length of time for the comment period will be at the discretion of staff and based on the nature and complexity of the amendment. The amendment schedule will be shared with TCC, TAQC, the ARC Board and the Interagency Consultation Group either at regularly scheduled meetings or by email at staff's discretion. An opportunity to comment will be provided at a TCC meeting to be conducted within the comment period. As the officially recognized MPO policy committee, TAQC will be the sole and final vote when approving UPWP amendments.

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 to 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 staff's discretion.