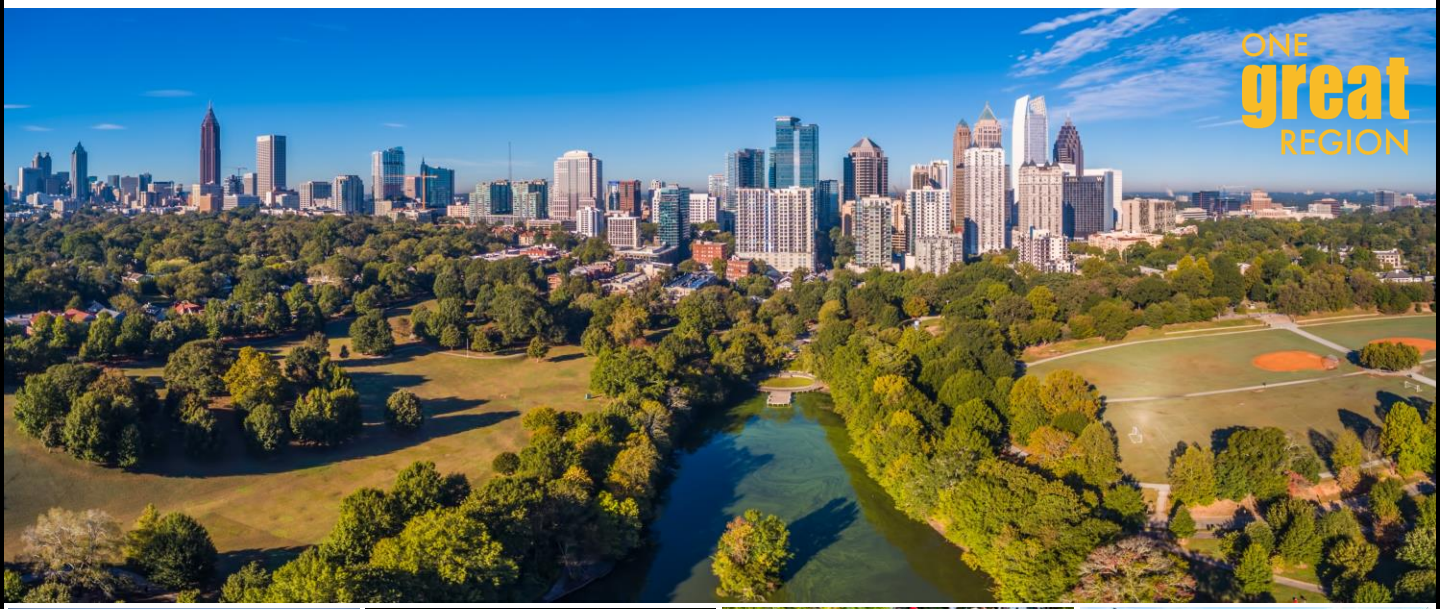
2026 Unified Planning Work Program

Adopted November 2025 / Revised March 2026

Atlanta Metropolitan Transportation Planning Area











Atlanta Regional Commission

The Atlanta Region's Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal, state and local transportation funds in the 19-county Atlanta metropolitan transportation planning area*. The UPWP is developed in cooperation with the State, local governments, and public transportation operators and includes a discussion of planning priorities facing the metropolitan planning area.

The ARC Title VI Program & Plan was adopted on September 14, 2022, with an effective date of December 1, 2022. The Atlanta Regional Commission, as a federal grant recipient, conforms to Title VI of the Civil Rights Act of 1964 and its amendments. Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

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. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, or national origin, they have the right to file a complaint with ARC. More information is available on our website at atlantaregional.org/titlevi or by contacting the Title VI Officer listed on the Title VI Plan and Program page. Individuals with a hearing impairment may also contact ARC at 800.255.0056.

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

This document was adopted by the Atlanta Regional Commission on November 12, 2025. Amendment #1 was completed on March 11, 2026, consistent with the process defined in ARC's Public Participation Plan.

** The planning boundary is delineated in Figures 1 and 2 of this document.*

ATLANTA REGIONAL COMMISSION

A RESOLUTION APPROVING THE 2026 UNIFIED PLANNING WORK PROGRAM AMENDMENT #1

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 19 counties; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) 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 **2026 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 2026 UPWP includes the following:

- Elements from the ARC's Annual Work Program and Budget (2026), adopted by ARC on November 12, 2025, that describe ARC's transportation-related work activities for the period between January 1, 2026 and December 31, 2026;
- Transportation-related accomplishments from the previous year (2025) and transportation-related objectives for the current year (2026), reflecting input 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 2024-2027 TIP, which was originally adopted in January 2024 and most recently amended in November 2025.

WHEREAS, over time the scope, schedule and budget of existing planning activities included in the UPWP may change, or new initiatives may be identified that need to be included; and

WHEREAS, the following new initiatives and studies need to be amended into the 2024 UPWP:

- An "Origin-Destination Atlanta Region Travel On-Board Survey", which is a $1.6 million initiative led by ARC and funded by an FTA 5307 grant and the State of Georgia Transit

Trust Fund. The study will begin in the fall of this year and be completed in late 2027. It will involve the collection of data from transit passengers to be used for scheduling and operations planning, performance analysis, long-range planning, and regional travel demand modeling.

- 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
  - Project Delivery Report Development
  - Regional Technology Assessment
  - Regional Transit Asset Management Plan
  - Regional Transit Service Planning
  - Annual Transit Report (2027-2029)

- Seven locally led planning studies recently funded from the federal Safe Streets and Roads for All (SS4A) competitive grant program:
  - City of Dunwoody – Reducing Crash Severity on the High Injury Network
  - City of Fairburn – Safe Streets Comprehensive Safety Action Plan
  - City of Lovejoy – Vision Zero Plan
  - City of Mableton – Comprehensive Safety Action Plan
  - City of Morrow – Safety Action Plan
  - City of South Fulton – Vision Zero Action Plan
  - Spalding County – Safety Action Plan

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission approves an amendment to the 2026 Unified Planning Work Program that adds the above planning initiatives and studies; and,

BE IT FURTHER RESOLVED that ARC staff take all necessary administrative actions to update relevant documentation and information on the ARC website related to the 2026 Unified Planning Work Program.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on March 11, 2026.

Charissa White-Fulks, ARC Board Secretary

U.S. Department of Transportation
Federal Highway Administration

Georgia Division

75 Ted Turner Drive, S.W.
Suite 1000
Atlanta, GA 30303
404-562-3630

November 17, 2025

In Reply Refer To:
HDA-GA

Ms. Anna Roach
Executive Director
Atlanta Regional Commission
229 Peachtree St NE, Suite 100
Atlanta, GA 30303

Dear: Ms. Roach,

The following is in response to our receipt of the Atlanta Regional Commission's final Calendar Year 2026 Unified Planning Work Program (UPWP). Upon our review of the subject document, the Federal Highway Administration and Federal Transit Administration Region 4 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 2026 UPWP.

The CY 2026 UPWP reflects $8,575,126 programmed PL Funds and an additional $178,897 PL Set-aside for Safe and Accessible Transportation Options, totaling $8.754,023. These funds are available upon an approved authorization. The CY 2026 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 TrAMS 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 me at 404-562-3639 or Mr. John Crocker at 404-865-5624.

Sincerely,

Ann-Marie Day

Ann-Marie Day
Planning Team Leader

Ec:
John Crocker, Community Planner, FTA
Megan Weiss, Assistant Office Head for Capital and Metro Planning, GDOT

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Key Acronyms

ARC	Atlanta Regional Commission
ATL	Atlanta-region Transit Link Authority
CBMPO	Cartersville-Bartow Metropolitan Planning Organization
CFR	Code of Federal Regulations
CTP	Comprehensive Transportation Plan
EPA	Environmental Protection Agency
EPD	Environmental Protection Division
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GRTA	Georgia Regional Transportation Authority
GHMPO	Gainesville-Hall Metropolitan Planning Organization
LCI	Livable Centers Initiative
MARTA	Metropolitan Atlanta Rapid Transit Authority
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
SIP	State Implementation Plan
SRTA	State Road and Tollway Authority
TAQC	Transportation and Air Quality Committee
TCC	Transportation Coordinating Committee
TIP	Transportation Improvement Program
TPD	Transportation Planning Department
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

2026 UPWP Overview

Transportation planning for urban areas such as the Atlanta Region is vested with an agency known as a Metropolitan Planning Organization (MPO). The Atlanta Regional Commission (ARC) fulfills this federally mandated requirement for a 19-county area.

As part of the planning process, the MPO is responsible for the development, in cooperation with the state and operators of publicly owned transit, of a Unified Planning Work Program (UPWP), an instrument for coordinating transportation and comprehensive planning in the metropolitan region. This requirement is defined in 23 CFR 450.308(b). 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, Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), State Road and Tollway Authority (SRTA), Atlanta-region Transit Link Authority (ATL), Georgia Environmental Protection Division (EPD), Metropolitan Atlanta Rapid Transit Authority (MARTA), other transit operators, and local governments. The UPWP includes a list of significant modal and subarea studies, funding sources and amounts, a high-level schedule, and the agency responsible for leading each initiative.

Various aspects of the overall transportation planning process are detailed in subsequent sections of this document, including the ARC's planning boundaries, its decision-making structure, and the regulatory framework in which the process occurs. The remainder of this section highlights completed work program activities from the 2025 UPWP and provides a summary of proposed 2026 initiatives. Information on each of these is provided in a series of appendices, as explained at the conclusion of the section.

2025 Accomplishments

- Completed an update to the Regional Freight and Goods Movement Plan.
- Completed the Regional Transportation Electrification Plan.
- Completed an update to the Public Participation Plan.
- Completed an update to the regional Human Services Transportation Plan.
- Completed an initial phase of the Regional Household Travel Survey, a collaborative effort led by GDOT.
- Completed four rounds of administrative modifications and two amendments to the 2050 Metropolitan Transportation Plan (MTP) / FY 2024-2027 Transportation Improvement Program (TIP).
- Completed Phase 2 of the ITS4US project and initiated Phase 3.

- Prepared new Transportation Planning Process Memoranda of Agreement (MOA) with partner agencies and local jurisdictions (full execution of all agreements will extend into 2026).
- Used long-range scenario analyses using the VisionEval and TMIP-EMAT modeling tools in support of development of a new 2055 MTP (due in 2028).
- Under the Increasing Safe & Accessible Transportation Options funding setaside, staff organized several Regional Safety Task Force meetings, conducted presentations on safety needs and targets to ARC committees, participated in a Near-Miss Task Force with GDOT and academic institutions, and participated in various local safety initiatives in Atlanta, Doraville, Roswell, Cherokee County, Cobb County and Henry County.
- Conducted early MTP Update engagement activities, consistent with recommendations defined in the Public Participation Plan.
- Completed contracting activities and began work on the Transportation Carbon Reduction Plan.
- Completed contracting activities and began work on the Emergency Health Care Transportation Access Study.
- Completed contracting activities and began work on the Atlanta MPO Resiliency Improvement Plan.
- Completed contracting activities and began work on the Regional Housing and Transportation Strategy.
- Supported local planning initiatives through various programs, including the County Comprehensive Transportation Plan (CTP) program, Regional Transportation Planning Study program, Livable Centers Initiative (LCI) program, and Freight Cluster Area Planning Program.

2026 Objectives and Work Program Highlights

- Develop a new FY 2027-2030 TIP. This will include a TIP funding solicitation for suballocated Surface Transportation Block Grant Program, Carbon Reduction Program, and Transportation Alternatives Set-Aside.
- Complete contracting and begin work on the Regional Trails and Bicycle Facility Network Planning Program.
- Initiate Complete Streets Assistance program.
- Complete contracting and begin work on an update of the regional ITS/TSMO Strategy.
- Complete contracting and begin work on key tasks related to developing a new 2055 MTP and associated four-year TIP (some tasks will be completed in 2026, overall work due for adoption in early 2028).
- Conduct a review of the congestion management process as a component task of developing the new 2055 MTP.
- Complete development of a Regional Housing and Transportation Strategy.
- Complete updates to MOAs with partner agencies and local jurisdictions.
- Continue next phase of the Regional Household Travel Survey in collaboration with GDOT.

- Conduct additional amendments and administrative modifications to the 2050 MTP / FY 2024-2027 TIP.
- Continue using long-range scenario analyses using the VisionEval and TMIP-EMAT modeling tools in support of development of the 2055 MTP/TIP (due in 2028).
- Continue Phase 3 of the ITS4US project.
- Continue development of the Transportation Carbon Reduction Plan (TCRP).
- Continue development of the Emergency Health Care Transportation Access Study.
- Continue development of an Atlanta MPO Resiliency Improvement Plan.
- Continue School Area Safe Routes Planning and Demonstration Projects
- Continue supporting local planning initiatives through various programs, including the County Comprehensive Transportation Plan (CTP) program, Regional Transportation Planning Study (RTPS) program, Livable Centers Initiative (LCI) program, and Freight Cluster Area Planning Program.

Organization of Work Program Details

The Atlanta Regional Commission's overall agency 2026 Annual Budget and Work Program was adopted in conjunction with the 2026 UPWP in November 2025. This UPWP contains information on the work programs of four departments/offices which have a direct role in the metropolitan transportation planning process and/or utilize United States Department of Transportation (USDOT) funding for certain transportation planning initiatives:

- Transportation Planning Department
- Office of Research and Innovation
- Community Development Department
- Natural Resources Department

Appendix 1 contains information on all funded 2026 work activities across all departments for MPO related functions. The goal of the component activities and associated cost centers is to improve transportation facilities and services in the region through an integrated process that meets the federal transportation and air quality requirements. These activities provide a comprehensive approach to transportation planning, incorporating land use, development and environmental concerns into transportation planning decision making and establishing linkages encouraged in the metropolitan planning process.

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

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

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

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

This appendix also contains potential additional ARC planning activities which may be undertaken in 2026 if funding resources can be secured. Most of these supplemental initiatives are dependent on federal decisions being made on Congressionally Directed Spending and competitive program awards. Should any of these activities be funded during the period covered by this UPWP, their status within Appendix 1 will be updated and they will be added to the budget table in Appendix 3 via an administrative modification.

Appendix 2 contains a table which cross references activities and cost centers of Appendix 1 to the metropolitan transportation planning factors (as defined in 23 USC 134(h)). This table demonstrates that the agency's work program for 2026 addresses all core MPO functions and responsibilities.

Appendix 3 contains a summary budget table providing a breakdown of federal, state and local funds budgeted to accomplish ARC's MPO work program during 2026. This information aligns with the contents of Appendix 1, but highlights the financial details of the program rather than the substance of the planning work.

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

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

ARC Planning Boundaries

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

- **MAPDC** – Metropolitan Area Planning & Development Commission as detailed in Georgia Code 50-8-82, with the responsibilities of a state Regional Commission, for the City of Atlanta and an eleven-county area (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Rockdale). The 41-member ARC Board membership is defined in state code (Georgia Code 50-8-84) and is required to be a combination of elected public officials and citizens.

- **MPO** – Metropolitan Planning Organization for transportation planning for a 19-county area which includes 16 full counties and 3 partial counties, plus the City of Atlanta (see Figure 2). 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.

  ARC's role as the MPO is a federal designation (23 USC 134) based on the Atlanta Urbanized Area defined during each decennial census. The Atlanta Urbanized Area extends into western Barrow County, with Winder and the central portion of the county forming its own separate urbanized area. As a result, Winder has the authority to form its own MPO at its discretion, but has decided to remain part of the Atlanta MPO for the indefinite future.

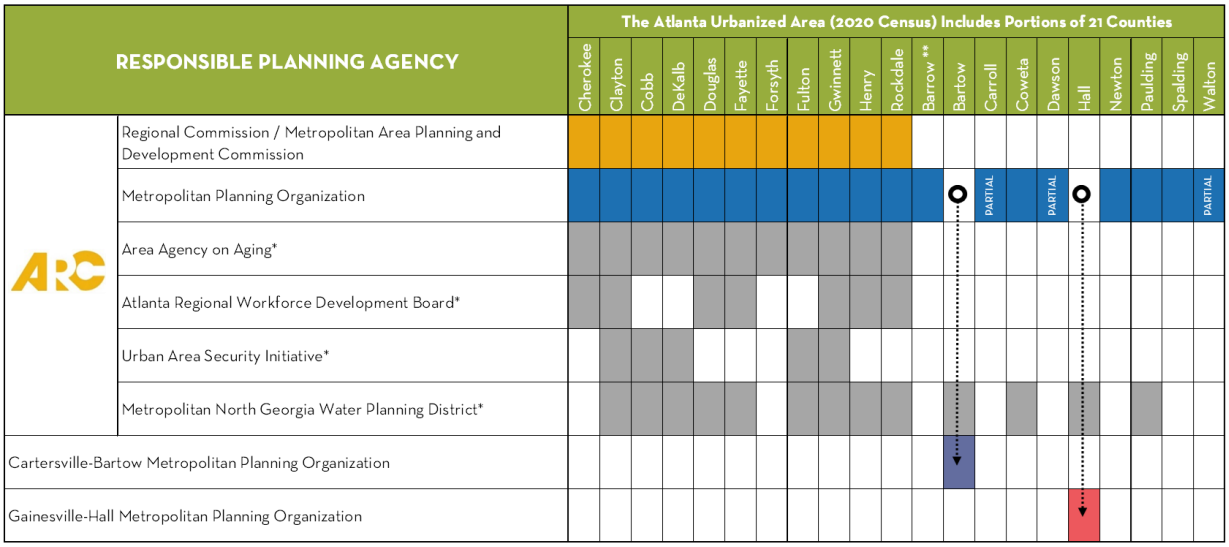
- **AAA** – Area Agency on Aging, a state designation, for a 10-county area.

- **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



* *Not depicted on associated map*

** *The Atlanta Urbanized Area extends into western Barrow County, with Winder and the central portion of the county forming its own separate urbanized area. As a result, Winder has the authority to form its own MPO at its discretion, but has decided to remain part of the Atlanta MPO for the indefinite future.*

Portions of the Atlanta MPO area failed to meet federal air quality standards for ground level ozone over the past several decades, although the entire area now meets those standards, as shown in Figure 3. As of November 2022, seven remaining nonattainment counties within the planning area have been redesignated as being in attainment for the most recent standard established in 2015. One of ARC's responsibilities as the MPO (23 USC 134(i)(3)) is to ensure that the transportation plans it produces meets emissions budgets established by the state's Environmental Protection Division (EPD). As a newly designated attainment area for the 2015 ozone NAAQS, the 7-county area must now remain below the budgets established in the new maintenance plan over the next ten years. This is in addition to budgets already established for the region.

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

Figure 2: Atlanta MPO Planning Boundaries

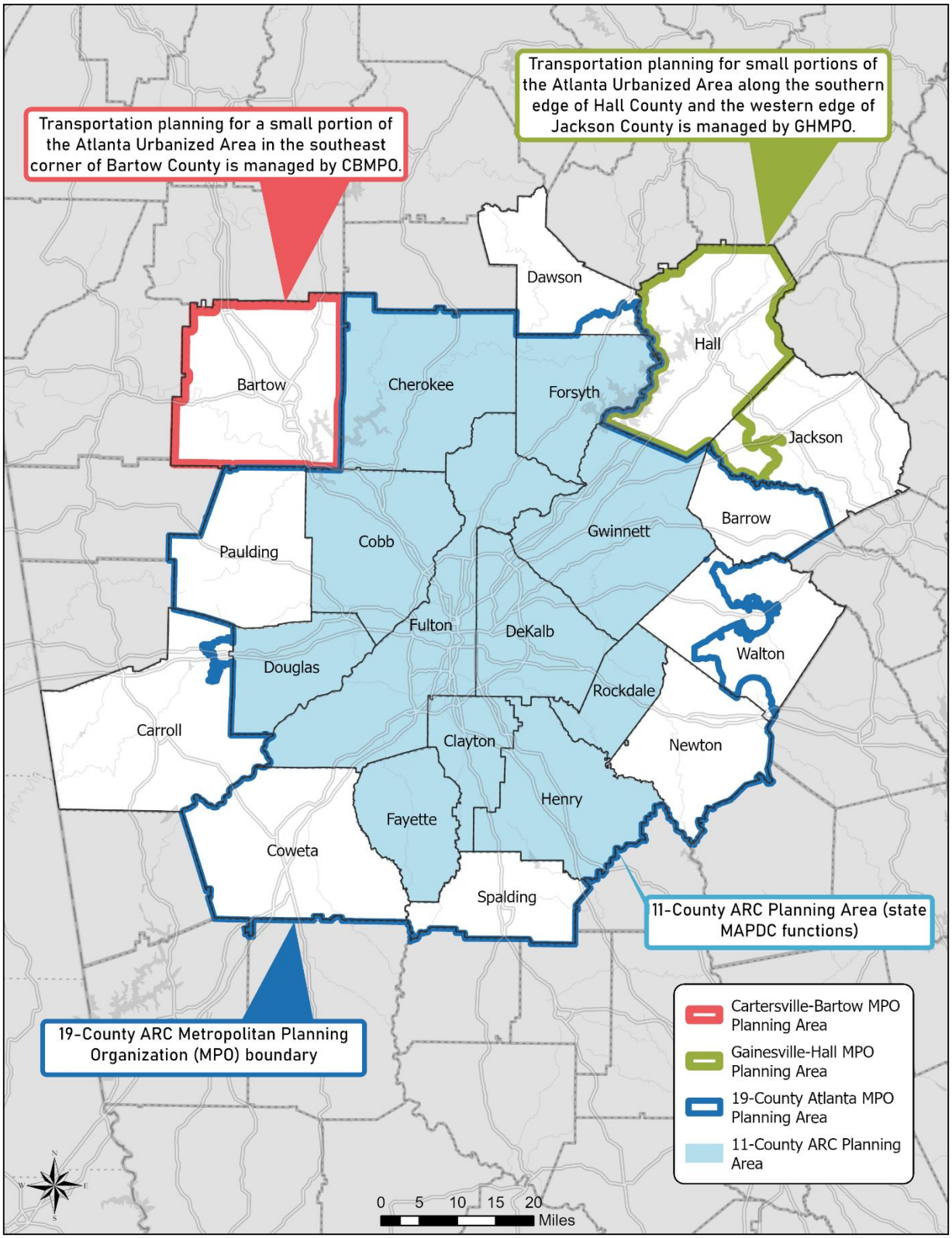
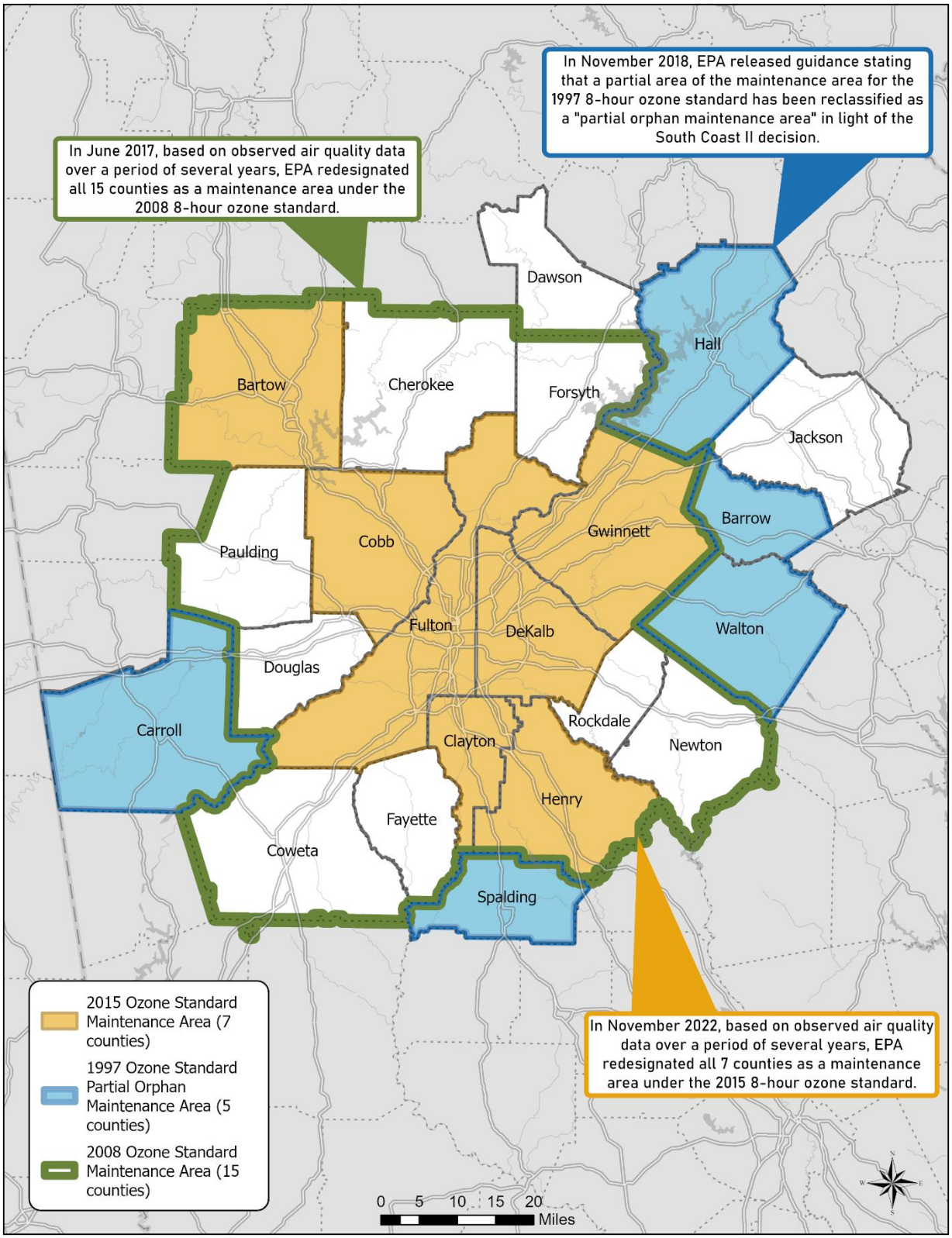


Figure 3: Air Quality Analysis Boundaries



Regional Transportation Planning Structure

Per the requirements of 23 USC 134, ARC collaborates with the region's local governments, state and federal agencies, transit providers, community improvement districts, citizens and an array of stakeholder groups to plan for the Region's future transportation needs and to assure that such plans conform to air quality requirements.

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

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

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

ARC Policy Structure

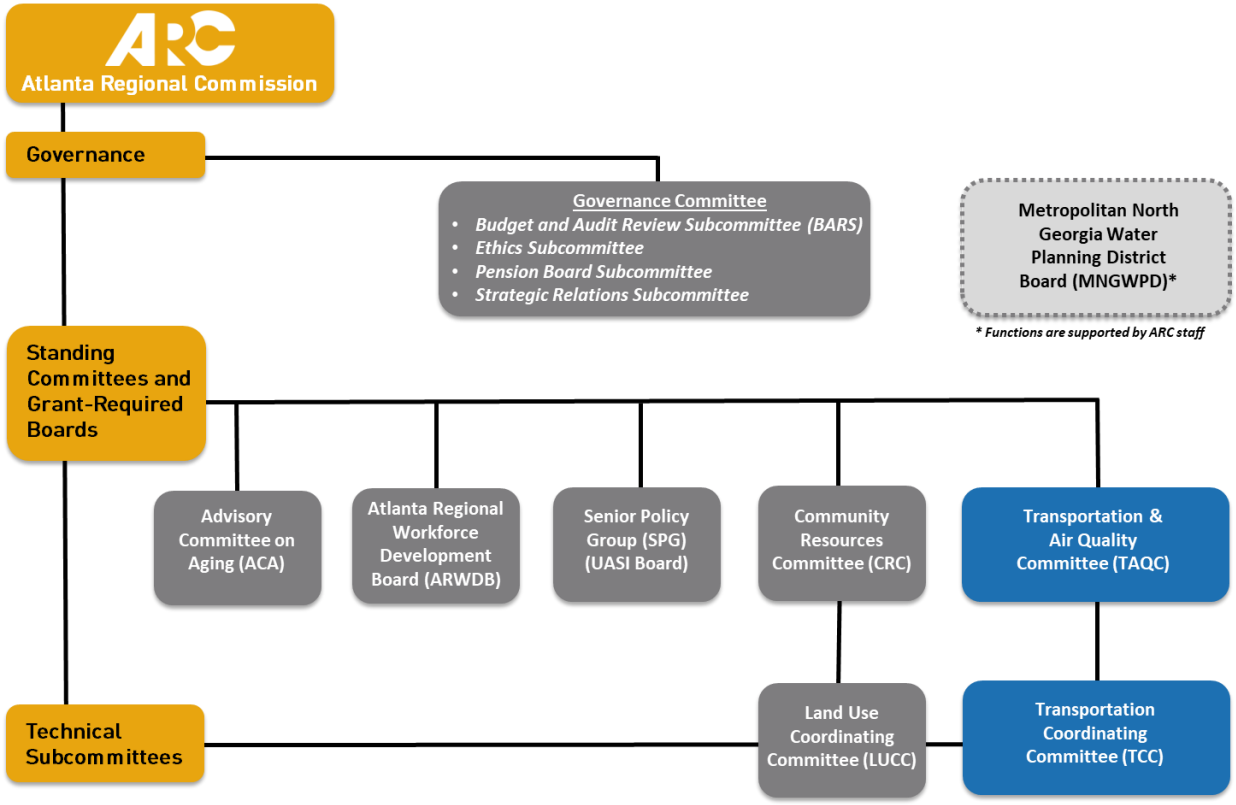
Policy direction for the overall agency is provided by a 41-member ARC Board. Membership is defined in state code and is required to be a combination of elected public officials and citizens. (Georgia Code 50-8-84). The Commission schedules a minimum of six meetings each year, with the exact number and cadence being determined on an annual basis. Agendas, meeting summaries and other pertinent information are available on the ARC website at https://atlantaregional.org/board.

Standing committees focus on the various statutory responsibilities of the agency. The Transportation & Air Quality Committee (TAQC) is responsible for overseeing all aspects of the process involving the MTP, TIP and UPWP. As a general rule, TAQC meets in a joint session with the ARC Board about seven or eight times annually, although additional stand-alone TAQC meetings can be called in accordance with agency bylaws and procedures.

TAQC is supported by a technical committee, called the Transportation Coordinating Committee (TCC), which is comprised of professional staff representing the jurisdictions and agencies of the MPO planning area. TCC generally meets once a month.

The organizational framework for all of ARC's standing committees is shown in Figure 4.

Figure 4: ARC Committee Structure



The tentative 2026 schedule for meetings of the TAQC and TCC is shown in Figure 5. Agendas, meeting summaries and other pertinent information are available on the ARC website at https://atlantaregional.org/tcc and https://atlantaregional.org/taqc. Note that the meeting schedule is subject to change, following appropriate public notification protocols, and that the websites for the two committees will reflect the most accurate and up-to-date information for each.

Figure 5: 2026 TCC and TAQC Meeting Schedule

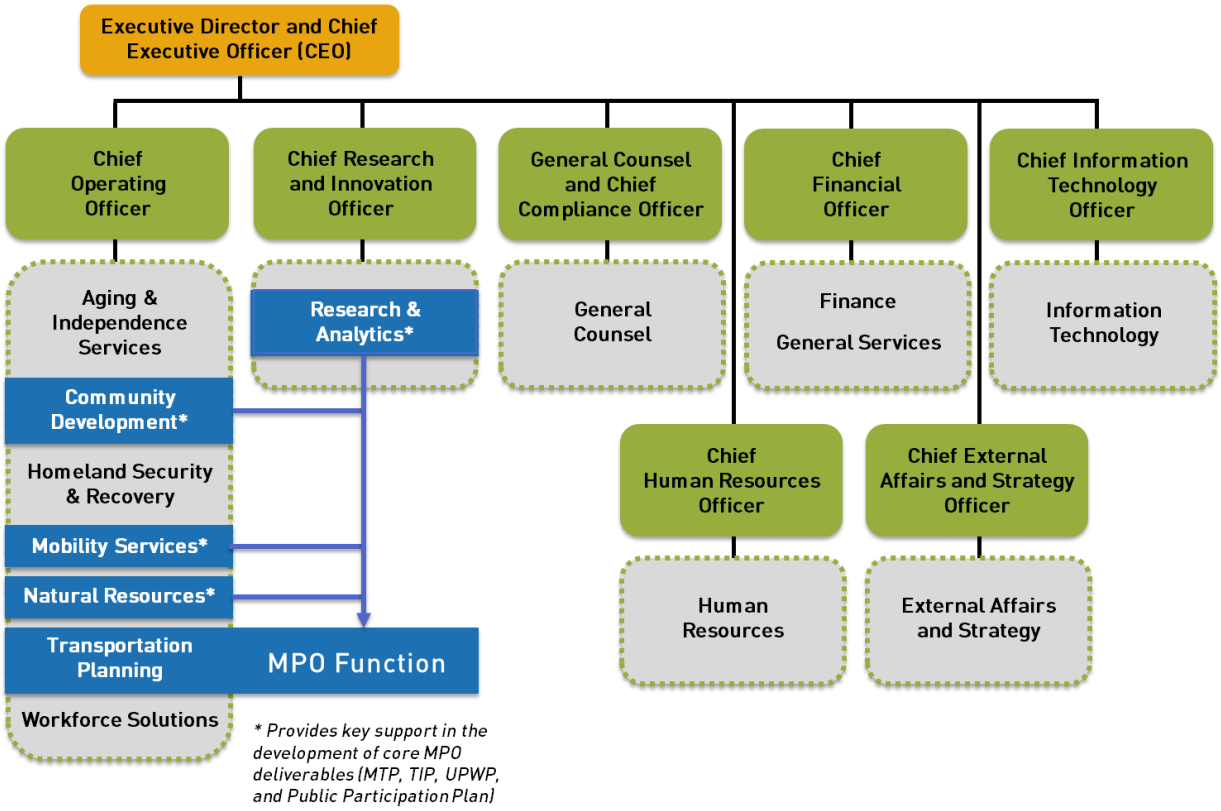
2026 MONTH	Transportation Coordinating Committee (TCC)	Transportation and Air Quality Committee (TAQC)
Jan	Friday, January 9	Wednesday, January 14
Feb	Friday, February 6	Wednesday, February 11
March	Friday, March 6	Wednesday, March 11
April	Friday, April 3	X
May	Friday, May 1	Wednesday, May 13
June	Friday, June 5	X
July	Friday, July 10	X
August	Friday, August 7	Wednesday, August 12
Sept	Friday, September 11	Wednesday, September 9
Oct	Friday, October 2	Wednesday, October 14
Nov	Friday, November 6	Thursday, November 12
Dec	Friday, December 4	X

X *No meeting currently schedule (subject to change)*

ARC Staff Structure

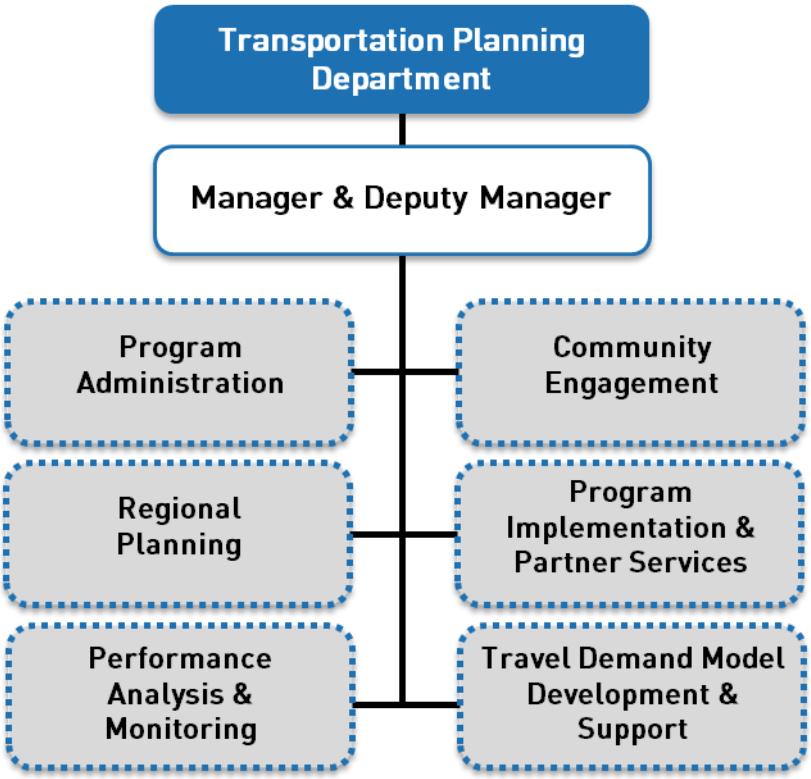
ARC is organized around six offices, each of which is comprised of one or more functional departments, as shown in Figure 6. These offices and their component departments work in a cross-function style and focus on helping to drive change, not just plan it. Responsibility for fulfilling ARC's MPO functions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

Figure 6: ARC Executive Organizational Structure



The TPD 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 department also coordinates work activities for the MPO functions, including TIP and MTP development. The basic organizational framework of the department is shown in Figure 7.

Figure 7: Transportation Planning Department Organizational Structure



Regulatory Framework for Metropolitan Transportation Planning

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

A Metropolitan Planning Organization (MPO) is required to develop a long-range plan which is referred to as the Metropolitan Transportation Plan (MTP). An MPO must also develop a short-range Transportation Improvement Program (TIP), which comprises the first four years of the MTP.

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

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

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

Unified Planning Work Program

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

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

5. Identify performance measure targets and monitor whether implemented projects are achieving targets. MPOs coordinate with state and public transportation operators to establish performance targets that address performance measures, as set forth in Federal law, related to surface transportation and public transportation. MPOs prepare plans that include performance targets addressing performance measures and standards. When updating the plan, MPOs also prepare a System Performance Report that tracks progress in meeting performance targets.
6. Involve the general public and other affected constituencies related to the essential decision-making elements listed above.

In order to complete these tasks, ARC organizes its work around the long-range transportation plan mentioned above. However, the required four-year update cycle of the MTP does not always align with ongoing long-term planning activities undertaken by ARC. Some planning activities, particularly special studies, initiated within an MTP update cycle will continue beyond the adoption data and must be more fully integrated in future plans via amendments and updates. And it is not possible to accurately predict all amendment and update cycles over an extended period of time for a variety of reasons beyond the ability of the MPO to control. Figure 8 provides a basic framework for milestone activities to be initiated and/or completed in 2026 under this work program, as well as a preliminary "look ahead" for the next four years.

Figure 8: Milestone Tasks and Activities (2026-2030)

MILESTONE TASKS AND ACTIVITIES	Calendar Year *(see note 1)*				
	2026	2027	2028	2029	2030
Every Year					
Update safety performance targets	☑	☑	☑	☑	☑
Review transit performance targets	☑	☑	☑	☑	☑
Conduct TIP/MTP administrative modifications and amendments	☑	☑	☑	☑	☑
Publish annual listing of obligated projects	☑	☑	☑	☑	☑
Develop UPWP and annual agency budget	☑	☑	☑	☑	☑
Undertake mode and subarea studies supporting the MPO process	☑	☑	☑	☑	☑
Every Two Years					
Adopt new TIP	☑		☑		☑
Update infrastructure condition performance targets					
Update system performance targets	☑		☑		
Hold ARC Board elections		☑		☑	
Revise committee assignments		☑		☑	
Every Four Years					
Review congestion management process	☑				☑
Adopt new MTP (underway; began in 2025)			☑		
Update Participation Plan				☑	
Conduct TMA planning certification review (led by USDOT)		☑			
Every Ten Years					
Approve urbanized area boundary (last updated in 2024)					
Approve metropolitan planning area boundary (last updated in 2024)					
Complete functional classification review (last updated in 2025)					
Update planning process Memoranda of Agreement (underway)	☑				
Periodic (as necessary)					
Update Regional Freight Plan (last updated in 2025)					☑
Update Regional Transit Plan (see note 2)	☑		☑		☑
Update agency bylaws (last updated in 2025)			☑		
Update DBE goal (last updated in 2025)			☑		
Update Title VI plan (last updated in 2025)			☑		

1. *All MPO planning activities beyond 2026 are tentative and provided for general information only. Subject to change.*
2. *In collaboration with the ATL Authority, which assumes the lead role in the development and publication.*

Metropolitan Planning Factors

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
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.

Appendix 2 provides a cross reference of ARC cost centers associated with each activity of Appendix 1 to the metropolitan transportation planning factors (as defined in 23 CFR 450.306). This table demonstrates that the agency's work program for 2026 addresses all core MPO functions and responsibilities.

Planning Emphasis Areas

ARC has identified issues of particular relevance at the regional level and intends to continue efforts to better address them in all of our planning activities in 2026. These issues include:

- Economic mobility (how mobility and access improvements can expand opportunities for all residents to improve their economic wellbeing)
- Safety (with a local emphasis on understanding and mitigating the causes of disproportionate increases in injuries and fatalities to bicyclists and pedestrians)
- Travel behavior shifts (particularly the reduction in office commutes as a result of many people continuing to work from home on a full-time or part-time basis following the pandemic)
- Community engagement (ensuring all individuals and stakeholder entities have the opportunity to be involved in all stages of the planning process using a wide range of techniques defined in ARC's Public Participation Plan)
- Freight and goods movement (particularly how changes to consumer spending patterns are affecting land use patterns, the retail landscape, and delivery services)
- Transportation technology (particularly positioning the region to be prepared for increased market penetration of connected and electric vehicles)

Metropolitan Transportation Plan

According to 23 USC 134(i)(2), key elements of a long-range MTP are (among others):

- An identification of transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system.
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional funding strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.
- Proposed transportation and transit enhancement activities including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.

Various activities and cost centers identified in Appendix 1 demonstrate how ARC's 2026 work program supports the core MPO function of developing and maintaining the long-range MTP.

Transportation Improvement Program

Key elements of a metropolitan TIP, defined in 23 USC 134(j)(2), are (among others):

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

Various activities and cost centers identified in Appendix 1 demonstrate how ARC's 2026 work program supports the core MPO function of developing and maintaining the short-range TIP.

Transportation Management Area (TMA)

Designated TMAs (Urbanized Areas or UAs with a population of over 200,000) such as Atlanta must also address the following requirements under 23 USC 134(k):

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

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

Air Quality Conformity Process

In areas failing to meet federal standards for air quality, transportation plans and programs are required (23 USC 134(i)(3)) to be in conformance with the transportation provisions of the state's air quality plan (the State Implementation Plan or SIP), which demonstrates how the State will meet the standards. As explained earlier in this document, the entire Atlanta MPO area is now designated as being in attainment for all standards, but ARC's plans must still demonstrate compliance with emissions budgets established in a maintenance plan.

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

Public Involvement

Effective public involvement will result in opportunities for all members of the general public to participate in the planning process. ARC's overall approach to public involvement is defined in the Participation Plan, which was updated in 2025 to reflect new requirements under IIJA and insight gained on effective remote involvement strategies during the COVID-19 pandemic.

These requirements will be addressed primarily via community engagement activities and cost centers defined in Appendix 1. Elements of the engagement process specific to development of the UPWP are included in Appendix 5 of this document.

APPENDIX 1

2026 MPO Work Program Summary

APPENDIX 1
MPO Work Program

This appendix reflects the work activities ARC will perform in 2026 to fulfill its role as the region's Metropolitan Planning Organization (MPO). These functions are primarily led by staff within the Transportation Planning Department, but certain specialized activities are housed within other departments of the agency, including Research & Analysis, Community Development, Mobility Services and Natural Resources. Appendix 2 contains additional information on how each work activity aligns with the federal metropolitan transportation planning requirements, while Appendix 3 provides a summary table of the overall MPO budget.

Overview

Transportation and service delivery planning in the Atlanta Region is coordinated by the ARC, the designated Metropolitan Planning Organization (MPO) for the 19-county Atlanta Region, pursuant to federal and state rules and regulations. Due to the existence of Atlanta Maintenance Areas for ozone, planning requires coordination with the Cartersville-Bartow MPO and Gainesville-Hall MPO, also in the maintenance area (and partial orphan maintenance area for GHMPO) Work activities supporting the organization's mission are outlined in the annual UPWP. ARC transportation plans address federal, state and regional planning objectives. Close coordination is required with the public and other stakeholders in meeting this mission.

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

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

Work Activities

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

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

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

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

Cost Centers

All work activities outlined in this UPWP will be charged against various ARC internal cost centers. The cost centers are organized by major initiatives or work products, with the budget and funding sources associated provided for ARC's 2026 fiscal year (January 1, 2026 to December 31, 2026). Note that many special studies and grant management services occur over multiple years, so the 2026 budget amount shown may be different from the full multi-year amount required to complete the work. Federal fund sources associated with each cost center are defined in Appendix 3.

Partnerships

External coordination is very important for ARC to fulfill its MPO responsibilities. Throughout all studies, initiatives and transportation planning activities identified in this work program, ARC will seek opportunities to collaborate with internal and external partners for continuous process improvements and enhanced coordination.

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.

CORE STAFF ACTIVITIES
MTP DEVELOPMENT

ARC, as the Metropolitan Planning Organization (MPO) for the Atlanta region, is required by federal regulation to develop and maintain a long-range Metropolitan Transportation Plan (MTP) and a short-range Transportation Improvement Program (TIP) for the 19-county metropolitan planning area. A major update of the 2050 MTP was completed and adopted in February 2024, in conjunction with production of a new FY 2024-2027 TIP. The next iteration of both plans must be completed within four years (February 2028). During 2026, ARC will conduct periodic amendments and administrative modifications to the MTP and TIP and initiate a variety of planning and engagement efforts related to development and adoption of a new 2055 MTP in 2028.

Long Range Planning

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

Summary Description

The year 2026 will be important for expanding ARC's transportation planning in several focus areas, including: electrification/alternative fuels, connected and autonomous vehicles and other transportation technologies; transit-oriented development;; prioritizing investment for active transportation infrastructure, ensuring the needs of all socioeconomic and demographic populations are being heard and addressed; and responding to the impacts of extreme weather events and environmental disruptions.

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

- Continue work activities related to the next MTP update which will include an emphasis on broad-based community engagement, extreme weather events, resiliency, safety, clean energy, congestion, and all other federally defined metropolitan transportation planning factors.
- In collaboration with the ATL Authority, serve in an active role in regional transit planning activities, including supporting development of the Atlanta Regional Transit Plan (ARTP), assisting with transit feasibility/planning studies being conducted by local governments (including Public Transportation Agency Safety Plans), expanding transit-oriented development, HST and demand response service planning efforts, and coordinating on regional Transit Asset Management target setting, data aggregation, and reporting.
- Plan for regionally significant trail and bicycle infrastructure, including data collection and research, document production, and outreach assistance as needed. Coordinate with the Community Development Department for local trail planning. Facilitate Regional Trails Roundtable meetings as an agency advisory group.
- Update bicycle and pedestrian planning methods, including discovery and implementation of more precise safety risk and mitigation analyses, refinement of complete streets policies and strategies, and enhancement of overall technical support for local governments.
- Advance and implement the Regional TSM&O Strategic Action Plan, including routine updates to the Regional ITS Architecture and implementation of new and emerging technologies.
- Continue work on passenger rail development in the Atlanta region.
- Implement the Regional Safety Strategy and incorporate safe systems principles into project evaluation and subarea planning efforts.

- Provide funding and management support for local planning initiatives that support regional planning goals, including the Comprehensive Transportation Planning program, Livable Centers Initiative, and Freight Cluster Plans.

Cost Centers

Funds under each cost center will generally be used to support ARC staff time in completing the 2026 work activities identified in the previous section. Some funds may also be used to secure consultant or contractor services during the year as specific needs are identified. Certain long-range planning activities may also be funded using the Increasing Safe and Accessible Transportation Options set-aside. Information on that program and associated cost center is presented elsewhere in this appendix.

606ALR
Short Title: Long Range Planning
2026 UPWP Budget: $1,740,524 (TOTAL)
$1,392,419 federal (FHWA Y450 – 80%)
$174,052 match (State – 10%)
$174,052 match (ARC – 10%)

606ALP
Short Title: Long Range Planning
2026 UPWP Budget: $1,090,660 (TOTAL)
$872,528 federal (FHWA Y450 – 80%)
$218,132 match (ARC – 20%)

506ALT
Short Title: Long Range Planning (Transit)
2026 UPWP Budget: $380,000 (TOTAL)
$304,000 federal (FTA 5303 – 80%)
$38,000 match (State – 10%)
$38,000 match (ARC – 10%)

606ALT
Short Title: Long Range Planning (Transit)
2026 UPWP Budget: $782,013 (TOTAL)
$625,610 federal (FTA 5303 – 80%)
$78,201 match (State – 10%)
$78,201 match (ARC – 10%)

706ALT
Short Title: Long Range Planning (Transit)
2026 UPWP Budget: $700,851 (TOTAL)
$560,681 federal (FTA 5303 – 80%)
$70,085 match (State – 10%)
$70,085 match (ARC – 10%)

Air Quality Planning

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

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

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

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

606AAQ

Short Title: Air Quality Planning
2026 UPWP Budget: $54,452 (TOTAL)
$43,562 federal (FHWA Y450 – 80%)
$5,445 match (State – 10%)
$5,445 match (ARC – 10%)

506AAT

Short Title: Air Quality Planning (Transit)
2026 UPWP Budget: $30,000 (TOTAL)
$24,000 federal (FTA 5303 – 80%)
$3,000 match (State – 10%)
$3,000 match (ARC – 10%)

606AAT

Short Title: Air Quality Planning (Transit)

2026 UPWP Budget: $129,814 (TOTAL)

$103,851 federal (FTA 5303 – 80%)
$12,891 match (State – 10%)
$12,891 match (ARC – 10%)

CORE STAFF ACTIVITIES
TIP DEVELOPMENT

ARC will work cooperatively with federal, state and local transportation agencies and other project sponsors to deliver projects and programs included in the region's long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). ARC will ensure that the TIP is being implemented efficiently, and advancing the goals, objectives, and priorities of the MTP. The current TIP covers FY 2024-2027 and was adopted in February 2024, in conjunction with a major update of the 2050 MTP. In 2026, ARC will conduct periodic amendments and administrative modifications to the MTP and existing TIP, while concurrently developing a new FY 2027-2030 TIP for adoption in November 2026.

Program Implementation

Funding for the monitoring of programs and projects within the MTP and TIP to ensure project schedules and budgets are on track. Evaluation and reporting on the effectiveness of programs and projects in the MTP and TIP are also a primary focus of this section.

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

- Conduct periodic amendments and administrative modifications to the MTP and TIP.
- Develop a new FY 2027-2030 TIP. This will include a TIP funding solicitation for suballocated Surface Transportation Block Grant Program, Carbon Reduction Program, and Transportation Alternatives Set-Aside. During this process, ARC will coordinate with the City of Winder and GDOT to ensure awareness and use of available suballocated funds which can be programmed at the discretion of the City.
- Produce quarterly reports on project delivery rates for the STBG-Urban Program, the Transportation Alternatives Set-Aside, and the Carbon Reduction Program in a format to be determined.
- Incorporate the Transit Program of Projects (POP) into the TIP when updated by the ATL Authority.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

606BSR

Short Title: Program Implementation
2026 UPWP Budget: $208,334 (TOTAL)
$166,667 federal (FHWA Y450 – 80%)
$20,833 match (State – 10%)
$20,833 match (ARC – 10%)

506BST

Short Title: Program Implementation (Transit)
2026 UPWP Budget: $25,000 (TOTAL)
$20,000 federal (FTA 5303 – 80%)
$5,000 match (State – 10%)
$5,000 match (ARC – 10%)

606BST

Short Title: Program Implementation (Transit)
2026 UPWP Budget: $369,520 (TOTAL)
$295,616 federal (FTA 5303 – 80%)
$36,952 match (State – 10%)
$36,952 match (ARC – 10%)

Partner Assistance

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

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

- Work with LCI communities and Community Development staff to develop transportation projects that support the goals of the individual LCI studies, as well as the LCI program as a whole. Execute a competitive funding application process for LCI projects, and provide technical assistance on project delivery.
- Maintain and implement the TIP/MTP Blueprint Guidebook to reflect current policies and procedures.
- Assist local governments with navigating the federal-aid process through quarterly check-in meetings as well as on an as-needed basis.
- Conduct semi-annual training on TIP programming for staff from local governments, GDOT, CIDs, consultants, and other members of the general public.
- Coordinate with the Community Development Department and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

606BLG

Short Title: Partner Assistance
2026 UPWP Budget: $143,860 (TOTAL)
$115,088 federal (FHWA Y450 – 80%)
$14,386 match (State – 10%)
$14,386 match (ARC – 10%)

506BGT

Short Title: Partner Assistance (Transit)
2026 UPWP Budget: $12,500 (TOTAL)
$10,000 federal (FTA 5303 – 80%)
$1,250 match (State – 10%)
$1,250 match (ARC – 10%)

606BGT

Short Title: Partner Assistance (Transit)
2026 UPWP Budget: $216,120 (TOTAL)
$172,896 federal (FTA 5303 – 80%)
$21,612 match (State – 10%)
$21,612 match (ARC – 10%)

CORE STAFF ACTIVITIES

MTP AND TIP ADMINISTRATIVE AND OUTREACH SUPPORT

This overall work program will carry out the general coordination, administrative and management tasks essential to maintain the 19-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. Certain activities also allow ARC staff to support the work of local governments and other stakeholder agencies in identifying and implementing safety related improvements to the transportation network.

Program Support and Administration

Program funding for the general coordination, administrative, management activities for maintaining the 19-County Transportation Management Area.

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

- Manage the 2026 Unified Planning Work Program and develop the 2027 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.
- Facilitate and support committees, subcommittees, task forces, etc., associated with ARC Transportation Planning and Mobility Services work scopes as detailed in the UPWP.
- Assist in the development of any necessary policy documentation, as directed by lead staff from the Office of the Director, governing agencywide practices related to federal Title VI requirements and the Americans with Disabilities Act.
- Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.
- Complete comprehensive updates of all planning agreements with partner agencies, including adjacent Metropolitan Planning Organizations, adjacent Regional Commissions, Limited Membership Counties for MPO Planning Purposes, transit operators, and regional/state agencies.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section. Some funds may also be used to secure consultant or contractor services during the year as specific needs are identified.

606FAM

Short Title: Program Support and Administration
2026 UPWP Budget: $1,321,548 (TOTAL)
$1,057,238 federal (FHWA Y450 – 80%)
$132,155 match (State – 10%)
$132,155 match (ARC – 10%)

506FAT

Short Title: Program Support and Administration (Transit)
2026 UPWP Budget: $25,000 (TOTAL)
$20,000 federal (FTA 5303 – 80%)
$2,500 match (State – 10%)
$2,500 match (ARC – 10%)

606FAT

Short Title: Program Support and Administration (Transit)
2026 UPWP Budget: $178,514 (TOTAL)
$142,811 federal (FTA 5303 – 80%)
$17,851 match (State – 10%)
$17,851 match (ARC – 10%)

Public Involvement

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

Summary Description

Community engagement and outreach activities will continue to focus on transportation planning in general, including amendments and updates of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Public outreach also occurs for other mode and corridor studies and efforts in other organizational units of the ARC (e.g., Community Development Department, Mobility Services Department, Natural Resources Department). An ongoing focus will continue to be informing stakeholders and the general public on the transportation planning process, soliciting their feedback and input at relevant milestones, and expanding these audiences to include a robust array of interested parties from around the region. An additional emphasis initiative will be to consult with appropriate agencies, including federal, state and local organizations that may be impacted by the MTP.

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

- Conduct community engagement activities to support transportation plans and programs, including development of the 2055 MTP (in conjunction with a new TIP) and other active plans and studies being conducted by the Transportation Planning Department.
- Expand external partnerships, provide balanced opportunities for involvement by all socioeconomic and demographic populations, and provide information on the planning process and outcomes in a variety of online and physical formats to maximize audience reach. Specific activities include but are not limited to attendance at community events, coordination of advisory committees, implementation of surveys, and hosting of forums/workshops.
- Host ConnectATL regional transportation technology summit, where industry representatives, technical staff, and local elected officials are able to network and identify potential innovative solutions to mobility and accessibility challenges.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

606FPI

Short Title: Community Engagement
2026 UPWP Budget: $228,387 (TOTAL)
$182,710 federal (FHWA Y450 – 80%)
$22,839 match (State – 10%)
$22,839 match (ARC – 10%)

506FPT

Short Title: Community Engagement (Transit)
2026 UPWP Budget: $25,000 (TOTAL)
$20,000 federal (FTA 5303 – 80%)
$2,500 match (State – 10%)
$2,500 match (ARC – 10%)

606FPT

Short Title: Community Engagement (Transit)
2026 UPWP Budget: $138,591 (TOTAL)
$110,873 federal (FTA 5303 – 80%)
$13,859 match (State – 10%)
$13,859 match (ARC – 10%)

606ETC

Short Title: ConnectATL
2026 UPWP Budget: $211,000 (TOTAL)
$117,600 federal (FTA 5303 – 80%)
$14,700 match (State – 10%)
$14,700 match (ARC – 10%)
$64,000 (Private)

Increasing Safe and Accessible Transportation Options

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

Summary Description

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

Work Activities

The following general 2026 work activities will be led by the Transportation Planning Department.

- Represent ARC in peer exchanges on safety planning and engineering.
- Apply a Safe Systems approach in project evaluation and scoring.
- Actively engage cities and counties to offer expertise and data resources.

In 2025, ARC staff used the Increasing Safe & Accessible Transportation Options funding setaside to organize several Regional Safety Task Force meetings, conduct presentations on safety needs and targets to ARC committees, participate in a Near-Miss Task Force with GDOT and academic institutions, and participate in various local safety initiatives in Atlanta, Doraville, Roswell, Cherokee County, Cobb County and Henry County. As similar opportunities arise in 2026, these funds will be utilized to support staff participation accordingly.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

606ASE

Short Title:	Increasing Safe and Accessible Transportation Options
2026 UPWP Budget:	$178,897 (TOTAL)
	$178,897 federal (FHWA Y410 – 100%)

CORE STAFF ACTIVITIES
MTP AND TIP TECHNICAL SUPPORT

ARC staff will seek opportunities to collaborate with internal and external partners for continuous process improvements and enhanced coordination on technical activities that support production of the MTP and TIP. These activities will be led by a combination of staff from the Transportation Planning Department and the Office of Research and Innovation.

Model Development and Support

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

Summary Description

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

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

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

- Enhance the Activity-Based Model (ABM), including calibration, validation, adjusted procedures to assess managed lanes and value pricing, and streamline model run times and efficiencies.
- Code roadway & transit networks, from a list of projects for ongoing TIP & MTP amendments, then run the travel demand model, in conjunction with the land use model, in an iterative fashion, to determine traffic forecasts, then run air quality models for official air quality conformity determinations.
- Provide interdisciplinary education opportunities for modeling staff around the region, including technical support and ABM training to planning partners and stakeholders.
- Conduct quarterly meetings of the Model Users Group.
- Conduct the Atlanta regional household travel survey.

- Participate in the multi-year Association of Metropolitan Planning Organizations (AMPO) Consolidated Travel Model Software Platform Development & Enhancement project, to develop ActivitySim. This will be a common modeling platform for the MPO and state DOT partners which are collaboratively contributing to the effort.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section. Some funds may also be used to secure consultant or contractor services during the year as specific needs are identified.

606CDM

Short Title: Model Development and Support
2026 UPWP Budget: $313,372 (TOTAL)
$250,698 federal (FHWA Y450 – 80%)
$31,337 match (State – 10%)
$31,337 match (ARC – 10%)

506CDT

Short Title: Model Development and Support (Transit)
2026 UPWP Budget: $40,000 (TOTAL)
$32,000 federal (FTA 5303 – 80%)
$4,000 match (State – 10%)
$4,000 match (ARC – 10%)

606CDT

Short Title: Model Development and Support (Transit)
2025 UPWP Budget: $144,104 (TOTAL)
$115,283 federal (FTA 5303 – 80%)
$14,410 match (State – 10%)
$14,410 match (ARC – 10%)

Performance Analysis and Monitoring

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

Summary Description

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

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

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

Work Activities

The following key 2026 work activities will be led by the Transportation Planning Department.

- Research and update the latest project evaluation methodologies to score and rank projects considered for addition to the plan as part of the TIP project solicitation.
- Monitor targets and report performance in accordance with federal rulemaking and develop processes to track and report on transportation system performance including safety performance, CMAQ emissions, and regional asset management.
- Work with relevant stakeholders to improve ARC's data-informed analysis of impacts of investment decisions.
- Improve project evaluation procedures and tools by leveraging real-world data from various sources—including the Regional Integrated transportation Information

System (RITIS), HERE Technologies, INRIX Trip Analytics, Geotab, and Replica—and by implementing state-of-the-practice tools and methodologies to assess project impacts.

- Develop, automate, and manage dashboards for performance analysis and monitoring by integrating roadway performance data from RITIS and other sources, delivering an up-to-date, web-based interactive platform that enhances data accessibility for ARC, local governments, and the public.
- Facilitate the implementation of a region-wide agent-based travel demand modeling framework such as Polaris from Argonne National Laboratory and validate model performance using benchmark big data and local expertise.
- Improve evaluation procedures for active transportation modes, Transportation System Management and Operations (TSMO) projects, bicycle and pedestrian projects, and transit projects, including procedures to evaluate transit projects via the ARC travel demand model, project-level intersection analysis, and project-level microsimulation modeling. Support the development of multimodal networks in VISUM and related platforms to strengthen connectivity and active transportation infrastructure analysis.
- Execute project evaluation and scoring during the TIP solicitation process.
- Continue developing and refining enhanced safety analyses of transportation projects and of the entire region's surface transportation system.
- Lead development of the Transportation Carbon Reduction Plan and the Atlanta MPO Resiliency Improvement Plan.
- Apply VisionEval tool for scenario planning to aid with the Metropolitan Transportation Plan and other planning efforts.
- Continue to refine Congestion Management Process analysis networks, explore new data, tools and methodologies, identify and prioritize congested locations on the regional transportation network, analyze potential causes, develop multimodal transportation strategies to mitigate congestion, and evaluate the effectiveness of implemented strategies to improve mobility, and enhance safety across the region in support of the next plan update. Create corridor performance report using empirical traffic observations, including delay costs, project-level travel time reliability analysis, safety, air quality, and other impacts across all socioeconomic and demographic populations.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

606DCM

Short Title: Performance Analysis
2026 UPWP Budget: $223,556 (TOTAL)
$178,845 federal (FHWA Y450 – 80%)
$22,356 match (State – 10%)
$22,356 match (ARC – 10%)

506DCT

Short Title: Performance Analysis (Transit)
2026 UPWP Budget: $12,500 (TOTAL)
$10,000 federal (FTA 5303 – 80%)
$1,250 match (State – 10%)
$1,250 match (ARC – 10%)

606DCT

Short Title: Performance Analysis (Transit)
2026 UPWP Budget: $103,033 (TOTAL)
$82,426 federal (FTA 5303 – 80%)
$10,303 match (State – 10%)
$10,303 match (ARC – 10%)

Data and Research Integration

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

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Office of Research and Innovation.

- Add/update more than 2,000 data variables from multiple sources, including, Census estimates (Population Estimates Program), and American Community Survey (ACS) data products.
- Continue to refine and develop new capabilities for our Spatial Economic model, including the ability to run extreme weather scenarios, a stand-alone conformity forecasting module and better integration into the travel demand model.
- Request employment data from the Georgia Department of Labor and begin to develop small-area employment estimates for 2025 that will be used as a key input to the spatial economic and travel demand model.
- Solicit local government data from all jurisdictions to maintain internal data for planning purposes. Call for data will occur in January, with data completion by Q2, 2026. Data include tax assessor data and GIS files for transportation infrastructure and mobility feature classes such as sidewalks and major origins and destinations.
- Develop the 2026 major jurisdiction population estimates for the 11 member Regional Commission counties.

These efforts are important to understand localized development patterns around the region, as well as the demographics and socioeconomic characteristics of residents. These

patterns define the mobility challenges and needs, which inform policy decisions on appropriate and cost-effective transportation investment options. Appendix 2 demonstrates that these activities align with six of the ten federally required metropolitan planning factors.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

601AA
Short Title: Data and Research Integration
2026 UPWP Budget: $1,090,674 (TOTAL)
$872,539 federal (FHWA Y450 – 80%)
$109,067 match (State – 10%)
$109,067 match (ARC – 10%)

601AB
Short Title: Data and Research Integration
2026 UPWP Budget: $474,197 (TOTAL)
$379,358 federal (FHWA Y450 – 80%)
$94,839 match (ARC – 20%)

501AT
Short Title: Data and Research Integration (Transit)
2026 UPWP Budget: $50,000 (TOTAL)
$40,000 federal (FTA 5303 – 80%)
$5,000 match (State – 10%)
$5,000 match (ARC – 10%)

601AT
Short Title: Data and Research Integration
2026 UPWP Budget: $550,271 (TOTAL)
$440,217 federal (FTA 5303 – 80%)
$55,027 match (State – 10%)
$55,027 match (ARC – 10%)

GIS

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

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Office of Research and Innovation.

- On a rolling basis and in conjunction with the Georgia Department of Community Affairs (DCA), update statewide city boundary dataset using most current local and Census boundaries.
- Process and publish over 2,000 geodatabase layers data variables including, if the updates are available, 2024 Census American Community Survey, 2023 Maternal Health, 2024 Georgia Milestones to name a few. These data sources feed several of ARC's planning tools and gives the planning staff a better understanding of needs across the region.
- Host four quarterly meetings of the Atlanta Region Geospatial Community, which includes GIS staff from local governments across the region.
- Provide technical support for updates to a suite of GIS planning tools such as the online MTP and TIP maps.
- Refine LandPro, a key element of spatial data that feeds ARC's modeling work..

These efforts are important to visualize and convey information related to localized development patterns around the region, as well as the demographics and socioeconomic characteristics of residents. This helps internal and external users understand the region's mobility challenges and needs, which inform policy discussions on appropriate and cost-effective transportation investment options. Appendix 2 demonstrates that these activities align with three of the ten federally required metropolitan planning factors.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

601BT

Short Title: GIS
2026 UPWP Budget: $401,944 (TOTAL)
$321,555 federal (FHWA Y450 – 80%)
$40,194 match (State – 10%)
$40,194 match (ARC – 10%)

501BS

Short Title: GIS (Transit)
2026 UPWP Budget: $50,000 (TOTAL)
$40,000 federal (FHWA Y450 – 80%)
$5,000 match (State – 10%)
$5,000 match (ARC – 10%)

601BS

Short Title: GIS (Transit)
2026 UPWP Budget: $364,351 (TOTAL)
$291,481 federal (FHWA Y450 – 80%)
$36,435 match (State – 10%)
$36,435 match (ARC – 10%)

Office of Research and Innovation Administrative Support

Administrative and support activities for data and research program implementation.

Summary Description

The office of Research and Innovation provides a range of data, visualization, and mapping products, tools and services to help local governments, regional stakeholders and leaders make better-informed decisions.

Work Activities

The following key 2026 work activities will be led by the Office of Research and Innovation.

- Develop work program and associated budget to support the MPO planning function of the Transportation Planning Department.
- Ensure departmental compliance with state and federal transportation laws, rules and regulations.
- Provide relevant training and professional development to staff and regional peers to stay current in the field of data science.
- Provide organizational and logistical support for policy, technical, and public meetings in which the Office of Research and Innovation staff will review work associated with development of the MTP.

The work of the Office of Research and Innovation is important to understand localized development patterns around the region, as well as the demographics and socioeconomic characteristics of residents. These patterns define the mobility challenges and needs, which inform policy decisions on appropriate and cost-effective transportation investment options. Without administrative support, professional staff within the office would be unable to fulfill their obligation in undertaking activities defined in previous sections which collectively align with six of the ten federally required metropolitan planning factors, as demonstrated in Appendix 2.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

601AS

Short Title:	Data and Research Administration
2026 UPWP Budget:	$905,156 (TOTAL)
	$724,125 federal (FHWA Y450 – 80%)
	$90,516 match (State – 10%)
	$90,516 match (ARC – 10%)

CORE STAFF ACTIVITIES
MTP AND TIP POLICY SUPPORT

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

Regional Development Plan Implementation

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

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Community Development Department.

- Complete a Regional Resource Plan, Minimum Standards for Local Government Implementation and a detailed Unified Growth Policy Map (UGPM) coordinated with local government Comprehensive Plans.
- Complete local comprehensive plans upon request by local governments.
- Conduct Reviews of Developments of Regional Impact (DRI) and other review and comment work, as well as reviewing local Comprehensive Plans, Short Term Work Programs and Capital Improvement Elements.
- Maintain up to date demographic and socioeconomic information for use by local governments in their planning activities to ensure regional consistency and quality.

These efforts are important to understand localized growth, housing and economic issues across the region. These patterns define the mobility needs of the region's residents and visitors, which inform policy decisions on appropriate and cost-effective transportation investment options.

Appendix 2 demonstrates that these activities align with six of the ten federally required metropolitan planning factors.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

602BPL

Short Title: Regional Development Plan Implementation
2026 UPWP Budget: $558,417 (TOTAL)
$446,734 federal (FHWA Y450 – 80%)
$55,842 match (State – 10%)
$55,842 match (ARC – 10%)

Land Use and Transportation Coordination

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

Summary Description

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

Work Activities

The following key 2026 work activities will be led by the Community Development Department.

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

These efforts are important to understand localized growth, housing and economic issues across the region. These patterns define the mobility needs of the region's residents and visitors, which inform policy decisions on appropriate and cost-effective transportation investment options.

Appendix 2 demonstrates that these activities align with six of the ten federally required metropolitan planning factors.

Cost Centers

Funds under each cost center will be used to support ARC staff time in completing the 2026 work activities identified in the previous section.

602BTP

Short Title: Land Use and Transportation Coordination
2026 UPWP Budget: $507,324 (TOTAL)
$405,859 federal (FHWA Y450 – 80%)
$50,732 match (State – 10%)
$50,732 match (ARC – 10%)

602BPP

Short Title: Land Use and Transportation Coordination
2026 UPWP Budget: $432,791 (TOTAL)
$346,233 federal (FHWA Y450 – 80%)
$86,558 match (ARC – 20%)

502BTT

Short Title: Land Use and Transportation Coordination (Transit)
2026 UPWP Budget: $50,000 (TOTAL)
$40,000 federal (FTA 5303 – 80%)
$5,000 match (State – 10%)
$5,000 match (ARC – 10%)

602BTT

Short Title: Land Use and Transportation Coordination (Transit)
2026 UPWP Budget: $304,211 (TOTAL)
$243,369 federal (FTA 5303 – 80%)
$30,421 match (State – 10%)
$30,421 match (ARC – 10%)

Community Development Department Program Administration

Administrative and support activities for community development program implementation.

Summary Description

Administrative and support activities for the community development program.

Work Activities

The following key 2026 work activities will be led by the Community Development Department.

- Develop work program and associated budget to support the MPO planning function of the Transportation Planning Department.
- Ensure departmental compliance with state and federal transportation laws, rules and regulations.
- Provide training and professional development to staff to stay current on land use, housing and development issues and best practices.
- Provide organizational and logistical support for policy, technical, and public meetings in which Community Development Department staff will review work associated with development of the MTP and TIP.

The work of the Community Development Department is important to understand localized growth, housing and economic issues across the region. These patterns define the mobility needs of the region's residents and visitors, which inform policy decisions on appropriate and cost-effective transportation investment options. Without administrative support, professional staff within the department would be unable to fulfill their obligation in undertaking activities defined in previous sections which collectively align with eight of the ten federally required metropolitan planning factors, as demonstrated in Appendix 2.

Cost Centers

602BAS

Short Title: Community Development Program Administration

2026 UPWP Budget: $876,712 (TOTAL)

$701,370 federal (FHWA Y450 – 80%)
$87,671 match (State – 10%)
$87,671 match (ARC – 10%)

SPECIAL STUDIES (ARC MANAGED)
MTP AND TIP TECHNICAL SUPPORT

These initiatives, which generally require the procurement of consultant assistance, are managed directly by ARC and provide technical support during the development and refinement of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). This work program is coordinated with ARC's ongoing mission to develop a regional, integrated multi-modal transportation system as called for by the latest federal transportation legislation.

Regional Transportation Project Database

ARC transitioned to a new subscription-based project database system to modernize TIP data management. The new system includes enhanced capabilities to allow improved web-based project searches as well as data management functions for external stakeholders.

- Cost Center: 206EDP
- TIP Reference: AR-057 (programmed in FY 2023)
- Lead Department: Transportation Planning
- Total Funding Amount: $400,000
- 2026 UPWP Budget: $100,000 (TOTAL)
  - *$80,000 federal (FHWA Y230 – 80%)*
  - *$20,000 match (ARC – 20%)*
- Utilization of Funds: Consultant contract(s) managed by ARC
- Status: Database migration and associated enhancements were completed in 2025; the 2026 cost center reflects the ongoing annual subscription cost.

Travel Demand Modeling Consultant Assistance

ARC will maintain, update, and pursue innovative enhancement of the Regional Activity-Based Travel Demand Forecasting Model via model re-estimation, calibration & validation, and continue to integrate with other model update efforts. A major emphasis area in 2026 will be the integration of pre-pandemic and post-pandemic travel behavior data into the 2020 baseline model calibration effort, as well as the continued assessment of procedures to update managed lane modeling procedures and other processes redesign efforts to speed up model run times.

- Cost Center(s): 506CMS
- TIP Reference: AR-039E (programmed in FY 2026)
- Lead Department: Transportation Planning
- Total Funding Amount: $600,000
  - *$480,000 federal (FHWA Y230 – 80%)*
  - *$120,000 match (ARC – 20%)*
- 2026 UPWP Budget: $210,000 (TOTAL)
  - *$168,000 federal (FHWA Y230 – 80%)*
  - *$42,000 match (ARC – 20%)*
- Utilization of Funds: Consultant contract(s) managed by ARC
- Status: Work will begin in early 2026 and will conclude in late 2028

Regional Household Travel Survey

GDOT, through a statewide NHTS (National Household Travel Survey) Add-on Sample, will conduct is currently conducting a major regional statewide household travel survey in 2025. The outcomes of this initiative will be used to inform regional planning and model calibration. With changes in travel behavior from the pandemic and increased teleworking, as well as return-to-office policies, 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 equivalent travel survey smartphone app. an origin-destination passively collected dataset. For the traditional household travel survey component, the cost per complete ranges from $280-$300 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 datasets, which will feature a larger sample size at $25 to $30 per data point. Careful considerations will be given to pre-pandemic vs. post-pandemic travel behavior data collection.

- Cost Center(s): 606EHS
- TIP Reference: N/A
- Lead Department: Transportation Planning
- Total Funding Amount: $1,875,000
  - *$1,500,000 (FTA 5303 – 80%)*
  - *$187,500 (GDOT – 10%)*
  - *$187,500 (ARC – 10%)*
- 2026 UPWP Budget: $618,750 (TOTAL)
  - $495,000 (FTA 5303 – 80%)
  - $61,875 (GDOT – 10%)
  - $61.875 (ARC – 10%)
- Utilization of Funds: Consultant contract(s) managed by GDOT
- Status: Work will begin in early 2026 and will conclude in late 2027

Application of the TMIP-EMAT Methods Initiative

The purpose of applying Travel Model Improvement Program Exploratory Modeling and Analysis (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, 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.

- Cost Center(s): 206ETE
- TIP Reference: AR-063 (programmed in FY 2022)
- Lead Department: Transportation Planning
- Total Funding Amount: $500,000
  - *$400,000 federal (FHWA Z445 – 80%)*
  - *$100,000 match (ARC – 20%)*
- 2026 UPWP Budget: $73,281 (TOTAL)
  - *$58,625 federal (Z445 – 80%)*
  - *$14,656 match (ARC – 20%)*
- Utilization of Funds: ARC staff time; consultant contract(s) managed by ARC
- Status: Work began in 2022 and will conclude in 2026

Origin-Destination Atlanta Regional Transit On-Board Survey

The 2026-2027 Origin-Destination Atlanta Regional Transit On-Board Survey will cover the entire 21-county ARC modeling domain. It will be conducted to collect data for transit scheduling and operations planning, long-range transit planning, transit performance analysis, preparation of statistics and reports (such as FTA Title VI reporting by transit agencies), and transit market segmentation evaluations. Leveraging a tablet PC technology, it will obtain travel data by intercepting transit riders traveling on surveyed transit vehicles, including MARTA heavy rail, local buses, and express transit service. The intercept method is an accurate type of data collection since it collects transit riders trip characteristics "on-the-fly", including origin and destination geo-coding info. The on-board survey data will be used to update, re-estimate, and re-calibrate ARC's travel demand model, and for analyzing new transit alternatives and future transit facilities such as intermodal terminals. The transit on-board data allows corridor level analysis of service options such as increased transit service, limited-stop (express) routes, and priority bus-lane treatments, just to mention a few examples. The last Atlanta regional transit on-board survey took place in 2019, during pre-pandemic travel conditions. The 2026-2027 Atlanta regional transit on-board survey will reflect a post-pandemic reality and will allow the Atlanta region to remain competitive with regards to FTA New Starts funding. In addition, the survey data will allow ARC to update the Atlanta region's version of STOPS (Simplified Trips-on-Project Software).

- Cost Center(s): 606ETT
- TIP Reference: N/A
- Lead Department: Transportation Planning
- Total Funding Amount: $1,600,000
  - *$1,200,000 federal (FTA 5307 – 75%)*
  - *$400,000 match (ATL Authority / State of Georgia Transit Trust Fund – 25%)*
- 2026 UPWP Budget: $300,000 (TOTAL)
  - *$240,000 federal (FTA 5307 – 80%)*
  - *$60,000 match (ATL Authority / State of Georgia Transit Trust Fund – 20%)*
- Utilization of Funds: Consultant contract(s) managed by ARC
- Status: Work will begin in 2026 and will conclude in 2027

SPECIAL STUDIES (ARC MANAGED)
MTP AND TIP POLICY SUPPORT

These special studies, which generally require the procurement of consultant assistance, are managed directly by ARC and support the ongoing development and refinement of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). This work program is coordinated with ARC's ongoing mission to develop a regional, integrated multi-modal transportation system as called for by the latest federal transportation legislation.

ITS4US Complete Trip Deployment Phase 3

The Atlanta Regional Commission Complete Trip - ITS4US Deployment project, Safe Trips in a Connected Transportation Network (ST-CTN), is leveraging innovative solutions, existing deployments, and collaboration to make a positive impact using transportation technology to support safety, mobility, sustainability, and accessibility. The ST-CTN concept is comprised of an integrated set of advanced transportation technology solutions (connected vehicle, transit signal priority, machine learning, predictive analytics) to support safe and complete trips, with a focus on accessibility for those with disabilities, aging adults, and those with limited English proficiency. The ITS4US Deployment Program is to be executed in three phases. Phase 1 (concept development) was completed in 2022. Phase 2 of this project included designing, testing, deploying, evaluating, and planning for long-term deployment of the ITS project and was completed in 2025. Phase 3 is currently underway will include stakeholder outreach, performance measurement and evaluation, post deployment transition planning, and standards development.

- Cost Center(s): 206EIS
- TIP Reference: Not applicable
- Lead Department: Transportation Planning
- Total Funding Amount: $2,230,595 (Phase 3 – ARC Administered Only)
  - *$1,784,476 federal (USDOT Complete Trip Program – 80%)*
  - *$446,119 match (GDOT / in-kind labor from Gwinnett County & Go Systems and Solutions – 20%)*
- 2026 UPWP Budget: $1,106,660
  - *$885,328 federal (USDOT Complete Trip Program – 80%)*
  - *$221,332 match (GDOT / in-kind labor from Gwinnett County & Go Systems and Solutions – 20%)*
- Utilization of Funds: ARC staff time; consultant contract(s) managed by ARC
- Status: Phase 3 began in 2025 and will conclude in 2027

ITS/TSMO Strategy

Transportation Systems Management and Operations (TSMO) is a set of integrated strategies focused on optimizing the performance of the existing transportation network and enhancing safety. It involves a wide array of strategies applying technology, coordinating across jurisdictional boundaries, and actively managing transportation demand and supply. ITS or Intelligent Transportation Systems, is a part of TSMO concerned with the application of technology to achieve these ends. This project updates the 2020 Transportation Systems Management and Operations Plan and the Federally mandated ITS Architecture.

- Cost Center(s): 606ETO
- TIP Reference: AR-526 (programmed in FY 2026)
- Lead Department: Transportation Planning
- Total Funding Amount: $625,000
  - *$500,000 federal (FHWA Y230 – 80%)*
  - *$125,000 match (ARC – 20%)*
- 2026 UPWP Budget: $218,750 (TOTAL)
  - *$175,000 federal (FHWA Y230 – 80%)*
  - *$43,750 match (ARC – 20%)*
- Utilization of Funds: Consultant contract(s) managed by ARC
- Status: Work began in 2024 and will conclude in 2026

Transportation Carbon Reduction Plan

Program to identify methods ARC and local governments can implement to reduce transportation-based greenhouse gas emissions.

- Cost Center(s): 506ECR
- TIP Reference: AR-519 (programmed in FY 2025)
- Lead Departments: Transportation Planning
- Total Funding Amount: $1,125,000
  - *$900,000 federal (Congressionally Directed Spending – 80%)*
  - *$225,000 match (ARC – 20%)*
  - *Of the total amount, $500,000 will be used for consultants and $612,500 will be used for ARC staff time*
- 2026 UPWP Budget: $540,000 (TOTAL)
  - *$432,000 federal (Congressionally Directed Spending – 80%)*
  - *$108,000 match (ARC – 20%)*
- Utilization of Funds: ARC staff time; consultant contract(s) managed by ARC
- Status: ARC staff work began in 2025 and will conclude in 2027; consultant contract will begin in 2026 and conclude in 2027

Emergency Health Care Transportation Access Study

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

- Cost Center(s): 506ETH
- TIP Reference: AR-520 (programmed in FY 2025)
- Lead Department: Transportation Planning
- Total Funding Amount: $678,750
  - *$543,000 federal (Congressionally Directed Spending – 80%)*
  - *$135,750 match (ARC – 20%)*
- 2026 UPWP Budget: $297,691 (TOTAL)
  - *$238,153 federal (Congressionally Directed Spending – 80%)*
  - *$59,538 match (ARC – 20%)*
- Utilization of Funds: ARC staff time; consultant contract(s) managed by ARC
- Status: Work under the consultant contract began in 2025 and will conclude in 2027

2055 MTP Development Assistance

The Metropolitan Transportation Plan (MTP) is a long-range blueprint that details the investments that will be made to ensure metro Atlanta's future success and improve the region's quality of life. As the federally designated MPO for the Atlanta region, ARC coordinates the MTP in close collaboration with the state of Georgia, 19 counties, the region's transit agencies, the City of Atlanta, dozens of smaller cities, and other government and nonprofit organizations. ARC is seeking Consultant assistance for the development and implementation of a new 2055 Metropolitan Transportation Plan, which must be completed by early 2028 to comply with federal transportation planning requirements.

- Cost Center(s): 506EMP
- TIP Reference: AR-065 (programmed in FY 2026)
- Lead Department: Transportation Planning
- Total Funding Amount: $2,450,000
  - *$1,960,000 federal (FHWA Y230 – 80%)*
  - *$490,000 match (ARC – 20%)*
- 2026 UPWP Budget: $1,102,500 (TOTAL)
  - *$882,000 federal (FHWA Y230 – 80%)*
  - *$220,500 match (ARC – 20%)*
- Utilization of Funds: Consultant contract(s) managed by ARC
- Status: Contracting began in 2025; work under the consultant contract will begin in Q1 2026 and conclude in Q2 2028

EPA Climate Pollution Reduction Grant Plan

Through funding from the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) program, the Atlanta Regional Commission is developing the Metro Atlanta Climate Action Plan (MACAP) for the 29-county Atlanta Metropolitan Statistical Area. The plan will serve as a roadmap to create a sustainable and resilient future for all, while also highlighting strategic initiatives to transition to near net zero greenhouse gas (GHG) emissions by 2050. GHG reduction measures are provided across the following sectors: transportation, residential, commercial, industrial, waste and recycling, working and natural lands, and energy. The MACAP describes the additional benefits, economic advantages, and workforce opportunities associated with implementing the measures included in the plan.

- Cost Center(s): 303BEP
- TIP Reference: N/A (EPA funds do not need to be included in TIP)
- Lead Department: Natural Resources
- Total Funding Amount: $1,000,000
  - *$1,000,000 federal (EPA Climate Pollution Reduction Grant Program – 100%)*
- 2026 UPWP Budget: $250,000 (TOTAL)
  - *$250,000 federal (EPA Climate Pollution Reduction Grant Program – 100%)*
- Utilization of Funds: ARC staff time; consultant contract(s) managed by ARC
- Status: Work began in 2023 and will conclude in 2027

Atlanta MPO Resiliency Improvement Plan

Development of a plan that outlines a systematic approach to current and future resilience with a focus on how stormwater management and extreme heat impacts users of the surface transportation system. Plan will include a data-informed assessment of vulnerabilities, development of an analysis tool, and identify strategies, policies, and investments to create more a resilient regional transportation system.

- Cost Center(s): 506ERI
- TIP Reference: AR-525 (programmed in FY 2025)
- Lead Department: Transportation Planning
- Total Funding Amount: $1,500,000
  - *$1,500,000 federal (USDOT PROTECT Program – 100%)*
- 2026 UPWP Budget: $1,106,530 (TOTAL)
  - *$1,106,530 federal (USDOT PROTECT Program – 100%)*
- Utilization of Funds: ARC staff time; consultant contract(s) managed by ARC
- Status: ARC staff work began in 2025 and will conclude in 2027; consultant contract will begin in 2026 and conclude in 2027

Regional Trails and Bicycle Facility Network Planning Program

Provides funding for ARC's regional trail planning efforts, creating three new plans. Over a 3-year period, ARC will be developing the Flint River Gateway Vision Plan, the South Metro Trail and Bicycle Facility Plan focused on connecting the South Metro region between the Chattahoochee and South Rivers, BeltLine, including the Flint River Gateway Vision Plan area and the Atlanta BeltLine. All of this will be tied together with the update of the Regional Trail and Bicycle Facility Plan. Additionally, complete streets and bicycle facility implementation assistance will be incorporated into these efforts where feasible, such as developing model codes or design practices, funding and implementation strategies, training workshops, or similar activities that advance the implementation of the trails plans and ARC's Walk Bike Thrive! plan recommendations.

- Cost Center(s): 606ETP
- TIP Reference: AR-529 (programmed in FY 2026)
- Lead Department: Transportation Planning
- Total Funding Amount: $3,500,000
  - *$2,800,000 federal (FHWA Y230 – 80%)*
  - *$700,000 match (ARC – 20%)*
- 2026 UPWP Budget: $1,050,000 (TOTAL)
  - *$840,000 federal (funding source – 80%)*
  - *$210,000 match (ARC – 20%)*
- Utilization of Funds: Consultant contract(s) managed by ARC
- Status: Contracting began in 2025; work under the consulting contract will begin in 2026 and conclude in 2028

Complete Streets Implementation Assistance

Assistance for local state and local governments and private sector firms to develop best practices guidelines for complete streets implementation. Potential implementation assistance activities may include: 1) development of policies; 2) training workshops with engineers, planners and other stakeholders; 3) peer exchange among local governments on best practices, especially road design; 4) roadway safety audits focused on the safety of people walking and bicycling; 5) development of model ordinances addressing vulnerable road users, traffic calming and development standards; 6) GIS mapping assistance; and 7) creating a best practice library of resources accessible to practitioners around the region.

- Cost Center: 506ECT
- TIP Reference: AR-527 (programmed in FY 2026)
- Lead Department: Transportation Planning
- Total Funding Amount: $250,000
  - *$200,000 federal (FHWA Y230 – 80%)*
  - *$50,000 match (ARC – 20%)*
  - *Funding will be used to support ARC staff time*
- 2026 UPWP Budget: $75,000 (TOTAL)
  - *$60,000 federal (FHWA Y230 – 80%)*
  - *$15,000 match (ARC – 20%)*
- Utilization of Funds: ARC staff time
- Status: Work will begin in 2026 and conclude in 2027

Certain related and complementary activities may also be funded using the Increasing Safe and Accessible Transportation Options set-aside. Information on that program and associated cost center is presented elsewhere in this appendix.

Regional Housing and Transportation Strategy

ARC will initiate development of a Regional Housing and Transportation (H+T) Strategy to promote consistency between transportation improvements, local planned growth, housing, and economic development patterns. As rapid growth in the Atlanta region has amplified housing and transportation issues, the region's housing and transportation infrastructure has not been able to keep pace as housing prices encourage population growth outwards into areas of greater land availability and affordability. The goal is a regional housing strategy that incorporates inter-department planning, evaluates and inventories housing resources and gaps, and identifies levers and tools to increase the agency's impact on local housing production and preservation through actionable resources and strategies. The regional housing strategy will support a unified vision, goals, and agency-wide actions to close the gap between housing supply and demand in the region. The majority of the region's residents work outside of the county they live in, and mobility and housing access across and around metro Atlanta is critical for the success of the region.

- Cost Center(s): 602BHP
- TIP Reference: AR-532 (programmed in FY 2025)
- Lead Department: Community Development
- Total Funding Amount: $250,000
  - *$200,000 federal (FHWA Y230 – 80%)*
  - *$50,000 match (ARC – 20%)*
- 2026 UPWP Budget: $200,000 TOTAL
  - *$160,000 federal (FHWA Y230 – 100%)*
  - *$40,000 match (ARC – 20%)*
- Utilization of Funds: Consultant contract(s) managed by ARC
- Status: Work expected to begin in 2025 and conclude in 2026

School Area Safe Routes Planning and Demonstration Projects

The SS4A grant will be used for supplemental planning and demonstration activities related specifically to evaluating and facilitating safety routes around schools across Spalding and Clayton Counties, and in the City of Brookhaven. The projects outlined in the application are intended to evaluate barriers to safety around public school zones in three communities, as well as to foster healthier habits, enhance health outcomes, and reduce the risk of serious injury or death in these same communities.

By assessing both structural safety and family-reported concerns, the supplemental planning piece of this grant will directly support ARC's Regional Safety Strategy through a site-specific approach to safety evaluation. The demonstration activities pursued will prioritize safety countermeasures that align with established safety goals as outlined in the 2022 Regional Safety Strategy. The awarded funds will go towards large-scale data collection during supplemental planning through surveys and auditing, and by testing and implementing countermeasures through site-specific and systemic screenings and demonstrations in the target jurisdictions.

- Cost Center(s): 605ASS
- TIP Reference: Not applicable
- Lead Department: Mobility Services
- Total Funding Amount: $3,789,900
    - *$3,031,920 federal (USDOT Safe Streets and Roads for All Program – 80%)*
    - *$757,980 match (Local Subrecipients – 20%)*
- 2026 UPWP Budget: $1,368,498 TOTAL
    - *$1,094,798 federal (USDOT Safe Streets and Roads for All Program – 80%)*
    - *$273,700 match (Local Subrecipients – 20%)*
- Utilization of Funds: ARC staff time; consultant contract(s) managed by ARC
- Status: Contracting with FHWA began in 2025; work under the consulting contract will begin in 2026 and conclude in 2029

Potential Additional Planning Initiatives (Currently Unfunded)

In addition to the special studies defined previously in this section, ARC may undertake additional planning initiatives in 2026, depending on funding availability. This section identifies activities which are dependent on ARC budget revisions, USDOT discretionary program funding decisions, and/or incorporation of Congressionally Directed Spending into an appropriations bill. These activities are not included in the financially constrained budget table presented in Appendix 3.

At the time of this document's approval in November 2025, no potential additional planning activities have been identified. When and if any are identified and funded, they will be added to the UPWP following procedures defined in the Public Participation Plan.

SPECIAL STUDIES (ARC FACILITATED)
MTP AND TIP POLICY SUPPORT

This section includes initiatives led by other agencies, generally local governments, which utilize federal funds and for which there is a defined oversight and/or management role for ARC. These special studies, which generally require the procurement of consultant assistance, support the ongoing development and refinement of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). Initiatives are coordinated with ARC's ongoing mission to develop a regional, integrated multi-modal transportation system as called for by the latest federal transportation legislation.

County Comprehensive Transportation Plan (CTP) Program

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

- Cost Center(s): 306ECP; 406ECP; 506ECP; 606ECP
- TIP Reference: AR-004 series (programmed in FY 2023, 2024, 2025, 2026)
- Lead Department: Transportation Planning
- Total Funding Amount: $10,915,000
  - *$8,732,000 federal (FHWA Y230 – 80%)*
    - *306ECP - $840,000*
    - *406ECP - $3,892,000*
    - *506ECP - $2,000,000*
    - *606ECP - $2,000,000*
  - *$2,183,000 match (Local Subrecipients – 20%)*
    - *306ECP - $210,000*
    - *406ECP - $973,000*
    - *506ECP - $500,000*
    - *606ECP - $500,000*
- 2026 UPWP Budget: $3,175,250 (TOTAL)
  - *$2,540,200 federal (FHWA Y230 – 80%)*
    - *306ECP - $378,000*
    - *406ECP - $1,362,600*
    - *506ECP - $800,000*
    - *606ECP - $0*
  - *$635,050 match (Local Subrecipients – 20%)*
    - *306ECP - $94,500*
    - *406ECP - $340,550*
    - *506ECP - $200,000*
    - *606ECP - $0*
- Utilization of Funds: Subgrant agreements; consultant contract(s) managed by ARC
- Status: See Appendix 4 for a list of active and pending planning studies in 2026

CTP Program Management

These are funds set aside from various CTP funding contracts to support ARC staff time managing the CTP program. In this ongoing program, there are multiple active local plans which necessitate contracting, invoicing, project management, oversight, and policy development.

- Cost Center(s): 606ECS
- TIP Reference: AR-004-2026
- Lead Department: Transportation Planning
  - Total Funding Amount: $25,000 (set-aside within the overall $2,500,000 programmed for AR-004-2026)
  - *$20,000 federal (FHWA Y230 – 80%)*
  - *$5,000 match (ARC – 20%)*
- 2026 UPWP Budget: $25,000 (TOTAL)
  - *$20,000 federal (FHWA Y230 – 80%)*
  - *$5,000 match (ARC – 20%)*
- Utilization of Funds: ARC staff time
- Status: See Appendix 4 for a list of active and pending planning studies in 2026

Regional Transportation Planning Study (RTPS) Program

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

- Cost Center(s): 306ETS
- TIP Reference: AR-038-2425 (programmed in FY 2024)
- Lead Department: Transportation Planning
- Total Funding Amount: $1,500,000
  - *$1,200,000 federal (FHWA Y230 – 80%)*
  - *$300,000 match (Local Subrecipients – 20%)*
- 2026 UPWP Budget: $475,000 (TOTAL)
  - *$380,000 federal (FHWA Y230 – 80%)*
  - *$95,000 match (Local Subrecipients – 20%)*
- Utilization of Funds: Subgrant agreements
- Status: See Appendix 4 for a list of active and pending planning studies in 2026

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 MTP and TIP.

- Cost Center(s): 506EFS ; 606EFS
- TIP Reference: AR-006 series (programmed in FY 2025, 2026)
- Lead Department: Transportation Planning
- Total Funding Amount: $2,435,000
  - *$1,948,000 federal (FHWA Y230 – 80%)*
    - *506EFS - $948,000*
    - *606EFS - $1,000,000*
  - *$487,500 match (Local Subrecipients – 20%)*
    - *506EFS - $237,000*
    - *606EFS - $250,000*
- 2026 UPWP Budget: $595,750 (TOTAL)
  - *$476,600 federal (FHWA Y230 – 80%)*
    - *506EFS - $426,600*
    - *606EFS - $50,000*
  - *$119,150 match (Local Subrecipients – 20%)*
    - *506EFS - $106,650*
    - *606EFS - $12,500*
- Utilization of Funds: Subgrant agreements
- Status: See Appendix 4 for a list of active and pending planning studies in 2026

Livable Centers Initiative

Created as a way to reduce vehicle miles traveled and improve air quality, the ARC's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services. This program provides financial assistance to local governments and Community Improvement Districts (CIDs) to develop integrated land use and transportation plans that are used in development of the MTP and TIP.

- Cost Center(s): 402CAS, 502CAS, 602CAS
- TIP Reference: AR-001 series (programmed in FY 2024, 2025, 2026)
- Lead Department: Community Development
- Total Funding Amount: $7,500,000
  - *$6,000,000 federal (FHWA Y230 – 80%)*
    - *402CAS - $2,000,000*
    - *502CAS - $2,000,000*
    - *602CAS - $2,000,000*
  - *$1,500,000 match (ARC & Local Subrecipients – 20%)*
    - *402CAS - $500,000*
    - *502CAS - $500,000*
    - *602CAS - $500,000*
- 2026 UPWP Budget: $1,300,000 (TOTAL)
  - *$1,040,000 federal (FHWA Y230 – 80%)*
    - *402CAS - $200,000*
    - *502CAS - $800,000*
    - *602CAS - $40,000*
  - *$260,000 match (ARC & Local Subrecipients – 20%)*
    - *402CAS - $50,000*
    - *502CAS - $200,000*
    - *602CAS - $10,000*
- Utilization of Funds: Subgrant agreements
- Status: See Appendix 4 for a list of active and pending planning studies in 2026

LCI Program Management

These are funds set aside from various CTP funding contracts to support ARC staff time managing the CTP program. In this ongoing program, there are multiple active local plans which necessitate contracting, invoicing, project management, oversight, and policy development to ensure that the work scope and deliverables support the overall MPO function.

- Cost Center(s): 602CAT
- TIP Reference: AR-001-2026
- Lead Department: Community Development
- Total Funding Amount: $250,000 (set-aside within the overall $2,500,000 programmed for AR-001-2026)
  - *$200,000 federal (FHWA Y230 – 80%)*
  - *$20,000 match (ARC – 20%)*
- 2026 UPWP Budget: $250,000 (TOTAL)
  - *$200,000 federal (FHWA Y230 – 80%)*
  - *$50,000 match (ARC – 20%)*
- Utilization of Funds: ARC staff time
- Status: See Appendix 4 for a list of active and pending planning studies in 2026

APPENDIX 2

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

APPENDIX 2

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

(as defined in 23 USC 134(h))

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

Work Activity	Cost Centers	Metropolitan Planning Factor									
		1	2	3	4	5	6	7	8	9	10
CORE STAFF ACTIVITIES											
Long Range Planning *(work activities led by Transportation Planning Department)*	606ALR 606ALP 506ALT 606ALT 706ALT	X	X	X	X	X	X	X	X	X	X
Air Quality Planning *(work activities led by Transportation Planning Department)*	606AAQ 506AAT 606AAT					X					
Program Implementation *(work activities led by Transportation Planning Department)*	606BSR 506BST 606BST	X	X	X	X	X	X	X	X	X	X
Partner Assistance *(work activities led by Transportation Planning Department)*	606BLG 506BGT 606BGT	X	X	X	X	X	X	X	X	X	X
Program Support and Administration *(work activities led by Transportation Planning Department)*	606FAM 506FAT 606FAT	X		X		X	X				X
Public Involvement *(work activities led by Transportation Planning Department)*	606FPI 506FPT 606FPT 606ETC	X	X	X	X	X	X	X	X	X	X
Increasing Safe and Accessible Transportation Options *(work activities led by Transportation Planning Department)*	606ASE		X		X	X	X				
Model Development and Support *(work activities led by Transportation Planning Department)*	606CDM 506CDT 606CDT	X	X		X		X				
Performance Analysis and Monitoring *(work activities led by Transportation Planning Department)*	606DCM 506DCT 606DCT		X		X			X	X	X	
Data and Research Integration *(work activities led by Office of Research and Innovation)*	601AA 601AB 501AT 601AT	X			X	X	X	X			X
GIS *(work activities led by Office of Research and Innovation)*	601BT 501BS 601BS	X				X					X
Research & Analytics Department Administrative Support *(work activities led by Office of Research and Innovation)*	601AS	X			X	X	X	X			X
Regional Development Plan Implementation *(work activities led by Community Development Department)*	602BPL	X			X	X	X			X	X
Land Use and Transportation Coordination *(work activities led by Community Development Department)*	602BTP 602BPP 502BTT 602BTT	X				X		X	X	X	X
Community Development Department Administrative Support *(work activities led by Community Development Department)*	602BAS	X			X	X	X	X	X	X	X

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

Work Activity	Cost Centers	Metropolitan Planning Factor									
		1	2	3	4	5	6	7	8	9	10
SPECIAL STUDIES (ARC MANAGED)											
Regional Transportation Project Database Overhaul *(work activities led by Transportation Planning Department)*	206EDP		X		X		X	X	X		
Travel Demand Modeling Consultant Assistance *(work activities led by Transportation Planning Department)*	506CMS	X	X		X		X				
Regional Household Travel Survey *(work activities led by Transportation Planning Department)*	606EHS	X	X		X		X				
Application of TMIP-EMAT Methods Initiative *(work activities led by Transportation Planning Department)*	206ETE	X	X		X	X	X	X	X		
Origin/Destination Atlanta Regional Transit Onboard Survey *(work activities led by Transportation Planning Department)*	606ETT	X	X			X	X	X			
ITS4US Complete Trip Deployment Phase 3 *(work activities led by Transportation Planning Department)*	206EIS	X	X	X	X		X	X	X		X
ITS/TSMO Strategy *(work activities led by Transportation Planning Department)*	606ETO	X	X	X	X		X	X	X		X
Transportation Carbon Reduction Plan *(work activities led by Transportation Planning Department)*	506ECR					X		X		X	
Emergency Health Care Transportation Access Study *(work activities led by Transportation Planning Department)*	506ETH				X	X	X				
2055 MTP Development Assistance *(work activities led by Transportation Planning Department)*	506EMP	X	X	X	X	X	X	X	X	X	X
EPA Climate Pollution Reduction Grant Plan *(work activities led by Natural Resources Department)*	303BEP					X		X		X	
Atlanta MPO Resiliency Improvement Plan *(work activities led by Transportation Planning Department)*	506ERI					X		X	X	X	
Regional Trail and Bicycle Facility Network Planning Program *(work activities led by Transportation Planning Department)*	606ETP	X	X		X	X	X				X
Complete Streets Implementation Assistance *(work activities led by Transportation Planning Department)*	506ECT		X		X	X	X				
Regional Housing and Transportation Strategy *(work activities led by Community Development Department)*	602BHP	X				X					
School Area Safe Routes Planning and Demonstration Projects *(work activities led by Mobility Services Department)*	605ASS		X		X	X	X				

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

(as defined in 23 USC 134(h))

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

Work Activity	Cost Centers	Metropolitan Planning Factor									
		1	2	3	4	5	6	7	8	9	10
SPECIAL STUDIES, SERVICE DELIVERY AND GRANT MANAGEMENT SERVICES (ARC FACILITATED)											
County Comprehensive Transportation Plan (CTP) Program *(work activities led by Transportation Planning Department)*	306ECP	X	X	X	X	X	X	X	X	X	X
	406ECP										
	506ECP										
	606ECP										
CTP Program Management *(work activities led by Transportation Planning Department)*	606ECS	X	X	X	X	X	X	X	X	X	X
Regional Transportation Planning Study (RTPS) Program *(work activities led by Transportation Planning Department)*	306ETS	X	X	X	X	X	X	X	X	X	X
Freight Cluster Area Planning Program *(work activities led by Transportation Planning Department)*	506EFS	X			X		X	X			
	606EFS										
Livable Centers Initiative (LCI) *(work activities led by Community Development Department)*	402CAS	X	X	X	X	X	X	X	X	X	X
	502CAS										
	602CAS										
LCI Program Management *(work activities led by Community Development Department)*	602CAT	X	X	X	X	X	X	X	X	X	X

APPENDIX 3

2026 MPO Work Program Budget Details

APPENDIX 3

2026 MPO Work Program Budget Details

MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds				Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	Private	ARC	
CORE STAFF ACTIVITIES														
MTP Development	Long Range Planning *(work activities led by Transportation Planning Department)*	606ALR	N/A	$1,392,419	$0	$0	$0	$0	$0	$174,052	$0	$0	$174,052	$1,740,524
		606ALP	N/A	$872,528	$0	$0	$0	$0	$0	$0	$0	$0	$218,132	$1,090,660
		506ALT	N/A	$0	$0	$304,000	$0	$0	$0	$38,000	$0	$0	$38,000	$380,000
		606ALT	N/A	$0	$0	$625,610	$0	$0	$0	$78,201	$0	$0	$78,201	$782,013
		706ALT*	N/A	$0	$0	$560,681	$0	$0	$0	$70,085	$0	$0	$70,085	$700,851
	Air Quality Planning *(work activities led by Transportation Planning Department)*	606AAQ	N/A	$43,562	$0	$0	$0	$0	$0	$5,445	$0	$0	$5,445	$54,452
		506AAT	N/A	$0	$0	$24,000	$0	$0	$0	$3,000	$0	$0	$3,000	$30,000
		606AAT	N/A	$0	$0	$103,851	$0	$0	$0	$12,981	$0	$0	$12,981	$129,814
TIP Development	Program Implementation *(work activities led by Transportation Planning Department)*	606BSR	N/A	$166,667	$0	$0	$0	$0	$0	$20,833	$0	$0	$20,833	$208,334
		506BST	N/A	$0	$0	$20,000	$0	$0	$0	$2,500	$0	$0	$2,500	$25,000
		606BST	N/A	$0	$0	$295,616	$0	$0	$0	$36,952	$0	$0	$36,952	$369,520
	Partner Assistance *(work activities led by Transportation Planning Department)*	606BLG	N/A	$115,088	$0	$0	$0	$0	$0	$14,386	$0	$0	$14,386	$143,860
		506BGT	N/A	$0	$0	$10,000	$0	$0	$0	$1,250	$0	$0	$1,250	$12,500
		606BGT	N/A	$0	$0	$172,896	$0	$0	$0	$21,612	$0	$0	$21,612	$216,120
MTP and TIP Administrative and Outreach Support	Program Support and Administration *(work activities led by Transportation Planning Department)*	606FAM	N/A	$1,057,238	$0	$0	$0	$0	$0	$132,155	$0	$0	$132,155	$1,321,548
		506FAT	N/A	$0	$0	$20,000	$0	$0	$0	$2,500	$0	$0	$2,500	$25,000
		606FAT	N/A	$0	$0	$142,811	$0	$0	$0	$17,851	$0	$0	$17,851	$178,514
	Public Involvement *(work activities led by Transportation Planning Department)*	606FPI	N/A	$182,710	$0	$0	$0	$0	$0	$22,839	$0	$0	$22,839	$228,387
		506FPT	N/A	$0	$0	$20,000	$0	$0	$0	$2,500	$0	$0	$2,500	$25,000
		606FPT	N/A	$0	$0	$110,873	$0	$0	$0	$13,859	$0	$0	$13,859	$138,591
		606ETC	N/A	$117,600	$0	$0	$0	$0	$0	$14,700	$0	$64,000	$14,700	$211,000
	Increasing Safe and Accessible Transportation Options *(work activities led by Transportation Planning Department)*	606ASE	N/A	$0	$178,897	$0	$0	$0	$0	$0	$0	$0	$0	$178,897

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MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds				Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	Private	ARC	
CORE STAFF ACTIVITIES														
MTP and TIP Technical Support	Model Development and Support *(work activities led by Transportation Planning Department)*	606CDM	N/A	$250,698	$0	$0	$0	$0	$0	$31,337	$0	$0	$31,337	$313,372
		506CDT	N/A	$0	$0	$32,000	$0	$0	$0	$4,000	$0	$0	$4,000	$40,000
		606CDT	N/A	$0	$0	$115,283	$0	$0	$0	$14,410	$0	$0	$14,410	$144,104
	Performance Analysis and Monitoring *(work activities led by Transportation Planning Department)*	606DCM	N/A	$178,845	$0	$0	$0	$0	$0	$22,356	$0	$0	$22,356	$223,556
		506DCT	N/A	$0	$0	$10,000	$0	$0	$0	$1,250	$0	$0	$1,250	$12,500
		606DCT	N/A	$0	$0	$82,426	$0	$0	$0	$10,303	$0	$0	$10,303	$103,033
	Data and Research Integration *(work activities led by Office of Research and Innovation)*	601AA	N/A	$872,539	$0	$0	$0	$0	$0	$109,067	$0	$0	$109,067	$1,090,674
		601AB	N/A	$379,358	$0	$0	$0	$0	$0	$0	$0	$0	$94,839	$474,197
		501AT	N/A	$0	$0	$40,000	$0	$0	$0	$5,000	$0	$0	$5,000	$50,000
		601AT	N/A	$0	$0	$440,217	$0	$0	$0	$55,027	$0	$0	$55,027	$550,271
	GIS *(work activities led by Office of Research and Innovation)*	601BT	N/A	$321,555	$0	$0	$0	$0	$0	$40,194	$0	$0	$40,194	$401,944
		501BS	N/A	$0	$0	$40,000	$0	$0	$0	$5,000	$0	$0	$5,000	$50,000
		601BS	N/A	$0	$0	$291,481	$0	$0	$0	$36,435	$0	$0	$36,435	$364,351
	Reseach & Analytics Department Administrative Support *(work activities led by Office of Research and Innovation)*	601AS	N/A	$724,125	$0	$0	$0	$0	$0	$90,516	$0	$0	$90,516	$905,156
MTP and TIP Policy Support	Regional Development Plan Implementation *(work activities led by Community Development Department)*	602BPL	N/A	$446,734	$0	$0	$0	$0	$0	$55,842	$0	$0	$55,842	$558,417
	Land Use and Transportation Coordination *(work activities led by Community Development Department)*	602BTP	N/A	$405,859	$0	$0	$0	$0	$0	$50,732	$0	$0	$50,732	$507,324
		602BPP	N/A	$346,233	$0	$0	$0	$0	$0	$0	$0	$0	$86,558	$432,791
		502BTT	N/A	$0	$0	$40,000	$0	$0	$0	$5,000	$0	$0	$5,000	$50,000
		602BTT	N/A	$0	$0	$243,369	$0	$0	$0	$30,421	$0	$0	$30,421	$304,211
	Community Development Department Administrative Support *(work activities led by Community Development Department)*	602BAS	N/A	$701,370	$0	$0	$0	$0	$0	$87,671	$0	$0	$87,671	$876,712

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MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds				Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	Private	ARC	
SPECIAL STUDIES (ARC MANAGED)														
MTP and TIP Technical Support	Regional Transportation Project Database *(work activities led by Transportation Planning Department)*	206EDP	AR-057	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$20,000	$100,000
	Travel Demand Modeling Consultant Assistance *(work activities led by Transportation Planning Department)*	506CMS	AR-039E	$0	$0	$0	$0	$168,000	$0	$0	$0	$0	$42,000	$210,000
	Regional Household Travel Survey *(work activities led by Transportation Planning Department)***	606EHS	N/A	$0	$0	$495,000	$0	$0	$0	$61,875	$0	$0	$61,875	$618,750
	Application of TMIP-EMAT Methods Initiative *(work activities led by Transportation Planning Department)*	206ETE	AR-063	$0	$0	$0	$0	$0	$58,625	$0	$0	$0	$14,656	**$73,281**
	Origin-Destination Atlanta Regional Transit On-Board Survey *(work activities led by Transportation Planning Department)*	606ETT	N/A	$0	$0	$0	$240,000	$0	$0	$60,000	$0	$0	$0	**$300,000**

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MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds				Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	Private	ARC	
SPECIAL STUDIES (ARC MANAGED)														
MTP and TIP Policy Support	ITS4US Complete Trip Deployment Phase 3 *(work activities led by Transportation Planning Department)*	206EIS	N/A	$0	$0	$0	$0	$0	$885,328	$221,332	$0	$0	$0	$1,106,660
	ITS/TSMO Strategy *(work activities led by Transportation Planning Department)*	606ETO	AR-526	$0	$0	$0	$0	$175,000	$0	$0	$0	$0	$43,750	$218,750
	Transportation Carbon Reduction Plan *(work activities led by Transportation Planning Department)*	506ECR	AR-519	$0	$0	$0	$0	$0	$432,000	$0	$0	$0	$108,000	$540,000
	Emergency Health Care Transportation Access Study *(work activities led by Transportation Planning Department)*	506ETH	AR-520	$0	$0	$0	$0	$0	$238,153	$0	$0	$0	$59,538	$297,691
	2055 MTP Development Assistance *(work activities led by Transportation Planning Department)*	506EMP	AR-065	$0	$0	$0	$0	$882,000	$0	$0	$0	$0	$220,500	$1,102,500
	EPA Climate Pollution Reduction Grant Plan *(work activities led by Natural Resources Department)*	303BEP	N/A	$0	$0	$0	$0	$0	$250,000	$0	$0	$0	$0	$250,000
	Atlanta MPO Resiliency Improvement Plan *(work activities jointly led by Transportation Planning and Natural Resources Departments)*	506ERI	AR-525	$0	$0	$0	$0	$0	$1,106,530	$0	$0	$0	$0	$1,106,530
	Regional Trails and Bicycle Facility Network Planning Program *(work activities led by Transportation Planning Department)*	606ETP	AR-529	$0	$0	$0	$0	$840,000	$0	$0	$0	$0	$210,000	$1,050,000
	Complete Streets Implementation Assistance *(work activities led by Transportation Planning Department)*	506ECT	AR-527	$0	$0	$0		$60,000	$0	$0	$0	$0	$15,000	**$75,000**
	Regional Housing and Transportation Strategy *(work activities led by Community Development Department)*	602BHP	AR-532	$0	$0	$0	$0	$160,000	$0	$0	$0	$0	$40,000	$200,000
	School Area Safe Routes Planning and Demonstration Projects *(work activities led by Mobility Services Department)*	605ASS	N/A	$0	$0	$0	$0	$0	$1,094,798	$0	$273,700	$0	$0	$1,368,498

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2026 MPO Work Program Budget Details

MPO Core Function	Work Activity	Cost Center	ARC TIP Project	Federal Funds						Matching Funds				Cost Center Total
				PL (FHWA Y450)	PL (FHWA Y410)	MP (FTA 5303)	UAF (FTA 5307)	STBGP (FHWA Y230)	Other	State	Local	Private	ARC	
SPECIAL STUDIES (ARC FACILITATED)														
MTP and TIP Policy Support	County Comprehensive Transportation Plan (CTP) Program *(work activities led by Transportation Planning Department)*	306ECP	AR-004-2023	$0	$0	$0	$0	$378,000	$0	$0	$94,500	$0	$0	$472,500
		406ECP	AR-004-2024	$0	$0	$0	$0	$1,362,200	$0	$0	$340,550	$0	$0	$1,702,750
		506ECP	AR-004-2025	$0	$0	$0	$0	$800,000	$0	$0	$200,000	$0	$0	$1,000,000
		606ECP	AR-004-2026	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	CTP Program Management *(work activities led by Transportation Planning Department)*	606ECS	AR-004-2023	$0	$0	$0	$0	$20,000	$0	$0	$0	$0	$5,000	$25,000
	Regional Transportation Planning Study (RTPS) Program *(work activities led by Transportation Planning Department)*	306ETS	AR-038-2425	$0	$0	$0	$0	$380,000	$0	$0	$95,000	$0	$0	$475,000
	Freight Cluster Area Planning Program *(work activities led by Transportation Planning Department)*	506EFS	AR-006-2025	$0	$0	$0	$0	$426,600	$0	$0	$106,650	$0	$0	$533,250
		606EFS	AR-006-2026	$0	$0	$0	$0	$50,000	$0	$0	$12,500	$0	$0	$62,500
	Livable Centers Initiative *(work activities led by Community Development Department)*	402CAS	AR-001-2023	$0	$0	$0	$0	$200,000	$0	$0	$50,000	$0	$0	$250,000
		502CAS	AR-001-2025	$0	$0	$0	$0	$800,000	$0	$0	$200,000	$0	$0	$1,000,000
		602CAS	AR-001-2026	$0	$0	$0	$0	$40,000	$0	$0	$10,000	$0	$0	$50,000
	LCI Program Management *(work activities led by Community Development Department)*	602CAT	AR-001-2026	$0	$0	$0	$0	$200,000	$0	$0	$0	$0	$50,000	$250,000
				$8,575,126	$178,897	$3,745,114	$240,000	$6,961,800	$4,065,434	$1,683,472	$1,382,900	$64,000	$2,615,114	
														$29,511,858

** Placeholder cost center for funds from the 2026 FTA 5303 contract which will be reserved for CY 2027 activities. Will be distributed to other additional cost centers in the 2027 UPWP as necessary.*

*** FTA 5303 funding for 606EHS is not included in the total because it is taken from statewide apportionments rather than the regional formula suballocation.*

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

Fund Code	Description	Cost Center(s)
PL (FHWA Y450)	Metropolitan Planning Program	Multiple (refer to table)
PL (FHWA Y410)	Metropolitan Planning Program (Increasing Safe and Accessible Transportation Options Setaside)	606ASE
MP (FTA 5303)	Metropolitan Planning Program	Multiple (refer to table)
UAF (FTA 5307)	Urban Area Formula Assistance Program	None in 2026
STBGP (FHWA Y230)	Surface Transportation Block Grant Program (Urban Area)	Multiple (refer to table)
Other	Highway Research and Development Program	206ETE
	Complete Trip - ITS4US Deployment Program	206EIS
	Congressionally Directed Spending	506ECR, 506ETH
	EPA Climate Pollution Reduction Grant Program	303BEP
	PROTECT Program	506ERI
	Safe Streets and Roads for All Program	605ASS

APPENDIX 4

Partner Agency Transportation Planning Activities & Studies

APPENDIX 4

Partner Agency Transportation Planning Activities & Studies

This appendix 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 which will have work underway in 2026 using FHWA or FTA funds.

To the extent practical, it also includes key transportation planning initiatives being undertaken using non-USDOT revenue sources. This information was compiled from submittals to ARC following a request made to Transportation Coordinating Committee (TCC) members in September 2025. These state and locally funded planning efforts are identified for informational purposes only and are not required to be included in the UPWP. For this reason, ARC reserves the right to make necessary adjustments (including additions or deletions) to these informational line items via the administrative modification process described elsewhere in this document.

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	UPWP Status	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
					Federal Source	Federal	State	Local	Total
Comprehensive Transportation Plan (CTP) Program - Individual Planning Studies Funded Under AR-004 Series Lump Sum Amounts Programmed in the TIP									
City of Atlanta	City of Atlanta CTP Update	Underway; carried forward from 2025 UPWP	Begin: Mid 2025 Complete: 2027	Update long range transportation plan via ARC's CTP program. This plan was funded under Cost Center 406ECP. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	$2,000,000	$0	$500,000	$2,500,000
Clayton County	Clayton County CTP Update	Underway; carried forward from 2025 UPWP	Begin: Mid 2025 Complete: 2027	Update long range transportation plan via ARC's CTP program. This plan was funded under Cost Center 406ECP. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	$680,000	$0	$170,000	$850,000
DeKalb County	DeKalb County Transit Study	Underway; carried forward from 2025 UPWP	Begin: 2025 Complete: 2027	Update long range transportation plan via ARC's CTP program. This plan was funded under Cost Center 406ECP. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	$500,000	$0	$125,000	$625,000
Fayette County	Fayette County CTP Update	Underway; carried forward from 2025 UPWP	Begin: Mid 2025 Complete: 2027	Update long range transportation plan via ARC's CTP program. This plan was funded under Cost Center 406ECP. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	$192,000	$0	$48,000	$240,000
ARC (on behalf of cities in northern Fulton County)	Northern Fulton County CTP Update	New planning study	Begin: 2025 Complete: 2027	Update long range transportation plan via ARC's CTP program. This plan was funded under Cost Center 506ECP. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	$990,000	$0	$247,500	$1,237,500
ARC (on behalf of cities in southern Fulton County)	Southern Fulton County CTP Update	New planning study	Begin: 2026 Complete: 2028	Update long range transportation plan via ARC's CTP program. This plan was funded under Cost Center 506ECP. The CTP program is funded in the TIP under the AR-004 series.	Surface Transportation Block Grant Program (FHWA)	$990,000	$0	$247,500	$1,237,500
Freight Cluster Area Planning Program - Individual Planning Studies Under AR-006 and AR-038 Lump Sum Amounts Programmed in the TIP									
Clayton County	Southlake Cluster and Clayton Truck Route Plan	New planning study	Begin: Late 2026 Complete: Early 2028	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access. This plan was funded under Cost Center 606EFS. The Freight Cluster Area Planning Program is funded in the TIP under the AR-006 series.	Surface Transportation Block Grant Program (FHWA)	$300,000	$0	$75,000	$375,000
Cobb County	Cobb County Freight Cluster Plan	New planning study	Begin: Late 2026 Complete: Early 2028	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access. This plan was funded under Cost Center 606EFS. The Freight Cluster Area Planning Program is funded in the TIP under the AR-006 series.	Surface Transportation Block Grant Program (FHWA)	$400,000	$0	$100,000	$500,000
Douglas County	Douglas County Freight Cluster Plan	Underway; carried forward from 2025 UPWP	Begin: Early 2026 Complete: Mid 2027	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access. This plan was funded under Cost Center 506EFS. The Freight Cluster Area Planning Program is funded in the TIP under the AR-006 series.	Surface Transportation Block Grant Program (FHWA)	$250,000	$0	$62,500	$312,500
Gateway 85 CID	Gateway 85 CID Freight Sustainability Cluster Study	Underway; carried forward from 2025 UPWP	Begin: Late 2025 Complete: Early 2027	Prepare a transportation plan within this area of intense industrial activity focusing on freight sustainability. This plan was funded under Cost Center 506EFS. The Freight Cluster Area Planning Program is funded in the TIP under the AR-006 series.	Surface Transportation Block Grant Program (FHWA)	$250,000	$0	$62,500	$312,500
Gwinnett County	North Gwinnett Freight Plan	Underway; carried forward from 2025 UPWP	Begin: Early 2026 Complete: Mid 2027	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access. This plan was funded under Cost Center 506EFS. The Freight Cluster Area Planning Program is funded in the TIP under the AR-006 series.	Surface Transportation Block Grant Program (FHWA)	$200,000	$0	$50,000	$250,000
Henry County	Henry County Freight Cluster Plan	New planning study	Begin: Late 2026 Complete: Early 2028	Prepare a transportation plan within this area of intense industrial activity focusing on truck mobility, safety and access. This plan was funded under Cost Center 606EFS. The Freight Cluster Area Planning Program is funded in the TIP under the AR-006 series.	Surface Transportation Block Grant Program (FHWA)	$300,000	$0	$75,000	$375,000
South Fulton CID	South Fulton CID Freight Cluster Study: Sustainability Focus	Underway; carried forward from 2025 UPWP	Begin: Late 2025 Complete: Early 2027	Prepare a transportation plan within this area of intense industrial activity focusing on freight sustainability. This plan was funded under Cost Center 506EFS. The Freight Cluster Area Planning Program is funded in the TIP under the AR-006 series.	Surface Transportation Block Grant Program (FHWA)	$248,000	$0	$62,000	$310,000
Locally Led Planning Studies Using Federal Funds Programmed in the TIP									
Atlanta, City of	Chattahoochee Riverlands Reach Study	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: 2026	More information on the work scope of this planning activity is available from ARC upon request. The Regional Transportation Planning Study Program is funded in the TIP under the AR-038 series. This plan was funded under Cost Center 306ETS.	Surface Transportation Block Grant Program (FHWA)	$380,000	$0	$95,000	$475,000
Gwinnett County	Norcross to Lilburn Trail Scoping Study II	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: 2026	More information on the work scope of this planning activity is available from ARC upon request. The Regional Transportation Planning Study Program is funded in the TIP under the AR-038 series. This plan was funded under Cost Center 306ETS.	Surface Transportation Block Grant Program (FHWA)	$400,000	$0	$100,000	$500,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	UPWP Status	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
					Federal Source	Federal	State	Local	Total
Livable Centers Initiative (LCI) Program / Community Development Assistance Program (CDAP) - Individual Planning Studies Funded Under AR-001 Lump Sum Amounts Programmed in the TIP									
Atlanta, City of	Ashby MARTA Station Connectivity Study	New planning study	Begin: Early 2026 Complete: 2027	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$200,000	$0	$50,000	$250,000
Avondale Estates, City of	Avondale Estates Downtown Master Plan Update	New planning study	Begin: Early 2026 Complete: 2027	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$160,000	$0	$40,000	$200,000
Clayton County	Clayton County Housing Assessment	New planning study	Begin: Early 2026 Complete: 2027	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$160,000	$0	$40,000	$200,000
Conyers, City of	Olde Town Conyers Master Plan Update	New planning study	Begin: Early 2026 Complete: 2027	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$160,000	$0	$40,000	$200,000
DeKalb County	Kensington Area Master Plan Update	New planning study	Begin: Early 2026 Complete: 2027	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$320,000	$0	$80,000	$400,000
Fayetteville, City of	Creative Placemaking Strategy for the Downtown Mixed Use District	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: 2026	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$160,000	$0	$40,000	$200,000
Gwinnett County	Jimmy Carter Boulevard Corridor Master Plan	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: 2026	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$280,000	$0	$70,000	$350,000
Kennesaw, City of	Cobb Parkway Gateway and Connectivity Study	New planning study	Begin: Early 2026 Complete: 2027	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$160,000	$0	$40,000	$200,000
Powder Springs, City of	Springs in Motion LCI Study Update	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: 2026	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$160,000	$0	$40,000	$200,000
Town Center CID	Town Center CID LCI Plan Update	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: 2026	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$200,000	$0	$50,000	$250,000
Tucker-Northlake CID	One Northlake Plan	New planning study	Begin: Early 2026 Complete: 2027	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$160,000	$0	$40,000	$200,000
Upper Westside CID	UWCID Collier Road Multimodal Concept Study	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: 2026	More information on the work scope of this planning activity is available from ARC upon request. The Livable Center Initiative (LCI) Program is funded in the TIP under the AR-001 series. Cost Center for the program are 402CAS, 502CAS, and 602ACS.	Surface Transportation Block Grant Program (FHWA)	$240,000	$0	$60,000	$300,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	UPWP Status	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
					Federal Source	Federal	State	Local	Total
Other State and Regional Agency Sponsored Transportation Planning Activities - TIP Project Numbers Noted as Appropriate (state funded studies are shown for informational purposes only)									
ATL Authority	Regional Fare Policy Phase II	Underway; carried forward from 2025 UPWP	Begin: Late 2025 Complete: Late 2026	Following on the first phase of work in which regional fare collaboration principles were established, this second phase will begin to implement those principles by tackling the development of a common regional fare policy approach. ATL intends to pursue this study in parallel with MARTA's automated fare payment (AFC 2.0) project.	FTA Section 5307	$400,000	$100,000	$0	$500,000
ATL Authority	Regional Transit Plan	Underway; carried forward from 2025 UPWP	Begin: Mid 2025 Complete: Late 2026	The Regional Transit Plan will meet the requirements set out in OCGA 50-39-12 to create a 20-year and a 6-year regional transit plan that incorporates plans and projects from all member jurisdictions. The Regional Transit Plan will focus on regional connectiveity, competitivness, and customer experiences.	FTA Section 5307	$1,500,000	$500,000	$0	$2,000,000
ATL Authority	Southern Arc Study	Underway; carried forward from 2025 UPWP	Begin: Mid 2025 Complete: Late 2026	The Southern Arc Study is a subregional transit study focused on the area south of I-20. The study will prioritize stakeholder engagement to build consensus around future transit plans in preparation for continued growth of residential and commercial properties	FTA Section 5307	$500,000	$1,000,000	$0	$1,500,000
ATL Authority	IPEC Study	Underway; carried forward from 2025 UPWP	Begin: Mid 2025 Complete: Late 2026	The In-Person Employment Centers (IPECs) Study will focus on realigning ATL Xpress service with known IPEC locations in the region. The study will build on previous research done in the regional around freight and logistics centers as well as population and employment forecasts for job centers such as hospitals, educational facilities, and other in-person jobs.	FTA Section 5307	$1,500,000	$500,000	$0	$2,000,000
ATL Authority	Regional Mode Standards	Underway; carried forward from 2025 UPWP	Begin: Late 2026 Complete: 2027	This project will develop a guidebook to provide context classification for regional transit and transportation services. The guidebook will contain a series of definitions and fact sheets on varying transit and transportation topics that will be updated as advancements in the field are made.	FTA Section 5307	$400,000	$100,000	$0	$500,000
ATL Authority	Atlanta Region's Transit Program of Projects	Underway; carried forward from 2025 UPWP	Schedule varies; updates conducted as necessary	The Program of Projects (POP) outlines the Federal Transit Administration (FTA) formula funds allocated to the Atlanta region, and shows the projects that local governments apply the funds towards. These FTA formula funds include the Section 5307 Urbanized Area (UZA) Formula Program, the 5337 State of Good Repair Grants Program, and the 5339 Bus and Bus Facilities Program. The POP compliments the Atlanta Region Metropolitan Planning Organization's Transportation Improvement Program (TIP) which lists how all federal transportation funds are programmed. The TIP lists the suballocation amounts for the FTA formula funds while the POP goes into detail to include the specific projects that local governments spend these funds on. The ATL, as Designated Recipient for the Atlanta region's urbanized area FTA formula fund apportionments, is responsible for gathering the POP information from operators and local governments. The ATL will also conduct transit planning activities on behalf of and in collaboration with various local governments within the region.	N/A	$0	$0	$0	$0
ATL Authority	Vanpool Program Assessment	New Planning Study	Begin: 2026 Complete: Late 2026	The Vanpool Program Assessment will review the existing Vanpool contract and contract delivery in anticaption of a new Vanpool service contract being procured in late 2026.	FTA Section 5307	$400,000	$100,000	$0	$ 500,000
ATL Authority	Project Delivery Report Development	New Planning Study	Begin: 2026 Complete: Late 2026	The Project Delivery Report Development work will produce various project delivery report standards for the ATL for program areas such as the Transit Trust Fund and Flex Funds. New performance measures developed for these reports will align with the performance measure recommendations of the Long-range transit plan.	FTA Section 5307	$240,000	$60,000	$0	$ 300,000
ATL Authority	Regional Technology Assessment	New Planning Study	Begin: 2026 Complete: Late 2026	The Regional Technology Assessment will survey transit technology across agencies within the Atlanta region, including hardware and software located on vehicles, at operations and maintenance facilities, and on built infrastructure. Recommendations from the Assessment will focus on streamlining the technology deployed in the region and will discuss funding strategies for short, mid, and long term procurements.	FTA Section 5307	$600,000	$150,000	$0	$ 750,000
ATL Authority	Regional Transit Asset Management Plan	New Planning Study	Begin: 2026 Complete: Late 2026	The Regional Transit Asset Management Plan will follow the FTA's guidelines for a group sponsor of a Tier II plan on behalf of all Tier II operators in the region who wish to participate. Generally, the TAM Plan will document the current assets of participating agencies and will develop maintenance, rehabilitation, and replacement schedules.	FTA Section 5307	$200,000	$50,000	$0	$ 250,000
ATL Authority	Regional Transit Service Planning	New Planning Study	Begin: 2026 Complete: Late 2027	The Regional Transit Service Planning study will review existing and proposed transit service to identify opportunities to support increased competitiveness, cross-county connections, and customer service.	FTA Section 5307	$800,000	$200,000	$0	$ 1,000,000
ATL Authority	Annual Transit Report (Multi-year)	New Planning Study	Annually 2027-2029	The Transit Report is an annual report that details the Planning, Funding, and Operations of transit in the Atlanta region as required by the state legislature.	FTA Section 5307	$400,000	$100,000	$0	$ 500,000
GDOT (Intermodal)	Atlanta to Savannah Passenger Rail Service Development Plan and Environmental Review	Underway; carried forward from 2025 UPWP	Begin: 2025 Complete: Late 2027	This Project includes the preparation of a Service Development Plan (SDP) and Environmental Study of the proposed Atlanta to Savannah Passenger Rail Corridor ("ATL-SAV Corridor"). The SDP will prepare the ATL-SAV Corridor for more detailed engineering and environmental study through National Environmental Policy Act (NEPA) analysis, and ultimately for the implementation of intercity passenger rail service. The study area for the Project is the approximately 11,300 square mile area in Central and Southeast Georgia between the endpoint Cities of Atlanta and Savannah.	Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grant Program (FRA)	$8,000,000	$2,000,000	$0	$10,000,000
Georgia EPD	CPRG Planning Grant	Underway; carried forward from 2025 UPWP	Begin: June 2023 Complete: Late 2026	The funds awarded under this grant will serve to support planning activities in the Georgia Environmental Protection Division (Georgia EPD) Air Protection Branch throughout the state. Georgia EPD is planning a multifaceted approach to developing a plan to reduce greenhouse gas (GHGs) emissions and other harmful air pollutants in Georgia. As of the beginning of this UPWP, our approach includes developing a complete GHG emission inventory and projected inventory with potential emission reductions of GHGs and co-pollutants (e.g., PM2.5, ozone precursors, etc.) with full implementation of two measures, forestry and landfill gas to energy. We will master our understanding of harmful air pollution avoided by these two measures, and utilize a stakeholder engagement process to develop a plan that prioritizes actions to reduce emissions of harmful air pollution while incentivizing the growth of Georgia's clean energy economy and benefitting local communities. The landfill gas to energy measure includes the development of renewable natural gas and adding renewable energy sources to power the grid (benefiting EVs with a cleaner energy mix). This work will be coordinated closely with ARC and their CPRG planning grant (see cost center 303BEP), which covers the Atlanta MSA, throughout the process. A priority action plan, the Peach State Voluntary Emission Reduction Plan (PSVERP), was completed in the past year and a more comprehensive action plan is being developed this fiscal year called the Peach State Voluntary Emission Reduction Studies (PSVERS). Further planning study investigating data center impact on emissions and ideas for mitigating these impacts has been approved and will tentatively run through the end of 2026 using the remaining funds.	Inflation Reduction Act	$3,000,000	$0	$0	$3,000,000

APPENDIX 4

Partner Agency Transportation Planning Activities and Studies

					Funding				
Sponsor	Study/Plan Short Title	UPWP Status	Schedule for Completing Work	Deliverable / Brief Scope of Work	Federal Source	Federal	State	Local	Total
MARTA	I-285 Top End	Underway; carried forward from 2025 UPWP	Begin: Late 2023 Complete: July 2026	Initiation of funding and collaboration MOU between ATL, regional operators of MARTA, Gwinnett, and Cobb, as well as critical project partners at GDOT and ARC. Operators to jointly provide funding to support project costs; mix of ARP and local funds. Each operator to have direct engagement in visioning, scoping, planning, and conceptual engineering of proposed station locations. Efforts will directly support engagement of developer community as GDOT proceeds through its planning and project development process for I-285 Top End Express Lanes project(s). Regionalized I-285 Top End Express Lanes Transit design initiative is critical component to the design and construction process of the I-285 Top End Express Lanes project. The scope of work will include exploring location options for BRT stations, conceptual station designs and station area planning, environmental impact, cost estimates, and an analysis of potential funding sources. This builds on two previously completed concept planning studies.	FTA 5307 / American Rescue Plan	$794,587	$0	$5,915,406	$6,709,993
MARTA	Clayton Southlake BRT Planning and Project Development	Underway; carried forward from 2025 UPWP	Begin: February 2022 Complete: April 2026	Planning and project development activities for the Clayton Southlake BRT project in advance of a Small Starts Grant Agreement.	FTA 5309	$8,134,600	$0	$2,033,650	$10,168,250
MARTA	Campbellton Community Investment Corridor BRT Planning and Project Development	Underway; carried forward from 2025 UPWP	Begin: November 2022 Complete: December 2026	Planning and project development activities for the Campbellton BRT project in advance of a Small Starts Grant Agreement.	FTA 5309	$8,134,600	$0	$2,033,650	$10,168,250
MARTA	Regional Transit and Transit-Oriented Development Accelerator	Underway; carried forward from 2025 UPWP	Begin: September 2024 Complete: September 2026	With this grant, MARTA plans to work in partnership with the Georgia Department of Transportation (GDOT) to explore and validate that the property value increase resulting from transit investment can finance a project. Access to such new revenue will potentially unlock additional public-private partnerships and the ability to secure Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.	USDOT Regional Infrastructure Accelerators (RIA) Program	$1,750,000	$0	$0	$1,750,000

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Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	UPWP Status	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
					Federal Source	Federal	State	Local	Total
Other State and Regional Agency Sponsored Transportation Planning Activities - TIP Project Numbers Noted as Appropriate (state funded studies are shown for informational purposes only)									
MARTA	Campbellton BRT Corridor - Improving Lives Through Enhancing Economic and Community Development along the Campbellton Community Investment Corridor	Underway; carried forward from 2025 UPWP	Begin: January 2025 Complete: December 2026	The Metropolitan Atlanta Rapid Transit Authority (MARTA) will receive funding to study the potential for transit-oriented development around the Campbellton Community Investment Corridor, a six-mile bus rapid transit line. The study will focus on improving opportunities to address food insecurity; increase affordable housing; retain small and minority-owned businesses; and create green space.	FY 2023 FTA Pilot Program for Transit-Oriented Development Planning - Section 20005(b)	$750,000	$0	$0	$750,000
MARTA	Fare Policy Study	New Planning Study	Begin: January 2026 Complete: December 2028	The Metropolitan Atlanta Rapid Transit Authority (MARTA) is seeking a consultant to provide subject matter expertise and rigorous quantitative assessment to develop a new fare policy for the Authority. MARTA is in the process of replacing its current Automatic Fare Collection system (AFC 2.0), and a fare policy study has been regulated to assist with decision-making about fare payment options that will be available to the Authority with new technology.	FTA 5307 Urban Area Formula Funds	$537,322	$0	$134,330	$671,652
MARTA	Clayton BRT Transit Oriented Development (TOD) Planning Study	New Planning Study	Begin: Q3 2022 Complete: Q2 2026	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		$242,500	$1,212,500
MARTA (Other City of Atlanta Inititiaves)	MoreMARTA Atlanta Program (including BeltLine & Streetcar)	Various additional planning studies associated with system expansion projects and programs	Varies	Information was obtained from the MARTA website at https://itsmarta.com/current-projects.aspx. This is a comprehensive list of all initiatives which will add capacity to the MARTA system. Some are individual projects, while others are programmatic packages which include multiple phased projects in various states of planning, engineering and implementation. Most, if not all, projects will use federal funding at some point in their development cycle, but current planning activities are generally being supported using agency resources.	N/A	N/A	N/A	N/A	N/A
	Southwest Atlanta Targeted Transit Improvements				N/A	N/A	N/A	N/A	N/A
	West Line Corridor				N/A	N/A	N/A	N/A	N/A
	Cleveland Avenue and Metropolitan Parkway (ART)				N/A	N/A	N/A	N/A	N/A
MARTA (Other DeKalb County Initiatives)	Buford Highway Arterial Rapid Transit (ART)				N/A	N/A	N/A	N/A	N/A
	Candler Rd. Arterial Rapid Transit (ART)				N/A	N/A	N/A	N/A	N/A
	Clifton Corridor				N/A	N/A	N/A	N/A	N/A
	South DeKalb Transit Initiative				N/A	N/A	N/A	N/A	N/A
MARTA (Other Fulton County Initiatives)	GA400 Corridor				N/A	N/A	N/A	N/A	N/A
	South Fulton County Transit Initiative				N/A	N/A	N/A	N/A	N/A
MARTA (Other Systemwide Initiatives)	Enhanced Bus Transit, Park-and-Ride, and Transit Center Planning				N/A	N/A	N/A	N/A	N/A

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Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	UPWP Status	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
					Federal Source	Federal	State	Local	Total
Other Notable Locally Sponsored Transportation Planning Activities - TIP Project Numbers Noted as Appropriate (locally funded studies are included for informational purposes only)									
Chattahoochee Hills, City of	Chattahoochee Hills Safety Action Plan	New planning study	Begin: 2025 Complete: 2026	The primary goal is to significantly reduce or eliminate roadway deaths and serious injuries for all road users, including motorists, pedestrians, and bicyclists. A particular emphasis will be placed on improving safety for all modes of transportation, especially the city's ambitious trail system.	Safe Streets and Roads for All Program (USDOT)	$225,000	$0	$56,250	$281,250
Cherokee County	Cherokee County and Municipalities Comprehensive Safety Action Plan (CH-SAP-A)	Underway; carried forward from 2025 UPWP	Begin: March 2024 Complete: March 2025	This project will develop a comprehensive safety action plan in Cherokee County. This project was awarded an FY 2022 $450,000 US DOT Safe Streets and Roads for All (SS4A) planning grant.	Safe Streets and Roads for All Program (USDOT)	$450,000	$0	$112,500	$562,500
Cherokee County	Bells Ferry Road LCI Update	Underway	Begin: July 2025 Complete: 2026	Project will update the original ARC LCI plan for the Bells Ferry Road corridor near SR 92. Project is 100% funded by Cherokee as it was not selected for ARC LCI funding.	N/A	$0	$0	$299,028	$299,028
Cobb County	Allatoona Greenway Trail Scoping Study	Underway; carried forward from 2025 UPWP	Begin: Mid 2024 Complete: Late 2026	The study would examine feasibility and constructability of a multi-use trail along a five-mile segment of the Allatoona Creek from Harrison High School on Due West Road to Allatoona Creek Park. The project would connect multiple schools, parks and cultural amenities for all ages and abilities.	American Rescue Plan	$625,000	$0	$0	$625,000
Cobb County	East West Connector Corridor Improvements Scoping Study	Underway; carried forward from 2025 UPWP	Begin: Mid 2024 Complete: Late 2026	This study will advance transportation initiatives to implement and develop operational and safety improvements, smart corridor technology, access management, future and existing transit service, and economic development opportunities along the East-West Connector between Austell/State Route 5 and Cumberland Parkway at Interstate 1-285.	American Rescue Plan	$685,000	$0	$0	$685,000
Cobb County	Town Center Busbee Park-n-Ride Transit Oriented Development Scoping Study	Underway; carried forward from 2025 UPWP	Begin: Mid 2024 Complete: Early 2026	Cobb DOT, in coordination with Kennesaw State University (KSU) and the ATL/Xpress will perform a transit-oriented development study for KSU's East District. This study will advance KSU's master plan for the area to enhance the district and improve athletic even gameday experiences while also providing solutions and strategies for integrating existing transit facilities, improving bicycle and pedestrian access and movement, and providing for future transit and transportation improvements.	American Rescue Plan	$500,000	$0	$0	$500,000
Cobb County	Short/Mid-Range Transit Planning	New planning study; carried forward from 2025 UPWP	Begin: Mid 2025 Complete: Late 2027	Short and mid-range planning for transit facilities, new services and service modifications to increase ridership and customer satisfaction. Studies will include NEPA documentation, on board surveys, customer satisfaction surveys, public outreach, and communications with the various transit constituencies.	FTA Section 5307	$400,000	$0	$100,000	$500,000
Cobb County	Cumberland Transit Center Site Selection Phase 3	Underway; carried forward from 2024 UPWP	Begin: Late 2023 Complete: Late 2026	Transit planning to continue project development after the Site Selection Phase 2 Study was completed. Phase 3 is to complete any additional NEPA documentation; develop bus loading and service estimates for a new facility; and to prepare preliminary design concepts.	American Rescue Plan	$500,000	$0	$0	$500,000
Coweta County	Coweta County Safety Action Plan	New planning study	Begin: 2025 Complete: 2026	This plan, guided by the Safe System Approach, involves shifting to a safety-focused culture, increasing collaboration among stakeholders, and designing infrastructure to mitigate human error.	Safe Streets and Roads for All Program (USDOT)	$315,480	$0	$78,870	$394,350
Dunwoody, City of	Safe Streets and Roads for All - Reducing Crash Severity on the High Injury Network	New planning study	Begin: 2026 Complete: 2027	This award will be used by City of Dunwoody to conduct road safety audits along high-injury network corridors to identify low-cost, high-impact Proven Safety Countermeasures and design modifications. Deliverables include preconstruction and existing roadway audits, traffic counts, near-miss video analysis, stakeholder outreach, prioritized audit reports with crash analysis and cost-benefit-ranked recommendations, and a final synthesis report to inform future project design and implementation.	Safe Streets and Roads for All Program (USDOT)	$200,000	$0	$50,000	$250,000
East Point, City of	East Point Safety Action Plan	New planning study	Begin: 2025 Complete: 2026	The plan aims to improve pedestrian protection, traffic flow, and accident prevention by implementing strategies like enhanced pedestrian crossings, traffic calming measures, and improving streetscapes.	Safe Streets and Roads for All Program (USDOT)	$400,000	$0	$100,000	$500,000
Fairburn, City of	City of Fairburn Safe Streets Comprehensive Safety Action Plan	New planning study	Begin: 2026 Complete: 2027	This award will be used by City of Fairburn to develop a Comprehensive Safety Action Plan for the city that analyzes historical crash data, reviews policies, and conducts stakeholder engagement. Deliverables include prioritized projects and strategies, policy and design recommendations, implementation commitments, and a publicly shareable final plan to guide future safety investments.	Safe Streets and Roads for All Program (USDOT)	$400,000	$0	$100,000	$500,000
Fayette County	Lees Mill Road, New Hope Road & Kenwood Road Detailed Planning Study	Underway; carried forward from 2025 UPWP	Begin: Early 2025 Complete: Mid 2026	These roads provide an east-west corridor in the northern section of Fayette County. The study will include a review of existing conditions, a needs assessment, and identification of project opportunities along the seven-mile corridor.	N/A	$0	$0	$76,600	$76,600
Fayette County	Rails with Trails - Griffin to Brooks to Senoia	Underway; carried forward from 2025 UPWP	Begin: 2025 Complete: 2027	This multi-jurisdictional study would explore the feasibility of a rails to trails (or rails with trails) project that extends from the City of Griffin in Spalding County to the City of Senoia in Coweta County. The project would be coordinated with other recreational projects in the area. Fayette County's funding for the project was made available upon voter approval of the 2023 SPLOST referendum in March 2023.	N/A	$0	$0	$250,000	$250,000
Gwinnett County	Enhancing Traffic Safety Through Advanced Data Analytics and Quick-build Interventions	New planning study	Begin: 2025 Complete: 2026	This project aims to improve roadway safety by integrating near-miss technologies, advanced crash data analysis software, and the use of "quick-build interventions" like new speed management treatments. It will pilot innovative safety solutions on high-priority roads in response to a growing population and increasing traffic volume.	Safe Streets and Roads for All Program (USDOT)	$1,600,000	$0	$400,000	$2,000,000
Henry County	Henry County Connected Vehicle Pilot and Plan Development	Underway; carried forward from 2025 UPWP	Begin: 2024 Complete: 2026	Test CV2X technologies for emergency vehicle preemption at intersections.	SMART Program (FHWA)	$825,000	$0	$0	$825,000
Lovejoy, City of	Lovejoy Vision Zero	New planning study	Begin: 2026 Complete: 2027	This award will be used by City of Lovejoy to lead a 12-month planning process to develop a Comprehensive Safety Action Plan for the city, including safety analysis, stakeholder engagement, policy recommendations, and prioritized Safe System strategies. Supplemental planning activities will evaluate bicycle lanes and a temporary Hastings Bridge walkway with lighting, and demonstration activities will pilot behavioral outreach to reduce crashes and inform implementation and Action Plan updates.	Safe Streets and Roads for All Program (USDOT)	$386,717	$0	$98,578	$485,295
Mableton, City of	City of Mableton Comprehensive Safety Action Plan	New planning study	Begin: 2026 Complete: 2027	This award will be used by City of Mableton to develop a Comprehensive Safety Action Plan for the city. Deliverables include crash mapping, a high-injury network, prioritized projects, public outreach, and an implementation-ready project list within 18 to 24 months to guide future safety investments and grant applications.	Safe Streets and Roads for All Program (USDOT)	$240,000	$0	$60,000	$300,000
Morrow, City of	City of Morrow Safety Action Plan	New planning study	Begin: 2026 Complete: 2027	This award will be used by City of Morrow, Georgia to develop a Comprehensive Safety Action Plan for the city and its key corridors, including GA-54. The project will deliver crash data analysis, road safety audits, public engagement, policy review, a mapped high-injury network, and Intelligent Transportation Systems strategy. Outcomes include a prioritized list of implementable projects, implementation guidance, and timelines to inform future capital investments.	Safe Streets and Roads for All Program (USDOT)	$256,000	$0	$64,000	$320,000

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Partner Agency Transportation Planning Activities and Studies

Sponsor	Study/Plan Short Title	UPWP Status	Schedule for Completing Work	Deliverable / Brief Scope of Work	Funding				
					Federal Source	Federal	State	Local	Total
Norcross, City of	Norcross Safety Action Plan	New planning study	Begin: 2025 Complete: 2026	The Safety Action Plan aims to reduce and eliminate serious injury and fatal crashes for all road users, including pedestrians and bicyclists. It aligns with the city's Sustainability/Climate Action Plan and Comprehensive Plan, using roadway safety improvements to encourage greener transportation.	Safe Streets and Roads for All Program (USDOT)	$310,000	$0	$77,500	$387,500
Paulding County	Dallas-Acworth Highway Scoping Study	Underway; carried forward from 2025 UPWP	Begin: 2025 Complete: 2026	This study will investigate current and future access, mobility and safety needs of Dallas-Acworth Highway (former State Route 381), in regards to intersection and corridor improvements required to provide an acceptable Level of Service and mobility for all users of the corridor.	Coronavirus Response and Relief Supplemental Appropriations Act (USDOT)	$875,000	$0	$175,000	$1,050,000
Roswell, City of	Big Creek Greenway Community Connectivity Study (FN-354)	Underway; carried forward from 2025 UPWP	Begin: January 2026 Complete: Spring 2028	Funds will be used to conduct a scoping and feasibility study of a multi-use path connecting economically disadvantaged residents to jobs, health care, education, and other civic life. Georgia DOT owns the right-of-way underneath GA 400 and is providing a 20-foot easement to the City of Roswell to build a multiuse path. The project will unite the Liberty Square Neighborhood (a Historically Disadvantaged Community and Area of Persistent Poverty), Roswell's town center, the City of Alpharetta, and the greater Metro Atlanta through the Big Creek Greenway.	Reconnecting Communities Pilot Program (USDOT)	$2,000,000	$0	$500,000	$2,500,000
Sandy Springs, City of	Transportation Master Plan Update	Underway; carried forward from 2025 UPWP	Begin: 2025 Complete: Early 2026	Since the adoption of the 2021 Transportation Master Plan, there have been several studies, including the City's Safety Action Plan and Sidewalk Master Plan, that have identified new transportation projects and needs. This plan will compile all proposed projects and prioritize the projects into a ten-year project program. It will also finalize a future bike network based on previous planning work. Note that the budget remains TBD.	N/A	$0	$0	$228,000	$0
South Fulton, City of	City of South Fulton Vision Zero Action Plan	New planning study	Begin: 2026 Complete: 2027	This award will be used by City of South Fulton to develop a Comprehensive Safety Action Plan covering the city. Tasks include public engagement, crash and speed data analysis, High-Injury Network mapping, strategy development, and an implementation roadmap; deliverables include a crash and safety analysis, high-injury network map, community engagement summary, and City Council resolution to produce an implementation-ready, data-driven plan to eliminate roadway fatalities and serious injuries.	Safe Streets and Roads for All Program (USDOT)	$480,000	$0	$120,000	$600,000
Spalding County	Spalding County Safety Action Plan	New planning study	Begin: 2026 Complete: 2027	This award will be used by Spalding County to develop a Comprehensive Safety Action Plan for Spalding County, Georgia. Work includes crash data analysis, road safety audits, traffic and speed studies, bicyclist and pedestrian infrastructure gap analysis, stakeholder engagement, and supplemental planning activities to produce a prioritized Action Plan with 25 to 30 countermeasures, performance targets, and implementation guidance.	Safe Streets and Roads for All Program (USDOT)	$300,000	$0	$75,000	$375,000

APPENDIX 5

Supplemental Information

ARC Organizational Structure and Planning Process

APPENDIX 5

Supplemental Information
ARC Organizational Structure and Planning Process

This section contains supplemental information to provide context to the purpose of the UPWP and the process by which it and the MTP and TIP are developed by ARC. In many cases, this information complements similar sections in the main narrative which provide only a high-level overview of the topic. The information is organized by the following topics:

Metropolitan Planning Area Background – Historical Background A5.1
Air Quality Analysis Areas – Historical Background A5.3
Metropolitan Transportation Plan A5.7
Transportation Improvement Program A5.11
Transportation and Air Quality Committee A5.12
Transportation Coordinating Committee A5.14
Other Relevant ARC or ARC-Facilitated Groups A5.18
Planning Partner Agreements A5.21
Performance Management A5.25
UPWP Development Process A5.26
TMA Certification A5.27

Metropolitan Planning Area Boundary – Historical Background

On September 12, 2023, the US Census Bureau released final boundaries for 80 Urban Areas designated in the State of Georgia, based on data from the 2020 Census. Due to changes in density thresholds and how noncontiguous gaps in development patterns were considered, the Atlanta UA decreased to portions of 20 counties— Barrow, Bartow, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Hall, Henry, Newton, Paulding, Rockdale, Spalding, and Walton. It no longer includes any part of Carroll, Jackson, or Pike counties which were formerly within the 2010 Census urbanized area.

- Urbanized Area Boundary (UAB) – As required by federal regulation, ARC adopted an adjusted UAB for data reporting and functional classification, developed by smoothing the Atlanta urbanized area boundary as defined by the 2020 Census. The new UAB was submitted and approved in October 2023.

  In September 2024, ARC began collecting requested updates to the functional classifications of principal arterials within the Atlanta UAB. It plans to submit these requests to GDOT for consideration and incorporation into the statewide classification review in October 2024, for subsequent submittal to FHWA for approval.

- 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 Barrow and Gwinnett counties). ARC is also tied to CBMPO and GHMPO due to ozone air quality maintenance area requirements.

  For the Atlanta area, ARC adopted a revised 19-county metropolitan planning area (MPA) boundary based on the new 20-county Atlanta UA designation (see Table 1 and Figure 2 in the main narrative). This boundary was adopted by the Transportation & Air Quality Committee on July 10, 2024, and by the ARC Board on August 28, 2024. The Georgia Governor approved this revised planning boundary on October 24, 2024.

  Nineteen 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 five counties which are not members of ARC: Barrow, Coweta, Newton, Spalding, and Paulding
  - Parts of three counties which are not members of ARC: Carroll, Dawson, and Walton

- Planning responsibilities for the portions of the Atlanta urbanized area in two counties are to be assigned to adjacent MPOs via revisions to intergovernmental agreements in place since boundaries from the 2010 Census were established. These will be similar in structure to previous agreements:

    - Bartow County – assigned to the Cartersville-Bartow MPO via formal agreement
    - Hall County – assigned to the Gainesville-Hall MPO via formal agreement

Air Quality Analysis Areas – Historical Background

EPA-designated Atlanta Nonattainment and Maintenance areas must be addressed in the transportation planning processes within those area. Since 2004, ARC has performed the technical evaluation to demonstrate MTP/TIP conformity for the entire Atlanta nonattainment area(s), including in Bartow County and Hall County as necessary. See Figure 3 in the main narrative for a map showing all current maintenance areas described below.

1. Atlanta Ozone Nonattainment Area

- Previous Nonattainment Areas
  - 1-Hour Standard, 1979 – 13 counties

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

- Current Maintenance Areas
  - 8-Hour Standard, 1997 – 20 counties

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

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

- 8-Hour Standard, 2008 – 15 counties

  On July 20, 2012, a 15-county Atlanta ozone nonattainment area was designated and classified as *marginal*. This was raised to a moderate designation effective June 3, 2016. On June 2, 2017 EPA approved the State's Maintenance Plan and redesignated the region as a maintenance area. This nonattainment area included the former 20-county ozone nonattainment area ***except*** for the counties of Barrow, Carroll, Hall, Spalding and Walton.

- 8-Hour Standard, 2015 – 7 counties

  In 2018, EPA promulgated designations for the 2015 8-hour ozone standard. Conformity applies to this standard as of August 3, 2018. The marginal nonattainment area is smaller than previous geographies, at only seven counties: Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry. In November 2022, EPA redesignated this 7-county area as being in attainment, but subject to a maintenance plan.

2. Atlanta Particulate Matter 2.5 Nonattainment Areas

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

  In late 2004, an Atlanta nonattainment area for particulate matter was designated which includes the 20 counties in the 8-hour ozone area under the 1997 standard plus small areas of Heard and Putnam Counties. Beginning in 2005, ARC worked closely with the Gainesville-Hall MPO, and state and federal partners to develop processes to accomplish the required technical analysis for transportation plans and programs for the new nonattainment PM2.5 area at the time. (This nonattainment area included Bartow County in the CBMPO and Hall County in the GHMPO.) In 2016, the area was redesignated as a maintenance area. (See the following subsection for more information including how the maintenance area was eventually dropped.)

- Current Attainment Area (2012 Standard)

  Since the region was in the end designated attainment for a newer and more stringent standard, while being in maintenance for the 1997 PM2.5 standard, conformity requirements associated with the older standard were dropped along with the maintenance area with 1997 PM2.5 standard revocation. As a result, ARC no longer is required to demonstrate conformity to the PM2.5 budgets for the dropped 20 county (plus 2 partial county) maintenance area.

3. Conformity Determination Process

A federal conformity determination is required for all MTP/TIP updates and amendments within the nonattainment and maintenance areas. For the Atlanta nonattainment and

maintenance areas, there are now three applicable MPOs. In 2013, ARC further formalized the conformity determination process for amendments through implementation of a three-step process which is outlined below.

1. *MPO Conformity Determination* – For all MTP/TIP amendments, ARC will make an initial conformity determination that classifies the MTP/TIP amendment as either:

    - An amendment requiring a new technical analysis for conformity, or
    - A planning action consistent with the most current federal conformity determination and thus not requiring a new technical analysis.

2. *Interagency Concurrence* - Prior to the MPO's formal public comment period, concurrence with the MPO conformity determination must be received from the Atlanta Interagency Consultation Group, which includes representation from FHWA, FTA, EPA, GDOT, GRTA/SRTA, DNR/EPD, MARTA, ATL Authority, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and others.

3. *Federal Conformity Determination* - Following ARC adoption of an MTP/TIP update or amendment and GRTA's approval of the Atlanta TIP (on behalf of the Governor), a federal conformity determination will be requested from USDOT in consultation with EPA. Accompanying the ARC request must be a formal action by the Cartersville-Bartow MPO and Gainesville-Hall MPOs either: (1) adopting an amendment/update of their respective MTP/TIP and stating that their amendment/update is consistent with the technical evaluation for conformity; or (2) stating that no amendment/update of their MTP/TIP has occurred and their MTP/TIP remains consistent with the new technical evaluation for conformity.

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

			Nonattainment Areas			
			OZONE			PM2.5
Federal Conformity Determination	ARC Action	Regional Emissions Analysis Required?	1997 Standard (20 counties)	2008 Standard (15 counties)	2015 Standard (7 counties)	1997 Standard (22 counties)
09.06.2011	2040 MTP and FY 2012-2017 TIP	Yes	Yes	N/A		Yes
12.14.2012	MTP/TIP Amendment #1	Yes	Yes	Yes		Yes
06.26.2013	MTP/TIP Amendment #2	No		N/A		N/A
09.23.2013	MTP/TIP Amendment #3	No		Yes		Yes
04.30.2014	2040 MTP Update / FY 2014-2019 TIP	Yes		Yes		Yes
09.29.2014	MTP/TIP Amendment #1	Yes		Yes		Yes
06.02.2015	CDR Update for GHMPO	Yes		Yes		Yes
09.28.2015	MTP/TIP Amendment #2	Yes		Yes		Yes
02.24.2016	2040 MTP Update and FY 2016-2021 TIP	Yes		Yes		Yes
05.25.2016	MTP/TIP Amendment #1	No		Yes		Yes
02.22.2017	MTP/TIP Amendment #2	No		Yes		Yes
09.15.2017	MTP/TIP Amendment #3	Yes		Yes		
02.28.2018	MTP/TIP Amendment #4	Yes		Yes		
06.27.2018	MTP/TIP Amendment #5	Yes	Yes*	Yes		
12.05.2018	MTP/TIP Amendment #6	No				
05.22.2019	MTP/TIP Amendment #7	Yes	Yes	Yes		
02.18.2020	2050 MTP and FY 2020-2025 TIP	Yes	Yes**	Yes	Yes	
09.14.2020	MTP/TIP Amendment #1	Yes	Yes**	Yes	Yes	
03.17.2021	MTP/TIP Amendment #2	No				
11.16.2021	MTP/TIP Amendment #3	Yes	Yes**	Yes	Yes	
03.16.2022	MTP/TIP Amendment #4	No				
06.14.2022	MTP/TIP Amendment #5	No				
01.04.2023	MTP/TIP Amendment #6	Yes	Yes**	Yes	Yes	
05.17.2023	MTP/TIP Amendment #7	No				
08.17.2023	MTP/TIP Amendment #8	No				
02.27.2024	2050 MTP and FY 2024-2027 TIP	Yes	Yes**	Yes	Yes	
05.15.2024	MTP/TIP Amendment #1	No				
09.11.2024	MTP/TIP Amendment #2	No				
02.27.2025	MTP/TIP Amendment #3	Yes	Yes**	Yes	Yes	
05.23.2025	MTP/TIP Amendment #4	No				
11.12.2025	MTP/TIP Amendment #5	Yes	Yes**	Yes	Yes	

* Due to a court ruling, conformity for the 1997 ozone standard is temporarily reinstated.
** Pursuant to EPA's November 2018 guidance on the South Coast II decision, 5 counties are now considered partial orphan maintenance areas' that require all components of the conformity process *except for emissions analysis.*

Metropolitan Transportation Plan (MTP)

The MTP reflects environmental, land use, and intermodal considerations and provides a financially balanced vision of future transportation investments for the transportation planning area. The current Atlanta MTP was approved in February 2024. The MTP is also routinely amended at least twice each year throughout the federally required quadrennial update cycle. Since the updated plan was adopted in February 2024, the MTP has been amended four times and a fifth amendment is underway coincident with development of this UPWP.

The development of the MTP relies on a number of extensive studies and documents to provide background, context, and recommendations. Key findings from in-depth multi-modal plans and program studies guide the creation of long-range transportation plans. The basic steps of the transportation planning process are defined in Figure A5.1, while Table A5.2 identifies all of ARC's current major transportation plans and planning programs (and notes those with updates underway or scheduled to begin in 2026).

Figure A5.1: Modal Planning Coordination and Process

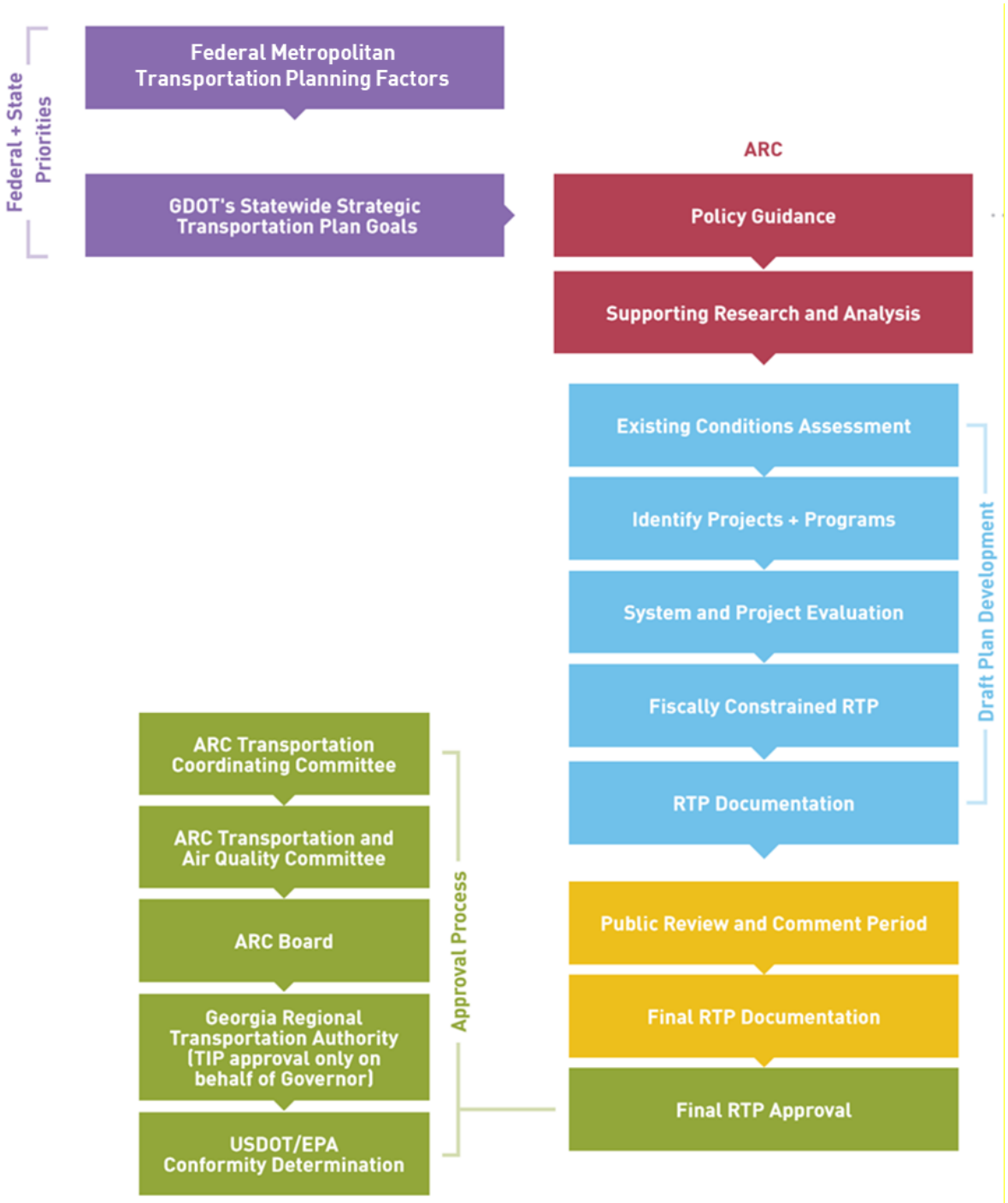


Table A5.2 – Current Plans and Studies

Type of Plan or Study	Title	Most Recent Update	Web Location
Bike/Ped	Walk. Bike. Thrive! Regional Pedestrian & Bicycle Plan	2016	atlantaregional.org/bikeped
Bike/Ped	Regional Trail Vision (Supplemental Report)	2020	atlantaregional.org/bikeped
Bike/Ped	Safe Streets for Walking & Bicycling (Supplemental Report)	2018	atlantaregional.org/bikeped
Bike/Ped	Regional Workbook for Complete Streets	2019	atlantaregional.org/bikeped
Bike/Ped	Chattahoochee RiverLands Study	2020	chattahoocheeriverlands.com
Congestion Management	Congestion Management Process (CMP)	Continuous	atlantaregional.org/cmp
County Comprehensive Transportation Plan Program	Multiple CTPs	Continuous	atlantaregional.org/ctp
Environment	Transportation Carbon Reduction Plan	*(New plan currently under development)*	atlantaregional.org/what-we-do/climate-resiliency/
Environment	EPA Climate Pollution Reduction Grant Plan	*(New plan currently under development)*	atlantaregional.org/cprg
Freight	Atlanta Region Truck Parking Assessment	2018	atlantaregional.org/freight
Freight	Atlanta Regional Freight Mobility Plan	2024	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
Health	Transportation and Health Access Study	*(New plan currently under development)*	TBD
Human Services Transportation	Managing Mobility in the Atlanta Region	2025	atlantaregional.org/hst
ITS	Atlanta Regional Strategic TSMO Plan and ITS Architecture Update	2020 *(Update currently underway)*	atlantaregional.org/its
Livable Centers Initiative Program	Multiple LCI plans and reports	Continuous	atlantaregional.org/lci
Public Involvement	Public Participation Plan	2025	atlantaregional.org/engagement
Regional Transportation Planning Study Program	Multiple locally sponsored transportation plans	Continuous	atlantaregional.org/rtpsp
Safety	Regional Safety Strategy	2022	atlantaregional.org/what-we-do/transportation-planning/regional-safety-strategy/
Technology	Regional Transportation System Electrification Plan	2024	atlantaregional.org/what-we-do/transportation-planning/regional-transportation-electrification-plan/



Type of Plan or Study	Title	Most Recent Update	Web Location
Transportation Demand Management	Regional Transportation Demand Management Plan	2023	atlantaregional.org/what-we-do/mobility-services/2023-regional-transportation-demand-management-plan/
Transit	Regional On-Board Transit Survey	2021	atlantaregional.org/transitsurvey
Transit	Concept 3 Vision Plan	2018	atlantaregional.org/concept3
Travel Demand Model	Regional Household Travel Survey	2011 *(Update currently underway)*	atlantaregional.org/hhsurvey
Thoroughfares	Strategic Regional Thoroughfare Plan and Regional Thoroughfare Network (RTN)	2012	atlantaregional.org/cmp

Transportation Improvement Program (TIP)

The TIP serves as a strategic management tool that accomplishes the objectives of the MTP. The FY 2024-2027 TIP was adopted in conjunction with the MTP update in February 2024. It is routinely amended on the same cycle as the MTP, generally twice a year. In addition, routine administrative modifications are made to TIP projects each quarter and are often processed in conjunction with an amendment. Since the new TIP was adopted in February 2024, it has been amended four times and a fifth amendment is underway coincident with development of this UPWP.

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

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

Transportation and Air Quality Committee (TAQC)

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

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

- *Nondiscretionary* memberships as detailed in ARC bylaws:

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

- *Discretionary* appointees by the ARC Chair as allowed by the ARC bylaws.

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

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

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

TAQC provides policy direction to ARC on all transportation planning matters and is recognized as the MPO policy board by federal transportation agencies. TAQC's guidance is important because its current membership includes GDOT, GRTA, ATL and MARTA, which

implement regional transportation policy, as well as DNR/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 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. However, neither subcommittee is active as of the preparation of this document.

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

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

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

Transportation Coordinating Committee (TCC)

In addition to the ARC transportation staff and local government staffs, the Transportation Coordinating Committee (TCC) is responsible for providing technical advice and recommendations to TAQC on transportation issues. TCC is chaired by the Senior Managing Director of ARC's Transportation Planning Department. Membership includes a representative (typically the planning or transportation director) from MARTA, GDOT, GRTA, ATL, DNR/EPD, the City of Atlanta and 17 of the 19 counties comprising the planning area. The other counties are represented by GDOT in the process. All members are designated by the executive leadership of their organization.

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

MD-1 - **Northern Fulton**, Cherokee, Forsyth, Dawson (partial)
MD-2 - **Southern Fulton**, Coweta, Fayette
MD-3 - **Clayton**, Henry, Spalding
MD-4 - **Cobb**, Paulding, Douglas, Carroll (partial - Villa Rica incorporated area only)
MD-5 - **DeKalb**, Rockdale, Newton
MD-6 - **Gwinnett**, Barrow, Walton (partial)

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

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

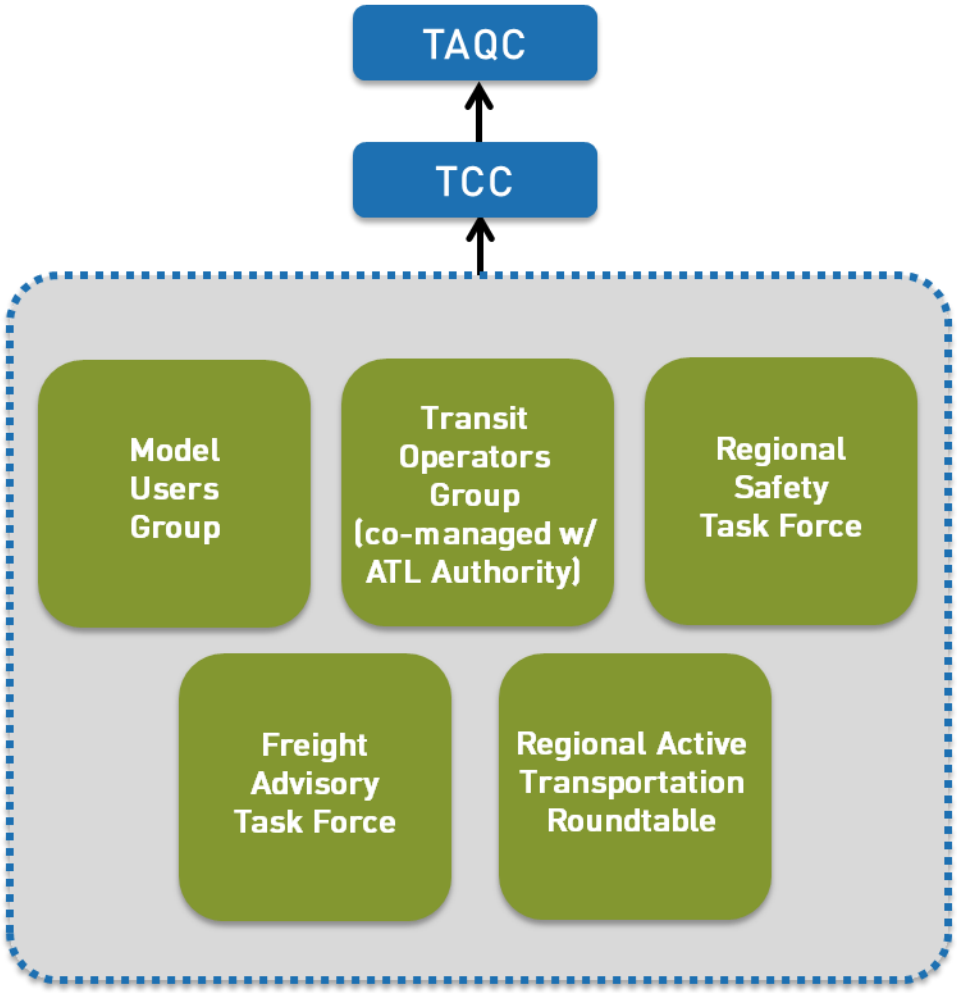
Representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), GDOT Intermodal, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and other municipalities in the region, interest groups and the general public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

TCC is scheduled to meet monthly. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at 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 2026, the following task forces and subcommittees are expected to be active contributors to the regional planning process.

Figure A5.2: TCC Task Forces and Subcommittees



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 atlantaregional.org/mug.

Transit Operators Group

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

Regional Safety Task Force

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

Freight Advisory Task Force

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

Regional Active Transportation Roundtable

The Regional Active Transportation Roundtable is a group made up of local planning staff and trail advocates from across metro Atlanta. At each meeting, attendees are invited to share brief updates on planned or constructed trails in their communities. Other presentations and discussions may cover safety, relevant federal and state legislation, and funding opportunities. The Roundtable is also intended to provide the opportunity to coordinate across jurisdictional boundaries and share best practices in trail planning and implementation. The Roundtable meets periodically, typically about six times a year.

Additional details can be found atlantaregional.org/what-we-do/transportation-planning/bicycle-pedestrian/regional-trails-roundtable.

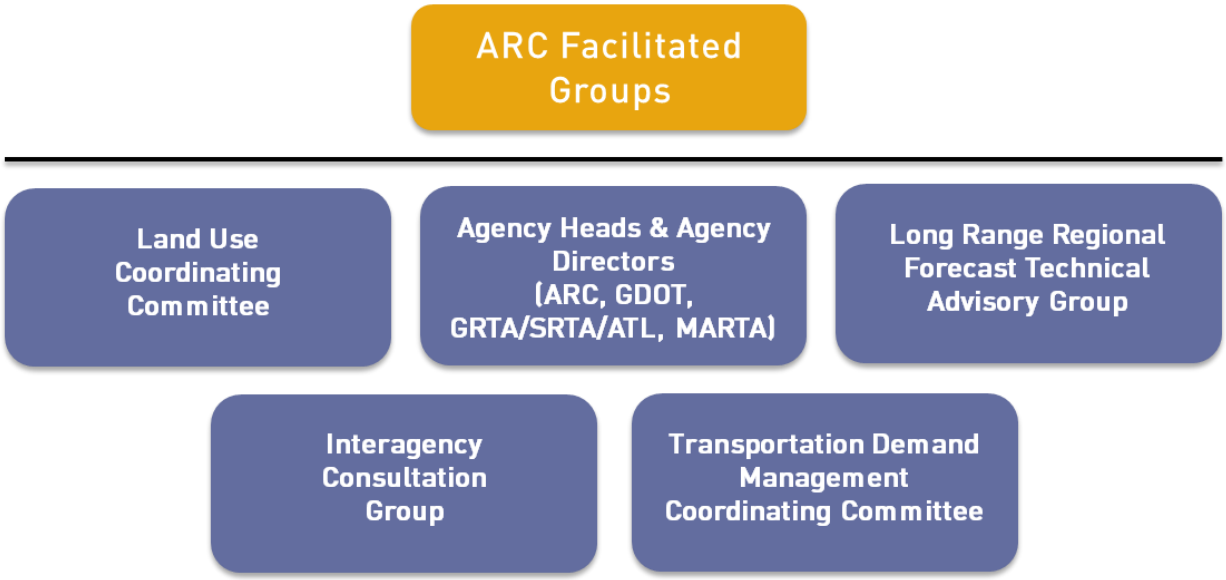
Ad Hoc Subcommittees

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

Other Relevant ARC or ARC-Facilitated Groups

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

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



Land Use Coordinating Committee

Implemented in 2000, LUCC makes recommendations to the Community Resources Committee, the ARC policy committee on sustainability and land use related issues. Membership includes planning directors or titled equivalents from the planning departments of the counties in the ARC MPO planning area, the City of Atlanta, cities with mayors currently on the ARC Board, and categorical members such as urban planning-related non-profit organizations and educational institutions. Developers, architects, designers and consultants frequently attend LUCC meetings as well. LUCC meets monthly to review, discuss and make recommendations on the implementation of The Region's Plan policies, review progress and make recommendations on the Livable Centers Initiative (LCI), and discuss issues affecting local governments, including land use, sustainability, economic development, historic preservation and quality of life. LUCC and TCC meet together periodically to discuss interrelated land use and transportation issues. Additional details can be found at atlantaregional.org/lucc.

Agency Heads & Agency Directors

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

Long Range Regional Forecast Technical Advisory Group (TAG)

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

Interagency Consultation Group

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

Transportation Demand Management Coordinating Committee (TDMCC)

The Transportation Demand Management Coordinating Committee serves as a high-level advisory and thought leadership committee to the TAQC. Membership includes those involved in TDM in the region, including the Mobility Services Group, Transportation Management Associations (TMAs), transit organizations, local governments and others. Aligned with the Regional Plan, the TDMCC focuses on improving transit and non-single

occupant vehicle travel options by encouraging alternative commute options. The committee also supports other core goals of the TDM Plan, including the promotion of livability, sustainability, transit, walking and biking, transportation and land use planning, systems operations, economic development, climate change, healthy communities, and active aging. The group generally meets quarterly and does not have an externally accessible website, but more information is available upon request. Publicly facing information related to the programs and activities directed by the TDMCC is available on the Georgia Commute Options website (gacommuteoptions.com).

Planning Partner Agreements

To support the regional planning process, Memoranda of Agreement (MOAs) have been developed with various partner planning agencies, local jurisdictions and transit operators. As part of the decennial reassessment of the urbanized area MPO planning boundary following the 2020 U.S. Census, and informed by federal transportation planning legislation, agreements with all entities are being reviewed and revised as necessary concurrent with development of this UPWP. ARC anticipates completion of new MOAs with all required entities by the first quarter of 2026.

Regional Transportation Planning Coordination and Cooperation (aka, Five Party Agreement)

Signatory Agencies:	ARC, GDOT, GRTA, ATL, MARTA
Date of Execution:	September 23, 2019
Update Status:	No update required

Adjacent MPOs

Signatory Agencies:	ARC, CBMPO, GDOT, DNR/EPD
Date of Execution:	March 16, 2016
Update Status:	Update underway

Signatory Agencies:	ARC, GHMPO, GDOT, DNR/EPD
Date of Execution:	June 4, 2014
Update Status:	Update underway

Signatory Agencies:	ARC, GHMPO, Jackson County, Hall County, Hall Area Transit, GDOT
Date of Execution:	June 4, 2014
Update Status:	No update required since the Atlanta MPA, as defined by the 2020 Census, no longer includes any portion of Jackson County; existing MOA will be nullified

Adjacent Regional Commissions

Signatory Agencies:	ARC, Chattahoochee Flint RDC
Date of Execution:	Unknown (MOA was not properly archived)
Update Status:	No update required since the Chattahoochee Flint RDC merged with the McIntosh Trail RDC in 2009; existing MOA will be nullified and a new MOA with the Three Rivers RC will be developed

Signatory Agencies:	ARC, Coosa Valley RDC
Date of Execution:	March 18, 2004
Update Status:	No update required since the Coosa Valley RDC merged with the North Georgia RDC to form the Northwest Georgia RC in 2009; existing MOA will be nullified and a new MOA with the Northwest Georgia RC will be developed

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Signatory Agencies:	ARC, Georgia Mountains RC
Date of Execution:	Unknown (MOA was not properly archived)
Update Status:	Update underway

Signatory Agencies:	ARC, McIntosh Trail RDC
Date of Execution:	March 3, 2004
Update Status:	No update required since the McIntosh Trail RDC merged with the Chattahoochee Flint RDC in 2009; existing MOA will be nullified and a new MOA with the Three Rivers RC will be developed

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Signatory Agencies:	ARC, Northeast Georgia RC
Date of Execution:	February 16, 2004
Update Status:	Update underway

Signatory Agencies:	ARC, Northwest Georgia RC
Date of Execution:	Unknown (MOA was not properly archived)
Update Status:	Update underway

Signatory Agencies:	Three Rivers RC
Date of Execution:	N/A
Update Status:	New MOA under development

<u>Limited Membership Counties</u>

ARC's bylaws were revised on March 24, 2004 to grant counties which are all or partially within the MPO planning area, but outside the ARC boundary, limited membership to ARC for transportation planning purposes only.

Signatory Agencies:	ARC, Barrow County, GDOT
Date of Execution:	March 9, 2005
Update Status:	Update underway

Signatory Agencies:	ARC, Carroll County, GDOT
Date of Execution:	N/A (MOA never executed)
Update Status:	New MOA under development

Signatory Agencies:	ARC, Coweta County, GDOT
Date of Execution:	June 14, 2004
Update Status:	Update underway

Signatory Agencies:	ARC, Dawson County, GDOT
Date of Execution:	May 7, 2015
Update Status:	Update underway

Signatory Agencies:	ARC, Forsyth County, GDOT
Date of Execution:	June 22, 2004
Update Status:	No update required since Forsyth County joined ARC as a full member in 2021; existing MOA will be nullified

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Signatory Agencies:	ARC, Newton County, GDOT
Date of Execution:	March 9, 2005
Update Status:	Update underway

Signatory Agencies:	ARC, Paulding County, GDOT
Date of Execution:	June 16, 2004
Update Status:	Update underway

Signatory Agencies:	ARC, Pike County, GDOT
Date of Execution:	July 27, 2015
Update Status:	No update required since the Atlanta MPA, as defined by the 2020 Census, no longer includes any portion of Pike County; existing MOA will be nullified

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Signatory Agencies:	ARC, Spalding County, GDOT
Date of Execution:	May 12, 2004
Update Status:	Update underway

Signatory Agencies:	ARC, Walton County, GDOT
Date of Execution:	June 14, 2004
Update Status:	Update underway

Transit Operators (non-MARTA)

Signatory Agencies:	ARC, Cherokee County (Cherokee Area Transportation System)
Date of Execution:	June 6, 2008
Update Status:	No update required since the system no longer operates fixed route service; existing MOA will be nullified

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Signatory Agencies:	ARC, Cobb County (Cobb Community Transit)
Date of Execution:	June 16, 2008
Update Status:	Update underway; system name was changed to CobbLinc in 2016

Signatory Agencies:	ARC, Douglas County (Douglas County Rideshare)
Date of Execution:	October 21, 2008
Update Status:	Update underway; system name was changed to Connect Douglas in 2018

Signatory Agencies:	ARC, Gwinnett County (Gwinnett County Transit)
Date of Execution:	September 24, 2008
Update Status:	Update underway; system name was changed to Ride Gwinnett in 2023

Signatory Agencies:	ARC, Henry County (Henry County Transit)
Date of Execution:	N/A
Update Status:	New MOA under development

Performance Management

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

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

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

UPWP Development Process

Development of the 2026 UPWP was done in tandem with the *2026 ARC Annual Budget and Work Program*. ARC's fiscal year aligns with the calendar year, which means this UPWP covers activities from January 1, 2026 to December 31, 2026.

The annual update process typically begins in August of the year prior to that which will be covered by the UPWP with a series of coordination meetings with key planning partners. Briefings are provided in August and/or September to TCC, TAQC, the ARC Board and the Interagency Consultation Group, as necessary. These briefings provide the opportunity for ARC staff to share initial drafts of each subelement and receive feedback on additional planning initiatives to consider.

A draft final UPWP will be made available on the ARC website for an informal public comment period typically beginning in October at atlantaregional.org/upwp. Notification of the draft document's availability will be provided through briefings and/or emails to TCC and TAQC members, with other stakeholder and general public audiences notified through appropriate channels at the staff's discretion.

There are no standard minimum or maximum timeframes defined for the comment period, but the goal will be for the period to be as long as possible and yet still permit adoption of a new UPWP for the upcoming calendar year before it begins. The goal is to conduct final briefings and formal votes on the UPWP by TCC, TAQC and the ARC Board at their regularly scheduled meeting in November. As the officially recognized MPO policy committee, TAQC will be considered the final vote for purposes of adhering to federal law and USDOT regulations.

The UPWP may occasionally need to be revised as policy decisions are made which impact the work program. Adjustments to the document may occur via an amendment or administrative modification, following thresholds and procedures which are formally documented in ARC's Participation Plan. In general, revisions which involve the addition, deletion, or significant change to the work scope or budget of an existing federally funded planning initiative require an amendment, while other changes may be conducted via an administrative modification.

The Participation Plan itself may also be revised periodically. Procedures related to revisions of the UPWP will be governed by the specific definitions and thresholds outlined within the formally adopted version of the Participation Plan in effect at the time of the revision being proposed to the UPWP. These procedures may differ from those which were in place at the time of the UPWP's original approval.

TMA Certification

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

The review team determined that ARC is adequately fulfilling all of its transportation planning responsibilities as the region's MPO, as stated in the September 29, 2024 letter which follows. While there were no identified corrective actions, the team made a number of recommendations to strengthen certain practices and deliverables. These recommendations are detailed in a full report which is available at atlantaregional.org/certification. They will help inform and guide many of the specific planning activities defined in this UPWP for 2026 and subsequent years.

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

Georgia Division

75 Ted Turner Drive, S.W.
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Atlanta, Georgia 30303
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Georgia.fhwa@dot.gov

Federal Transit Administration

Region #4 Office
230 Peachtree Street, N.W.
Suite 1400
Atlanta, GA, 30303
Phone (404) 865-5600

In Reply Refer To:
HDA-GA

September 29, 2023

The Honorable Mike Mason
Mayor of Peachtree Corners
Chair, Transportation Air Quality Committee
Atlanta Regional Commission
229 Peachtree, Suite 100
Atlanta, GA 30303

Subject: Transportation Management Area (TMA) Atlanta Regional Commission Federal Certification Review

Dear Mayor Mason:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Atlanta Regional Commission Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on May 23-25, 2023.

The overall conclusion of the Certification Review is that the planning process for the Atlanta Regional Commission complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at Atlanta Regional Commission is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Ms. Anna Roach and her staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers recommendations for continuing quality improvements and enhancements to the planning process. The Federal Review Team also noted noteworthy practices. The Federal Review Team did not identify any corrective actions. This report also has been transmitted concurrently to the Georgia Department of Transportation.

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, please direct them to either Mr. Jared Lombard, Community Planner of the FHWA Georgia Division, at (404) 562-3617 or Mr. John Crocker, Community Planner of the FTA Region 4 at (404) 865-5624.

Sincerely,

YVETTE G TAYLOR
Digitally signed by YVETTE G TAYLOR
Date: 2023.09.11 13:32:09 -04'00'

Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration

SABRINA S DAVID
Digitally signed by SABRINA S DAVID
Date: 2023.09.29 08:34:52 -04'00'

Sabrina David, AICP
Division Administrator
FHWA Georgia Division

Enclosures

Ec: Ms. Anna Roach, ARC
Mr. John Orr, ARC
Ms. Ann-Marie Day, FHWA
Mr. John Crocker, FTA (Region 4)
Mr. Matt Markham, GDOT
Ms. Kathy Zahul, GDOT
Ms. Megan Weiss, GDOT