

Unified
Planning
Work
Program

2022



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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 25, 2019. 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 8, 2021. An administrative modification was processed on March 25, 2022 to reflect the addition of a new planning study to be led by the ATL Authority in Appendix 5. A second round of administrative modifications were processed on April 21, 2022 to reflect additional activities to be undertaken by ARC as defined in Appendix 1, as well as the addition of several new planning studies to be led by various other partner agencies in Appendix 5. A third administrative modification was processed on June 3, 2022 to reflect a change in the funding amount for an ARC led study in Appendix 5.

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Federal Requirements for 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.

The Fixing America’s Surface Transportation (FAST) Act, the federal legislation which has guided the MPO process since December 2015, expired on September 30, 2021, but the law was extended while Congress continued to deliberate on its legislative successor. The initial draft version of the 2022 UPWP was developed during this period of uncertainty, so references to the FAST Act within the document would be outdated prior to its adoption in December 2021. The transportation reauthorization bill (Infrastructure Investment and Jobs Act) signed into law on November 15, 2021 makes no substantive changes to the MPO process and its requirements, so the factual content presented herein remains accurate regardless of which law is in effect. But with the intention of remaining legally accurate, this document refers to federal transportation legislation generically and avoids references to a specifically named piece of legislation.

A metropolitan planning organization is required to develop a long-range plan and a short-range transportation improvement program that provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the planning area and as an integral part of the intermodal transportation system for Georgia and for the U.S.

Federal law also requires metropolitan planning organizations, 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.

Major components that feed into the development of the long-range plan and short range program are listed below.

Metropolitan Planning Factors

Federal law requires that the metropolitan planning process must explicitly consider and analyze, as appropriate, ten factors that reflect sound planning principles.

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 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.

Federally Defined Planning Emphasis Areas

In 2014, 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. No new direction has been provided since 2014, but in the absence of updated planning emphasis areas, ARC maintains that the original directives still constitute important considerations in the metropolitan planning process and warrant carrying forward in each year's UPWP.

- *Transition to Performance-based Planning and Programming* - USDOT encourages State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPO might also explore the option to use scenario planning to develop their metropolitan transportation plan.
- *Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries* - To improve the effectiveness of transportation decision-making, USDOT encourages State DOTs, MPOs, and providers of public transportation to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas (UAs) that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to

improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas.

- *Access to Essential Services* - USDOT encourages State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision-making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

Locally Identified Planning Emphasis Areas

Since 2014, federal transportation policy has continued to evolve and additional issues have come to the forefront of the conversation about where limited resources should be focused. These issues have driven the news cycles in recent years and relevant language has embedded in proposed infrastructure funding legislation (still pending at the time of development of this document). Some resulted due to the COVID-19 pandemic, while others have been more systemic in nature but have recently risen in prominence. ARC has also identified these issues as being relevant at the regional level and intends to continue efforts to better address them in all of our planning activities in 2022, regardless of formal federal direction. These issues include:

- Social equity/justice (particularly how mobility can increase economic opportunities)
- Safety (particularly for bicyclists and pedestrians due to disproportionate increases in injuries and fatalities for those traveling modes)
- Travel behavior shifts (particularly the reduction in work commutes due to many people continuing to work from home)
- Freight and goods movement (particularly how changes to consumer spending patterns affect the retail landscape and delivery services)
- Transportation technology (particularly recent rapid developments in connected and electric vehicles)

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.

Transportation Plan

The long-range transportation plan 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 metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and for metropolitan planning organizations 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.

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.

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 4 years. Also, at least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

Air Quality Conformity Process


In areas failing to meet federal standards for air quality, such as Atlanta, 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.

ARC Overview

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 on Page 6.

- **MAPDC** – Metropolitan Area Planning & Development Commission as detailed in *Georgia Code 50-8-82*, with the responsibilities of a state **RC** (Regional Commission), for the City of Atlanta and an eleven county area (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Rockdale counties). 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 for details.) 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 updated data from the 2020 Census expected to be released in 2022, ARC’s work program for this year will include initial discussions with impacted jurisdictions regarding potential changes to the MPO boundary.
- **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	Forsyth	Hall	Jackson	Newton	Paulding	Pike	Spalding
	Regional Commission / Metropolitan Area Planning and Development Commission	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
	Metropolitan Planning Organization	█	█	█	█	█	█	█	█	█	█	█	PARTIAL	○	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

Figure 2: Atlanta MPO Planning Boundaries



Figure 3: Air Quality Analysis Boundaries

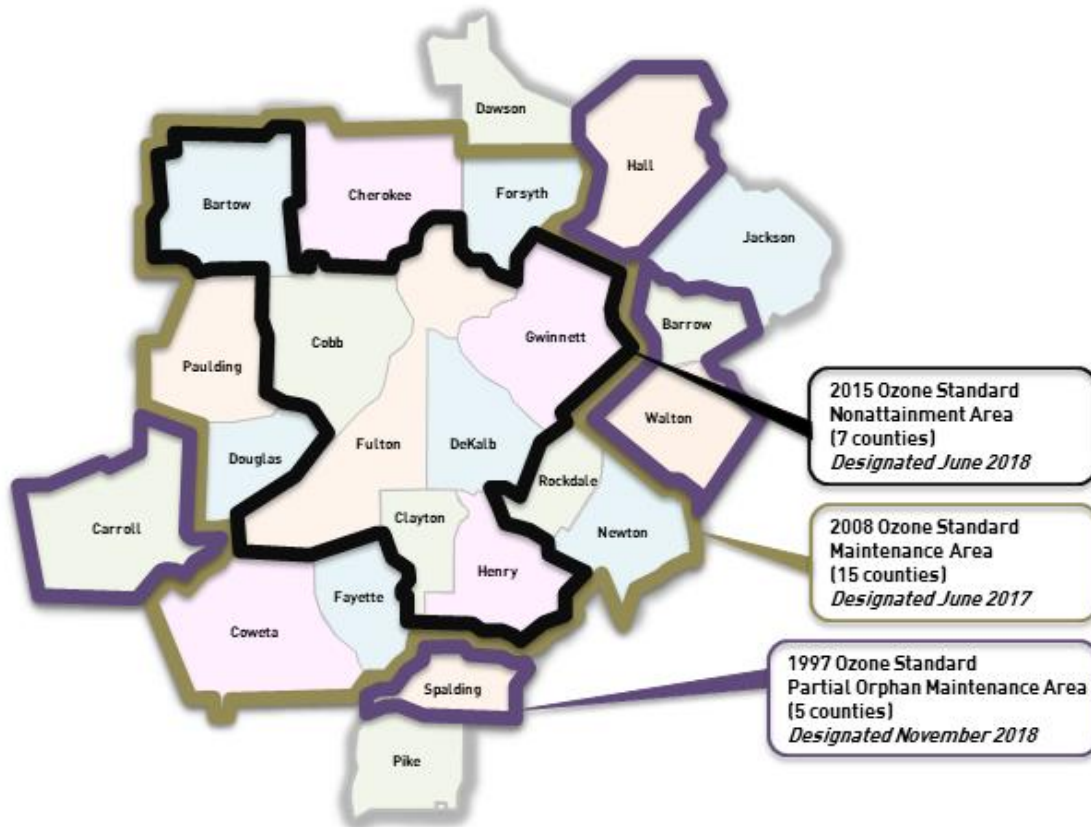


Table 1: Atlanta MPO Planning Boundaries

MPO	ARC is the designated MPO for the Atlanta area, responsible for carrying out the federally required metropolitan transportation planning process.	20 counties- 13 whole, 7 partial, and the City of Atlanta
Adjacent MPOs	By formal agreements, the Cartersville-Bartow MPO conducts planning for the 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 will conduct the technical evaluation for conformity that supports the RTP and TIP developed by CBMPO.	2 adjacent MPOs
Atlanta Nonattainment Area for Ozone	In June 2018, EPA designated a new 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.	7 counties
Atlanta Maintenance Area for Ozone	In July 2016, EPA determined that a 15-county portion of the Atlanta region attained the 2008 8-hour ozone standard. In June 2017, EDA designated the 15-county area as a maintenance area for that standard.	15 counties
Atlanta Partial Orphan Maintenance Area for Ozone	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.	5 counties

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 2022. When available, ARC will begin defining a new UAB that will govern the planning process over the decade. That work is expected to continue beyond the timeframe of this 2022 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 revise 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 after the timeframe of this 2022 UPWP.

Atlanta Maintenance Areas

EPA-designated Atlanta Nonattainment and Maintenance areas, as shown in Figure 3, must be addressed in the transportation planning processes within those area. Since 2004, ARC has performed the technical evaluation to demonstrate TIP/RTP conformity for the entire Atlanta nonattainment area(s). This role for GHMPO ended in 2016 following attainment of air quality standards in that area. However, since Bartow County is still within a nonattainment area, this relationship between ARC and CBMPO is still ongoing.

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.

- Current Nonattainment Areas

- 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. The Georgia Environmental Protection Division will submit a new State Implementation Plan to the EPA in 2021, and ARC expects the EPA to approve the plan and redesignate the area as a maintenance area by 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 PM2.5 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 PM2.5 standard. Since the region is meeting a newer standard, while being in maintenance for an older 1997 standard, many requirements

associated with the older standard will drop. As a result, ARC will no longer be required to demonstrate conformity to the PM2.5 budgets for the 20 county (plus 2 partial county) nonattainment area. All counties will be considered in maintenance of the 1997 PM2.5 standard.

3. *Conformity Determination Process*

A federal conformity determination is required for all RTP/TIP updates and amendments within the nonattainment and maintenance areas. For the Atlanta nonattainment and maintenance areas, there are now three applicable MPOs. In 2013, ARC further formalized the conformity determination process for amendments through implementation of a three-step process.

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

Table 2: 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 RTP 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 RTP 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 RTP 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 RTP 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				
TBD	TIP Amendment #3	Yes	Yes**	Yes	Yes	

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

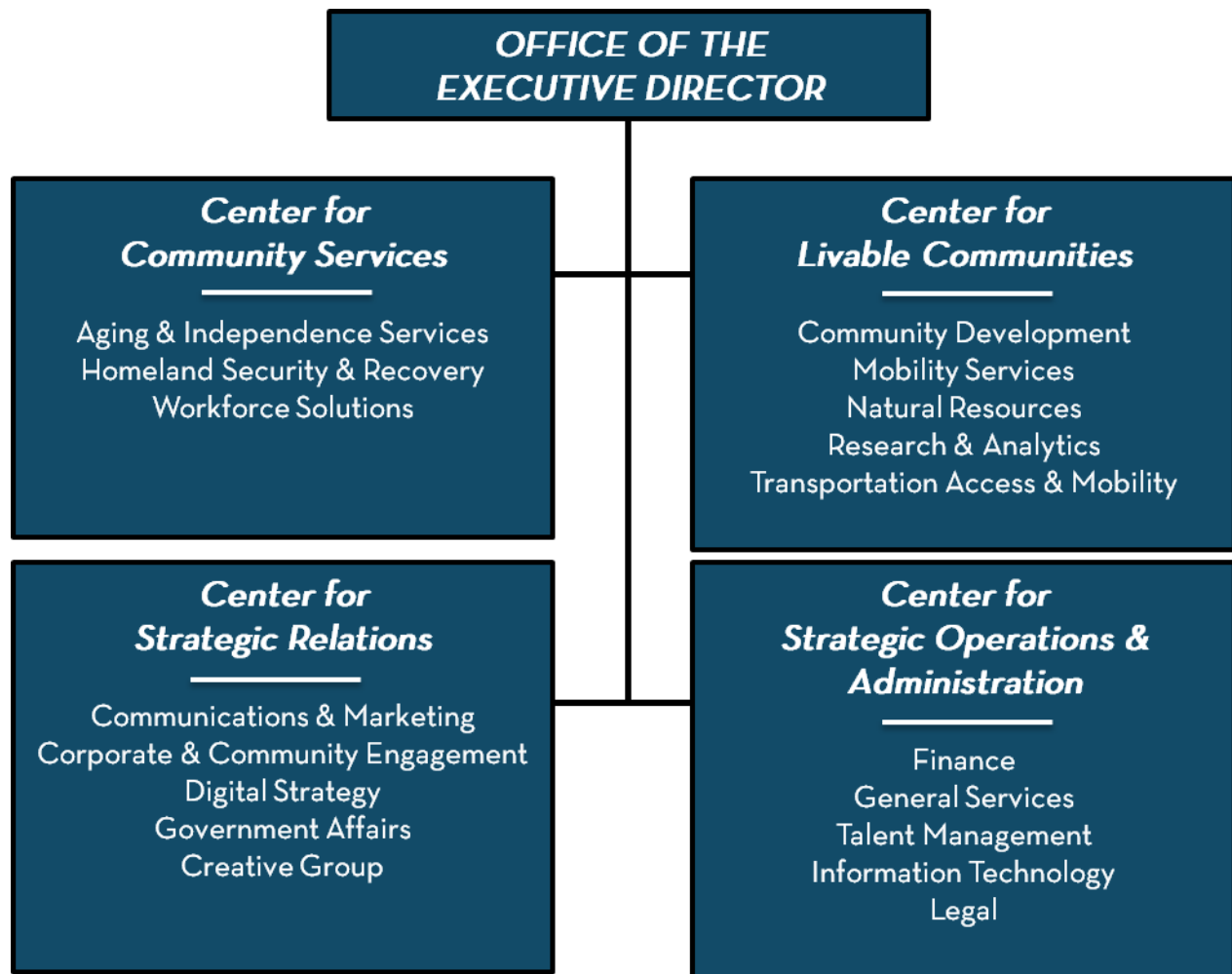
** Pursuant to EPA's November 2018 guidance on the South Coast II decision, 5 counties are now considered partial orphan maintenance areas that require all components of the conformity process *except for emissions analysis*.

ARC Structure

In 2016, ARC adopted a Strategic Framework that refreshed the purpose, vision and mission of the organization and revisited values. ARC’s “Evolution Strategy”, adopted in 2012, establishes the mindset and culture of ARC’s staff to help the agency meet the current and future needs of the Atlanta region.

ARC is organized around four centers: Community Services, Livable Communities, Strategic Relations, and Strategic Operations and Relationships. These centers work in a cross-function style and focus on helping to drive change, not just plan it. In particular with respect to transportation planning, the Center for Strategic Relationships will provide support agency-wide in the areas of community engagement, environmental justice, social equity.

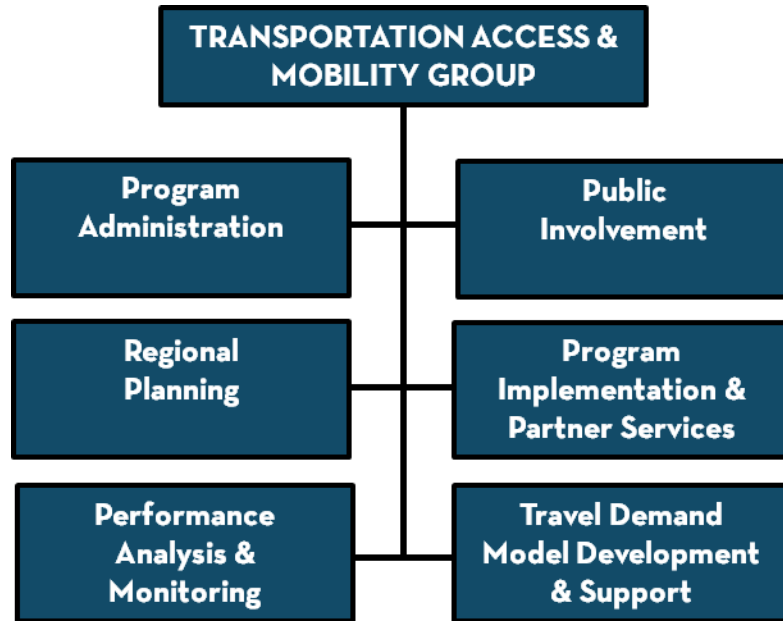
Figure 4: ARC Organizational Chart



ARC Transportation Access and Mobility Group Structure

ARC's Transportation Access and Mobility Group (TAMG) 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 TAMG also coordinates work activities for the MPO functions, including TIP and RTP development.

Figure 5: Transportation Access & Mobility Group Organizational Chart



Regional Transportation Planning Structure

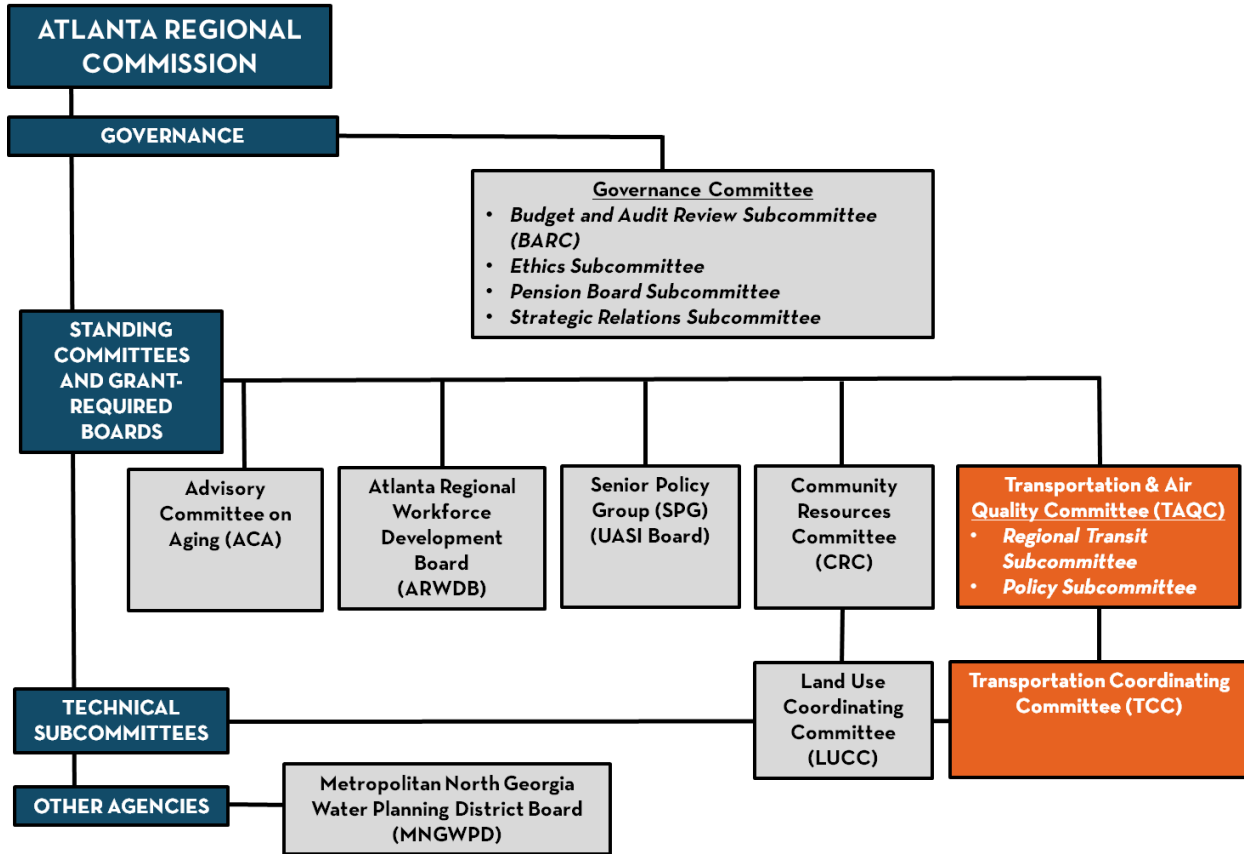
ARC collaborates with the region's local governments, the Georgia Department of Transportation, the Atlanta-region Transit Link Authority, the Georgia Regional Transportation Authority, the Metropolitan Atlanta Rapid Transit Authority, other regional transit providers, local governments, community improvement districts, and citizens 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.

Figure 6: ARC Committee Structure



The 2022 schedule for meetings of the Transportation & Air Quality Committee and the Transportation Coordinating Committee is shown on the following page.

Atlanta Regional Commission Board

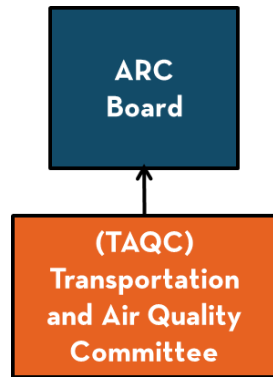
The 41-member ARC Board membership is defined in state code and is required to be a combination of elected public officials and citizens. *(Georgia Code 50-8-84.)* The Commission schedules a minimum of six meetings each year in January, March, May, July, September and December. Agendas, meeting summaries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

Figure 7: ARC Meeting Schedule 2022

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

Transportation and Air Quality Committee (TAQC)



This committee is the transportation and air quality policy committee of the ARC. 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 members from the planning area 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 RTP/TIP development.

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

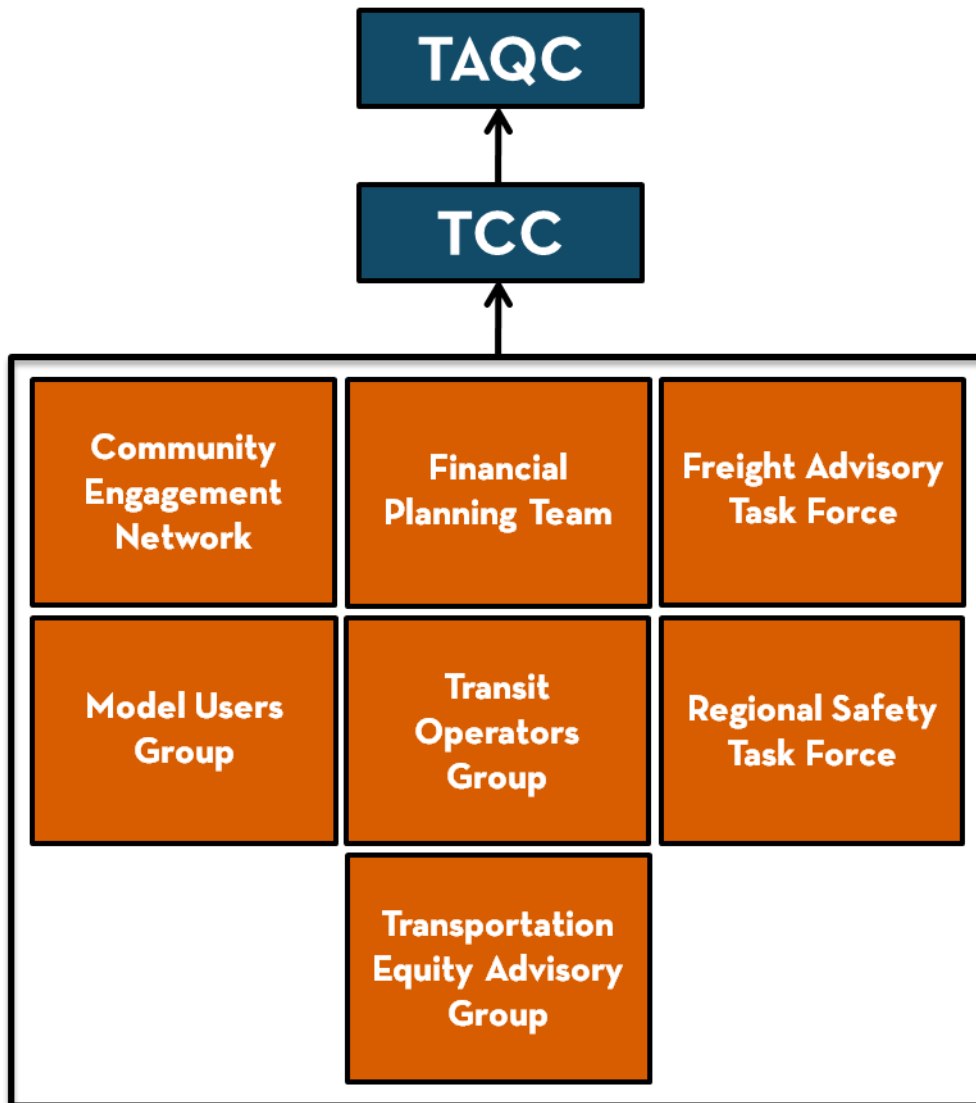
TCC municipal district representatives are responsible for providing technical input from the municipal district member perspective in the MPO planning process, represent the municipalities in the designated district, and work with county representatives to keep applicable staff in their district informed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

TCC normally meets twice monthly, except only once in December. The first TCC meeting of the month is a formal meeting during which action items are voted upon; the second monthly meeting is a working session. 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 2022, the following task forces and subcommittees are expected to be active contributors to the regional planning process.

Figure 8: 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 RTP 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 RTP and TIP planning efforts. The FATF meets periodically, typically three to four times a year. Additional details can be found at www.atlantaregional.org/fatf.

Model Users Group

In 1999, the Model Users Group (MUG) was formed as a subcommittee of the TCC to provide a forum to foster, develop and aid in coordinating the design and implementation of travel demand models among local governments. The group also serves as an advisory council in these matters and meets on a quarterly basis. Additional details can be found at www.atlantaregional.org/mug.

Transit Operators Group

Created in 1998, the Transit Operators Group (formerly Transit Operators Subcommittee) includes membership from agencies eligible to receive federal transit administration program funding in the 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/social-equity.

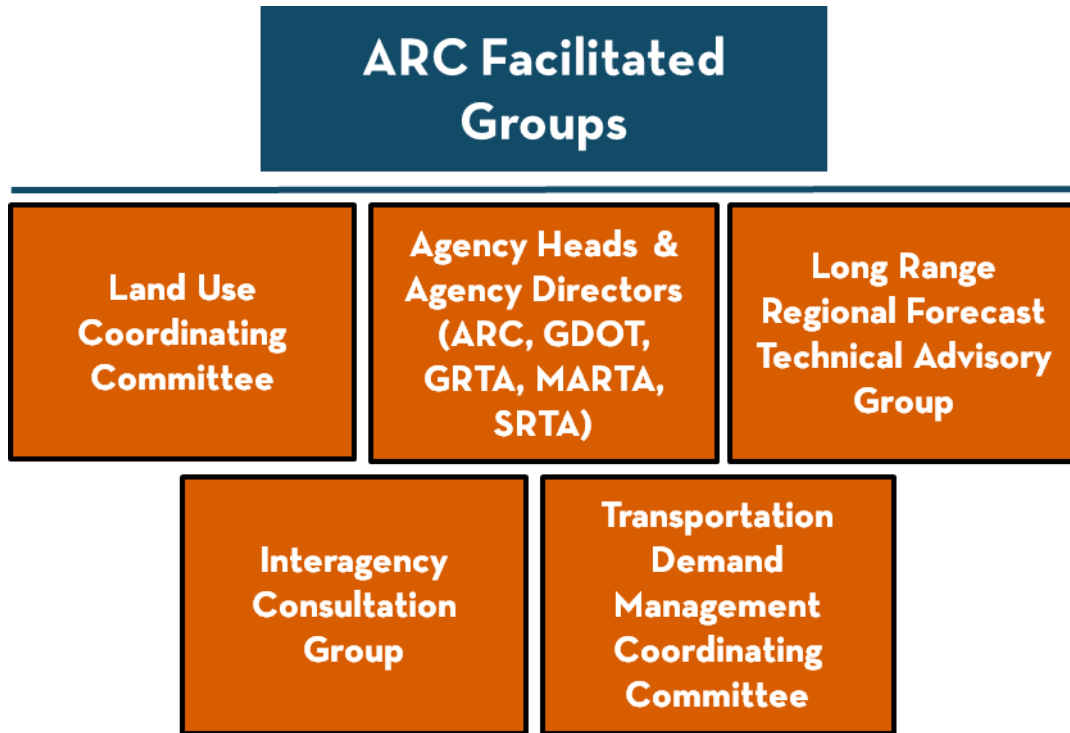
Ad Hoc Subcommittees

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 9: ARC’s Transportation-Related Facilitated Groups



Land Use Coordinating Committee

Implemented in 2000, LUC 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 LUC meetings as well. LUC 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. LUC 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 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.

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.

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 Nonattainment 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 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. 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, 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.

Regional Planning Process

General Process

Since adopting a policy statement in 1974, the metropolitan Atlanta transportation planning process has been a bottom up system, requiring transportation matters to come through the transportation policy committee for review and comment prior to Board action. This policy has been expanded over the years to require transportation matters to first be reviewed by the technical committee (Transportation Coordinating Committee) then forwarded to the policy committee (Transportation & Air Quality Committee) with recommendations. In all cases, should the ARC Board propose a substantive change to a transportation plan or program at the approval stage, the matter must be referred back to the technical committee for review, then to the policy committee, and then back to the Board. This could potentially require months for additional technical analysis for conformity and for additional opportunity for public comment; therefore, to minimize this potential, ARC staff keeps committees and the Board involved throughout the planning process to address comments or concerns prior to the approval cycle.

Plans and Programs

ARC, as the MPO for the Atlanta Region, is responsible for implementing the metropolitan transportation planning process in the Atlanta region, which includes development of a long range transportation plan (Regional Transportation Plan – RTP) and short range transportation program (Transportation Improvement Program – TIP) in cooperation with the State and with operators of publicly owned transit services. The RTP and TIP are produced through a planning process which involves the region’s local governments, the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Georgia Environmental Protection Division (EPD), the State Road & Tollway Authority (SRTA), ATL Authority (ATL), Metropolitan Atlanta Rapid Transit Authority (MARTA), local jurisdictions and citizens of the region. Additionally, representatives from the local offices of the U. S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the U. S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process.

Atlanta Regional Transportation Plan (RTP)

The RTP 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 RTP 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 RTP is routinely amended once or twice each year throughout the federally required quadrennial update cycle. More information can be found at www.atlantaregional.org/rtp.

Atlanta Transportation Improvement Program (TIP)

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

The Atlanta TIP was approved by the Georgia Regional Transportation Authority, 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 RTP, provides a brief description of each transit project, the ARC Activity Line Item Codes and funding share.

Unified Planning Work Program (UPWP)

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. More information can be found at www.atlantaregional.org/upwp.

Key Components of the Atlanta Region’s Plan

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 10, which Table 3 identifies all of ARC’s current major transportation plans (and highlights those scheduled for updates in 2022).

Figure 10: Modal Planning Coordination and Process

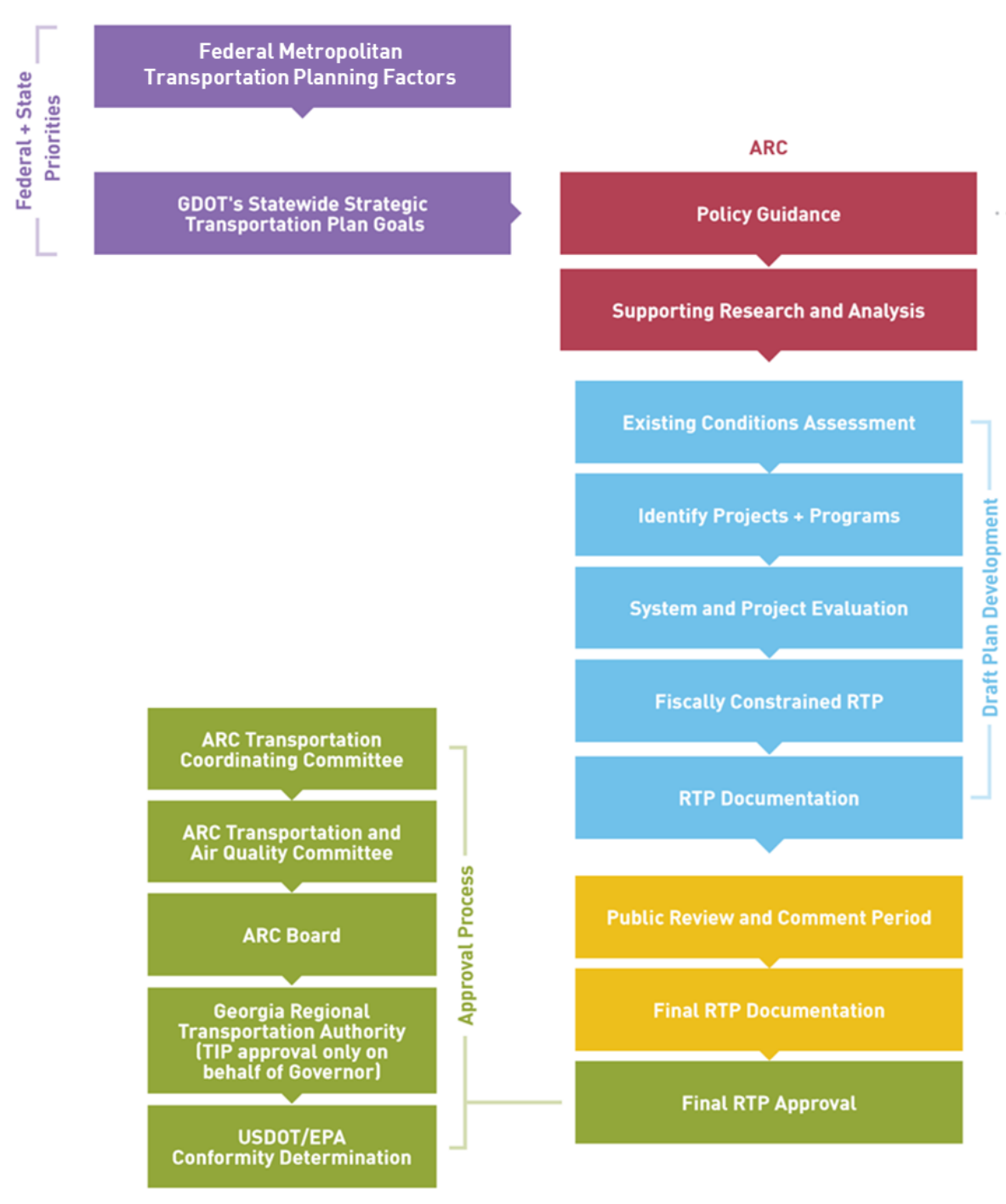


Table 3 – Current Plans and Studies

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	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	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
Thoroughfares	Strategic Regional Thoroughfare Plan and Regional Thoroughfare Network (RTN)	2012	atlantaregional.org/cmp
Transportation Demand Management	Regional Transportation Demand Management Plan	2013	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	atlantaregional.org/hhsurvey

Formal 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 passage of the successor legislation to the FAST Act, 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 (in process)
 - 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 MPO, 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 2022. 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 areas but also newly designated nonattainment areas.

Planning Process Update

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.

2022 ARC Work Activities

The Atlanta Regional Commission annual work program, *Strategy 2022*, was adopted in conjunction with this UPWP in December 2021. This work program details the following elements for the Center for Livable Communities:

- 1 – Research & Analytics
- 2 – Community Development and Community Partnerships
- 3 – Natural Resources
- 5 – Mobility Services
- 6 – Transportation Access & Mobility

Transportation funds are allocated to work activities under Element 6 and to some subelements under Elements 1, 2, and 5. As ARC continues to implement the *Strategic Framework* adopted in 2016 and continues to strategically integrate and coordinate work activities across the agency, work activities and products from other Elements and subelements will continue to be combined or incorporated into the transportation function where possible.

Element 6 (see Appendix 1) – ARC transportation work activities for calendar 2022 are detailed in Element 6 of *Strategy 2021*. 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)

Other ARC Subelements Providing Support (see Appendix 2) – Additionally, other ARC Work Programs outside the Transportation program provide support for the transportation process.

1A - Estimates and Forecasts - 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

2A – Comprehensive Planning & Review - Provides coordination of regional and local planning efforts. ARC conducts reviews of local comprehensive plans and Developments of Regional Impact (DRIs). Such coordination with the local governments in the region enables ARC to stay abreast of activities within each local jurisdiction related to transportation planning issues and help ensure that these are adequately considered and coordinated through the transportation planning process.

2B – Regional Plan Implementation - 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 3A contains a cross reference of ARC cost centers as shown on each subelement in Appendices 1 and 2 to the metropolitan transportation planning factors as defined by federal law. **Appendix 3B** contains a cross reference of these cost centers to a breakdown of federal, state and local funding budgeted to accomplish the ARC transportation work program for 2022.

Appendix 4 contains the ARC adopting resolution for the “2022 Unified Planning Work Program for the Atlanta Region”, the UPWP approval letters from the Federal Highway Administration and the Federal Transit Administration, and the committee comments received.

Appendix 5 contains a listing of other regionally significant planning activities and studies being led by a state, regional or local planning partner agency.

APPENDICES

APPENDIX 1

TRANSPORTATION ACCESS & MOBILITY GROUP WORK PROGRAM

The subelements in this appendix reflect the work activities to be performed in 2022 by other Transportation Access & Mobility Group 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 Access & Mobility Group APP1-1

SUBELEMENT 6A – Regional Planning APP1-3

SUBELEMENT 6B – Program Implementation & Partner Services APP1-7

SUBELEMENT 6C – Travel Demand Model Development & Support APP1-10

SUBELEMENT 6D – Performance Analysis & Monitoring APP1-13

SUBELEMENT 6E – Special Studies APP1-16

SUBELEMENT 6F – Administration & Support APP1-27

ELEMENT 6 – Transportation Access & Mobility Group

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 designation of the Atlanta Nonattainment Area for ozone, planning requires close coordination with the Cartersville-Bartow MPO, also in the nonattainment 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 travelling public through state-of-the-practice programs, including long-range scenario planning, innovative RTP/TIP delivery, and diverse modal studies.

In support of data-driven decision-making, ARC prepares the required data and technical analysis to support planning decisions. ARC seeks to implement state-of-the-practice data tools and technical analysis that position the organization as an innovation center for the region.

Goals

- Respond to new transportation reauthorization planning requirements associated with climate change and resiliency.
- Begin work activities on the next RTP update.
- Support communities responding to the pandemic.

2022 Work Program Highlights

- Begin a 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.
- Update the regional HST Plan.
- Conduct work in support of the 2024 RTP update, including scenario planning.
- Begin work activities to conduct a Household Travel Survey. ARC, in partnership with GDOT and other stakeholders, will conduct the major regional travel survey. The outcomes of this initiative will be used to inform regional planning and model development.
- Host, in partnership with Georgia DOT, a major technology summit (ConnectATL) to assess the impact of evolving technology on the regional transportation network.

- Pursue an Equity Stakeholder Community Focus Groups Initiative to better understand the needs of transportation disadvantaged groups. ARC will conduct direct outreach to equity populations to build relationships and have more direct understanding of community concerns.

2022 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

2021 Accomplishments

- Completed two TIP amendments to incorporate the remaining recommendations of the 2019 TIP solicitation and to address other changes to project scopes, schedules and budgets.
- Initiated and made substantial progress in the development of a Regional Safety Action Plan.
- 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 ATL Regional Transit Plan (ARTP) and other initiatives with ARC's MPO transit planning responsibilities.
- Continued identification of priority segments and connections needed for advancing regional trail system development.

ELEMENT 6 – Transportation Access & Mobility Group
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 Regional Transportation Plan (RTP) and a short-range Transportation Improvement Program (TIP) for the 20-county metropolitan planning area. The 2050 RTP constitutes the transportation element of The Atlanta Region’s Plan and meets all federal planning requirements. A major update of the RTP and TIP was completed and adopted in February 2020. In 2022, ARC will conduct periodic amendments and administrative modifications to the RTP/TIP.

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 2022 will be important for expanding ARC’s transportation planning in several focus areas, including: electrification, connected vehicles and other transportation technologies; 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 RTP 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 2022 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

- Continue work activities for the next update to the long-range regional transportation plan, required to be adopted by 2024. Work activities will include updating the regional needs assessment, emphasizing equity, resiliency, congestion, safety and other critical transportation factors, and testing alternative scenarios.
- Coordinate with the ATL Authority on regional transit planning activities such as the Atlanta Regional Transit Plan (ARTP) and any needed updates to the Concept 3 regional transit vision. Provide support and collaborate with the ATL Authority on non-ARC sponsored transit feasibility/planning studies being conducted by local governments. Continue coordination of Transit Asset Management target setting, data aggregation, and national reporting.
- Begin facilitating a Regional Transportation Operations Group to continue the on-going collaboration between the operations and planning disciplines, to help advance the Regional Strategic Action Plan and on-going updates to the Regional ITS Architecture.
- Support the development of an update to the Transportation Demand Management (TDM) plan, as directed by lead staff from the Mobility Services Group, including the impacts of increased remote working from the COVID-19 pandemic.
- Plan for regionally significant greenway trails, including data research, document production, and community assistance as requested. Coordinate with the Community Development Group as needed for local trail planning. Facilitate Regional Trails Roundtable meetings as an agency advisory group.
- Continue updating 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.
- Establish a multi-year program for regional transportation resiliency planning.
- Perform the necessary technical evaluations for conformity for the Atlanta Nonattainment Area for ozone in support of any updates or amendments of the Atlanta MPO, Gainesville MPO and Cartersville MPO RTPs and TIPs.
- Convene and facilitate regular meetings of the Interagency Consultation Group to ensure all relevant air quality conformity requirements are addressed in the planning process.

Special Studies – ARC Managed

- Continue development of the Regional Safety Action Plan. See also Subelement 6E: Regional Safety Action Plan.
- Continue work activities for a major update to the Regional Freight and Goods Movement Plan. See also Subelement 6E: Regional Freight and Goods Movement Plan Update.
- Continue on-going HST planning and implementation through enhanced demand-response service coordination, and mobility as a service / technology advancements. See also Subelement 6E: Regional Human Services Transportation Plan.

- Complete the first phase of the ITS4US Complete Trip Deployment. See also Subelement 6E: ITS4US Complete Trip Deployment (Phase 1)
- Develop a Regional Transportation System Electrification Plan. See also Subelement 6E: Regional Transportation System Electrification Plan.
- Define and implement an Infrastructure and Investment Jobs Act (IIJA) Support Program. See also Subelement 6E: Infrastructure and Investment Jobs Act (IIJA) Support Program.

Special Studies or Grant Management Services – ARC Facilitated

- Continue administration and oversight of the County Transportation Plan (CTP) Program. See also Subelement 6E: County Transportation Plan (CTP) Program.
- Continue administration and oversight of the Freight Cluster Area Planning Program. See also Subelement 6E: Freight Cluster Area Planning Program.
- Continue administration and oversight of the Regional Transportation Planning Study Program. See also Subelement 6E: Regional Transportation Planning Study Program.
- Continue administration and oversight of other special transit studies for communities, as needed and requested. See also Subelement 6E: Spalding County Transit Feasibility Study and Subelement 6E: Newton County Transit Feasibility Study.

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.

Cost Centers

Core Staff Activities

- 206ALR Long Range Planning
- 206ALT Long Range Planning (Transit)
- 206AAQ Air Quality Planning
- 206AAT Air Quality Planning (Transit)

Special Studies – ARC Managed

- 006ESA Regional Safety Action Plan
- 106EFP Regional Freight and Goods Movement Plan Update
- 106EHP Regional Human Services Transportation Plan Update
- 106EIS ITS4US Complete Trip Deployment (Phase 1)
- 206EEP Regional Transportation System Electrification Plan

Special Studies or Grant Management Services – ARC Facilitated

- 906ECP County Transportation Plan (CTP) Program
- 006ECP County Transportation Plan (CTP) Program
- 106ECP County Transportation Plan (CTP) Program
- 206ECP County Transportation Plan (CTP) Program
- 006ETS Regional Transportation Planning Study (RTPS) Program
- 106ETS Regional Transportation Planning Study (RTPS) Program
- 206ETS Regional Transportation Planning Study (RTPS) Program
- 906EST Spalding County Transit Feasibility Study
- 006ENT Newton County Transit Feasibility Study

ELEMENT 6 – Transportation Access & Mobility Group

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 Regional Transportation Plan (RTP) 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 RTP. The current TIP covers fiscal years 2020 through 2025 and was adopted in February 2020.

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.

In 2022, Sub-Element 6B will focus on: (1) programming the TIP in accordance with the most recent federal rules and regulations; (2) accelerated TIP project delivery; and (3) implementing efforts to educate and engage local sponsors, planning partners, and the general public on the TIP process.

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 2022 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

- Conduct periodic amendments and administrative modifications to the RTP/TIP.
- Produce quarterly reports on project delivery rates for STBG-Urban, TAP, CMAQ, and Highway Infrastructure – Urban projects programmed in the current TIP and shared on the DASH performance data dashboard.
- Conduct project solicitation for available STBG Urban, CMAQ and TAP funds in FY 2023 to FY 2025.
- Support the implementation of livability programs through coordination with the ARC Community Development Group and state agencies, including programming and project development activities associated with the LCI program.
- Update the TIP/RTP Blueprint to reflect current policies and procedures.
- Conduct semi-annual training and information session on TIP programming and planning/scoping studies contract management for staff from local governments, GDOT, CIDs, consultants, and other members of the general public.
- Incorporate the Transit Program of Projects (POP) into the TIP when updated by the ATL Authority.
- Coordinate with the Community Development Group and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.
- Conduct an annual Regional Transportation Technology Summit (ConnectATL), depending on COVID-19 conditions.
- Continue to 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

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

Special Studies or Grant Management Services – ARC Facilitated

- Complete transition of the administration of the FTA grants for the Center for Pan Asian Community Services, Inc. to the ATL Authority. See also Subelement 6E: CPACS CARES Act Funding Grant.
- Support Fulton County's expansion of public transportation services for seniors through their Mobility Options for Senior Transport (MOST) program with the utilization of transportation network companies. ARC currently acts as the direct recipient of federal transit funds. See also Subelement 6E: Fulton County HSCR Mobility Grant.

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.

Cost Centers

Core Staff Activities

- 206BSR Program Implementation
- 206BST Program Implementation (Transit)
- 206BLG Partner Assistance
- 206BGT Partner Assistance (Transit)

Special Studies – ARC Managed

- 206EDP Regional Transportation Project Database Overhaul

Special Studies or Grant Management Services – ARC Facilitated

- 006EFC FTA CARES Act Capital (CPACS)
- 006EFX FTA CARES Act Operations (CPACS)
- 006ESS Fulton County HSCR Mobility Grant

ELEMENT 6 – Transportation Access & Mobility Group

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 Regional Transportation Plan (RTP). 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 RTP/TIP 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 2022 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

- Continue implementation of the recommendations from the peer review of the Activity-Based Model (ABM), as part of USDOT's Travel Model Improvement Program (TMIP). These activities will focus on the continued enhancement of the ABM, including calibration, validation, adjusted procedures to assess managed lanes and value pricing, and streamlining model run times and efficiencies.

- Pursue development of an on-call fee for service for regional partners to assist in conducting special-purpose modeling.
- Continue work activities to incorporate the regional transit on-board survey into the model.
- Continue work to integrate the activity-based model with dynamic traffic assignment.
- Continue the interdisciplinary education of the modeling staff; conduct one-on-one model training. Continue to provide technical support and ABM training to planning partners and stakeholders.
- Conduct quarterly meetings of the Model Users Group.
- Continue to 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, Oregon DOT, Minneapolis Met Council, MWCOG, Ohio DOT and ARC.

Special Studies – ARC Managed

- Finalize work program and begin implementation activities for the Regional Household Travel Survey, including coordination with regional partners. See also Subelement 6E: Regional Household Travel Survey.
- Maintain, update, and pursue innovative enhancements of the Regional Activity-Based (ABM) Travel Demand Model via model calibration and validation. Integrate with other model update efforts, e.g., land use model, air quality model, etc. See also Subelement 6E: Activity Based Model Support and Development and Subelement 6E: 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.

Cost Centers

Core Staff Activities

- 206CDM Model Development & Support
- 206CDT Model Development & Support (Transit)

Special Studies – ARC Managed

- 106EHS Regional Household Travel Survey
- 206CMS ABM Support and Development
- 006ELM Land Use and Conformity Forecasting Model Development

Special Studies or Grant Management Services – ARC Facilitated

N/A

ELEMENT 6 – Transportation Access & Mobility Group
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 Nonattainment Area. 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 and RTP 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/RTP 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 2022 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

- Continue to research and update the latest project evaluation methodologies, emphasizing projects considered for inclusion to the plan as part of the TIP project solicitation.

- Monitor targets and report performance in accordance with federal rulemaking and develop processes to track and report on transportation system performance monitoring over time using DASH.
- Improve project evaluation procedures and tools, building upon “real world” data methodologies, including the FHWA developed NPMRDS, HERE data, INRIX Analytics data and implementation of state-of-the-practice tools and methodologies to evaluate the impacts of projects.
- Improve evaluation procedures for active mode, TSMO, and transit projects, including procedures to evaluate transit projects via the VISUM model and the activity-based model (ABM).
- Emphasize improvements in the reporting and accuracy of crash data by working with all other relevant state agencies.
- As part of the Congestion Management Process, continue to refine analysis networks, explore new data, tools and methodologies, and assess conditions in support of the next plan update scheduled for completion in early 2024.
- Complete the regional needs assessment for the next Regional Transportation Plan update scheduled for completion in early 2024.
- Continue to gather and analyze public feedback on Ladders of Opportunity and incorporate into updated ETA analyses.

Special Studies – ARC Managed

- Complete the scenario analysis with VisionEval and TMIP-EMAT modeling tools in support of the next plan update scheduled for completion in early 2024. See also Subelement 6E: 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.

Cost Centers

Core Staff Activities

- 206DCM Performance Analysis
- 206DCT Performance Analysis (Transit)

Special Studies – ARC Managed

- 206ETE TMIP-EMAT Demonstration Project

Special Studies or Grant Management Services – ARC Facilitated

N/A

ELEMENT 6 – Transportation Access & Mobility Group
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 Regional Transportation Plan (RTP) 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 2022 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

- *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.

- *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.

Special Studies – ARC Managed

- *Regional Safety Action Plan*

ARC is conducting a plan to improve safety conditions in the Atlanta region. Planning activities include a variety of technical analysis and outreach activities. Emphasis is being placed on transportation disadvantaged communities that experience significant issues with safety.

This planning study is also included in Subelement 6A: Regional Planning.

- Cost Center: 006ESA
- TIP Reference: AR-049 (programmed in FY 2020)
- TIP Funding Amounts and Sources: \$400,000 STBGP (federal) / \$100,000 ARC (local match)
- Status: Work began in 2021 and will conclude in 2022

- *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.

This planning study is also included in Subelement 6A: Regional Planning.

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

- *Regional Human Services Transportation 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.

This planning study is also included in Subelement 6A: Regional Planning.

- Cost Center(s): 106EHP, 106EHA
- TIP Reference: AR-059C (programmed in FY 2021)
- Funding Amounts and Sources: \$625,000 ARPA (federal) / \$300,000 FTA 5303 (federal) / \$37,500 GDOT (state match) / \$37,500 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 2022

- *ITS4US Complete Trip Deployment (Phase 1)*

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. Phase 1 of this project includes concept development including creating a Concept of Operations, System Requirements Specifications, and a Deployment Plan.

This planning study is also included in Subelement 6A: Regional Planning.

- Cost Center(s): 106EIS
- TIP Reference: Not applicable
- Funding Amounts and Sources: \$1,337,185 USDOT Complete Trip Program (federal) / no match requirement
- Status: Work began in 2021 and will conclude in 2022

- *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.

This study is also included in Subelement 6A: Regional Planning.

- Cost Center(s): 206EEP
- Funding Amounts and Sources: \$400,000 STBGP (federal) / \$100,000 ARC (local match)
- TIP Reference: AR-062 (will be added via amendment in early 2022)
- Status: Work will begin in 2022 and will conclude in 2023

- *Infrastructure and Investment Jobs Act (IIJA) Support Program*

With the heavy utilization of federal discretionary programs in the IIJA, ARC will define and implement a program to communicate grant funding opportunities to regional stakeholders and to provide guidance which maximizes the likelihood of success in securing those funds. Consultant assistance will complement staff led efforts.

This work program activity is also included in Subelement 6A: Regional Planning.

- Cost Center(s): 206ALR
- Funding Amounts and Sources: \$400,000 PL (federal) / \$100,000 ARC (local match)
- TIP Reference: Not applicable
- Status: Work will begin and conclude in 2022

- *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.

This work program activity is also included in Subelement 6B: Program Implementation & Partner Services.

- Cost Center: 206EDP
- Funding Amounts and Sources: \$320,000 STBGP (federal) / \$80,000 ARC (local match)
- TIP Reference: AR-057 (will be added via amendment in early 2022)
- Status: Work will begin in 2022 and conclude in 2023.

- *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.

This work program activity is also included in Subelement 6C: Travel Demand Model Development & Support.

- Cost Center(s): 106EHS
- 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.*
- TIP Reference: AR-059A
- Status: Work began in 2021 and will conclude in 2023

- *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 2022 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.

This work program activity is also included in Subelement 6C: Travel Demand Model Development & Support.

- Cost Center(s): 206CMS
- Funding Amounts and Sources: \$440,000 STBGP (federal) / \$110,000 ARC (local match)
- TIP Reference: AR-039C
- Status: Work will begin in 2022 and will conclude in 2023

- *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.

This work program activity is also included in Subelement 6C: Travel Demand Model Development & Support.

- Cost Center(s): 006ELM
- Funding Amounts and Sources: \$140,000 STBGP (federal) / \$35,000 ARC (local match)
- TIP Reference: AR-047B (programmed in FY 2021)
- Status: Work began in 2021 and will conclude in 2022

- *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.

This work program activity is also included in Subelement 6D: Performance Analysis & Monitoring.

- Cost Center(s): 206ETE
- Funding Amounts and Sources: \$400,000 Z445 (federal)
- TIP Reference: AR-063
- Status: Work will begin in 2022 and will conclude in 2023

- *Community Engagement Strategy and RTP Engagement Implementation*

Develop a community engagement strategy to integrate equity and public and stakeholder engagement into all TAMG’s planning activities, including special studies (RTSP, LCI, Freight, TSMO, Bike/Ped, CTPs etc), UPWP, and RTP. This will include development of a Community Outreach Plan and schedule for the 2024 RTP Update, as well as a broader Community Engagement Strategy that will identify activities, methods, best practices, and policies around engagement in all aspects of ARC’s transportation planning and technical assistance work.

This work program activity is also included in Subelement 6F: Administration & Support.

- Cost Center(s): 206FPI
- Funding Amounts and Sources: \$260,000 PL (federal) / \$65,000 ARC (local match)
- TIP Reference: Not applicable
- Status: Work will begin in 2022 and will conclude in 2023

Special Studies or Grant Management Services – ARC Facilitated

- *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 RTP/TIP. ARC will continue to participate in several ongoing updates to existing plans.

This program is also included in Subelement 6A: Regional Planning.

- Cost Center(s): 906ECP; 006ECP; 106ECP; 206ECP
- Funding Amounts and Sources: Amounts vary; STBGP (federal) / Local government match
- TIP Reference: AR-004 series
- Status: See Appendix E for a list of active and proposed planning studies in 2022

- *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 RTP/TIP.

This program is also included in Subelement 6A: Regional Planning.

- Cost Center(s): 006ETS; 106ETS; 206ETS (all current freight cluster area studies are funded under the Regional Transportation Planning Study Program)
- Funding Amounts and Sources: Amounts vary; STBGP (federal) / Local government match
- TIP Reference: AR-006 series
- Status: See Appendix E for a list of active and proposed planning studies in 2022

- *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.

This program is also included in Subelement 6A: Regional Planning.

- Cost Center(s): 006ETS; 106ETS; 206ETS
- Funding Amounts and Sources: Amounts vary; STBGP (federal) / Local government match
- TIP Reference: AR-038 series
- Status: See Appendix E for a list of active and proposed planning studies in 2022

- *CPACS CARES Act Funding Grant*

ARC will support the Center for Pan Asian Community Services, Inc. for maintenance and expansion of their transportation shuttle service to employment and job training, marketing and outreach and transportation educations for low-income, limited English proficient residents of DeKalb County, including the City of Clarkson through the federal CARES Act.

This program is also included in Subelement 6B: Program Implementation & Partner Services.

- Cost Center(s): 006EFC; 006EFX
- Funding Amounts and Sources: \$656,182 CARES Act (100% federal)
- TIP Reference: Not applicable
- Status: Work began in 2020 and will conclude in 2022

- *Fulton County HSCR Mobility Grant*

ARC will support Fulton County’s expansion of public transportation services for seniors through their Mobility Options for Senior Transport (MOST) program with the utilization of transportation network companies. ARC currently acts as the direct recipient of federal transit funds.

This program is also included in Subelement 6B: Program Implementation & Partner Services.

- Cost Center(s): 006ESS
- Funding Amounts and Sources: \$243,778 FTA 5310 (federal) / \$121,922 Fulton County (local match)
- TIP Reference: Not applicable
- Status: Work began in 2020 and will conclude in 2022

- *Spalding County Transit Feasibility Study*

ARC will act as the FTA 5307 direct recipient for Spalding County in a transit feasibility study. ARC will subcontract with the county. The county will directly manage all the study activities. This study will assess the feasibility of transit services in the community and recommend potential next steps.

This program is also included in Subelement 6B: Program Implementation & Partner Services.

- Cost Center(s): 906EST
- Funding Amounts and Sources: \$155,987 FTA 5307 (federal) / \$38,996 Spalding County (local match)
- TIP Reference: Not applicable
- Status: Work began in 2020 and will conclude in 2022

- *Newton County Transit Feasibility Study*

ARC will act as the FTA 5307 direct recipient for Newton County in a transit feasibility study. ARC will subcontract with the county. The county will directly manage all the study activities. This study will assess the feasibility of transit services in the community and recommend potential next steps.

This program is also included in Subelement 6B: Program Implementation & Partner Services.

- Cost Center(s): 006ENT
- Funding Amounts and Sources: \$285,932 FTA 5307 (federal) / \$71,483 Newton County (local match)

- TIP Reference: Not applicable
- Status: Work began in 2020 and will conclude in 2022

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.

Cost Centers

Core Staff Activities

- 906EGM GAMPO Financial Management
- 106EIS ITS4US Complete Trip Deployment (Phase 1)
- 206ETC ConnectATL

Special Studies - ARC Managed

- 006ESA Regional Safety Action Plan
- 106EFP Regional Freight and Goods Movement Plan Update
- 106EHP Regional Human Services Transportation Plan Update
- 106EHA Regional Human Services Transportation Plan Update
- 206EEP Regional Transportation System Electrification Plan
- 206ALR Infrastructure and Investment Jobs Act (IIJA) Support Program
- 206EDP Project Database (PlanIt) Modernization and Redesign
- 006CMS ABM Support and Development
- 006ELM Land Use and Conformity Forecasting Model Development
- 106ELM Land Use and Conformity Forecasting Model Development
- 106EHS Regional Household Travel Survey
- 206ETE Application of TMIP-EMAT Methods Initiative
- 206FPI RTP Update Community Engagement Strategy and Execution

Special Studies or Grant Management Services – ARC Facilitated

- 906ECP County Transportation Plan (CTP) Program
- 006ECP County Transportation Plan (CTP) Program
- 106ECP County Transportation Plan (CTP) Program
- 206ECP County Transportation Plan (CTP) Program
- 006ETS Regional Transportation Planning Study Program
- 106ETS Regional Transportation Planning Study Program
- 206ETS Regional Transportation Planning Study Program
- 006EFC FTA CARES Act Capital (CPACS)
- 006EFX FTA CARES Act Operations (CPACS)
- 006ESS Fulton County HSCR Mobility Grant
- 906EST Spalding County Transit Feasibility Study
- 006ENT Newton County Transit Feasibility Study
- 906EGM GAMPO Financial Management

ELEMENT 6 – Transportation Access & Mobility Group

SUBELEMENT 6F – Administration & Support

Purpose

Activities such as Community Engagement and Administration support and assure delivery of the Transportation Access & Mobility Group work program.

In 2022, ARC will increase its emphasis in working with equity populations, including environmental justice and Title VI communities. Through work with the Transportation Equity Advisory Group and stakeholders, a series of equity discussions will be conducted along with other community discussions.

ARC's Regional Community Engagement Plan, updated in 2019 will guide all engagement efforts. Community Engagement is an integral part of the transportation planning process as defined in FAST Act. The CEP includes a feedback mechanism for public comments and a process to evaluate the effectiveness of the community engagement activities.

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 Regional Transportation Plan (RTP). Public outreach also occurs for other mode and corridor studies and efforts in other divisions of the ARC (e.g., Community Development, Aging & Health Resources Divisions), 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, expanding these audiences including those individuals traditionally underserved, as well as maintaining an active, staff-level speakers bureau.

Community engagement activities will be coordinated with the activities of the agency-wide community engagement program conducted by the Center for Strategic Relations, to assure an efficient, comprehensive agency community engagement program.

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 both to the public and ARC's planning partners.

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 2022 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

Transportation Community Engagement

- Expand external partnerships and facilitate engagement with groups focused on community engagement, advocacy, and outreach in the region, including focuses on transportation and transit.
- Enhance social equity outreach through equity and environmental justice analysis and research, including periodic meetings of the Transportation Equity Advisory Group.
- Enhance the transportation interactive, community-based website for input into the planning process and distribution of transportation planning information.
- Monitor and access the Regional Community Engagement Plan to reflect agency evolution, federal transportation policy and best state of practice, including updating modular guidebooks as needed.
- Continue on-going evaluation and implementation of public involvement techniques to remain on the leading edge of community involvement and planning.

Program Administration & Maintenance

- Manage the 2022 Unified Planning Work Program and develop the 2023 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.
- Facilitate and support committees, subcommittees, task forces, etc., associated with the ARC Transportation Access & Mobility Division and Mobility Services Group work scopes as detailed in the UPWP.
- Assist in the development of policy documentation, as directed by lead staff from the Office of the Director, governing agencywide practices related to federal Title VI, Disadvantaged Business Enterprise, and Limited English Proficiency requirements.
- Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.
- Continue ongoing comprehensive update 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 2022 in order to incorporate changes to 2020 Census urbanized area and MPO planning areas.

Special Studies – ARC Managed

- Develop a community engagement strategy to integrate equity and public and stakeholder engagement into all TAMG’s planning activities, including special studies (RTSP, LCI, Freight, TSMO, Bike/Ped, CTPs etc), UPWP, and RTP. This will include development of a Community Outreach Plan and schedule for the 2024 RTP Update, as well as a broader Community Engagement Strategy that will identify activities, methods, best practices, and policies around engagement in all aspects of ARC’s transportation planning and technical assistance work. See also Subelement 6E: RTP Community Engagement Strategy and RTP Engagement Implementation.

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.

Cost Centers

Core Staff Activities

- 206FAM Program Support & Administration
- 206FAT Program Support & Administration (Transit)
- 206FPI Community Engagement
- 206FPT Community Engagement (Transit)

Special Studies – ARC Managed

- 206FPI Equity Stakeholder Community Focus Group Initiative

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 2022 by other groups of ARC in support of the Transportation Access & Mobility Group 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 1 – Research & Analytics Group APP2-1

ELEMENT 2 – Community Development Group APP2-5

ELEMENT 5 – Mobility Services Group APP2-11

ELEMENT 1 - Research & Analytics Group

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 of 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 2022, the group will work to further refine estimation procedures, continue to explore additional platforms for land use modeling, and coordinate with the transportation modeling teams to ensure even better model set integration.

Deliverables

- Take a lead regional role in the processing and analysis of 2020 Census and American Community Survey data products, including refinement of previously released redistricting datasets and ongoing experimental summary tables; continue to develop access engines (including data dashboards) and visualizations of key variables.
- Using new methodologies in tandem with Census Bureau and other baseline data, develop major jurisdiction-level estimates of population as of April 1, 2022 for the Region, its counties, and the City of Atlanta. Provide 2022 small-area estimates of population and housing for the Region, its counties, cities, superdistricts, census tracts and traffic analysis zones (TAZs) as needed.
- Provide and/or develop the most current possible regional, county, and small-area economic data (including at-place employment data, real estate information, and standardized parcel and zoning data) as benchmarks to forecasting and input to economic development and workforce planning efforts. Acquire base file(s) and produce small-area employment estimates.
- Support regional decision-making by maintaining the REMI Policy Insight/TranSight regional forecast model(s) and by acquiring/ updating/ developing other models as needed.
- Maintain, update, analyze as needed, and enhance the adopted regional and small-area forecast; use the PECAS spatial economic allocation model in policy scenario analysis;

continue collection of most current regional and small-area data in preparation for updating forecasts.

- Continually explore and track acquisition of outside data series (from third-party vendors) across divisions and department to identify new opportunities to drive policy debate and leverage effective application of data in existing policy discussions.
- Serve as the go-to regional resource for demographic and economic analysis by updating existing Regional Snapshot reports and producing other custom analyses. Maintain and update the 33 Degrees North blog (and other social media channels and outlets) with those and other products, including weekly posts and special features. Produce 33 Degrees North-e-newsletters. Integrate elements of blog post data with the Open Data Portal and What’s Next website.
- Address specific data needs related to the COVID-19 pandemic, to include data gathering; custom models, analyses and presentations, and on-demand response to local member government information requests.
- Continue to refine existing strategies for marketing and performing fee-for-service work to external clients; analysis “tools” involve REMI and third-party data products.

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

- 201AA Data and Research Integration
- 201AT Data and Research Integration – Transit

ELEMENT 1 - Research & Analytics Group

SUBELEMENT 1B – Geospatial Technology and Analysis

Purpose

The Research & Analytics Group 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 internal partners to access, manipulate, visualize, and analyze data. ARC's geospatial capabilities continue to drive innovation across the agency and region, as more and more of our GIS resources are being disseminated online via easy-to-use interactive tools including our Open Data Portal. 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 portals..

Deliverables

- Refine innovative new tools to store, manipulate, disseminate and display data, such as maintaining the Spatial Database Engine (SDE) enterprise data management system, enhancing our state-of-the-practice Open Data Portal (including the COVID-19 Data Hub), and developing complex geospatial automations through Esri ModelBuilder and Python scripting.
- Collect, maintain, enhance, and/or develop digital inventories of key regional infrastructure, including up-to-date city boundaries, community facilities, annexations, community improvement districts, planning studies and the vast amount of local government spatial data necessary for the development of regional planning, forecasting and modeling efforts (REMI, PECAS, etc.).
- Continue working with Neighborhood Nexus to seed the technologies used in providing custom insights to clients.
- Update LandPro, a key element of spatial data that feeds our modeling work.
- Collaborate with key stakeholders for shared learning; position ARC as a go-to resource for spatial data and application development, including continued outreach efforts through the Atlanta Region Geospatial Community.
- Continue partnering with the Georgia Geospatial Information Office.
- Support agency-wide technology and analysis goals through research, testing and application of new technologies including geospatial hardware, software and processes as well as installation and support of Esri software.

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

- 201BA GIS Administration*
- 201BE GIS Enterprise*
- 201BT GIS Transportation
- 201BS GIS Transit

* *This cost center does not utilize USDOT funding sources and is not reflected in the Appendix 3 budget table.*

ELEMENT 2 – Community Development Group
SUBELEMENT 2A – Regional Planning Activities

Purpose

This sub-element provides resources for completing certain tasks required by the Georgia Planning Act administered by the Georgia Department of Community Affairs (DCA) through Local and Regional Planning Rules and an annual contract that funds elements of the ARC work program. These tasks include planning assistance to local governments, support to complete Comprehensive Plans, review Capital Improvement Elements (required for local Impact Fees) and Developments of Regional Impact (DRI). ARC assists Georgia DCA with the collection of information as well as participation in other work as requested.

ARC is required to provide assistance to local governments to complete their Comprehensive Plans, if requested, under DCA rules for the Georgia Planning Act. ARC has completed plans for numerous municipalities and counties within the Atlanta region and will work with approximately 12 local governments in 2022 to complete their Comprehensive Plan

ARC undertakes regional planning responsibilities for many issues including coordination with local governments, economic development coordination, resource planning, historic preservation, housing issues and arts/culture.

Deliverables

- Upon request complete basic Local Comprehensive Plans.
- General technical assistance to support local implementation of The Atlanta Region’s Plan.
- Conduct Developments of Regional Impact (DRI) reviews.
- Continue implementation activities for the updated 2020 Regional Resource Plan.
- Conduct Area Plan Reviews (APR).
- Undertake local planning activities that support coordination amongst municipalities on key regional issues, e.g. housing, transportation, natural resources, and economic development.
- Coordinate as necessary on historic preservation forums and issues.

Partnerships

This sub-element will be coordinated with local government officials, partner organizations, other Regional Commissions, staff from ARC’s Research and Analytics, Natural Resources, Transportation Access and Mobility, Aging and Independence, and Workforce Solutions, and the Georgia Department of Community Affairs.

Cost Centers

202ARC Regional Planning Coordination
202ART Regional Planning Coordination
202ARP DCA - Regional Planning*
302ARP DCA - Regional Planning*

* *This cost center does not utilize USDOT funding sources and is not reflected in the Appendix 3 budget table.*

ELEMENT 2 – Community Development Group

SUBELEMENT 2B – Regional Plan Development and Implementation Activities

Purpose

This subelement 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 and ensures the plan is coordinated with the Regional Transportation Plan (RTP) as well as local government planning activities. This sub-element supports the 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 creation of a 5-year program to guide implementation activities. ARC will be reviewing and revising the regional policy framework for the regional plan in 2022. This policy framework will serve as the foundation for future updates of the Atlanta Region's Plan, including the RTP, RDP, and 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 through a monthly Land Use Coordinating Committee (LUCC) meeting of local government planning staff. This also provides support to the Community Resources Committee (CRC) of the ARC Board.
- Technical assistance program for municipalities and non-profits called the Community Development Assistance Program (CDAP) that will continue to work with communities in 2022. This technical assistance program provides local implementation the policies and goals identified in the Atlanta Region's Plan.
- Community Planning Academy that provides training for advisory boards and commissions.
- Continue to undertake a quarterly Regional Housing Forum event with a group of partner organizations. ARC also convenes a quarterly regional housing task force meeting that includes housing authorities and planning officials.
- ARC will work with individual cities and counties to implement the Regional Housing Strategy through various planning and leadership development programs. The strategy was developed in 2019 as part of ARC's efforts to implement a key element of the regional plan to tackle housing and transportation issues in the metro.
- Convene elected leadership to develop consensus on action plan to support housing affordability.
- 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 Development Guide provide coordination with local governments and direction on the types of development that are encouraged in various locations across the region.

- Implementation activities undertaken as part of the Resource Plan implementation include:
- Technical assistance to local government on creating local food systems and supporting urban agriculture. ARC will continue to provide assistance to 1-2 local governments in 2022.

Deliverables

- Promulgate the Atlanta Region’s Plan through meetings and coordination with local governments, non-profits and state departments.
- Support RTP process and development of forecasts.
- Provide technical assistance through the Community Development Assistance Program (CDAP).
- Support the creation of a sustainable regional food system by supporting local governments through local food plans and partnering with external agencies to fund implementation.
- Lead activities and provide administrative support for the LUCC.
- Provide staff and administrative support for CRC
- Develop a new Regional Policies to guide future regional plan work.
- Conduct quarterly housing forums and housing task force.
- Host several convenings of elected leaders through the Local Government Leadership Housing Action Committee.

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.

Cost Centers

- 202BAP CD Technical Assistance Program*
- 202BHS ARC Housing Strategy and Implementation*
- 202BPL Regional Development Plan Implementation
- 202BTP Land Use and Transportation Planning Coordination
- 202BTT Land Use and Transit Planning Coordination

* *This cost center does not utilize USDOT funding sources and is not reflected in the Appendix 3 budget table.*

ELEMENT 2 – Community Development Group

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 between 2000-2050 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 127 communities and an additional 151 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

- Continue the renewed LCI program focused 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 solicit LCI project ideas and fund projects that closely align with new priorities.

- Continue to provide implementation support including planning and regulatory assistance as well as funding transportation projects in LCI communities
- Develop new marketing materials to showcase the impact of the LCI program has had on the Atlanta region.
- Track completed LCI transportation projects, new developments, and supportive local actions.

Partnerships

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

Cost Centers

102CAS	Livable Centers Initiative (Subgrants)
202CAT	Livable Centers Initiative (Program Management)
202CAS	Livable Centers Initiative (Subgrants)

ELEMENT 5 – Community Development Group

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

- Implement at least 20 FlexWork “Start-up,” “Quick-start” and/or “Tune-up” programs within the Georgia Commute Options (GCO) and Transportation Management Association (TMA) defined work areas with an emphasis on those partners and organizations that have the greatest capacity for mode shift and align with the updated Employer Engagement Guide.
- Create a 20% increase in new employer and property manager partners.
- Level-up at least 20% of current employer and property manager partners through the engagement level-tiers (Starter, Basic, Intermediate, Advanced).
- Pilot and evaluate residential outreach within underserved communities to inform opportunities to expand GCO's reach to lower-wage workers.
- Deploy three regional modal promotions (Million Air Challenge, Biketober and Try Transit) to raise the level of awareness of alternative modes.
- Create a 20% increase in new Georgia Commute Schools partners (schools, districts and community partners).
- Pilot and evaluate student programming and outreach at two universities as part of ongoing research on university-based TDM.
- Implement and evaluate the K-12 Digital Air Quality curriculum.
- Expand the use of targeted email campaigns to reach commuters with TDM messages.
- Launch new employer recognition program to highlight best programs at individual partner organizations.
- Specific to COVID-19, marketing and communications will continue developing innovative methods to engage with commuters and stakeholders and to support essential workers.
- Marketing and communications will continue work on post-pandemic campaigns, materials, education pieces and Return to Office assets.
- Increase communications to diverse communities to ensure that a broad group of demographics are reached with information on all available transportation options and means to utilize those options.

- Develop specific media campaign to share messages on commutes as people return to office settings.
- Analyze the results of any modal promotions conducted through the GCO program.
- Develop and implement a focused marketing campaign to reach members of LinkedIn, including key decision makers in human resources and facility management.
- Update and maintain TDM Dashboard on a monthly basis, including alterations to the Covid-19 tab as needed.
- Create and deliver the 2021 Atlanta Regional TDM report, demonstrating outcomes and trends in the regional TDM program over the course of the calendar year, incorporating external variables, and being comparable to prior years where possible.
- Communicate the findings of the finalized Regional Commuter Survey methodology report to both internal stakeholders and external organizations through listserv channels and presentations.
- Analyze the results of, and produce reports and data analysis tools for, all regional modal promotions conducted through GCO.
- Write and process the Regional TDM Evaluation contract amendment for FY 2022.
- Investigate options for a region-wide commuter database, extending beyond the current database of commuters signed-up through the GA Commute app.
- Finalize and publish a public-facing version of the Regional TDM Dashboard.
- Creating and delivering the annual TDM report, demonstrating outcomes and trends in the regional TDM program over the course of a calendar year, incorporating external variables, and being comparable to prior years where possible.
- Implement Regional TDM Plan update tasks for stakeholder outreach and participation, regional needs assessment, program evaluation, strategy development, and implementation planning.
- Administer CTAA grant to implement a micro-transit pilot for CPACS.

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

- 005AGC Georgia Commute Options Program
- 205ACC Regional Transportation Demand Management (TDM)
- 205AES Employer Services Program
- 005ATP Regional TDM Plan Update
- 005AMT Mobility on Demand Technology Project*

* *This cost center does not utilize USDOT funding sources and is not reflected in the Appendix 3 budget table.*

APPENDIX 3

COST CENTER AND BUDGET DETAILS

This appendix contains two tables:

- Table 3A 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 2022 UPWP.
- Table 3B defines the agency's 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 2022 to December 2022 and does not reflect the full multi-year cost to develop the plan. Amounts are estimates and may be revised during the year as necessary.

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 quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development
- 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 - 201AA; 201AT	X			X		X	X			
1B - Geospatial Technology and Analysis - 201BA; 201BE; 201BT; 201BS						X	X	X	X	X
Element 2: Community Development Group										
2A - Regional Planning Activities - 202ARC; 202ART; 202ARP; 302ARP	X			X	X	X	X	X	X	X
2B - Regional Plan Development and Implementation Activities - 202BAP; 202BHS; 202BPL; 202BTP; 202BTT	X			X	X	X	X	X	X	X
2C - Livable Centers Initiative - 102CAS; 202CAT; 202CAS	X	X		X	X	X	X	X	X	X
Element 5: Mobility Services Group										
5A - Transportation Demand Management - 005AGC; 205ACC; 205AES; 005ATP; 005AMT	X	X		X	X	X	X	X		X
Element 6: Transportation Access & Mobility Group										
6A - Regional Planning - 206ALR; 206ALT; 206AAQ; 206AAT	X	X	X	X	X	X	X	X	X	X
6B - Implementation & Partner Services - 206BSR; 206BST; 206BLG; 206BGT	X	X	X	X	X	X	X	X	X	X
6C - Travel Demand Model Development & Support - 206CDM; 206CDT	X	X	X	X	X	X	X	X		X
6D - Performance Analysis & Monitoring - 206DCM; 206DCT				X	X	X	X			
6E - Special Studies - 006CMS; 906ECP; 006ECP; 106ECP; 206ECP; 206EDP; 206EEP; 106EFP; 106EHP; 106EHA; 106EIS; 006EFC; 006EFX; 106EHS; 006ELM; 006ENT; 006ESA; 206ETE; 006ESS; 906EST; 006ETS; 106ETS; 206ETS	X	X	X	X	X	X	X	X	X	X
6F - Administration & Support - 206FAM; 206FAT; 206FPI; 206FPT	X	X	X	X	X	X	X	X	X	X

2022 ARC Transportation Planning Budget Details

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Total
			PL (FHWA L450)	MP (FTA 5303)	UAF (FTA 5307)	STP (FHWA L230)	Other	State	Local	ARC	
ARC Transportation Access & Mobility Group											
6A	206ALR	N/A	\$928,260							\$232,065	\$1,160,325
	206ALT	N/A		\$380,680					\$47,585	\$47,585	\$475,850
	206AAQ	N/A	\$103,021							\$25,755	\$128,776
	206AAT	N/A		\$101,662					\$12,708	\$12,708	\$127,078
6B	206BSR	N/A	\$488,778							\$122,195	\$610,973
	206BST	N/A		\$309,414					\$38,677	\$38,677	\$386,768
	206BLG	N/A	\$198,026							\$49,507	\$247,533
	206BGT	N/A		\$176,131					\$22,016	\$22,016	\$220,163
6C	206CDM	N/A	\$409,775							\$102,444	\$512,219
	206CDT	N/A		\$246,703					\$30,838	\$30,838	\$308,379
6D	206DCM	N/A	\$344,680							\$86,170	\$430,850
	206DCT	N/A		\$165,966					\$20,746	\$20,746	\$207,458
6E	006CMS	AR-039B				\$240,000				\$60,000	\$300,000
	906ECP	AR-004-2019				\$640,000				\$160,000	\$800,000
	006ECP	AR-004-2020				\$800,000				\$200,000	\$1,000,000
	106ECP	AR-004-2021				\$1,200,000				\$300,000	\$1,500,000
	206ECP	AR-004-2022				\$200,000				\$50,000	\$250,000
	206EDP	TBD				\$120,000				\$30,000	\$150,000
	206EEP	TBD				\$200,000				\$50,000	\$250,000
	106EFP	AR-059B				\$640,000				\$160,000	\$800,000
	106EHP	AR-059C		\$150,000					\$18,750	\$18,750	\$187,500
	106EHA	AR-059C					\$312,500				\$312,500
	106EIS	N/A					\$100,000				\$100,000
	006EFC	N/A			\$23,800						\$23,800
	006EFX	N/A			\$149,095						\$149,095
	106EHS	AR-059A		\$760,000						\$190,000	\$950,000
	006ELM	AR-047B				\$140,000				\$35,000	\$175,000
	006ENT	N/A			\$80,000					\$20,000	\$100,000
	006ESA	AR-049				\$160,000				\$40,000	\$200,000
	206ETE	TBD					\$200,000				\$200,000
	006ESS	N/A					\$243,778			\$121,922	\$365,700
	906EST	N/A			\$80,000					\$20,000	\$100,000
006ETS	AR-038-2020				\$600,000				\$150,000	\$750,000	
106ETS	AR-038-2123				\$1,000,000				\$250,000	\$1,250,000	
206ETS	AR-038-2123				\$300,000				\$75,000	\$375,000	
6F	206FAM	N/A	\$976,654							\$244,164	\$1,220,818
	206FAT	N/A		\$149,070					\$18,634	\$18,634	\$186,338
	206FPI	N/A	\$314,974							\$78,743	\$393,717
	206FPT	N/A		\$81,327					\$10,166	\$10,166	\$101,659
SUBTOTAL			\$3,764,168	\$2,520,953	\$332,895	\$6,240,000	\$856,278	\$220,120	\$1,346,922	\$1,726,163	\$17,007,499

2022 ARC Transportation Planning Budget Details

Subelement	Cost Center	ARC TIP Project	Federal Funds					Matching Funds			Total
			PL (FHWA L450)	MP (FTA 5303)	UAF (FTA 5307)	STP (FHWA L230)	Other	State	Local	ARC	
Other ARC Functions Supporting the Transportation Access & Mobility Group*											
1A	201AA	N/A	\$1,427,981							\$356,995	\$1,784,976
	201AT	N/A		\$211,867					\$26,484	\$26,484	\$264,835
1B	201BT	N/A	\$699,073							\$174,768	\$873,841
	201BS	N/A		\$225,576					\$28,197	\$28,197	\$281,970
2A	202ARC	N/A	\$59,176							\$14,794	\$73,970
	202ART	N/A		\$47,068					\$5,883	\$5,883	\$58,834
2B	202BPL	N/A	\$865,450							\$216,363	\$1,081,813
	202BTP	N/A	\$467,603							\$116,901	\$584,504
	202BTT	N/A		\$172,356					\$21,544	\$21,545	\$215,445
SUBTOTAL			\$3,519,283	\$656,867	\$0	\$0	\$0	\$82,108	\$0	\$961,930	\$5,220,188
TOTAL			\$7,283,451	\$3,177,820	\$332,895	\$6,240,000	\$856,278	\$302,228	\$1,346,922	\$2,688,093	\$22,227,687
			\$17,890,444					\$4,337,243			

* This table reflects only those cost centers from Appendix 2 which use USDOT funds to directly support ARC staff functions. Other cost centers, as shown in the table to the lower right, provide pass-through federal funds to other agencies to support planning activities and initiatives led by them. All activities performed under cost centers shown in these tables support the overall MPO function of ARC's Transportation Access & Mobility Group.

Funds Used to Support Functions of the Transportation Access & Mobility Group

Code	Fund Title	Agency	Fund Code
PL	Metropolitan Planning Program	FHWA	L450
MP	Metropolitan Planning Program	FTA	5303
UAF	Urban Area Formula Program	FTA	5307
STP	Surface Transportation Program Urban	FHWA	L230
Other	American Rescue Plan Act (106EHA)	FTA	N/A
	Complete Trip - ITS4US Deployment Program (106EIS)	FHWA	N/A
	Highway Research and Development (206ETE)	FHWA	Z445
	Access and Mobility Partnership Grants (006ESS)	FTA	5310

Pass-Through Funds

Cost Center	Subelement	Fund Sources
102CAS	2C	STP / Local
202CAS	2C	STP / Local
202CAT	2C	STP / Local
205AES	5A	CMAQ
205ACC	5A	CMAQ
005AGC	5A	CMAQ
005ATP	5A	STP / ARC

APPENDIX 4

ARC ADOPTION RESOLUTION AND FHWA APPROVAL LETTER

The 2022 UPWP was approved by the Atlanta Regional Commission on December 8, 2021. This appendix contains a copy of the issue summary and adoption resolution, as well as documentation from the Federal Highway Administration confirming that the UPWP meets all USDOT requirements.



DATE: December 8, 2021

**ISSUE SUMMARY: 2022 UNIFIED PLANNING WORK PROGRAM
AND APPLICATION FOR 5303 FUNDS**

FROM: Mark Mathews, TAQC Chairman

IMPORTANCE:

Federal regulations require ARC, as a Metropolitan Planning Organization, to develop a Unified Planning Work Program (UPWP) that discusses the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the area regardless of funding sources or agencies conducting activities. The UPWP must be developed cooperatively with the State, public transit operators and other planning partners.

The 2022 UPWP is structured as follows:

- Detailed description of the Atlanta metropolitan transportation planning process.
- Appendices 1 and 2 - Excerpts from the ARC annual work program, “Strategy 2022,” that describe ARC’s transportation-related work activities for 2022. (“Strategy 2022” is also targeted for ARC adoption on December 8, 2021.)
- Appendix 3 - Planning funds distribution
- Appendix 4 - Adopting resolution and federal approvals
- Appendix 5 – Programmed planning activities and studies for ARC and partner agencies and counties

The draft 2022 UPWP was provided to planning partners and others for review from October 8, 2021 to November 10, 2021. The results of that review are shown on the attached pages.

Per the GDOT grant administrative procedures, this resolution also authorizes ARC to submit an application for Section 5303 metropolitan planning funds appropriated to the MPO.

ACTION REQUIRED: Adoption of the 2022 UPWP and authorization of the submittal 5303 application is recommended.



ATLANTA REGIONAL COMMISSION

**A RESOLUTION ADOPTING THE
2022 UNIFIED PLANNING WORK PROGRAM AND AUTHORIZING
THE FILING OF AN APPLICATION TO THE GEORGIA
DEPARTMENT OF TRANSPORTATION, FOR A GRANT UNDER
TITLE 49 U.S.C. SECTION 5303**

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 20 counties; and

WHEREAS, the FAST Act and the Clean Air Act Amendments of 1990 require the MPO to develop a Unified Planning Work Program (UPWP) that discusses the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the area regardless of funding sources or agencies conducting activities; and

WHEREAS, the **2022 Unified Planning Work Program** (UPWP) was developed pursuant to federal requirements in a cooperative manner with the State, public transit operators and other planning partners; and

WHEREAS, the 2022 UPWP includes the following:

- Excerpts from “Strategy 2022,” to be adopted by ARC on December 8, 2021, that describe ARC’s transportation-related work activities for calendar 2022;
- 2021 transportation-related accomplishments and 2022 transportation-related goals and objectives from each of the counties within the planning area as well as the City of Atlanta, public transit operators, and state planning partners; and
- Applicable studies programmed in the FY 2020-2025 TIP.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the 2022 Unified Planning Work Program and Section 5303 grant application; and

BE IT FURTHER RESOLVED that the ARC authorizes staff to take all necessary administrative actions to administer and implement the 2022 Unified Planning Work Program; and

BE IT FURTHER RESOLVED that Douglas R. Hooker, ARC Executive Director, is authorized to execute and file an application on behalf of the Atlanta Regional Commission with the Georgia Department of Transportation, to aid in the financing of a technical study grant pursuant to Section 5303 of the Federal Transit Act, and in accordance with all state and federal requirements associated with use of those funds, to implement specific items of the FY 2022 ARC Unified Planning Work Program.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on December 8, 2021.



Charissa White-Fulks, ARC Board Secretary



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

December 10, 2021

61 Forsyth Street, SW
Suite 17T100
Atlanta, Georgia 30303
Phone: 404-562-3630
Fax: 404-562-3703
www.fhwa.dot.gov/gadiv

In Reply Refer To:
HIP-GA

Mr. Douglas R. Hooker
Executive Director
Atlanta Regional Commission
229 Peachtree St NE, Suite 100
Atlanta, GA 30303

Dear: Mr. Hooker,

The following is in response to our receipt of the Atlanta Regional Commission's Final Calendar Year 2022 Unified Planning Work Program (UPWP). Upon our review of the subject document, the Federal Highway Administration and Federal Transit Administration have determined that the document satisfies the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 and 420, 2 CFR Part 200, and other pertinent legislation, regulations, and policies and hereby approve the CY 2022 UPWP.

The CY 2022 UPWP reflects \$7,283,45 of programmed PL Funds. These funds are available upon an approved authorization. The CY 2022 UPWP 5303 funds are consistent with the distribution of FTA 5303 funds as identified by the Georgia Department of Transportation (GDOT) and are available upon award and execution by GDOT of a TEAM planning grant.

Expenditure invoicing and progress reports should be submitted quarterly and/or annually, with copies to the FHWA and FTA. Expenditures incurred without prior authorization will not be reimbursed. If you have any questions, please contact Tamara Christian at 404-562-3690 or Mr. John Crocker at 404-865-5624.

Sincerely,

Tamara N Christian

Daniel Hinton
Acting Division Administrator

cc: Charles Robinson, GDOT
Keith Melton, FTA

APPENDIX 5

PARTNER AGENCY TRANSPORTATION PLANNING ACTIVITIES & STUDIES

Appendix 5 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 2022. To the extent practical, it also includes proposed transportation planning initiatives being undertaken using non-USDOT revenue sources. This information was compiled from submittals to ARC in October 2021 following a request made to Transportation Coordinating Committee (TCC) members. Additional information was included administratively in April 2022 and June 2022.

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2022 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Comprehensive Transportation Plan (CTP) Program										
Barrow County	Barrow County CTP Update	Underway; carried forward from 2021 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
Cherokee County	Cherokee County CTP Update	Underway; carried forward from 2021 UPWP	2020	ARC/Cherokee subgrant agreement effective dates are May 2020 to September 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
DeKalb County	DeKalb County CTP Update	Underway; carried forward from 2021 UPWP	2019	ARC/DeKalb subgrant agreement effective dates are November 2020 to September 2022	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
Forsyth County	Forsyth County CTP Update	New planning study	2022	ARC/Forsyth subgrant agreement will be negotiated in early 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
Gwinnett County	Gwinnett County CTP Update	Underway; carried forward from 2021 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
Henry County	Henry County CTP Update	Underway; carried forward from 2021 UPWP	2020	ARC/Henry subgrant agreement effective dates are August 2020 to September 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
Paulding County	Paulding County CTP Update	Underway; carried forward from 2021 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 2021 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 2021 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
Walton County	Walton County CTP Update	Underway; carried forward from 2021 UPWP	2020	Completed early 2022.	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
Freight Cluster Area Planning Program										
Central Atlanta Progress	Atlanta Central Business District Curb Management Plan	New planning study	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	New planning study	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	New planning study	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
Fulton Industrial CID	Fulton Industrial CID Freight Cluster Area Plan	Underway; carried forward from 2021 UPWP	2019	Expected completion 1st Quarter 2022	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
Metro South CID	Metro South CID Freight Cluster Area Plan	Underway; carried forward from 2021 UPWP	2019	Expected completion 2nd Quarter 2022	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000
Town Center CID	Town Center CID Freight Cluster Area Plan	New planning study	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

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2022 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Regional Transportation Planning Study (RTPS) Program										
Barrow County	SR 316 Access Management Plan Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$280,000	\$0	\$70,000	\$350,000
City of Atlanta	Atlanta Vision Zero Plan	New planning study	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	New planning study	2021	2023	More information available from ARC upon request.	ARC STBG	\$80,000	\$0	\$20,000	\$100,000
City of Doraville	Shallowford Road Project	New planning study	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	New planning study	2021	2023	More information available from ARC upon request.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000
City of Loganville	Loganville Traffic Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$240,000	\$0	\$60,000	\$300,000
City of Sandy Springs	SR 9/Roswell Road Access Mgmt Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
City of Stockbridge	Stockbridge Downtown Pedestrian and Bicycle Connectivity Project	New planning study	2021	2023	More information available from ARC upon request.	ARC STBG	\$100,000	\$0	\$25,000	\$125,000
Clayton County	Smart Pedestrian Planning Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$75,000	\$0	\$18,750	\$93,750
Clayton County	Conley Road at I-285 Interchange Justification Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
Cobb County	Cobb Parkway (US 41/SR3) at Windy Hill Road Grade Separation	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
Cobb County	Austell-Powder Springs Trail	New planning study	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	New planning study	2021	2023	More information available from ARC upon request.	ARC STBG	\$240,000	\$0	\$60,000	\$300,000
Coweta County	Southwest Bypass (Phase 1) Scoping Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
DeKalb County	North Druid Hills Scoping Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$320,000	\$0	\$80,000	\$400,000
DeKalb County	Redan Road Scoping Study	New planning study	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	New planning study	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	New planning study	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
Paulding County	SR 6 Planning / Scoping Study	New planning study	2020	2022	More information available from ARC upon request.	ARC STBG	\$200,000	\$0	\$50,000	\$250,000

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2022 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Livable Centers Initiative (LCI) Program										
City of Alpharetta	Alpharetta-South Main Street Creative Placemaking and Economic Strategy	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$160,000	\$0	\$40,000	\$200,000
City of Chamblee	City of Chamblee: Housing Study	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$120,000	\$0	\$30,000	\$150,000
City of Douglasville	Douglasville Town Center Implementation Strategy	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$160,000	\$0	\$40,000	\$200,000
City of Dunwoody	City of Dunwoody: Dunwoody Edge City 2.0 Redevelopment Plan	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$120,000	\$0	\$30,000	\$150,000
City of Grantville	Grantville LCI Plan	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$100,000	\$0	\$25,000	\$125,000
City of Hampton	Hampton King, George, and Daniel Streets Revitalization Strategy	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$80,000	\$0	\$20,000	\$100,000
City of South Fulton	Old National Highway LCI Study Update	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$120,000	\$0	\$30,000	\$150,000
Forsyth County	McFarland Road BRT Feasibility Study	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$240,000	\$0	\$60,000	\$300,000
Fulton County	City of Fairburn Comprehensive Plan	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$80,000	\$0	\$20,000	\$100,000
Gwinnett Place CID	Gwinnett Place Mall Revitalization Strategy	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$220,000	\$0	\$55,000	\$275,000
Lilburn CID	Lilburn LCI Plan Update	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$120,000	\$0	\$30,000	\$150,000
Midtown Alliance	Midtown Alliance Transit Creative Placemaking Study	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$80,000	\$0	\$20,000	\$100,000
Sugarloaf CID	Sugarloaf Transit Enhancement and Future Station Planning Study	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$100,000	\$0	\$25,000	\$125,000
Upper Westside CID	Upper Westside CID Transit Creative Placemaking Study	New planning study	2021	2022	More information available from ARC upon request.	ARC STBG	\$64,000	\$0	\$16,000	\$80,000

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2022 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Other State Sponsored Transportation Planning Activities										
GDOT (Planning)	Downtown Connector Planning Study	Underway; carried forward from 2021 UPWP	2015	Begin December 2015 / Completion Q4 2022	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 2021 UPWP	2019	Begin November 2019 NTP / Completion December 2023	GDOT and Gwinnett County are undertaking the I-85 Corridor PEL study to explore, evaluate and document a wide range 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
The ATL	Regional Fleet Electrification Planning	New planning study	2022	Begin early 2022/End late 2022	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			\$1,000,000
The ATL	Regional Fare Policy Phase II	New planning study	2022	Begin early 2022/End late 2022	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		\$200,000
The ATL	Annual Report and Audit	New planning study	2022	Begin early 2022/End late 2022	Develop the statutorily required annual report and audit of the region's transit system.	FTA Section 5307	\$140,000	\$35,000		\$175,000
The ATL	ATL Regional Transit Plan	Underway; carried forward from 2021 UPWP	2022	Began Early 2021/End mid 2022	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		\$899,479
The ATL	Priority Project Investment List	New planning study	2022	Begin mid 2022/End late 2022	Complete the statutorily required list of priority 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		\$50,000
The ATL	Grady Hospital TDM Study	Underway; carried forward from 2021 UPWP	2022	Began mid 2021/End mid 2022	This project is in collaboration with Central Atlanta Progress and will assess TDM needs and parking capacity concerns at Grady Hospital.	FTA Section 5307	\$79,112		\$19,778	\$98,891
The ATL	Rockdale County Transit Master Plan	New planning study	2022	Begin early 2022/End early 2023	This project will assess the transit needs of Rockdale and develop the county's first ever transit plan.	ARC STBG	\$420,000		\$105,000	\$525,000
The ATL	I-285 Top End	New planning study	2022	Begin early 2022/End 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		\$14,284,307	\$16,203,045

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	2022 UPWP Status	Programmed Year	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
						Federal Source	Federal	State	Local	Total
Other Local Government and Regional Agency Sponsored Transportation Planning Activities										
Cherokee County	Cherokee County Fare Study and Microtransit Feasibility Study	New planning study	2022	Expected completion in Q4 2022	Cherokee County CATS is exploring the feasibility of a pilot project to introduce microtransit and a fare study that shows a more in-depth projection of fares.	FTA Section 5307	\$32,000	\$0	\$8,000	\$40,000
Cherokee County	Potential CATS Administration Building Feasibility Study	New planning study	2022	Expected completion in Q4 2022	In-depth look at Cherokee County CATS administration building for a potential new building that would allow the growth of CATS.	FTA Section 5307	\$55,936	\$0	\$13,984	\$69,920
Cobb County	Cobblinc TAMP Update	Underway; carried forward from 2021 UPWP	2021	Begin Q3 2021 / Completion Q4 2022	The Transit Asset Management Plan (TAMP) update will provide planning services to update the 2018 TAMP as required every four years by FTA. The updates will include new vehicle purchases and completion of the fuel island and bus wash station project.	FTA	\$400,000	\$0	\$100,000	\$500,000
Cobb County	Austell-South Cobb Transfer Center Scoping Study	Underway; carried forward from 2021 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 2021 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. <i>(Note that the overall funding amount includes engineering activities also; planning activities will likely be less than 10% of the budget)</i>	ARC STBG	\$1,600,000	\$0	\$400,000	\$2,000,000
Cobb County	Marietta Maintenance Facility (CO-478)	Underway; carried forward from 2021 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. <i>(Note that the overall funding amount includes engineering activities also; planning activities will likely be less than 10% of the budget)</i>	ARC STBG	\$1,600,000	\$0	\$400,000	\$2,000,000
Cobb County	Marietta Transfer Center (CO-479)	Underway; carried forward from 2021 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. <i>(Note that the overall funding amount includes engineering activities also; planning activities will likely be less than 10% of the budget)</i>	ARC STBG	\$3,550,000	\$0	\$887,500	\$4,437,500
Cobb County	TNC Partnership Program	New planning study	2022	Completion Q2 2022	Cobb County is exploring the feasibility of a pilot project intended to introduce a new form of on-demand transit service to support existing Cobblinc fixed-route bus service as recommended in the Transit Service Plan.	FTA	\$39,048	\$0	\$9,762	\$48,810
Henry County	I-75 Commercial Vehicle Lanes Traffic Impact Study	New planning study	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	\$150,000	\$150,000
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