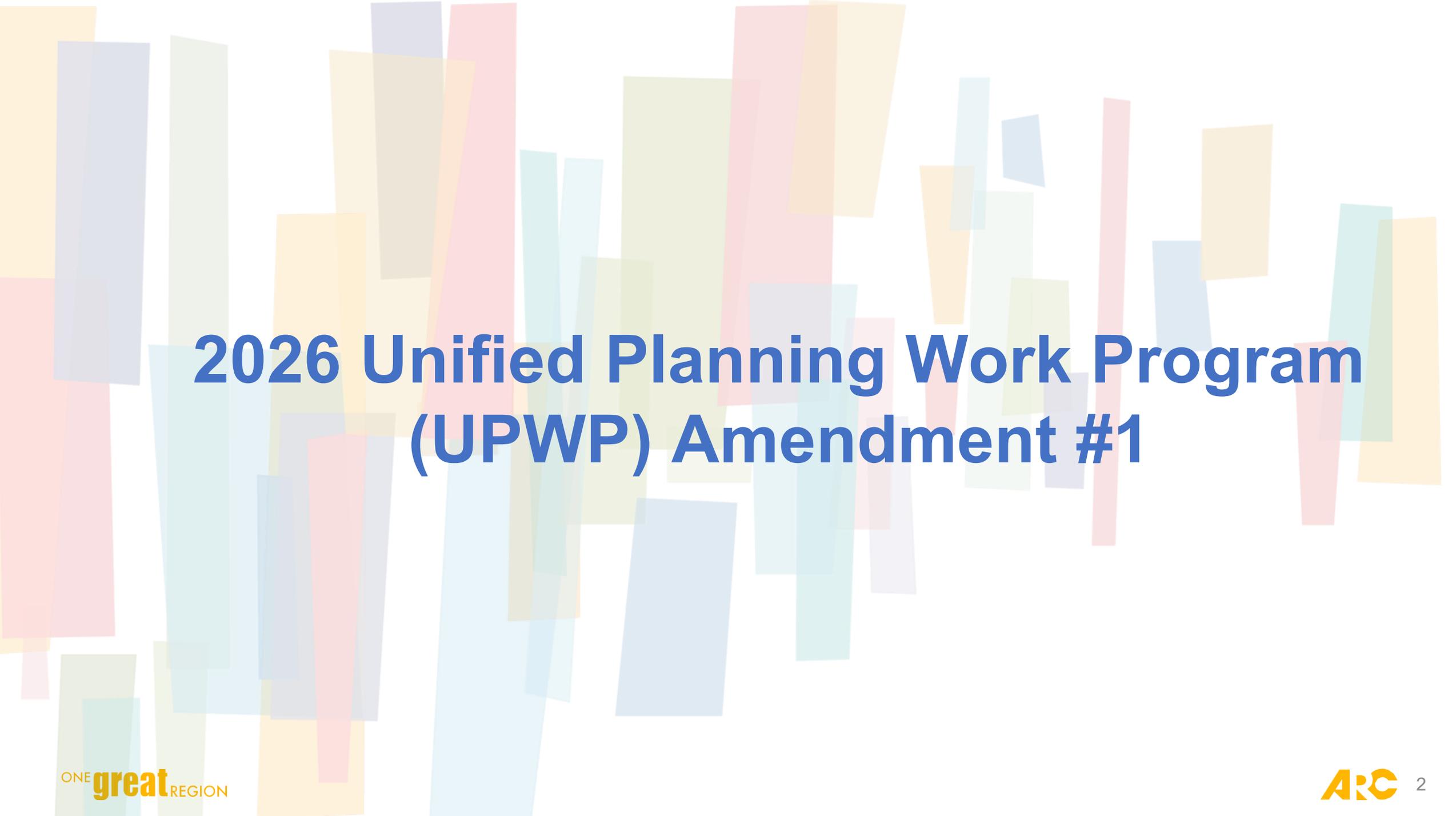


Joint ARC Board & TAQC Meeting

February 11, 2026



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2026 Unified Planning Work Program (UPWP) Amendment #1

Vision

ONE **great** REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

Values

Excellence | Integrity | Equity

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



Diverse stakeholders engage and take a regional approach to solve local issues.



A competitive economy that is inclusive, innovative, and resilient.

What is the UPWP?

- One of the four core federally required planning documents for an MPO (MTP, TIP, and Public Participation Plan are the others)
- Developed annually in conjunction with agencywide budget and work program (2026 UPWP was adopted in November 2025)
- Identifies metropolitan transportation planning activities performed with federal, state and local funds in the MPO area
- Developed in cooperation with the State, local governments, and public transportation operators

2026

UNIFIED PLANNING WORK PROGRAM

Adopted November 2025

Atlanta Metropolitan Transportation Planning Area












Proposed UPWP Changes

■ Add “Origin-Destination Atlanta Regional Transit On-Board Survey”

- ARC sponsored initiative
- \$1.6 million total budget (*\$1,200,000 FTA 5307 / \$400,000 ATL Authority using State of Georgia Transit Trust Fund*)
- Work will begin in Q3 2026 and conclude in Q4 2027
- ARC budget for 2026 will be \$300,000 (*\$240,000 FTA 5307 / \$60,000 State of Georgia Transit Trust Fund*)
- Will involve collection of data from transit passengers to be used for scheduling and operations planning, performance analysis, long-range planning, and regional travel demand model calibration



Proposed UPWP Changes

■ Add six initiatives to be led by the ATL Authority funded by FTA 5307 grants and the State of Georgia Transit Trust Fund.

- Vanpool Program Assessment - \$500,000 (*\$400,000 federal / \$100,000 state*)
- Project Delivery Report Development - \$300,000 (*\$240,000 federal / \$60,000 state*)
- Regional Technology Assessment - \$750,000 (*\$600,000 federal / \$150,000 state*)
- Regional Transit Asset Management Plan - \$250,000 (*\$200,000 federal / \$50,000 state*)
- Regional Transit Service Planning - \$1,000,000 (*\$800,000 federal / \$200,000 state*)
- Annual Transit Report (2027-2029) - \$500,000 (*\$400,000 federal / \$100,000 state*)

Proposed UPWP Changes

■ Add seven recently announced federal Safe Streets and Roads for All grant awards to local governments

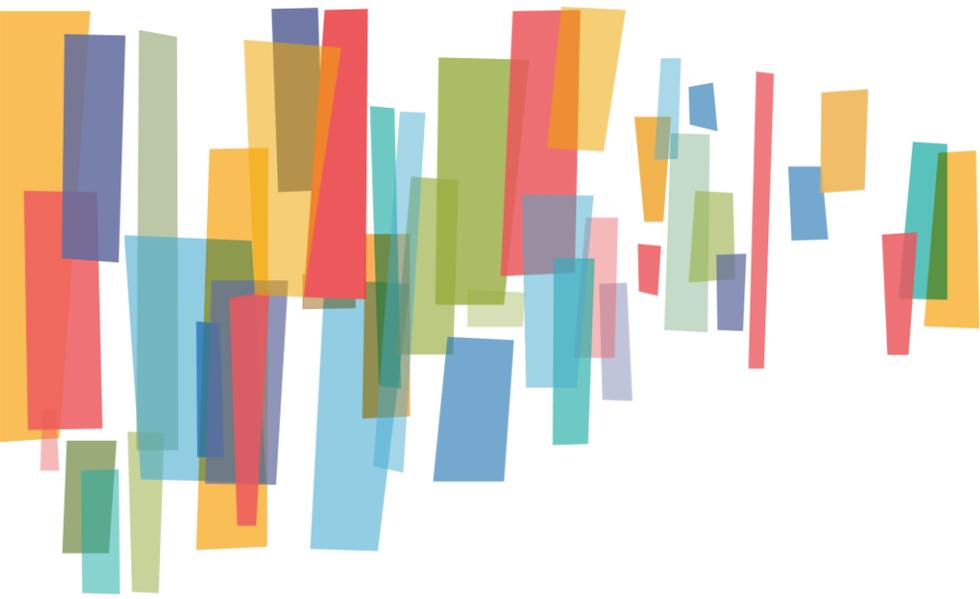
- City of Dunwoody - \$250,000 (*\$200,000 federal / \$50,000 local*)
- City of Fairburn - \$500,000 (*\$400,000 federal / \$100,000 local*)
- City of Lovejoy - \$485,295 (*\$386,717 federal / \$98,578 local*)
- City of Mableton - \$300,000 (*\$240,000 federal / \$60,000 local*)
- City of Morrow - \$320,000 (*\$256,000 federal / \$64,000 local*)
- City of South Fulton - \$600,000 (*\$480,000 federal / \$120,000 local*)
- Spalding County - \$375,000 (*\$300,000 federal / \$75,000 local*)
- Note that three implementation awards to Cherokee County, Cobb County, and Fayette County will be added to the Transportation Improvement Program (TIP), but do not need to be included in the UPWP



Amendment Process

- Process defined by the Public Participation Plan approved in November 2025
- Overview presentation / first read to TCC (February 6) and TAQC (February 11)
- Informal public and agency comment/review period from February 16-26
- ARC TAQC and Board approvals scheduled for March
- Requires USDOT approval to complete the process and allow funds to be drawn down by sponsor agencies





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Questions?

David Haynes
dhaynes@atlantaregional.org



Regional Commuter Survey

Georgia Commute Options

- ▮ The RCS is undertaken through the Georgia Commute Options (GCO) program, which has been managed by ARC since 2017 with oversight from, and in partnership with, GDOT.
- ▮ The goal of GCO is to increase the use of travel modes other than single-occupant vehicles (SOV) by delivering services to employers, property managers, local governments, schools, and commuters in the 20-County Atlanta Region.
- ▮ Effective implementation will reduce peak-period congestion, SOV trips, vehicle miles traveled, and emissions throughout the region.



GEORGIACOMMUTE**OPTIONS**

What is the Regional Commuter Survey?

Goal

- Provides data-driven insights into how employed residents of the 20-county Atlanta region travel to work and how these patterns evolve over time.

Target Population & Sample

- Employed residents of the 20-County Atlanta Region
 - Outer counties are grouped for weighting and analysis
- Minimum of 5,000 completed responses was targeted for precision level of 5% at 95% confidence level.
 - Over 6,000 collected and 5,657 kept

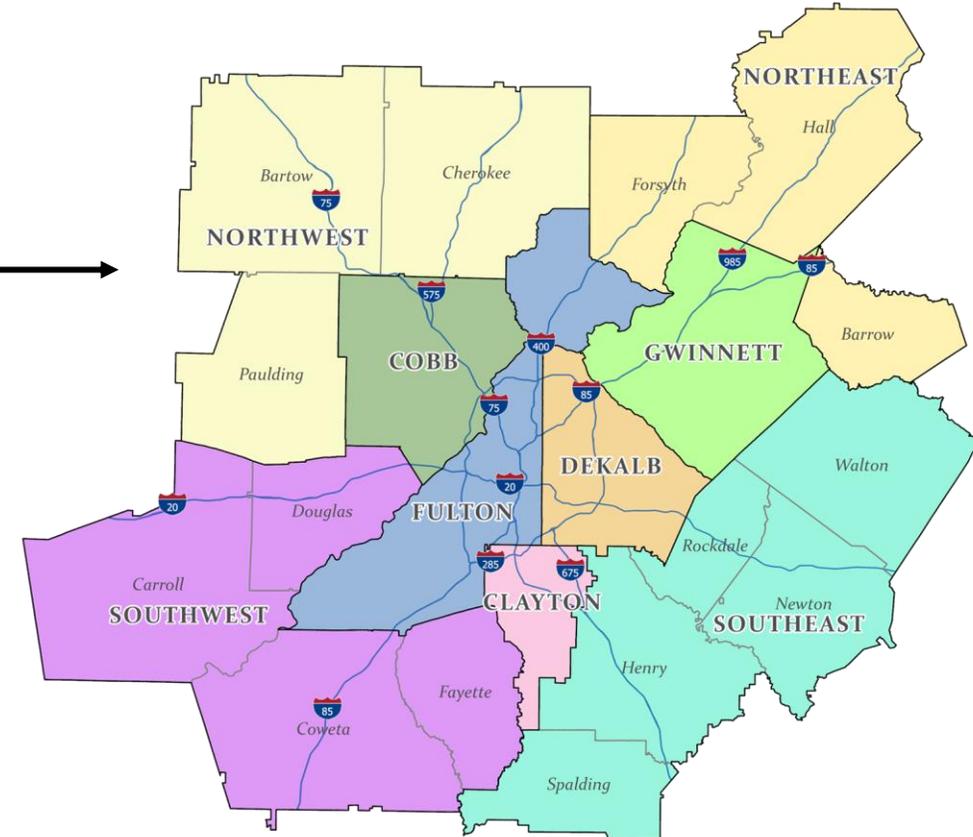
Methodology

- Surveys mailed to stratified random sample of households in each target county.
 - Respondents could participate using paper (mail), online, or by phone

Frequency and Timing

- Every 3-5 years
- 2025 is the first post-pandemic iteration
- 2025 RCS was conducted in three waves, from Feb – May

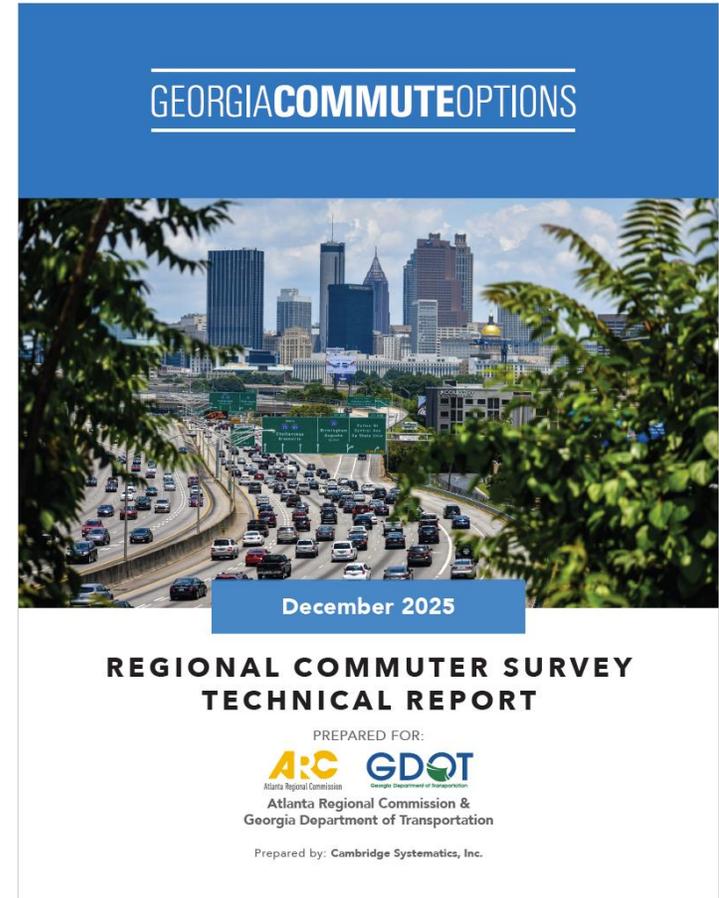
Counties by RCS Analysis Areas



The RCS Captures Current Commute Patterns

Key objectives:

- Document **current commute patterns**, including:
 - ▶ Mode use and frequency
 - ▶ Primary mode share
 - ▶ Commute time and distance
 - ▶ Prevalence of hybrid and remote work
- Assess commuter **awareness and perceptions** of commute options
- Identify **barriers** to and **motivating factors** for alternative-mode use
- Provide **Baseline data** for TDM program evaluation and planning



2025 RCS Results Reveal the New Normal

The “**New Normal**” for commuting post-pandemic:

- Increase in occasional and full-time teleworking
- Reduction in alternative mode use
- Increase in non-traditional work schedules

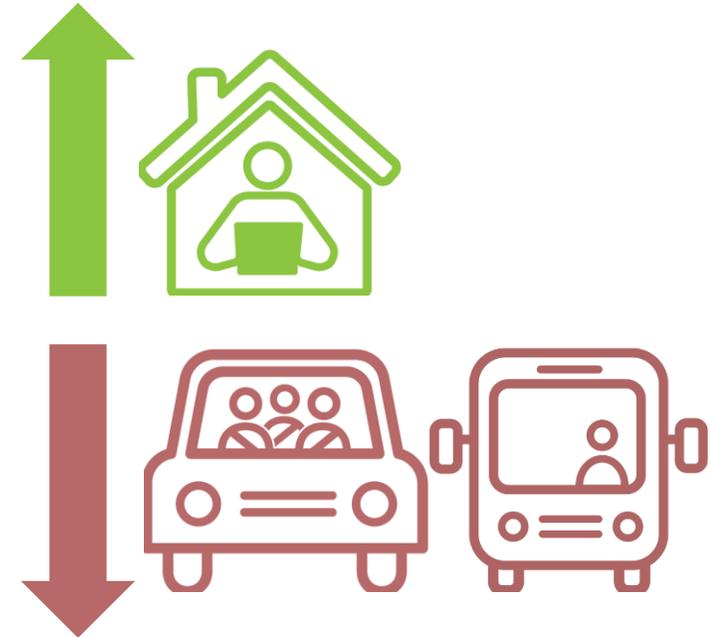
Telework levels have decreased drastically from pandemic-era peaks.

But teleworking remains significantly higher than pre-pandemic levels.

However, telework is not equally accessible to all workers.

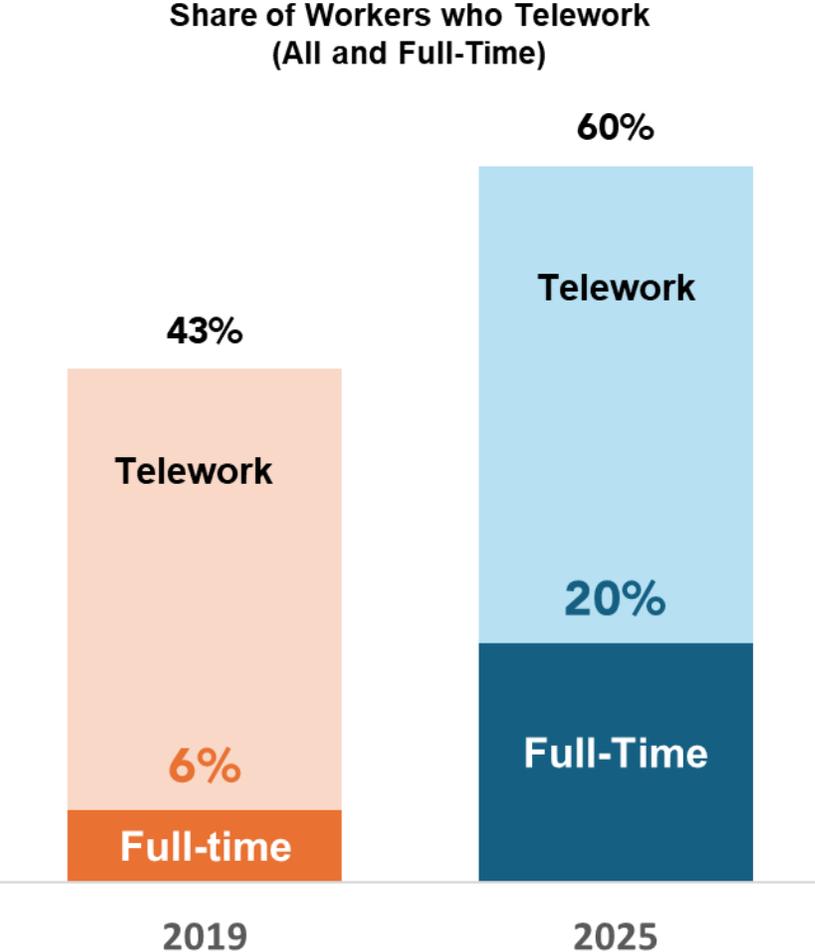
Alternative mode use has decreased, especially carpool and bus.

And commuters face numerous barriers to using alternative modes.



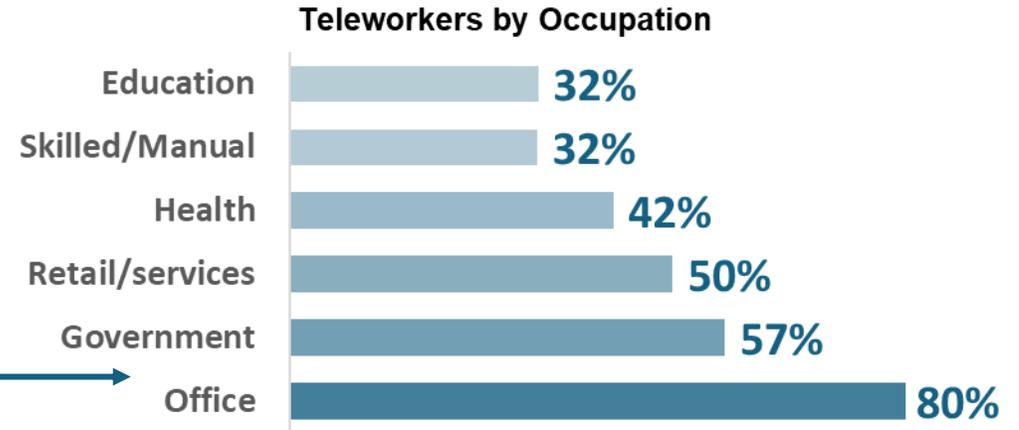
Increase in Telework

- Teleworking is down compared to the pandemic, but remains much higher than pre-pandemic
- Share of workers who telework (occasional or full-time) has seen a nearly 50% increase since 2019:
 - 2019: 43%**
 - 2025: 60%**
- Large increase in workers who are full-time teleworkers
 - more than tripled since 2019
 - 2019: 6%**
 - 2025: 20%**
 - These full-time teleworkers do not commute

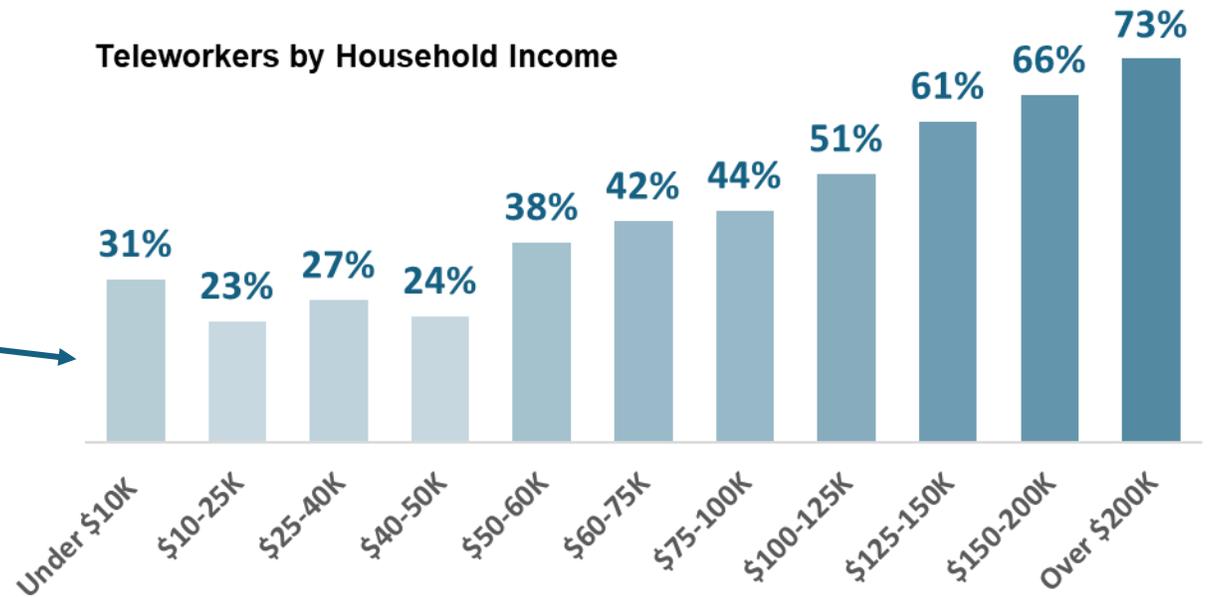


Unequal Access to Teleworking

- Frontline workers don't have the same access to telework.
- Only 32% of education and skilled/manual commuters telework
 - Much lower than office sector, where 80% of workers telework.



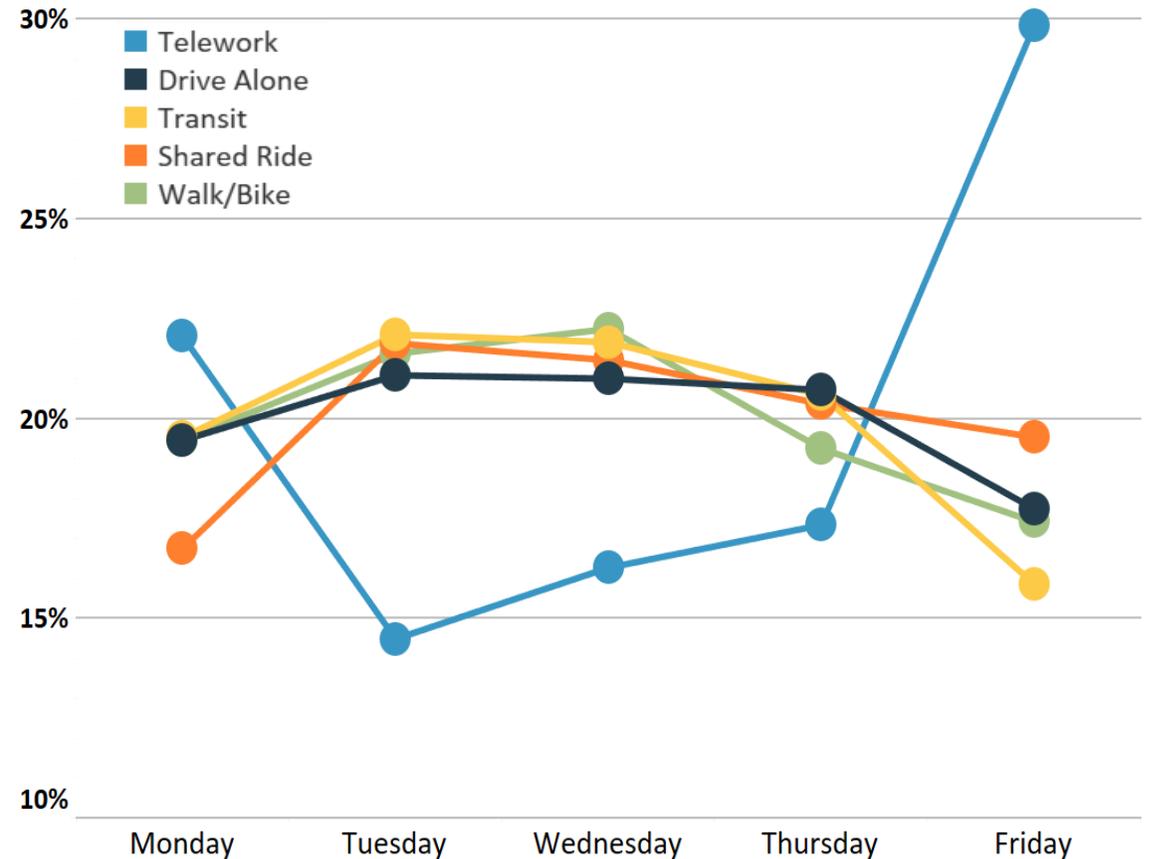
- Lower income commuters telework much less
 - Nearly 75% of commuters making over \$200K a year telework



Telework Highest on Monday and Friday

- Teleworking peaks on Monday and Friday
 - Highest share of total weekly telework trips occur on Monday and Friday:
 - Monday (22%)
 - Friday (30%)
- All other modes exhibit the opposite pattern:
 - Largest share of total weekly trips occur mid-week, especially Tuesday and Wednesday
- Telework trips are mostly replacing drive alone trips.
 - Mondays and Fridays should see less congestions due to fewer cars on the road.

Share of Each Mode's Weekly Trips by Day of Week



Decrease in Average Commute Times Reshapes Congestion

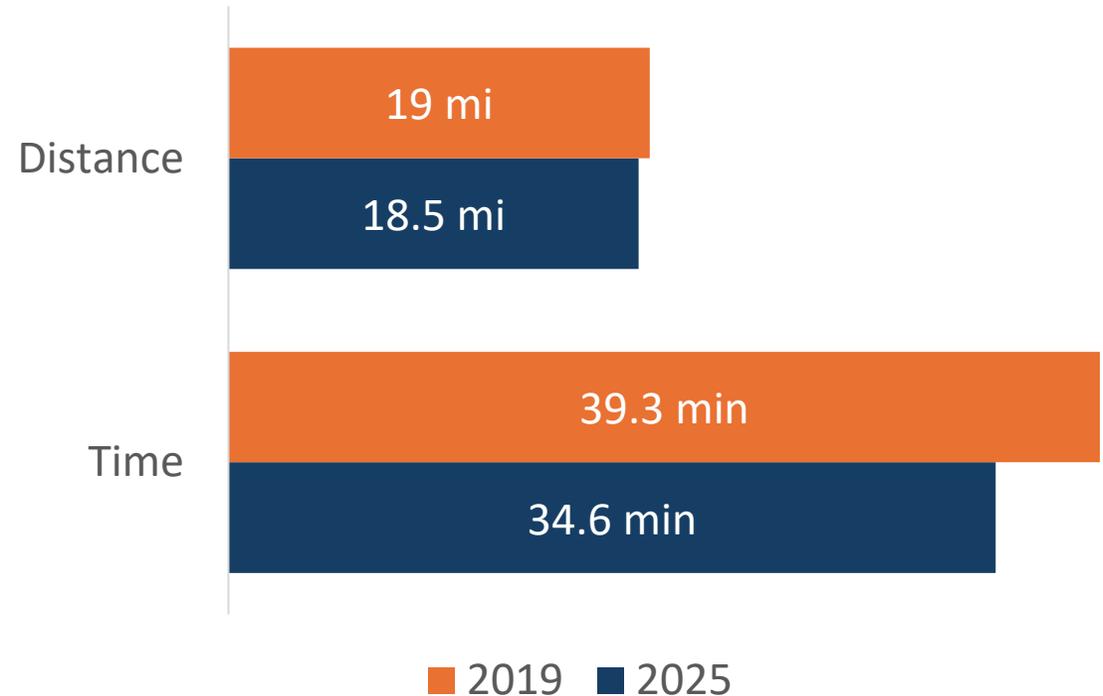
Average commute time has gone down since 2019, despite average commute distance being very similar

- Average Commute Distance
 - ▶ **2019: 19 miles**
 - ▶ **2025: 18.5 miles**
- Average Commute Time
 - ▶ **2019: 39.3 minutes**
 - ▶ **2025: 34.6 minutes**

Numerous factors could contribute:

- Increase in telework
 - ▶ Fewer commuters = fewer cars on the road
- Increase in non-traditional work schedules
 - ▶ Spread of peak period congestion

Average Commute Distance and Time



Increase in Part-Time Workers

▮ Increase in part-time workers since 2019

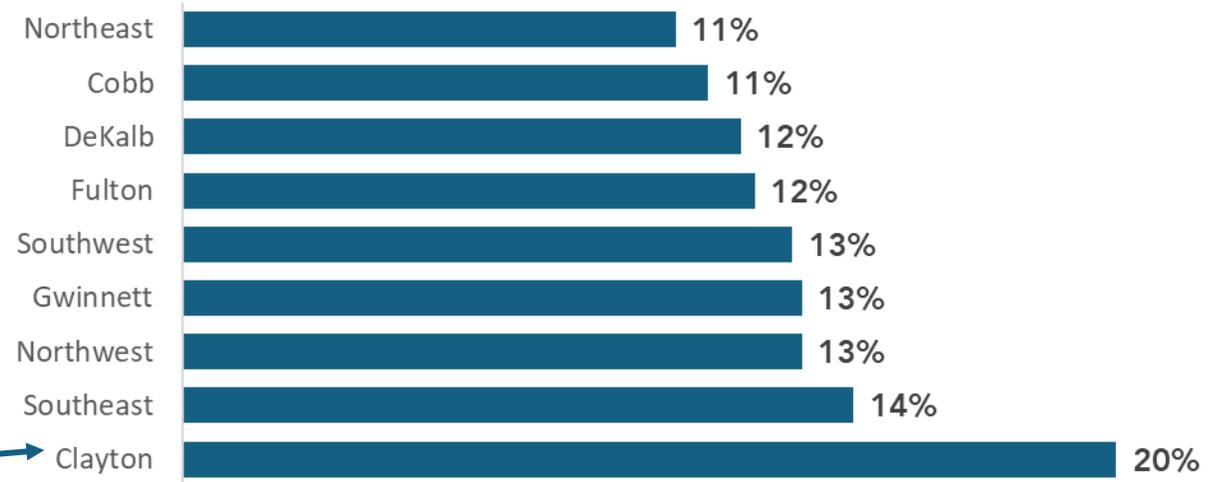
- **2019: 10%**
- **2025: 13%**

▮ Particularly large share of part-time workers in **Clayton County (20%)**

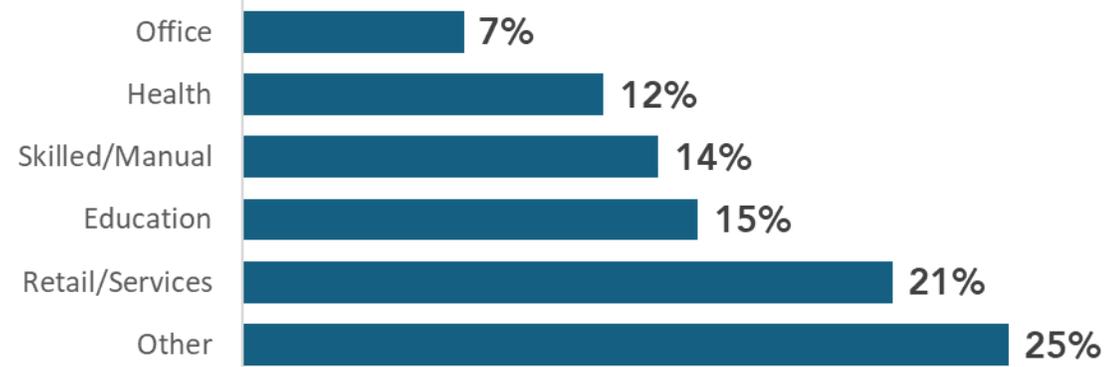
▮ Share of workers who are part-time **varies by occupation**

- Retail/Services, Education, and “Other” are above average
- Office is well below average

Share of Part-Time Workers by Home Region



Share of Part-Time Workers by Occupation



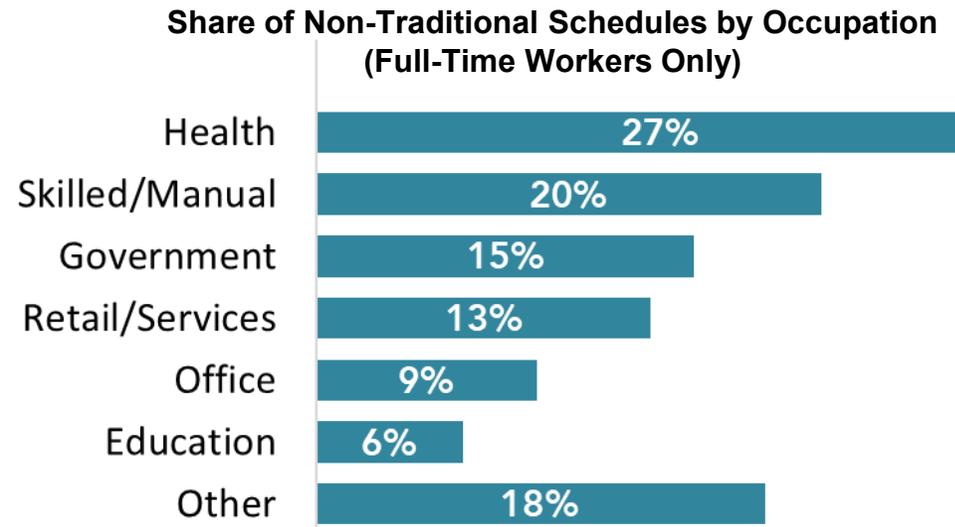
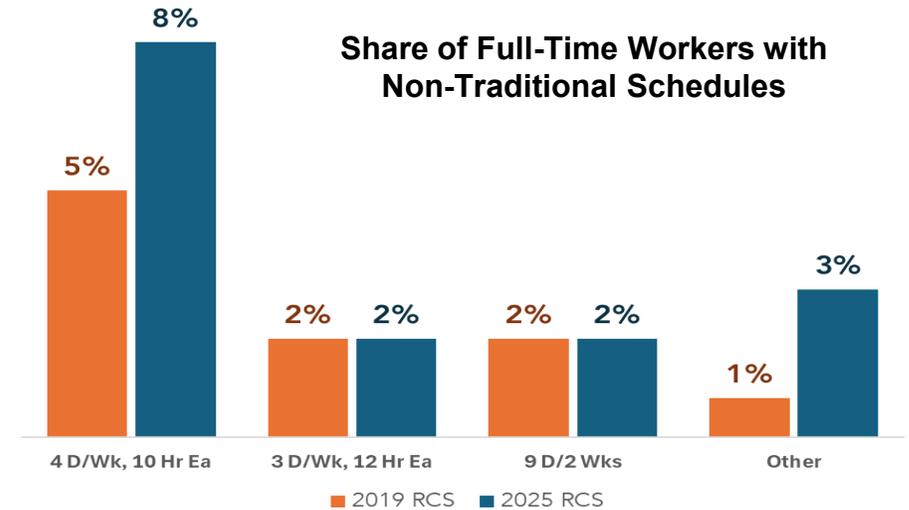
Increase in Non-Traditional Work Schedules

Share of full-time workers following a non-traditional work schedule has seen a 50% increase since 2019:

- **2019: 10%**
- **2025: 15%**

Share of workers with a non-traditional schedule varies by occupation

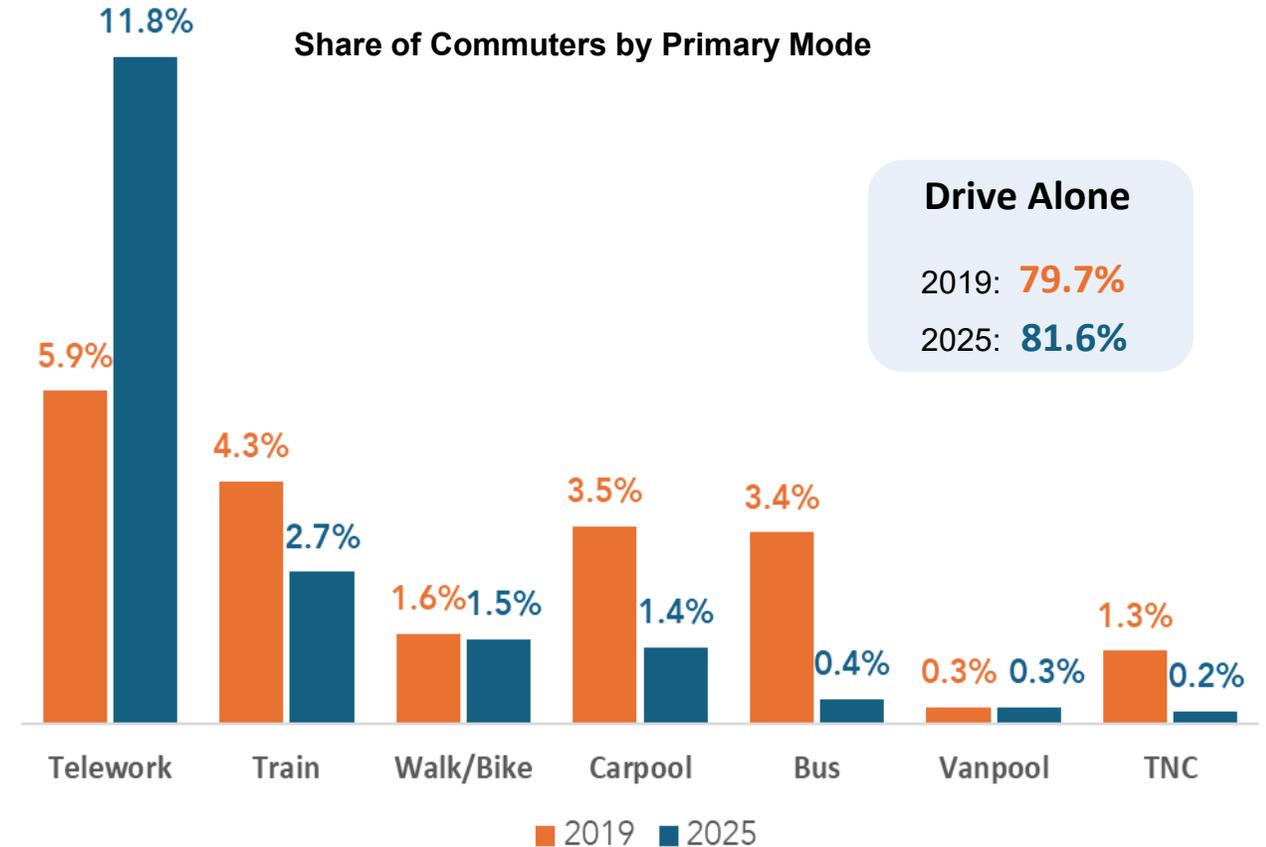
- Health, Skilled/Manual, and “Other” are above average
- Office and Education are below average



Increase in Telework as Primary Commute Mode

Change to primary mode share:

- Increase in telework
 - ▶ **2019: 5.9%**
 - ▶ **2025: 11.8%**
- Increase in Drive Alone:
 - ▶ **2019: 79.7%**
 - ▶ **2025: 81.6%**
- Decrease in Alternative Modes
 - ▶ Particularly Bus and Carpool



10% of Commuters Use Alternative Modes Weekly

97% of commuters drive alone, at least occasionally

Only 3% report never driving alone to commute.

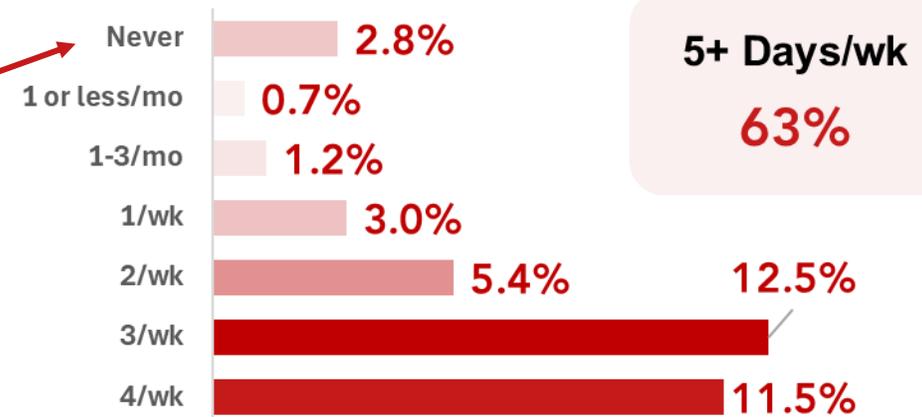
63% of full-time workers who commute drive alone every day

- Consistency in this mode choice

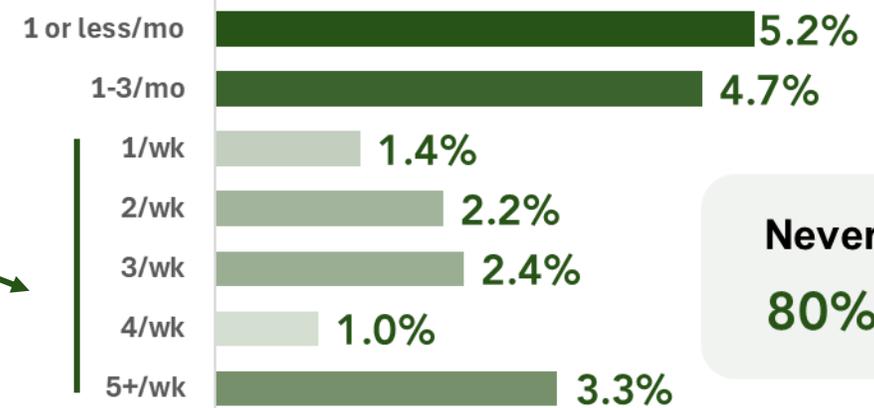
Only 10% of commuters use alternative modes on a weekly basis

80% never use alternative modes

Drive Alone Frequency:
Full-time Workers who Commute

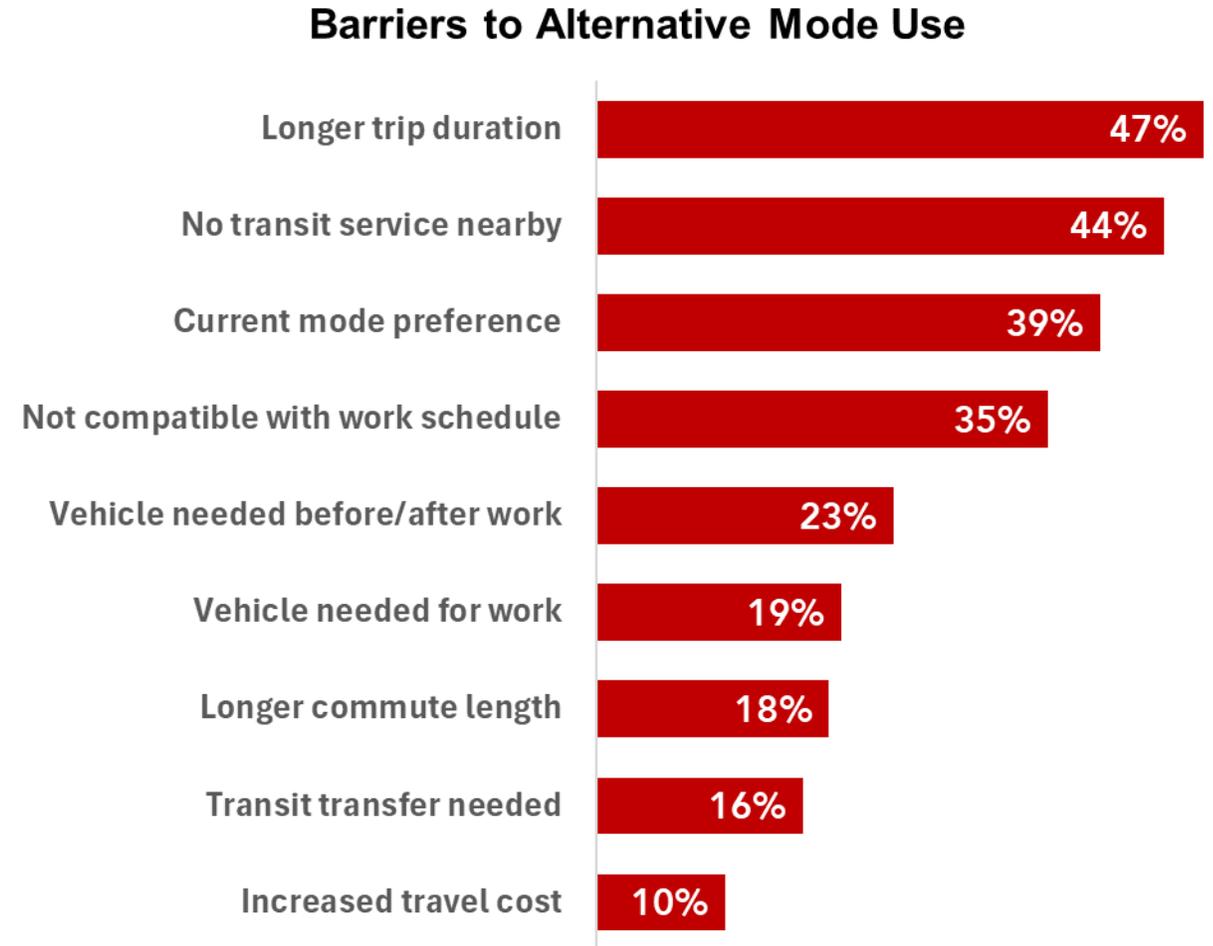


Alternative Mode Frequency:
Full-time Workers who Commute



Commuters Face Barriers to Alternative Mode Use

- Respondents identified challenges to using alternative commute modes.
- Longer trip time (47%)** was the most frequently cited
- No transit available** was also frequently cited (44%)
 - Top barrier in **Cobb County (56%)**
- In **outer counties**:
 - “Preferring to drive”** alone is a key barrier
 - Also report **needing a personal vehicle** before, during, and after work at a high rate.



Free Parking Continues to Incentivize Drive Alone

- Free parking is widely available
 - 79% of commuters have free or fully subsidized parking** available at work

- Free parking acts as a barrier to alt mode use
 - Incentive to drive alone
 - Reduces direct costs associated with driving.



Share of
Commuters
that Pay for
Parking

Do Not Pay
79%

Pay Some
2%

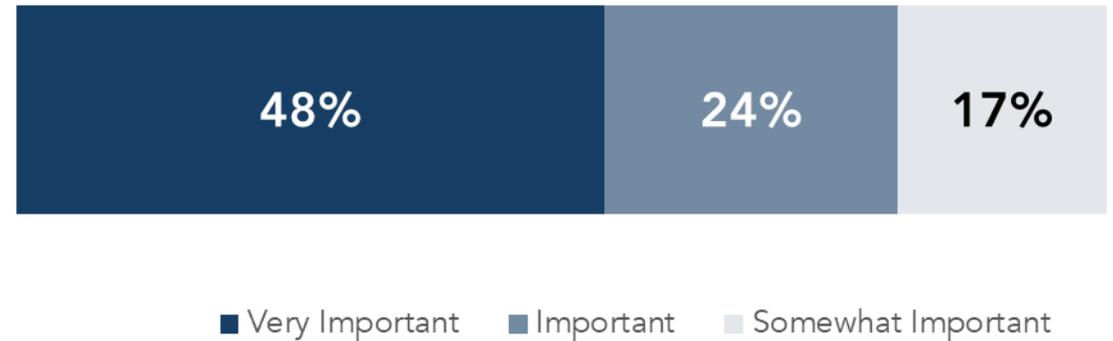
Pay All
6%

Rarely Park
12%

Access to Commuter Benefits & Services are Important

- 72% of workers see access to alternative mode services and benefits as important or very important.
- Commuters recognize importance of making alternative commute modes available.
- Suggests openness to trying alt modes if barriers are addressed

Importance of Access to Alt Mode Benefits and Services



Reports

Dashboard



Board & Committees | News | Events | Contact



WHO WE ARE WHAT WE DO PLANS & RESOURCES

Home > What We Do > Mobility Services > Regional Commuter Survey

Regional Commuter Survey

EXPLORE MOBILITY SERVICES

- Explore Mobility Services
- Georgia Commute Options
- Georgia Commute Schools
- TDM Annual Report
- TDM Dashboard
- 2023 Regional Transportation Demand Management Plan
- Atlanta E-Bike Rebate Program
- **Regional Commuter Survey**

The 2019 Regional Commuter Survey (RCS) is a survey of employed residents of the 19-county Atlanta metropolitan region. The survey serves two primary purposes:

1. It documents trends in commuting patterns, such as the types of transportation used and their frequency of use, commute distance and time, and perceived difficulty or satisfaction with one's commute.
2. It examines commuters' awareness of travel options and commute services available to assist them, and it collects their opinions about current travel issues.

The 2019 RCS is the fourth iteration of the survey, with previous surveys conducted in 2007, 2010, and 2014. The RCS provides critical information to help the Atlanta Regional Commission, Georgia Commute Options, and partner organizations tailor their services to meet commuter needs.

On this page

- 2019 Regional Commuter Survey Results & Key Findings
- Regional Commuter Survey: Covid-19 Follow Up 2020 & Highlights
- Summary and Technical Reports and Presentations

Regional Commuter Survey 2025

Demographics	Commute Length	O-D	Primary Mode	Mode Use	Telework	Benefits/Barriers	Opinion & App Use
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Click the image below to visit the RCS homepage

Overview

The Regional Commuter Survey (RCS) is conducted by the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) through the Georgia Commute Options (GCO) program. The results provide critical insights into how employed residents of the 20-county Atlanta region travel to work and how these patterns evolve over time, helping ARC and its partners plan, implement, and evaluate strategies to reduce vehicle miles traveled (VMT), disperse or decrease peak-period congestion, and lower transportation-related emissions.

Summary Findings

The findings illustrate ongoing adjustments in post-pandemic commuting—highlighting continued reliance on single occupancy travel, increased hybrid work schedules, a greater share of part-time workers, and growing awareness of the value of alternative modes.

Overall changes in the workforce's commuting patterns have been driven by increased work outside of the workplace, either working from home exclusively or doing so on some days, especially Monday and Friday. The decreased regularity of commuting has also coincided with decreased use of transit and carpool.

Telework levels decreased drastically from pandemic-era peaks when the majority of full-time workers were remote, and most employees continue to work primarily outside the home. However, a significant portion now incorporate remote work into their weekly schedules.

Definitions

Worker: Employed person who is 18 years of age or older and lives in the 20-County Atlanta region.

Commuter: A worker who works outside of their home (ie, commutes to a location, at least occasionally).

Full-time Work From Home (WFH): A worker who does not work outside their home (ie, does not commute to a location).

Primary Mode: The commute mode a worker uses with the highest frequency.

Home and Work Regions

For weighting and analysis, the regional counties outside of the core five (Clayton, Cobb, DeKalb, Fulton, and Gwinnett) are grouped into larger regions. These regions are used throughout the dashboard.

[Navigate to RCS Homepage](#)



Coordinated Human Services Transportation Plan

Vision

ONE **great** REGION

Mission

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A competitive economy that is inclusive, innovative, and resilient.

Why a Coordinated Human Services Transportation Plan?

- Federal transit law requires [Enhanced Mobility for Seniors and Individuals with Disabilities \(Section 5310\) Program](#) projects be "included in a locally developed, coordinated public transit-human services transportation plan"
- Identifies transportation mobility gaps and needs of individuals with disabilities, older adults, and the disadvantaged
- Prioritizes transportation services for funding and implementation



Regional Stakeholder Surveys and Outreach

The CHST Plan shall "include[s] participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation - human services providers and other members of the public"

- 387 Participants
- 6,653 Responses
- 1,209 Comments

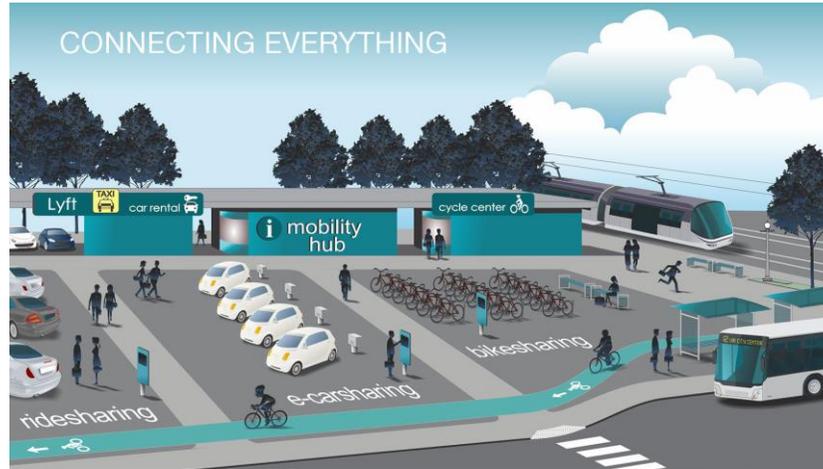


Regional Concept Consensus

Regional Mobility Hubs (ATL study upcoming)

Regional Trip Planner and Mobile Application (ATL Rides, Marta Trip Planner, Dekalb Aging Database (DAD))

Regional Fare Instrument (Marta AFC 2.0)



Where is the CHST Plan Online?



Atlanta Regional Commission

WHO WE ARE

WHAT WE DO

PLANS & RESOURCES

Home > What We Do > Transportation Planning > Regional Transit Planning and Coordination > Coordinated Human Services Transportation Plan Update

Coordinated Human Services Transportation - 2025 Plan Update

Coordinated Human Services Transportation Plan (2025)

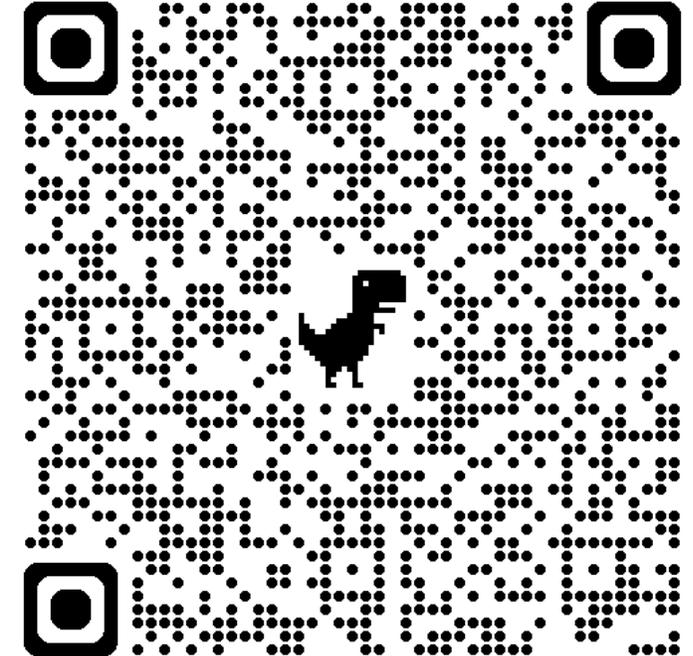
The Atlanta Regional Commission (ARC) is updating the Coordinated Human Services Transportation (CHST) Plan to improve mobility options for older adults, persons with disabilities, people with limited English proficiency, and individuals who are economically disadvantaged, residing in the 19-county Metropolitan Atlanta Transportation Planning Area. The plan aims to identify current mobility needs and challenges and identify gaps in transportation services and programs to help guide development of policies, strategies and recommendations for improvements.

During the process, the ARC sought public input to enhance the traveling experience of these communities and expand their transportation options. A series of engagement opportunities were deployed to gather input and provide updates throughout the process.

- [Executive Summary](#) (PDF, 1.6MB)
- [Key Recommendations](#) (PDF, 3.5MB)
- [Plan Update Final](#) (PDF, 39MB)
- [Best Practices Research](#) (PDF, 9.5MB)

TRANSPORTATION PLANNING

- + Metropolitan Planning Organization
- + Metropolitan Transportation Plan
- + Transportation Improvement Program
- + Community Engagement
- + Bicycle & Pedestrian Planning
- + Community Transportation Programs
- + Electrification/Alternative Fuels
- + Freight Planning
- + Modeling
- + Roadway Planning
- + Safety Planning
- + Technology
- ✕ **Transit Planning**
 - Regional Transit Planning and Coordination
 - **Coordinated Human Services Transportation Plan**
 - Transit Oriented Development
 - Transit Operators Group
 - Transit Services in the Atlanta



<https://atlantaregional.org/what-we-do/transportation-planning/regional-transit-planning-coordination/coordinated-human-services-transportation-plan/>



Coordinated Human Services Transportation Plan

ARC Board/TAQC Meeting
Formal Adoption
11 February 2026
Joseph F. Hacker, PhD, AICP

Area Plan on Aging Fiscal Year 27 Update

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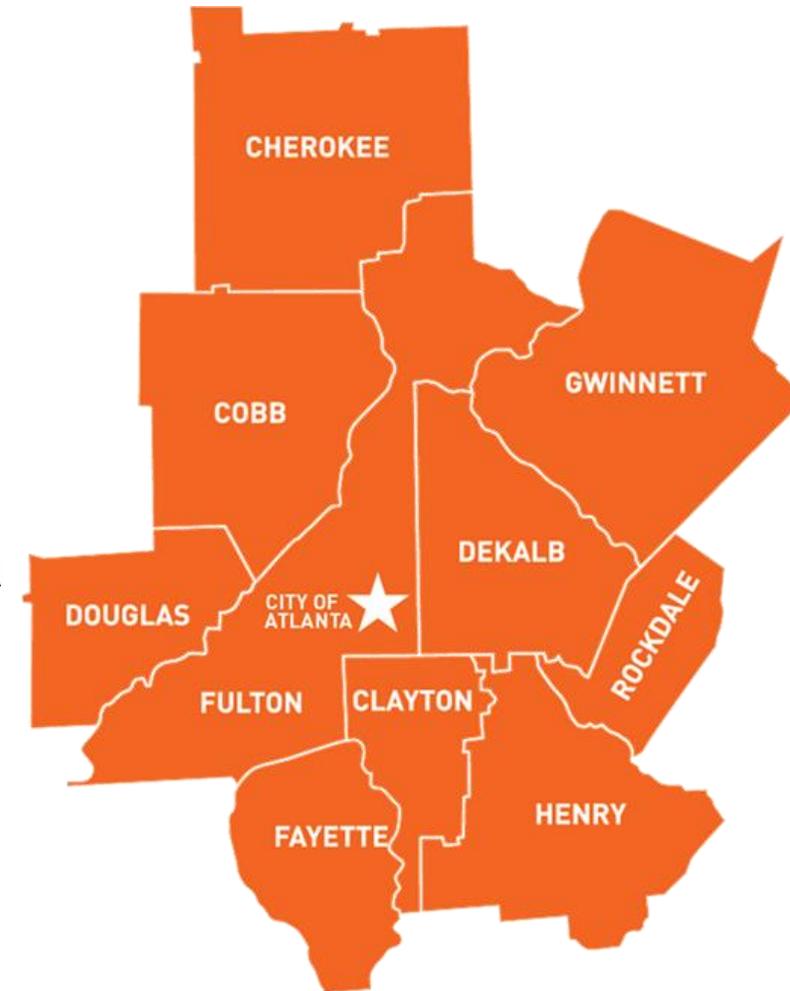
Diverse stakeholders engage and take a regional approach to solve local issues.



A competitive economy that is inclusive, innovative, and resilient.

Purpose of the FY 25-FY 28 Area Plan

- Required of all area agencies on aging (AAA) by:
 - Federal Older Americans Act and
 - Georgia Division of Aging Services (DAS)
- 4-year plan for delivery of aging services in 10-county coverage area
- Enables ARC to:
 - Continue our role and responsibilities as AAA for metro Atlanta
 - Receive federal and state grants for aging services
 - Distributed by DAS according to statewide formula
 - FY 27 Grant is \$28.6 million (DAS planning estimate)



FY 25 – FY 28 Area Plan Requirements

Division of Aging Services requires all AAAs to:

- Provide long-term services and supports for:
 - older persons and
 - their caregivers
- Ensure consumer access to service information
- Strengthen the aging network
- Improve quality in provision of long-term services and supports



Implementing the Requirements - Examples

Provide long-term services and supports

- ARC funds counties and non-profits for in-home and community-based services

Ensure consumer access to service information

- Empowerline™ counselors connect individuals to services:
 - 134,781 contacts handled by ARC staff last year
 - Providing access to private-pay options and public benefits
 - 202,977 visits to Empowerline.org for information about services



empowerline

Strengthen the aging network

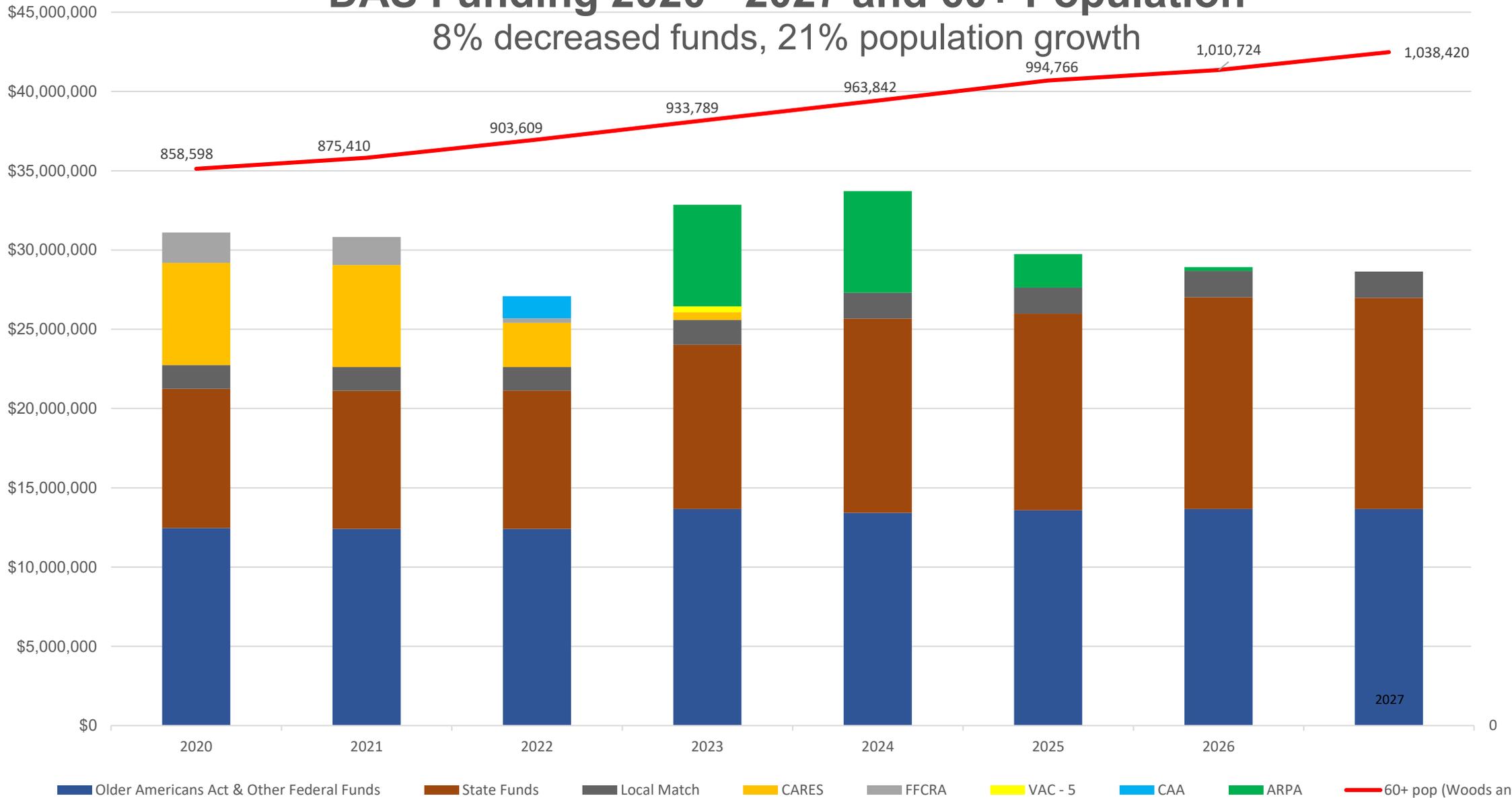
- ARC coordinates the Regional Dementia Coalition

Improve quality in provision of long-term services and supports

- ARC supports emergency preparedness for AAA and grant-funded Senior Centers

DAS Funding 2020 - 2027 and 60+ Population

8% decreased funds, 21% population growth



FY27 Area Plan Update

- Board Approval recommended by the Advisory Committee on Aging
- Board approval of the FY 27 Update Resolution will:
 - Confirm plan for distribution of grant funding to the 10-county region
 - 1st year of 2-year grants (FY 27-28)
 - Grantees recommended based on Notice of Funding Availability



FY 2027-2028 Recommended Grantees

Single County Providers

Cherokee County

Clayton County

Cobb County

DeKalb County

Douglas County

Fayette Senior Services

Fulton County

Gwinnett County

Henry County

Rockdale County

Multi County / Regional Providers

Atlanta Legal Aid Society

HouseProud Atlanta

Innovative Solutions for
Disadvantage and Disability

Jewish Family and Career
Services

Latin American Association

Peachtree Christian Health

Skylark Adult Day Care Johns
Creek LLC



Area Plan Services to be Funded by ARC Grants

Single County

- Assistive Technology
- Caregiver Services (Respite)
- Case Management
- Congregate Meals
- Consumer-Directed Services
- Home Delivered Meals
- Home Modifications and Repairs
- Homemaker Service
- Kinship Care
- Material Aid
- Personal Care Services
- Senior Recreation
- Transportation

Across Multiple Counties

- Culturally Appropriate Information and Referral
- Caregiver Services (Respite)
- Elderly Legal Assistance Program
- Home Modifications and Repairs
- Kinship Care
- Material Aid
- Evidence-based Disease Prevention and Health Promotion

Area Plan Services to be Provided by ARC Staff

Aging and Disability Resource Connection (ADRC)

BRI* Care Consultation (for family caregivers)

Nursing Home Transition

Telephone Reassurance (One2One)

Case Management (Behavioral Health Coaching)

Material Aid

Assisted technology

*BRI = Benjamin Rose Institute



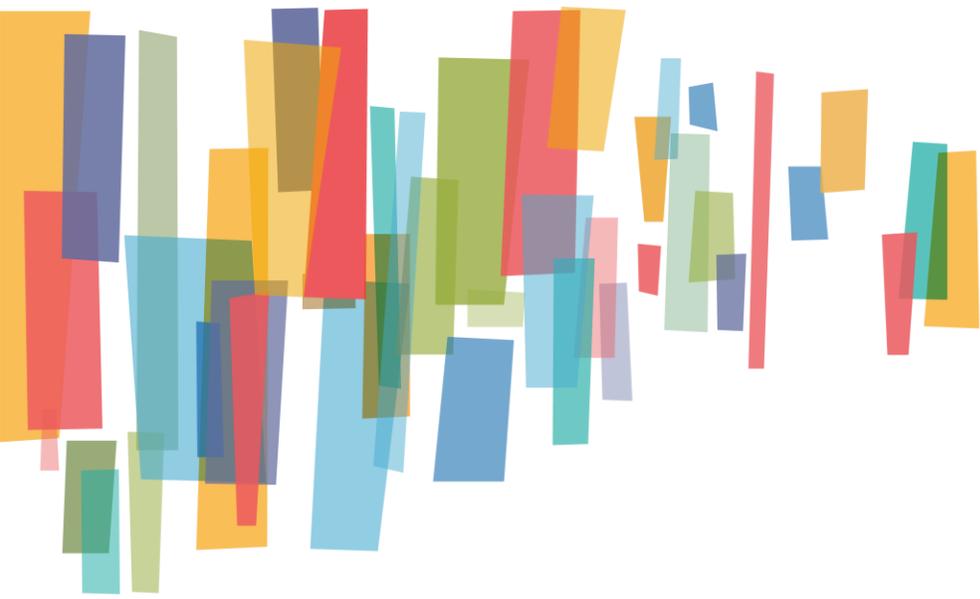
An aerial photograph of Atlanta, Georgia, at sunset. The city skyline is visible in the background, with the sun low on the horizon, casting a warm glow over the buildings. In the foreground, a multi-lane highway with traffic is visible, flanked by residential and commercial buildings and trees with some autumn foliage. Overlaid on the image is the ARC logo in large white letters, the text "Atlanta Regional Commission" in a smaller white font, and the word "empowerline" in a large, lowercase white font.

ARC

Atlanta Regional Commission

empowerline

[ARC Empowerline 2025 on Vimeo](#)



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Questions?



Regional Clean Electricity Plan

Why is Energy Important to ARC?

Energy Availability:

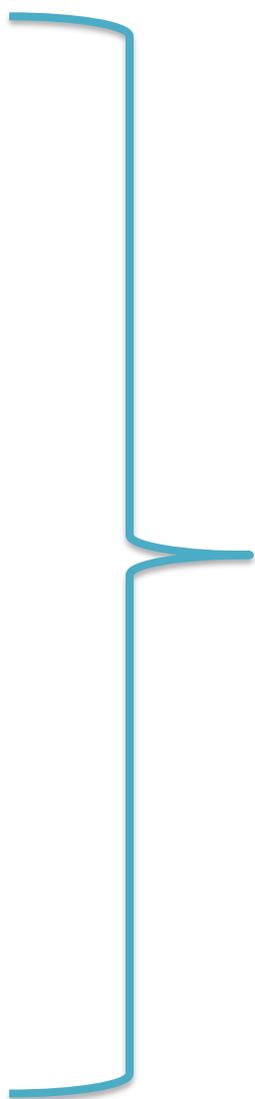
- Increasing energy demands (Data Centers...)
- Where does electricity currently come from?
- Where will future electricity come from (and how quickly)?

Energy Affordability:

- Rising utility bills in GA (significant rate increases since 2023)
- Heavy dependency on one fuel (natural gas) for electrical generation

Energy Impacts:

- Greenhouse Gas (GHG) emissions
- Air Quality and Health
- Water usage
- Land use



**Variability
Across The
Region**

A Regional Approach to Climate Action

The **climate is changing**, leading to higher temperatures and an increase in extreme weather events. At the same time, the Atlanta region is undergoing an **energy transition** to an increasingly **electric** future.

ARC is **working strategically** to help the Atlanta region prepare for these challenges and embrace new opportunities as we work to **foster**

ARC's Climate & Resilience Work Program

*Guided by ARC's values of excellence, integrity, and equity.
Fostering Healthy, Livable Communities and a Prepared Workforce*



Energy Transition

Advancing the transition to carbon-free energy available for everyone

Regional Clean Electricity Plan

This plan, funded by a U.S. Department of Energy grant, will help local governments save money by making their buildings and operations more energy efficient, while also providing alternative energy options.

Status: Ongoing – Project ends June 2027.

Clean Tech Academy

ARC has received a 5-year, \$2 million federal grant that will enable Goodwill of North Georgia to train 250 people to become EV technicians.

Status: Ongoing- approximately half of the total job training participants have completed training. Cohorts continue through 2026 while credentialed job seekers enter into employment opportunities.

Sustainable Freight Cluster Plans

Sustainability-focused freight cluster plans seek to provide local jurisdictions and CIDs with actionable recommendations for improving freight sustainability. Potential solutions may include shifting to zero-emissions vehicles, providing electric vehicle chargers at workplaces, and shifting from single-occupant vehicle commutes..

Status: Ongoing – Gateway 85 CID and South Fulton CID plans kicked off in late December 2025/early January 2026.

Georgia Energysshed

ARC is working with Georgia Tech to develop an integrated model of metro Atlanta's energysshed, which includes any power generation facility and related transmission and distribution infrastructure to meet our region's energy needs. Simulations will assess the impact of potential energy futures within the energysshed.

Status: Paused – Completed Year 2 of 3.



Resilience

Enhancing the resilience of our communities, infrastructure, and natural systems to climate change and extreme weather events

Transportation Resilience Improvement Plan

Through FHWA's PROTECT grant, ARC will use a data-informed approach to identify transportation infrastructure at risk due to current and future flood and extreme heat events, develop a resilience improvement plan, and incorporate outcomes into transportation planning and policies.

Status: Ongoing – work began in 2026 Q1; 18 month project.

City of Decatur Heat Mitigation Plan

The City of Decatur received support from ARC to analyze climate and heat data and develop recommendations to mitigate the city's urban heat island effect. In a second phase led by Georgia State, Decatur will evaluate the feasibility of heat island mitigation strategies in alignment with existing plans and local ordinances. ARC is also piloting a project in Decatur to develop an environmental monitoring platform focused initially on heat and humidity to inform local decision making and as a resource for residents.

Status: Phase 1 completed; Phase 2 is led by GSU.

Resilient Water Utilities Report

The Metropolitan North Georgia Water Planning District will leverage current local climate data and recent experience with extreme weather events to update the 2015 Utility Climate Resiliency Study. The report will provide water utilities with adaptive strategies for planning their systems for future resilience.

Status: Report expected completion date Q1 2026.

Metro Atlanta Bicycle Network Plan

This initiative aims to create a connected bicycle network across metro Atlanta with focus areas in South Metro and the Flint River.



Greenhouse Gas (GHG) Emissions Reductions

Setting the region on a path towards net zero greenhouse gas emissions

Metro Atlanta Climate Action Plan

A roadmap to create a sustainable and resilient future for all, highlighting steps to transition to near net zero GHG emissions by 2050.

Status: Plan completed December 2025. MACAP implementation roadshow will be held March 2026 – December 2026.

Transportation Carbon Reduction Plan

This project will examine local and regional strategies to support the reduction of transportation-related greenhouse gas emissions.

Status: Ongoing. 2025 Q1 - 2027 Q3.

Georgia Commute Options and Commute Schools

This program, managed by ARC and funded by the Georgia DOT, works with employers and commuters to reduce traffic and single-occupancy vehicles and improve the region's air quality. The K-12 arm of this program, Georgia Commute Schools, supports alternative ways to travel to school and provides in-classroom air quality curriculum.

Status: Ongoing.

E-Bike Rebate Program

ARC partnered with the City of Atlanta to provide rebates for the purchase of e-bikes to provide affordable, clean transportation options for moderate and low-income individuals.

Status: Ongoing – the Atlanta City Council introduced legislation in January 2026 to renew funding after ARC administered the inaugural program on behalf of the City of Atlanta.

Green Communities

This voluntary sustainability certification and technical assistance program helps local governments reduce their environmental impact through actionable measures. Eighteen cities and six counties are certified Green Communities.

Status: Ongoing.

Regional Clean Electricity Plan (RCEP)

📊 **Purpose:** Support Local Governments Increase Carbon-Free Electricity

📊 **Key Stakeholder:** City and County Governments in 11-County Region

📊 **Key Objectives:**

- ✓ 1: Improve energy efficiency
- ✓ 2: Increase energy options and availability
- ✓ 3: Save money!

- **Funding Source:** Department of Energy (via FY23 Congressional Directed Spending)
- **Amount:** \$937,000 (20% ARC Match)
- **Schedule:** 07/24 – 07/27
- **Status:** On-going; Consultant team led by Greenlink Analytics

Regional Clean Electricity Plan (RCEP)

Key Tasks:

1. Inventory and Baseline
2. Energy **Efficiency**, Management, and On-site Generation Opportunities
3. Evaluate Energy Offsets and Other **Options to Procure Electricity**
4. Complete **Economic Analysis** to Determine Benefits
5. Prioritize Projects with **Higher Return on Investment; Identify Funding**
6. Workshops with Local Governments*
7. Develop **Roadmap** Document

❖ **5 Workshops** across the Region, open to *All* Local Governments. First in Q1 2026

Why ARC Does this Work

Builds Upon our Existing Work

- Metro Atlanta Climate Action Plan

Produces Cost-Savings for Local Governments

Creates Positive Co-Benefits for Local Governments... and Residents/Businesses

- Improved health outcomes

Investing in the Future

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



Diverse stakeholders engage and take a regional approach to solve local issues.



A competitive economy that is inclusive, innovative, and resilient.



Regional Clean Electricity Plan

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A decorative graphic consisting of several overlapping, semi-transparent rectangles in various colors (red, blue, orange, green, teal, brown) arranged in a vertical line, resembling a stylized bar chart or a series of data points.

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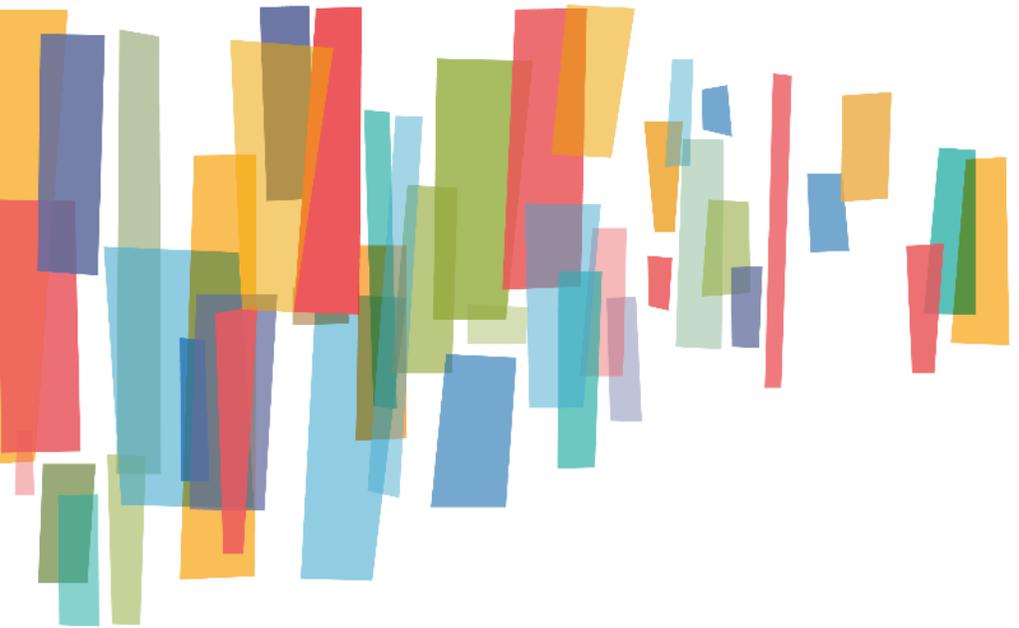
CEO Report

February 11, 2026

Anna Roach
Executive Director & CEO



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Contents

- Financial Update
- Operational Snapshot
- ARC Regional Homelessness Next Steps
- Employee Engagement & Satisfaction
- ARC in the Region



Financial Update

Financial Highlights Update

Budget vs Actual 2025 December (cash basis)

<i>In Millions (\$)</i>	Actual	Amended	Run/ Rate	2024 Run Rate %
Expenses	2025	2025 Budget		
Operations				
Research & Innovation	\$ 2.7	\$ 3.6	76%	91%
Community Development	5.5	6.4	85%	81%
Natural Resources	3.2	4.6	70%	79%
Workforce Solutions	8.1	11.5	71%	73%
Mobility Services	11.8	14.5	81%	84%
Transportation Planning	8.8	16.8	52%	62%
Aging & Independence Services	30.0	35.2	85%	90%
Homeland Security & Recovery	5.9	6.7	88%	91%
Total Operations	\$ 75.81	\$ 99.21	76%	82%
Administration and Other ARC Programs				
Executive Director and CEO	\$ 1.1	\$ 1.2	94%	85%
External Affairs	2.8	3.2	85%	78%
General Counsel and Procurement	0.9	1.1	79%	75%
Finance Department	1.8	2.1	83%	74%
General Services	0.7	0.9	77%	97%
Information Technology	2.5	2.7	92%	95%
Human Resources	1.1	1.5	77%	89%
Chief Operating Officer	0.6	0.7	96%	101%
Total Administration and Other ARC Programs	\$ 11.55	\$ 13.49	86%	85%
Indirect Allocation to Operations and Recovery	(9.75)	(10.8)		
Unallocated Administrative and Other Programs	\$ 1.80	2.68	67%	41%
Total Expenses	\$ 77.62	101.89	76%	82%

- Preliminary 2025 Results (cash basis)
Expense rate as of December 2025 (76%) is below same level in 2024 (82%)

-Focus during January/February is to close all outstanding commitments associated with 2025.

-Final numbers for 2025 will be available in early March (unaudited)

-The agency's cash position remains strong, with approximately two (2) months of cash on hand to cover expenditures.

The Agency is implementing financial control measures due to uncertainty associated with ongoing funding of the Federal Government

2025 Financial and Single Audit Highlights

Taking Place in 2026

Audit	Complete by	Result
Financial	6.30.2026	On Track
Single Audit (Federal Financial Assistance)	6.30.2026	On Track
Agreed Upon Procedures (Travel and Expense)	6.30.2026	On Track

Other Comments

No findings on the Financial and Single Audits over the past three years



Operational Snapshot

Operational Snapshot

Healthy, Safe, Livable Communities

- Released Live Beyond Expectations 2020-25 Final and FY 25 Aging & Independence Services Annual Report
- Nine 2025 Certified Green Communities recognized at the January 2026 ARC Board Meeting

Competitive Economy

- Emerging Technologies Roundtable explored technologies related to housing materials and construction, humanoid robots, and transportation systems.
- In partnership with the Technical College System of Georgia Foundation, Workforce Solutions received \$200,000 from Google to provide opportunities in IT.
- Metro Water District developed the 2028 Water Resources Management Plan

Engaged Stakeholders

- ARC staff recognized Family Caregivers along with the Governor and statewide leaders and advocates.
- Working with partners to finalize Building Georgia curriculum.
- Updated the Georgia Commute Schools K-12 Air Quality Curriculum, aligning it with the Georgia Department of Education Standards of Excellence and Georgia Performance Standards frameworks.

Strategic Investments

- The Urban Area Security Initiative funded new vehicles and camera systems, and provided training in Crowd Management & Control, and Joint Hazard Response.
- Submitted Metro Atlanta Climate Action Plan to EPA.
- Facilitated the second annual regional summit on addressing homelessness, co-led by Board Chairman Dickens and Chairwoman Hendrickson.
- Staff conducting early evaluations of TIP applications.

Operational Efficiency

- Opened Gwinnett One-Stop career resource center.
- Completed the Regional Commuter Survey (RCS), gathering insights into commuting trends across the 19-county region.
- ARC and MARTA are distributing trial MARTA passes through



Regional Commitment to Address Homelessness

Regional Commitment to Address Homelessness

Align with Proposed State Funding for Regional Homelessness

- Engage the Georgia Department of Community Affairs (DCA) and the State Housing Trust Fund to position ARC's regional role in deploying Georgia's \$50M homelessness funding

Benchmark Regional Models

- Identify peer Council of Government (COG) / Regional Commission funding, staffing, and governance models adaptable to Metro Atlanta

Homelessness Funding Gap Analysis

- Map regional homelessness funding to identify gaps, overlaps, and opportunities for alignment
- Convene governments, Continuums of Care (CoCs), DCA, and philanthropy to identify funding fragmentation, pooling, and match strategies

Integrate Housing Strategy & Long-Range Homelessness Planning

- Embed homelessness and housing stability priorities into the Housing Strategy and define ARC's long-term convening and coordination role



Employee Engagement & Satisfaction



Performance Management Program

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All 2025 Employee Evaluations are Completed!

Department	Percentage Complete	# Outstanding
Mobility Services	100%	0
Natural Resources	100%	0
Financial Services	100%	0
General Services	100%	0
Aging & Independence Services	100%	0
Community Development	100%	0
Information Technology	100%	0
Work Force Solutions	100%	0
External Affairs	100%	0
Human Resources	100%	0
Operations	100%	0
Research & Analytics	100%	0
General Counsel	100%	0
Homeland Security & Recovery (UASI)	100%	0
Trans Access & Mobility	100%	0
Agency Wide	100%	0

190 Total Evaluations



2025 Performance Management Structure

Weighting Components



What's Next

Objectives Setting Opens

- Entry Window: January 19th – February 6th
- Manager/Supervisor Approval: Due February 18th

Performance Management Refresher Trainings

- Thur, January 22nd, 10:00-11:30am – Virtual
- Wed, January 28th, 11:00am-12:30pm – Emerson Bryan/Hybrid
- Thur, January 29th, 12:30-2:00pm – Virtual

HR Performance Office Hours

- Tues/Wed/Thur, 2:00-3:00pm (throughout the Objective Setting period)

Merit increase payouts – 2nd pay period in February

- February 27th retroactive to January 1st



End of Year Celebration at Mercedes Benz Stadium

On December 8th, ARC closed out the year with a truly special End-of-Year Employee Celebration held at Mercedes-Benz Stadium in the Delta 360 Club. This memorable event gave us an opportunity to celebrate and honor the people who make ARC exceptional - especially our long-tenured employees, whose years of dedication and service have helped shape ARC's impact across the region. Thanks to ARC's valued partnership with Mercedes-Benz Stadium, we were able to host a first-class experience that reflected the excellence of our team and the culture of appreciation we are continuing to build across the organization.

Video tribute to long-term employees:
[LONGTERM EMPLOYEE VIDEO 2025](#)



ARC in the Region

ARC in the Region

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Engagements

November 12 – January 31

