



ONE **great** REGION

Introductions and Roles

ARC TIP Training



WiFi Access



AtlantaRegional-Guest
Password: Community

Agenda

- █ Welcome & Introductions
- █ ARC Role and Responsibilities
- █ 2050 Metropolitan Transportation Plan (MTP)
- █ Break (10 minutes)
- █ TIP Solicitation Process
- █ Lunch
- █ TIP Maintenance
- █ PlanIt Demo
- █ Questions and Closing Remarks

█ *All TIP training resources available at <http://www.atlantaregional.org/tip>*


What is ARC?

The Metropolitan Atlanta region has grown into a complex combination of counties, municipalities and jurisdictional boundaries. This map series reflects the various planning areas of the Atlanta Regional Commission (ARC) and seeks to promote a greater understanding of our rapidly expanding region. Please refer to the user notes accompanying each map for explanation of map content and clarification of acronyms and definitions.

The Atlanta Region

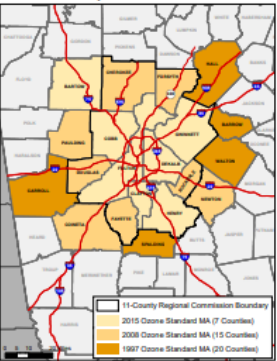
Atlanta Regional Commission
229 Peachtree Street NE, STE 100
Atlanta, Georgia 30303
404-463-3100
www.atlantaregional.org

State of Georgia Regional Commissions



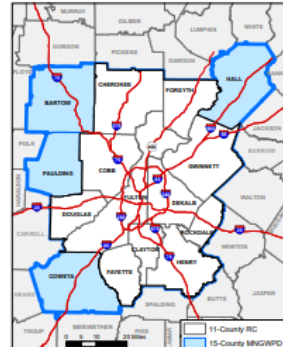
The Atlanta Regional Commission is one of 12 Regional Commissions (RCs), as currently established by the Board of the Department of Community Affairs according to OCSA 50-9-2, in order to develop, promote and assist in expanding coordinated and comprehensive planning to assist local governments, and promote the essential public interests of the state and its citizens. RCs are multi-county planning and development agencies serving biological and county governments, providing professional technical assistance to state and federal agencies as well as to local governments in addressing quality growth and development. Georgia RCs are involved in such activities as comprehensive planning, land use development, strategic planning, public works, economic, housing, historic preservation and development, affordable housing, public safety, emergency, natural resource conservation, workforce development, coastal management, telecommunications and technology, geographic information systems and disaster mitigation planning. For more information please go to www.ga.gov.

U.S. EPA Air Quality Maintenance Areas



The map represents the 1975, 1997 and 2015 Ozone Standard Maintenance Areas for the Atlanta Metro Area. Atlanta is currently in compliance with all three Ozone Standards and has moved from non-attainment to attainment. For more information please go to www.atlantaregional.org/air-quality/maintenance-areas.

Metropolitan North Georgia Water Planning District

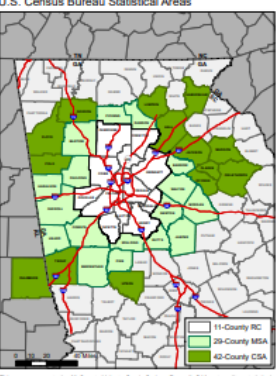


This map represents the boundary of the Metropolitan North Georgia Water Planning District, which provides water resource planning, protection and conservation to metropolitan Atlanta. The District has developed regional plans for water management, wastewater treatment and water supply and water conservation. The 11-County Water Planning District includes the eleven counties in the ARC plus four additional counties (Bartow, Coweta, Hall & Paulding). For more information please go to www.mnwdwater.org.

This map represents ARC's Urban Area Security Initiative (UASI) Region, Workforce Development Area (WFD), Area Agency on Aging (AAA), Regional Commission (RC) and Metropolitan Planning Organization (MPO) boundaries which are defined as follows:

- The 5-County Urban Area Security Initiative (UASI) Region was established by the United States Department of Homeland Security (DHS) under the Homeland Security Grant Program. This program was designed to provide enhanced border preparedness and promote state and local efforts to reduce vulnerability to terrorism, natural hazards, and other threats. For more information please go to www.atlantaregional.org/urban-area-security-initiative.
- The Workforce Development Area (WFD) is a 7-county area created by agreement of county chief executive officials, administered by the Atlanta Regional Commission and funded for training and employment activities under the federal Workforce Investment Act (WIA). For more information on ARC's Workforce Development program and services please go to www.atlantaregional.org/workforce-development.
- The Area Agency on Aging (AAA) is a 10-county area funded by the Department of Human Resources and designated by the Older Americans Act to plan for the needs of the rapidly expanding group of older citizens in the Atlanta region. It is part of a statewide network of 12 AAAs and a national network of more than 671 AAAs. For more information on aging services please go to www.atlantaregional.org/aging-services.
- The Regional Commission (RC) is an 11-county area designated by State law to be the one-wide planning agency for all federal and state programs which require or encourage area-wide planning. Programs and services provided by ARC to the region include comprehensive planning, transportation, environmental and land use planning, recreation and education, emergency services, workforce development, social services to the elderly, services to local governments, economic development and community services. For more information on ARC's programs and services please go to www.atlantaregional.org.
- The Metropolitan Planning Organization (MPO) is a 15-county area federally established for regional transportation planning to meet air quality standards and for programming projects to implement the Atlanta Regional Transportation Plan (ARTP). The MPO planning area boundary includes the 11-county state designated Regional Commission and eight additional counties (part of Bartow, Coweta, Newton, Paulding & Spalding and parts of Carroll, Dawson, and Walton). This boundary takes into consideration both the current authorized area as well as areas Newton's become authorized in the next 20 years. For more information please go to www.atlantaregional.org/metroplanning-organization.

U.S. Census Bureau Statistical Areas



This map represents the 20-County Atlanta-Sandy Springs-Roswell, GA metropolitan statistical area (MSA) and the 42-county Atlanta-Sandy Springs-Roswell, GA+metropolitan statistical area (CSA), which includes the 28 counties of the Atlanta MSA along with the adjacent counties of Clarke, Cherokee, Clayton, DeKalb, Douglas, Gwinnett, Hall, Heard, Henry, Jackson, Lincoln, Madison, Newton, Paulding, Spalding, and Walton. The U.S. Office of Management and Budget (OMB) defines CSAs. MSA's include the MSA's and their adjacent counties according to published standards applied to U.S. Census Bureau data. These various statistical areas describe subnational units of population together with adjacent nonmetropolitan having a high degree of economic and social integration. Other counties included in the adjacent areas to give locations in the area. For more information please go to www.census.gov/ipeds/data/metro/relationships.html.

What We Do

STRATEGIC INVESTMENTS



Community
Development



Natural
Resources



Transportation
Planning

COMMUNITY SERVICES



Aging Services
& Resources



Mobility
Services



Workforce
Development

REGIONAL RESOURCES



Homeland Security
& Emergency
Preparedness




Leadership
Development



Research
& Analytics

ARC Responsibility

RESPONSIBLE PLANNING AGENCY		The Atlanta Urbanized Area (2020 Census) Includes Portions of 21 Counties																				
		Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Forsyth	Fulton	Gwinnett	Henry	Rockdale	Barrow **	Bartow	Carroll	Coweta	Dawson	Hall	Newton	Paulding	Spalding	Walton
	Regional Commission / Metropolitan Area Planning and Development Commission	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange											
	Metropolitan Planning Organization	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue		Blue with circle	PARTIAL	Blue	PARTIAL	Blue with circle	Blue	Blue	Blue	Blue	PARTIAL
	Area Agency on Aging*	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey											
	Atlanta Regional Workforce Development Board*	Grey	Grey			Grey	Grey			Grey	Grey											
	Urban Area Security Initiative*		Grey		Grey				Grey	Grey												
	Metropolitan North Georgia Water Planning District*		Grey	Grey	Grey	Grey	Grey		Grey	Grey	Grey			Grey		Grey		Grey		Grey		
Cartersville-Bartow Metropolitan Planning Organization													Blue with arrow									
Gainesville-Hall Metropolitan Planning Organization																	Red with arrow					

* 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.

Our Impact



\$5.2 billion
in transportation funding
allocated through 2028



\$30 million
provided for senior
services in 2024



\$1 million
in Livable Centers Initiative
study grants in 2025



30%
reduction in per capita
water use since 2000

ARC Board



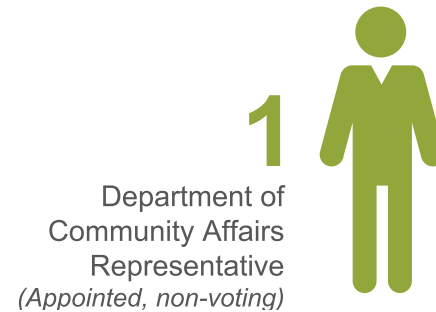
11 County Commission Chairs



12 County Mayors

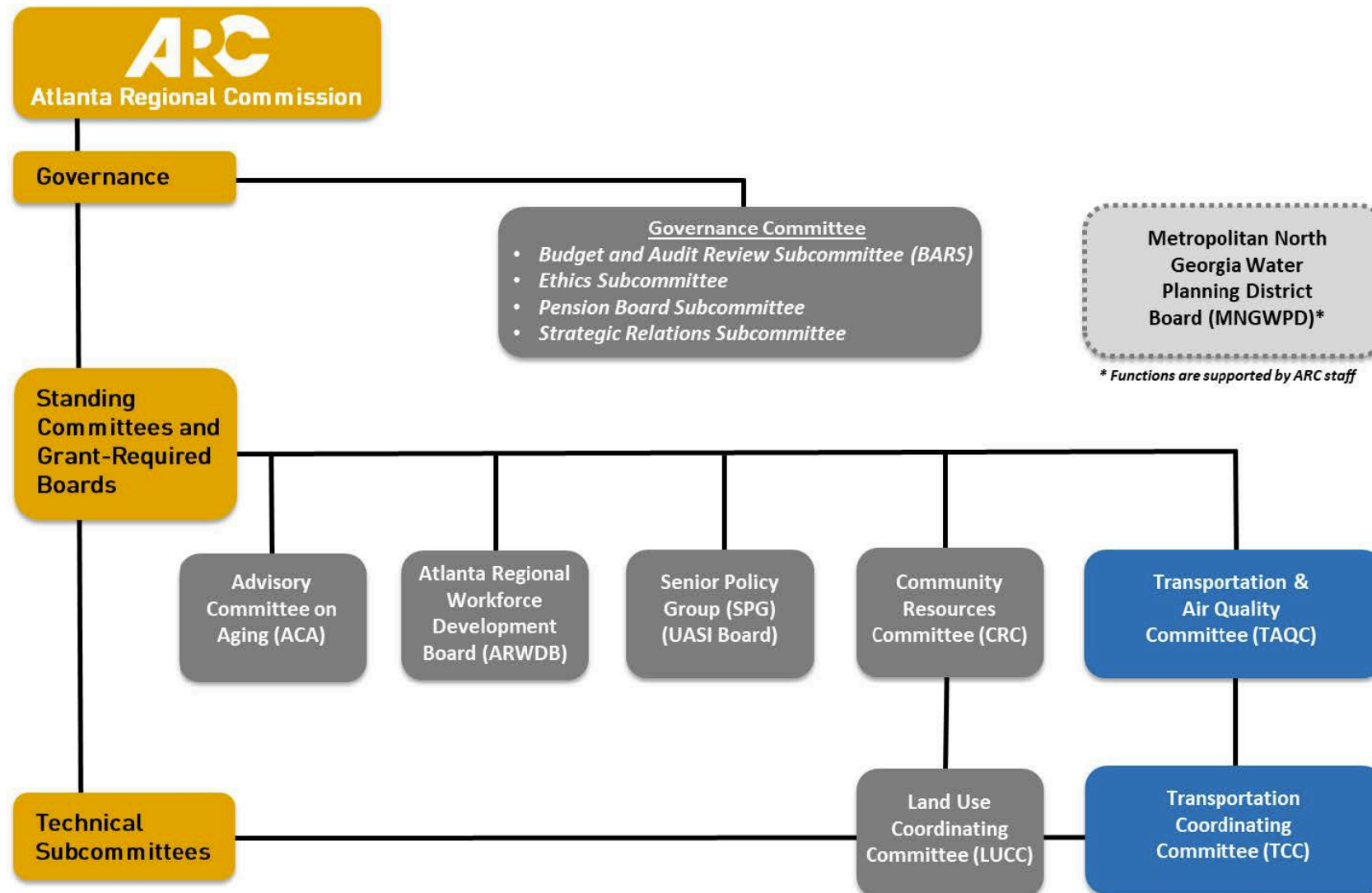


15 Citizen Members

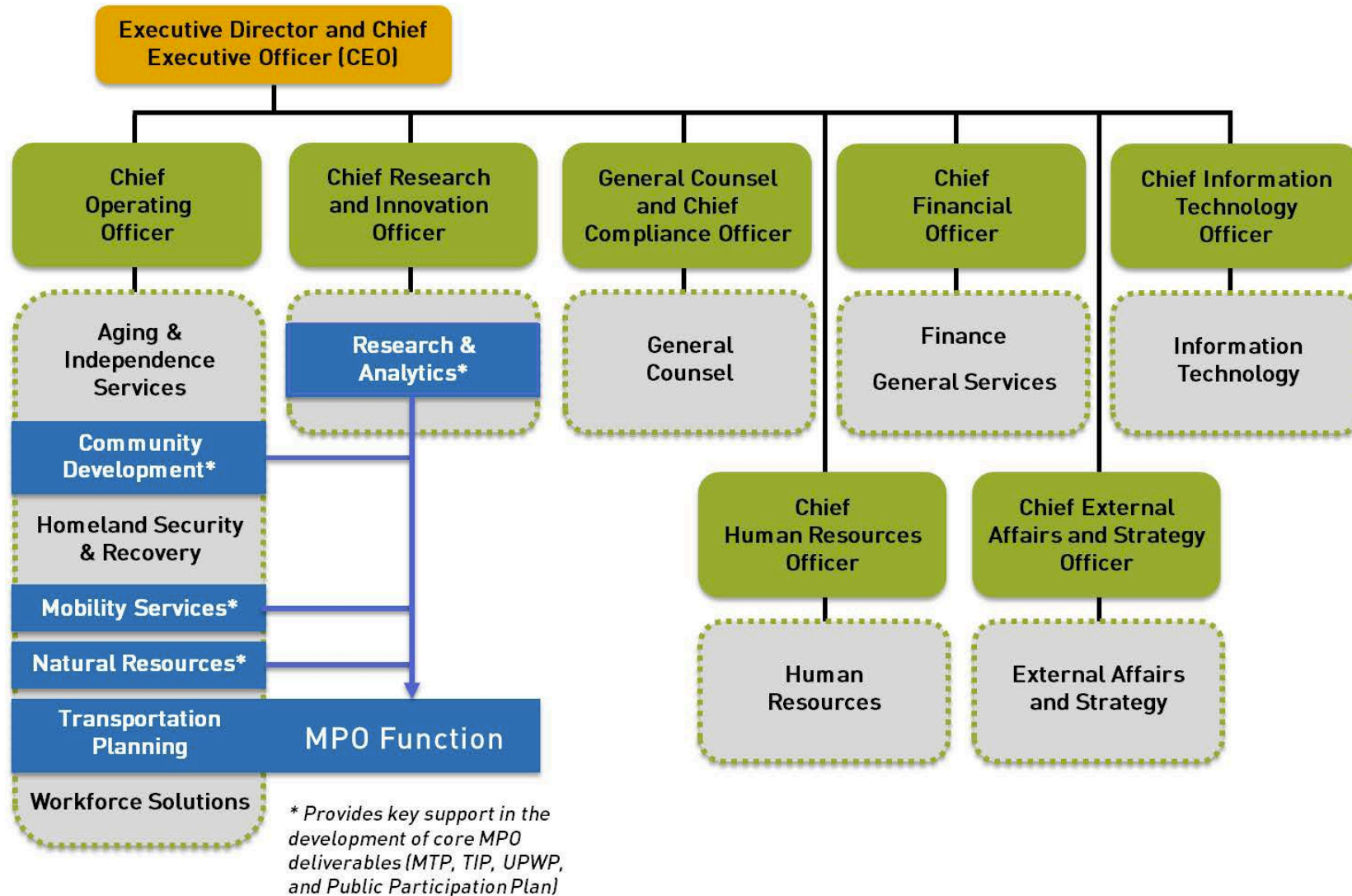


41
Total Members

ARC Committee Structure



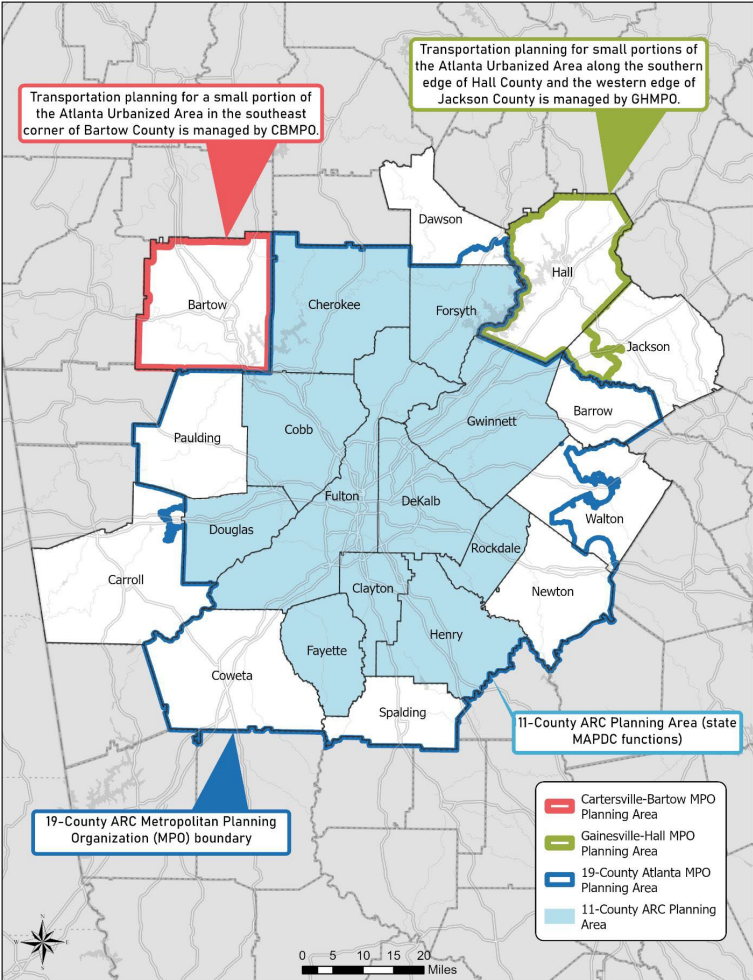
ARC Organization Structure



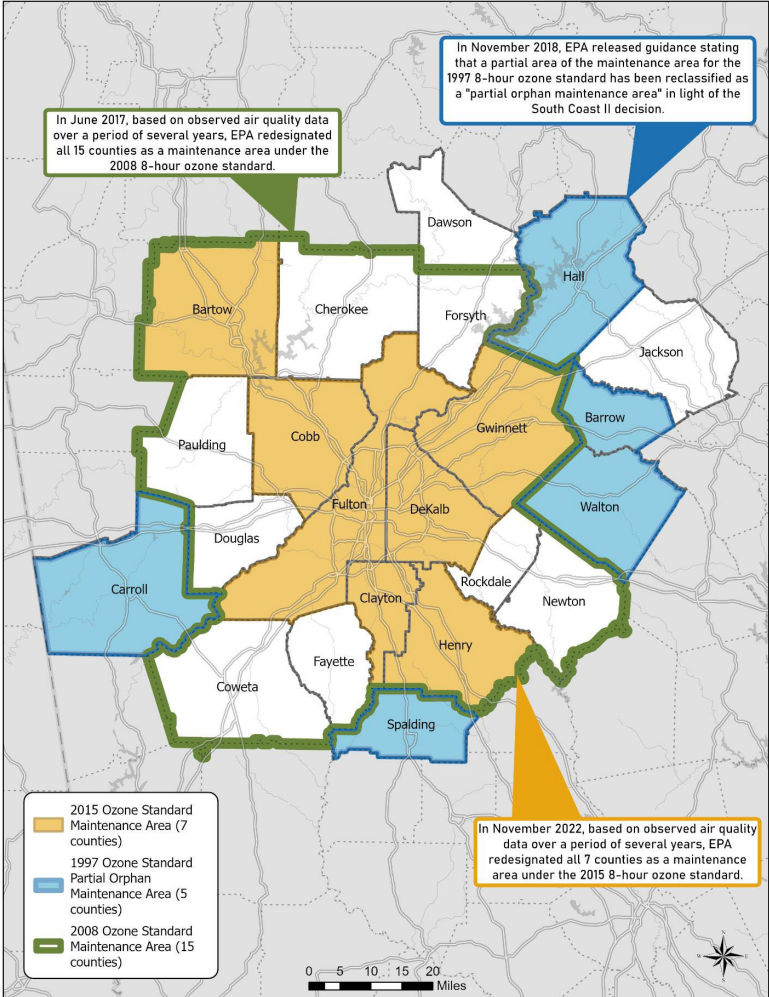
What is an MPO?

- ✦ Metropolitan Planning Organization (MPO)
 - ✦ An organization designated by federal law to provide local officials and residents input into the planning and implementation of projects funded with federal transportation dollars for metropolitan areas with populations of greater than 50,000
- ✦ Atlanta MPO Area
 - ✦ 16 full counties and 3 partial counties (Walton, Dawson, and Carroll)
- ✦ Coordination with adjacent MPOs through Interagency Process– Cartersville-Bartow MPO and Gainesville-Hall MPO
- ✦ Interagency Consultation Group meets once a month to develop a regional consensus on air quality impacts from plan revisions

Transportation Boundaries

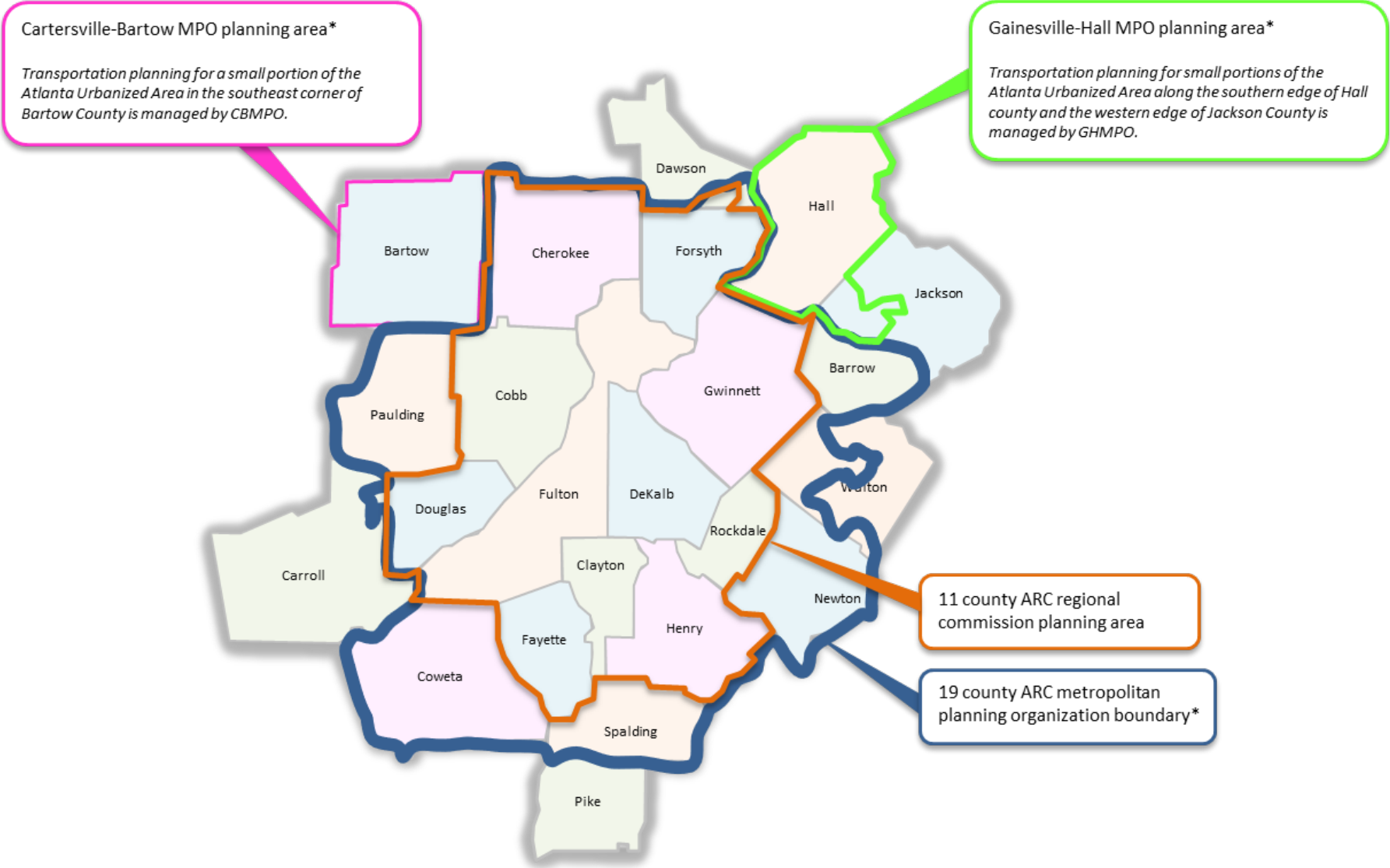


Metropolitan Planning Organization (MPO)

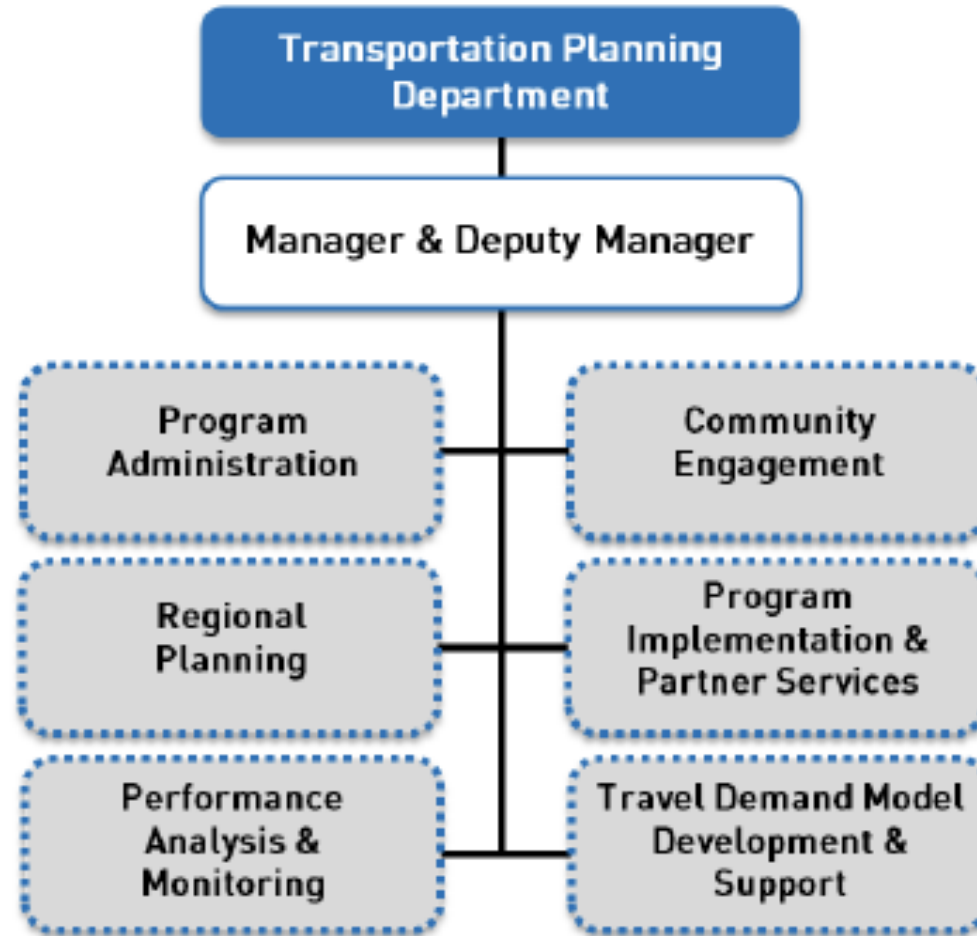


Air Quality

What is an MPO?



ARC Transportation Planning Department Structure



Transportation and Air Quality Committee

MEMBERS

[Carlotta Harrell](#)* *Chair, Henry County*

[Kerry Armstrong](#)* *Citizen District 9*

[Michael Caldwell](#)* *City of Kennesaw*

[Tung Q "Tim" Le](#)** *DCA*

[Tim Estes](#) *Paulding County*

[Pat Graham](#) *Barrow County*

[Linda Hays](#) *Newton County*

[Nicole Hendrickson](#)* *Gwinnett County*

[Romona Jackson Jones](#)* *Douglas County*

[Lorraine Cochran-Johnson](#)* *Dekalb County*

[Dana Lemon](#) *GDOT STB Board*

[Mike Mason](#)* *City of Peachtree Corners*

[Tom Meinhart](#)* *Fulton County*

[Kelly Martin](#) *GDOT*

[Robb Pitts](#)* *Fulton County*

[Steven L. Stancil](#)* *Citizen District 15*

[JaNice Van Ness](#)* *Rockdale County*

[Liliana Bakhhtiari](#) *Atlanta City Council*

[Harry Johnston](#)* *Vice Chair, Cherokee County*

[Clay Davis](#) *Spalding County*

[Lisa Cupid](#)* *Cobb County*

[Andre Dickens](#)* *City of Atlanta*

[Vacant](#) *MARTA*

[Tamara Hayes](#) *GA DNR*

[Lee Hearn](#)* *Fayette County*

[Dr. Aleika Anderson-Henry](#)* *Clayton County*

[Alfred John](#)* *Forsyth County*

[Edward Johnson](#)* *City of Fayetteville*

[Kirk Fjelstul](#) *GRTA*

[Bill McKenzie](#) *Coweta County*

[Jannine Miller](#) *GDOT*

[Rusty Paul](#)* *City of Sandy Springs*

[Paul Radford](#) *The ATL*

[David Thompson](#) *Walton County*

[Vince Williams](#)* *City of Union City*

* ARC Board Members

What is an MPO?

ARC responsible for delivering:

- Metropolitan Transportation Plan (MTP)
 - 20+ year Long Range Transportation Plan
 - Updated every four years
 - Regionally significant projects
- Transportation Improvement Program (TIP)
 - Short Range Plan – Section of MTP
 - Covers 4 years (current TIP runs from FY 2024-2027)
 - Fiscally constrained
 - All projects with federal funded phases required to be in TIP (includes discretionary award grants such as RAISE or INFRA)



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

VALUES
EXCELLENCE | INTEGRITY | EQUITY



Partner and Local Government Relationships

Federal

- US Department of Transportation (US DOT)
 - Federal Highway Administration
 - Federal Transit Administration
- US Environmental Protection Agency (US EPA)

State

- Georgia Department of Transportation (GDOT)
- Georgia Environmental Protection Division (Georgia EPD)
- Georgia Regional Transportation Authority (GRTA)
- Atlanta-Region Transit Link Authority (ATL)

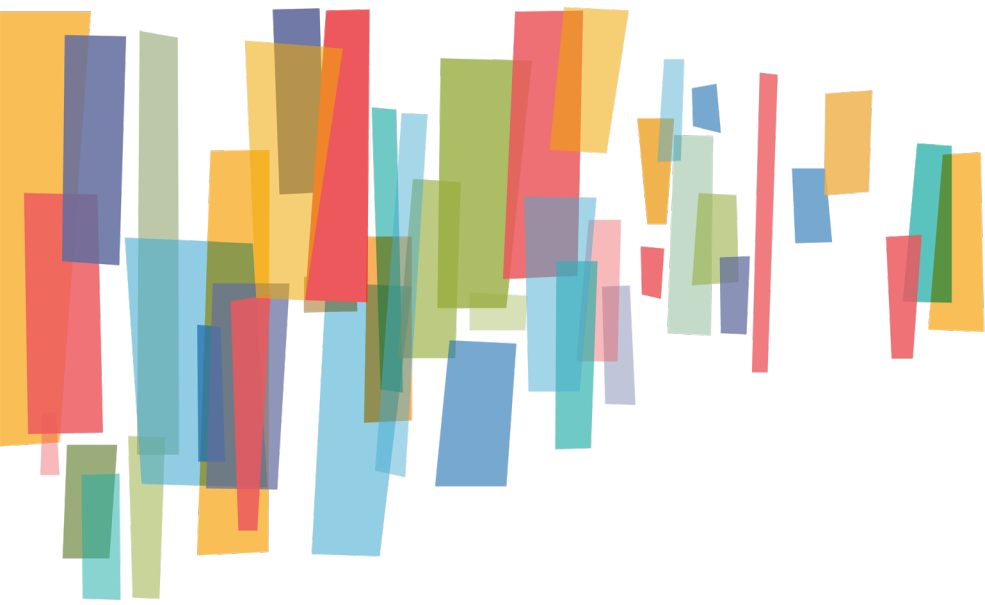
Local Governments

- County
- City

Transit Operators

- MARTA
- CobbLinc
- Ride Gwinnett
- Xpress

Community Improvement Districts (CIDs)



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Questions



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Introduction to the MTP and TIP

ARC TIP Training



Metropolitan Transportation Plan (MTP)

VISION

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

VALUES

EXCELLENCE | INTEGRITY | EQUITY



Metropolitan Transportation Plan (MTP)

- ▮ Long Range Transportation Plan (20+ years)
- ▮ Regionally significant projects
- ▮ Costs estimates show uncommitted federal funds but MTP fiscally constrained based on revenue forecasts
- ▮ Long Range Fiscal Years
 - ▮ LR 2029-2030
 - ▮ LR 2031-2033
 - ▮ LR 2034-2040
 - ▮ LR 2041-2050

What is the Transportation Improvement Program (TIP)?

- Short range element of Metropolitan Transportation Plan (MTP)
- Current TIP - FY 2024-2027
 - Four fiscal years plus one informational (2028)
- Fiscally constrained
- Phases with federal funds required to be in TIP
- Phase dates follow State fiscal year (July 1 to June 30)
- 100% local funded capacity projects required to be in TIP and ARC travel demand model coding (not exempt from air quality analysis)

2050 Metropolitan Transportation Plan (MTP)

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The “long-range list” for the Atlanta region

A 20+year long-range plan updated every 4 years, at a minimum.

ARC prioritizes projects based on established regional goals and evaluation criteria

I love our house and have so many projects I want to do!!!



Yes, that's great, but we only have a limited amount of money for the next six years.



Transportation Improvement Plan (TIP)

The short-range “to-do list” of construction projects

A 6-year plan that is “fiscally constrained” (funding is available!)

MTP Revenue Sources - Federal

SUMMARY OF FEDERAL REVENUES FOR TRANSPORTATION PURPOSES

FUNDING SOURCE	ESTIMATED 2024-2050 FEDERAL GENERATED REVENUE
FHWA Formula Fund Programs	\$33.0 billion
FHWA Discretionary Programs	\$0
FTA Formula Fund Programs	\$6.2 billion
FTA Discretionary Programs (CIG)	\$4.1 billion
Total	\$43.3 billion

MTP Revenue Sources – State

SUMMARY OF STATE REVENUES FOR TRANSPORTATION PURPOSES

FUNDING SOURCE	ESTIMATED 2024–2050 STATE GENERATED REVENUE
Motor Fuel Taxes + Electric Vehicle Registration Fees	\$46.4 billion
Lodging Fees	\$4.9 billion
Highway Impact Fees	\$0.8 billion
Transportation Services Tax	\$0.5 billion
Tolling	<i>See Note</i>
General Fund	\$0
Total	\$52.6 billion

Note: Committed to system operations and maintenance and debt service.

MTP Revenue Sources – Local

SUMMARY OF LOCALLY GENERATED FUNDS FOR TRANSPORTATION PURPOSES

FUNDING SOURCE	FUNDING SOURCE	ESTIMATED 2024-2050 LOCALLY GENERATED REVENUE
County and City Governments	SPLOST	\$19.6 to \$25.1 billion
	T-SPLOST	\$10.5 to \$12.2 billion
	General Fund / Other	\$5.2 to \$6.0 billion
MARTA	Dedicated Sales Tax	\$31.3 billion
	Farebox / Other	\$5.2 billion
Other Transit Operators	Farebox / Other	\$2.0 billion
TOTAL		\$73.8 to \$81.8 billion

Federal Fund Sources

- ARC Programming Authority
 - Surface Transportation Block Grant (STBG) Program– Urban (Pop >200K) **(Y230)**
 - Approximately \$103 million per fiscal year*
 - Transportation Alternatives (TAP) Program– Urban (Pop >200K) **(Y301)**
 - Approximately \$16 million per fiscal year*
 - Carbon Reduction Program – Urban (Pop >200K) **(Y601)**
 - Approximately \$12 million per fiscal year*

TIP Tracking

- ARC coordinates with local jurisdictions and state agencies to closely track the status of projects funded in the TIP program years.
- For projects that are utilizing funds from ARC's federal allocation, ARC is particularly interested in:
 - How many fiscal years a programmed phase has been delayed
 - The level of inflation that the delays are bringing to the project phase
- The TIP is fiscally constrained and ARC must balance the transportation project budget

TIP Tracking (cont.)

- It is **very important** to keep TIP projects on time. If a project moves fiscal years, it might be shifting into a year that does not have any remaining funds for programming.
- If ARC funds are programmed on a project phase and that phase gets delayed two or more times, these funds may be subject to removal from the project so they can be programmed elsewhere.
- If a jurisdiction's three year average authorization rate for programmed phases dips below 60%, ARC may decline to provide additional funding to projects sponsored by that agency.
- It is the jurisdiction's responsibility to provide reasonable and feasible timeline estimates for project programming.

ARC IJA Resource Page

Infrastructure Investment Jobs Act Resource Database

Metro Atlanta Opportunities
 All Opportunities

FILTER PROGRAMS BY:

OR, SEARCH BY NAME:

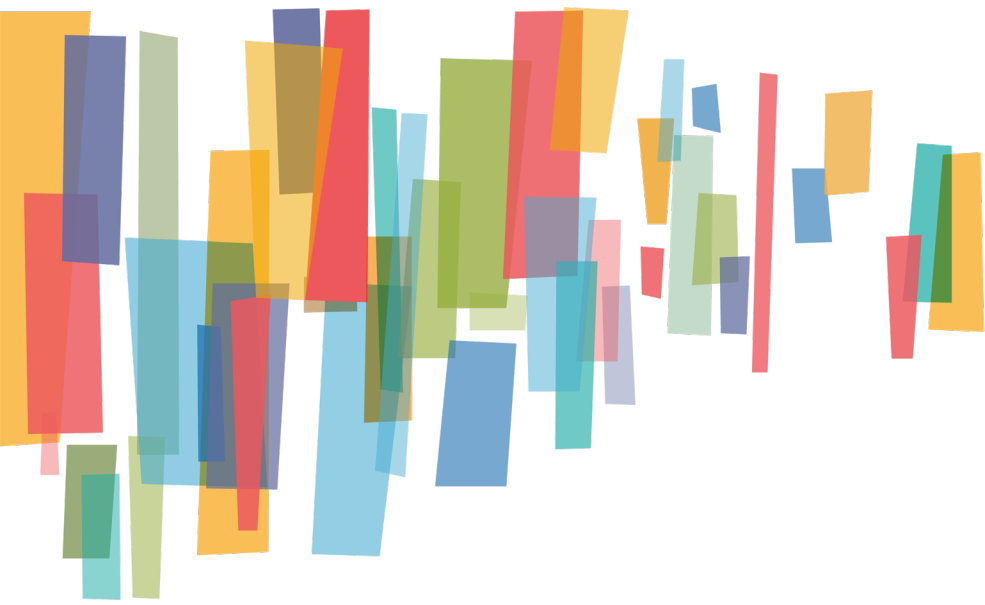
Competitive
 Directed
 Formula
 View All

[ARC Home](#) / [Infrastructure and Investments Job Act](#) / Resource Database

PROGRAMS FILTERED BY:

SHOWING 50 OF 166 RESULTS UPDATED SEPTEMBER 11
 [EMAIL PAGE](#) | [PRINT PAGE](#) | [COPY PAGE LINK](#)

PROGRAM	DESCRIPTION	CATEGORY	AGENCY / BUREAU	FUNDING	ELIGIBLE RECIPIENTS	APPLY
23 USC 503(b) – Highway Research & Development Program	The Highway Research and Development Program performs research and development to produce transformative solutions to improve safety, foster innovation, accelerate projects, and better meet operations, policy, and infrastructure needs. i	Transportation Roads, Bridges and Major Projects	Department of Transportation Federal Highway Administration	\$610,000,000 i	To Be Determined	Pending (TBD) i



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Questions



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TIP Solicitation Process

ARC TIP Training



What is a TIP Solicitation?

- ✦ TIP Solicitation – An open call for transportation project proposals to be funded from one of the FHWA programs that ARC has programming authority over
- ✦ Open to eligible state agencies, counties, cities, community improvement districts (CIDs), etc.
- ✦ Applications evaluated by staff and approved by MPO policy body (TAQC)
- ✦ Competitive evaluation process; allows staff to identify and support projects which are consistent with and directly implement the policy goals of the Atlanta Region's Plan
 - ✦ 23 U.S.C. § 134(j)

Vision

ONE **great** REGION

Mission

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

Values

Excellence | **Integrity** | **Equity**

Goals



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



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



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



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



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

TIP Evaluation Framework

- TIP Evaluation Framework outlines how projects are appraised for their accordance with MTP Policy Framework and comparative performance across applications
- Offers a transparent view of how project proposals are graded by ARC staff
- Organized around a Key Decision Point (KDP) structure
- Available at www.atlantaregional.org/tipsolicitation

THE ARC TIP PROJECT EVALUATION FRAMEWORK

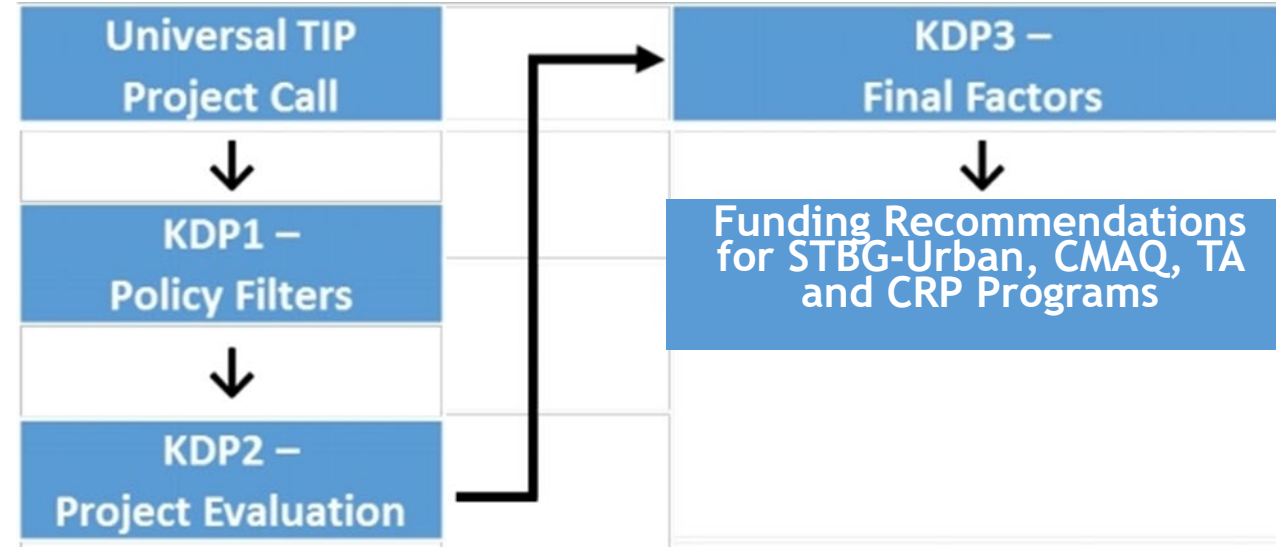
“The Project Evaluation Cookbook”

Atlanta Regional
Commission

Revised
Summer 2021

TIP Project Evaluation Process

- ARC opens a universal call for project proposals
- Most responses collected through an application
- Applications run through KDPs






- KDP 1 - Filters applications not accordant with MTP Policy Framework
- KDP 2 - Measures performance by criteria aligned with MTP Policy Framework
- KDP 3 - Applies final factors (applicant priority, cost effectiveness, regional equity and project deliverability)

KDP 1 – Policy Filters

	Policy Filter Language
General Filters for Infrastructure Expansion or Maintenance	Project must originate from a locally adopted plan or an official transit agency plan
	Sponsors must have Qualified Local Government (QLG) status current or pending
	Projects on the state system or right-of-way will not be considered without a letter of support from GDOT ¹
	Project must be federal aid eligible
Roadway Capacity Filters	Roads that are four or more lanes must include a median to adhere to the Regional Safety Strategy and GDOT safety standards
	Projects must comply with FHWA's and GDOT's Complete Streets policies and be consistent with ARC's Regional Workbook for Complete Streets, by accommodating all modes in a safe and context sensitive manner; this includes incorporation of Proven Safety Countermeasures that reduce risks for all roadway users.
	Roadway expansions in rural-only areas as designated by the UGPM ² will not be considered. Instead applicants will be encouraged to consider operational and access management solutions.
Transit Capacity Filters	Rail and BRT capacity projects must be a part of the MTP and/or the most recent ATL Regional Transit Plan ³
	Project must demonstrate a firm financial package
	Project must connect to an existing public transit service or regional center

KDP 2 – Project Evaluation

-  KDP 2 applies 4 Policy Framework-referenced performance criterion across 9 distinct application categories
-  Based on data sourced by staff and individual applicants
-  All criteria specifics outlined in TIP Evaluation Framework

Healthy Livable Communities	World-Class Infrastructure	Competitive Economy	Score Criteria	Components
			Mobility & Access	Evaluates whether the project relieves congestion, how many people it serves, can efficiently improve travel times and reliability, and connects people to destinations, including those with disabilities.
			Equity	Evaluates if the project serves historically underserved populations based on where the project physically is located, who the project serves, whether it negatively impacts these populations, and the kinds of outreach the sponsor has conducted.
			Safety	Evaluates if the addition of this project addresses systemic and project-area specific transportation safety issues
			Resiliency	Evaluates how much the project will reduce emissions, greenhouse gases, and if it addresses stormwater management issues present in the project area.

KDP 2.1 – LCI Project Evaluation

LCI Criterion	Measure	Points
LCI Plan Implementation	Affordable housing ordinance	10 pts
	Mixed-use and multi-family zoning permitted	10 pts
	Walkable community design regs, sidewalk ordinance, hist. pres. district	5 pts
Complete Streets	Provides bicycle and pedestrian facilities	0-15 (range based on separation, quality)
	Safety Countermeasures	0-15 (range based on quality and # of features)
Innovation & Quality of Scope	Green stormwater management infrastructure	10 pts
	Smart technology	5 pts
Transit Access or TOD	TOD project or provides bike/ped facilities within 1 mile of bus or rail stop	0-15 pts (range based on distance from transit)
Social Equity	Moderate to Highest concentration of racial/ethnic minorities and low-income populations based on ARC's Equity mapping tool.	0-15 (graduated, based on concentration)
	Not in EJ area, but project serves low-income or subsidized housing as identified on HUD subsidy property database	10 points (in lieu of above criterion, not added to it)

KDP 3 - Final Factors

- ▮ Project priority as disclosed in project application
- ▮ Cost effectiveness derived from KDP 2 performance and project cost estimate
- ▮ Project deliverability surmised from application deliverability assessment
 - GDOT approved concept report may be submitted in lieu of deliverability assessment
- ▮ Regional equity informed by geographic distribution

Funding Recommendations

- Staff utilize project evaluation findings to craft a draft set of recommendations
 - Applications may be recommended for full funding as requested, partially funded, converted into a scoping study or passed for funding
- Due diligence with sponsors, elected officials, TCC/TAQC and ARC executive team follow
- Recommendations finalized and published
 - ▶ Assigned to various TIP incorporation tracks (Amendment or Administrative Modification)

TIP Solicitation Page

All resources pertaining to TIP solicitations are hosted at <https://atlantaregional.org/what-we-do/transportation-planning/transportation-improvement-program/tip-project-solicitations/>

This page has been updated to include information pertaining to the 2026 Solicitation:

- Application portal login
- Solicitation dates and milestones
- Supporting resources to help craft a competitive application
- Award announcements and previous
- A summary of received applications
- Previous solicitation awards

The Atlanta Regional Commission will conduct a solicitation for TIP project funding proposals in the Winter 2025/2026. Federal funding from the Surface Transportation Block Grant Program (STBG), which includes the setaside for Transportation Alternatives (TAP), ARC's Livable Centers Initiative (LCI) program, and the Carbon Reduction Program (CRP) will be awarded to implement projects which support the goals and objectives of the 2050 Metropolitan Transportation Plan (MTP).

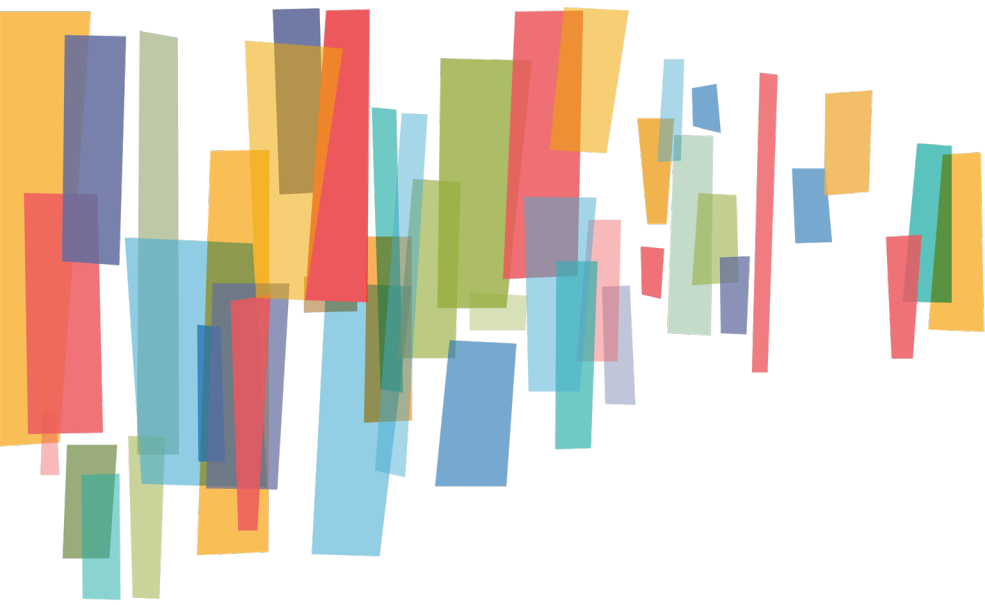
Sponsors may apply for federal funding to add new projects to the TIP, supplement funding for existing TIP projects, and submit proposals for studies and related initiatives which do not result in the construction of physical infrastructure.

2026 TIP Solicitation

- Open Date – Monday, December 1, 2025
- Close Date – January 23, 2026 by 5pm
*No open house or workshop will be held for this project call. Please reach out to your assigned jurisdiction liaison. If your assigned jurisdiction liaison is unknown, please send an email to the TIP Solicitation address listed on the FAQ document and application.

Application Guidance Resources

- [ARC TIP Project Evaluation Framework](#) – Updated Winter 2024
- **ARC Application Resources**
 - [Before You Apply and Getting Started](#)
 - [Project Identification Guidance for Applications](#)
 - [Local Government Checklist](#)
 - [Blank Infrastructure and Capital Investments Application \(for review only\)](#)
 - [Blank Studies and Non-Capital Investments Application \(for review only\)](#)
 - [Study Categories](#)
 - [Frequently Asked Questions](#)
 - [Natural Resources Deliverability FAQ](#)
- **Application Supporting Document Templates and Examples**
 - [Funding Commitment Resolution Examples](#)
 - [Sponsor Support Letter Example](#)
 - [Guidance on Providing Project Details to GDOT for Letter of Concurrence](#)
 - [Project Schedule Documentation Examples](#)
 - [GIS Template for Project Solicitation](#) – forthcoming
- **Data and Informational Resources**
 - ARC
 - [PLANIT ARC TIP Project Database](#)
 - [Regional Equity Data and Analysis](#)
 - [Project Type Guidance: Bike & Pedestrian vs. Multi-Use Trail](#)
 - GDOT
 - [GeoPI GDOT Project Information System](#)
 - [GDOT Design Manual/Guides/Resources](#)
 - [State Roadway Functional Classification System](#)
 - [GDOT Roadway Traffic Count Data](#)
 - [GEOCOUNTS](#)
 - [TADA](#)



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TIP Maintenance

ARC TIP Training



TIP Maintenance

- Project details change frequently; sponsors are responsible for ensuring the TIP reflects those changes
- Typical project change requests include:
 - Project schedule shifts
 - Budget changes
 - Scope revisions
 - Project title/description changes
- Projects are changed in the TIP through either an administrative modification or amendment

Administrative Modification vs Amendments

- Administrative modifications typically involve minor changes to the TIP which are handled via direct coordination between staff at ARC, GDOT and TIP project sponsors
- Administrative modifications are scheduled on a regular quarterly basis; typically take a month and a half to process
- Amendments are reserved for major changes to the TIP; requires significant public and state involvement
- Generally, ARC schedules two amendments per year

Administrative Modifications

Common examples of changes processed via Administrative Modification:

- Updating a project identification number
- Adjusting title or detailed description of a project
- Most changes to limits or length of an existing exempt project*
- Minor changes to limits or length of an existing non-exempt project
- Changing sponsorship (should be submitted by current sponsor of record with new sponsor copied in request)
- Reprogramming one or more phases into a different fiscal year within the TIP (no conformity impacts)

*Exempt project = Not included in the region's air quality conformity analysis

Administrative Modifications (cont.)

Common examples of changes processed via Administrative Modification:

- Any changes to non-federal funding share
- Minor changes to existing federal funding attached to a specific project activity
- Programming new exempt projects from a TIP lump sum program

Special Administrative Modification

- Under limited circumstances, ARC may process a modification which makes expedited changes to a single project or limited number of projects (AKA a Special Administrative Modification)
 - Special administrative modifications are executed on an ad-hoc basis
- Special Administrative Modifications are reserved for TIP changes which are **time sensitive** and cannot wait for the next regularly scheduled administrative modification
 - Time sensitive changes are nearly always classified as those which impact current fiscal year funding authorization



TIP Change Schedule

- Administrative modifications are held at quarterly intervals
- Schedule for the calendar year at www.atlantaregional.org/tip
- Change requests made through PLANIT; typically processed within a month and a half of the request due date
- Updated project lists, fact sheets and related materials are posted to the TIP page when an administrative modification is finalized (processed)

Administrative Modification Schedule*

1st Quarter 2026 TIP Administrative modifications

- Due date – Feb 27th
- Processed – March 27th

2nd Quarter 2026 TIP Administrative Modifications

- Due date – May 1st
- Scheduled processing date – May 29th

3rd Quarter 2026 TIP Administrative Modifications

- Due date – August 21st*
- Scheduled processing date – September 25th*

4th Quarter 2026 TIP Administrative Modifications

- Due date – October 30th
- Scheduled processing date – December 4th



* All dates subject to change – visit www.atlantaregional.org/tip for the latest schedule

Amendments

Common examples of changes processed via Amendment:

- ✦ Addition of a new federal funded exempt project (outside of a lump sum breakout)
- ✦ Addition of a new non-exempt project regardless of fund source
- ✦ Deletion of an existing non-exempt project
- ✦ Major change in project limits or scope of an existing non-exempt project
- ✦ Shift of a non-exempt project from one model network year to another
- ✦ Major change in federal funding commitment on an existing project
- ✦ Any request classifiable as an administrative modification, but likely to be controversial

Two Amendment Categories

- ‡ A Long-Form Amendment includes an analysis of the impacts of proposed changes to the air quality of the Atlanta Region
 - ‡ Required when major changes to are to be made to non-exempt projects
 - ‡ Adds around two to three months to an Amendment schedule to allow for travel demand model coding edits, model runs and emissions analysis
 - ‡ Covers all scope/schedule/budget changes
 - ‡ Typically executed in the late summer or early autumn of a calendar year
- ‡ A Short-Form Amendment does not include an air quality analysis
 - ‡ No model changes, model runs, etc.
 - ‡ Covers all scope/schedule/budget changes to exempt projects
 - ‡ Covers financial and non-major scope/schedule changes to non-exempt projects

Major Changes to Non-Exempt Projects: Examples

- CST phase delayed beyond travel demand model network year
- Change in extents exceeding 10 percent of existing concept or planned corridor
- Changes to the planned capacity of the project

CW-041 Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	MCINTOSH PARKWAY: PHASES I AND II - NEW ALIGNMENT FROM CURRENT TERMINUS WEST OF NEWNAN CROSSING BYPASS TO INTERSECTION OF WASHINGTON STREET AND FARMER STREET		
GDOT Project No.	N/A		
Federal ID No.	N/A		
Status	Programmed		
Service Type	Roadway / General Purpose Capacity		
Sponsor	City of Newnan		
Jurisdiction	Coweta County		
Analysis Level	In the Region's Air Quality Conformity Analysis		
Existing Thru Lane	<input type="text" value="0"/>	LCI	<input type="checkbox"/>
Planned Thru Lane	<input type="text" value="6"/> 2	Flex	<input type="checkbox"/>
Network Year		<input type="text" value="2020"/> 2020	<input type="text" value="2030"/>
Corridor Length		<input type="text" value="1.0"/> 1.0	<input type="text" value="1.0"/> miles
Detailed Description and Justification			
The East Washington Street Extension, which will be known as McIntosh Parkway, will provide east-west connectivity and enhance mobility between the emerging regional center at Newnan Crossing Bypass and the Newnan Central Business District. The roadway will also provide congestion relief to State Route 34 (Bullsboro Drive).			

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Local Jurisdiction/Municipality Funds	AUTH	2015	\$713,000	\$0,000	\$0,000	\$0,000	\$713,000
ROW Local Jurisdiction/Municipality Funds	AUTH	2016	\$1,080,638	\$0,000	\$0,000	\$0,000	\$1,080,638
CST Georgia Transportation Infrastructure Bank		2017	\$1,754,000	\$0,000	\$1,754,000	\$0,000	\$0,000
CST Local Jurisdiction/Municipality Funds		2017 2022	\$5,468,000	\$0,000	\$0,000	\$0,000	\$5,468,000
			\$9,015,638	\$0,000	\$1,754,000	\$0,000	\$7,261,638

Federal Funding Change Threshold

- The “\$4 million or 40 percent” rule is applied to determine whether an increase to federal funding can be handled administratively or requires an amendment
- The rule is applied to federal funds programmed to specific project activities*
 - If the current TIP federal amount is \$10M or less, the federal share may be increased by an additional \$4M administratively
 - If the current TIP federal amount is greater than \$10M, the cost may be increased by a maximum of 40 percent administratively, with a maximum increase of \$40M

* Not applicable to programmatic or lump sum items in TIP

Federal Funding Threshold Examples

Phase	Fiscal Year	Current Federal Share	Proposed Federal Share	Current Local Share	Proposed Local Share	Current Total Funding	Proposed Total Funding
ROW	2026	\$2,000,000	\$5,000,000	\$500,000	\$1,250,000	\$2,500,000	\$6,250,000

Notes

- The total federal amount currently programmed to ROW activities is under \$10M
- The proposed increase in federal funding is below \$4,000,000 (\$3,000,000)
- Therefore, the proposed change can be handled administratively

Federal Funding Threshold Examples (cont.)

Phase	Fiscal Year	Current Federal Share	Proposed Federal Share	Current Local Share	Proposed Local Share	Current Total Funding	Proposed Total Funding
ROW	2026	\$27,000,000	\$36,000,000	\$6,750,000	\$9,000,000	\$33,750,000	\$45,000,000

Notes

- The total federal amount currently programmed to ROW activities is over \$10M
- The proposed increase in federal funding is below 40 percent (33.33%)
- Therefore, the proposed change can be handled administratively

Amendment Process

- ARC contacts TIP/MTP project sponsors (including GDOT) to inform them to submit change requests ahead of the submission deadline
 - TIP solicitation recommendations and requests in need of an amendment held from previous administrative modification cycles automatically incorporated
- After the deadline, ARC reviews requests and creates a draft change list, which is vetted through the Inter-Agency Consultation (IAC) group
 - Interagency consultation builds consensus on the air quality conformity status of each project considered for an amendment
- After IAC review, further coordination occurs with GDOT and GRTA
 - Transmittal and fine-tuning of any financial programming details

Amendment Process (cont.)

■ Air quality conformity analysis (if applicable)

- For conformity amendments, non-exempt projects are evaluated for their forecast impact to the region's air quality
- Requires several months of travel demand model runs and coding

■ Public comment period

- The public is given a period of time to review the full project list, project programming and draft air quality conformity determination report (if CDR is required)
- Upon close of the public comment period, a public comment report is released and the final amendment list is shared with the public and decision-making bodies which act on the amendment
 - ARC TCC
 - ARC TAQC (official policy body of the MPO)
 - ARC Board
 - GRTA Board (Governor's agent for TIP amendment approvals)

Amendment Process (cont.)

- Informational Presentations to ARC Committees
 - Prior to or during the public comment period, an informational “first read” will be given to Transportation Coordinating Committee (TCC) and the Transportation and Air Quality (TAQC) Committee.
 - Example from Amendment 5’s schedule:
 - Public Comment Period Begins: September 22, 2025
 - TCC Informational Presentation: October 3, 2025
 - TAQC Informational Presentation: October 8, 2025
 - Public Comment Period Ends: October 28, 2025
 - Action Steps – Final Approval by TCC, TAQC, ARC Board, and GRTA: November 7-19, 2025

Amendment Process (cont.)

- Upon GRTA approval of the amendment, all amendment materials are transferred to US DOT for review
- US DOT may take up to 30 days to approve (or reject) the amendment – ARC must wait for this approval before amending the TIP/MTP
- Upon US DOT approval, the amended TIP/MTP is posted to ARC's website and shared with sponsors via email
 - When possible, amendments are processed concurrently with administrative modifications

Flex Projects from FHWA to FTA

- Must demonstrate a nexus to transit to be eligible
- Operator/Sponsor must be an FTA direct recipient (if not a direct recipient, must work with operator/sponsor/agency that has this FTA designation)

Direct Recipients – Atlanta Region

ATL Authority	Cobb	Cherokee	City of Atlanta
ARC	Gwinnett	Henry	
MARTA	Douglas	Rockdale	

- Applies to STBG-Urban, CRP, and TAP fund sources (*LCI projects are funded under STBG-Urban*)
- “Flexed” project approvals and administration handled by FTA

Flex Process Summary

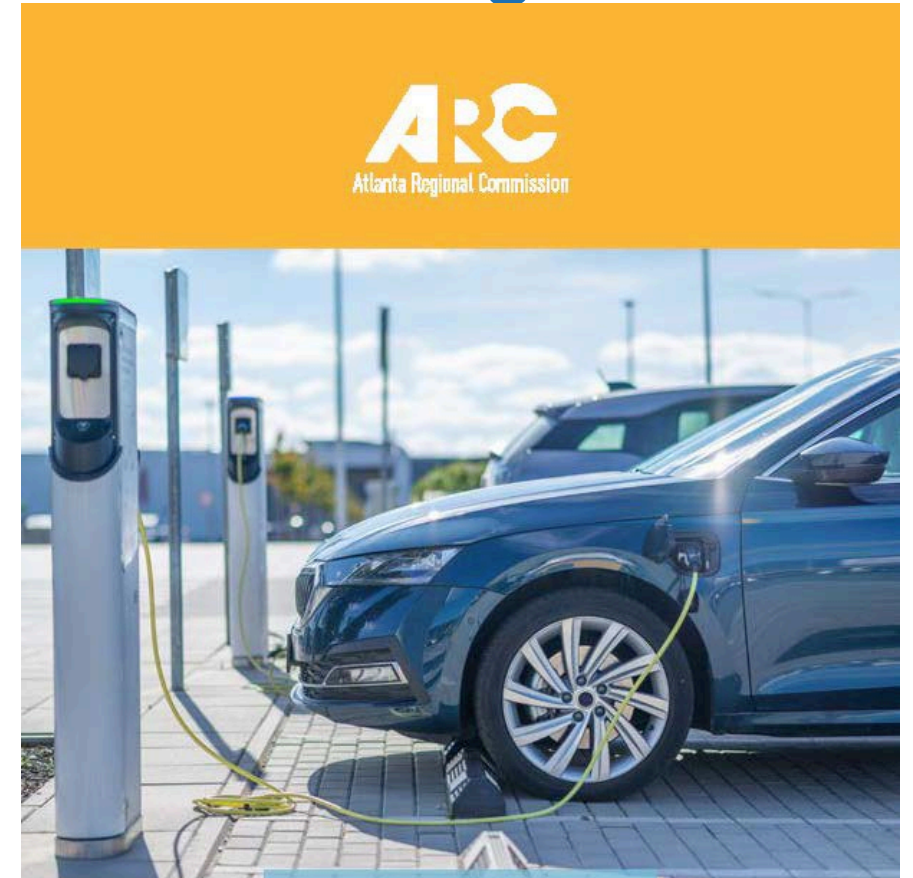
- ARC flex-eligible funding programmed into the TIP
- ARC requests an FTA grant number from project sponsor
- ARC transmits a formal request to GDOT to initiate funds transfer
- Items included in letter:
 - ARC ID
 - GDOT PI Number
 - FTA Grant Number
 - Project Title
 - Federal Amount to be Transferred
- GDOT makes request to FHWA to transfer funds to FTA
- FHWA division office and HQ review and execute transfer to FTA
- FTA HQ programs funding into their database (TRAMS)
- FTA regional office notifies project sponsor of funding availability
- Project sponsor submits a final application in TRAMS for use on project

**Flex project shown in TIP for additional two years until FTA grant approved



The 2027-2030 Transportation Improvement Program

- Taking the place of what would be Amendment #7 to the FY 24-27 TIP, ARC is developing a new Transportation Improvement Program that will be adopted in November of 2026.
- Program years will be shifting to FY 2027-2030.
- New TIP will be developed parallel to the ongoing TIP solicitation.

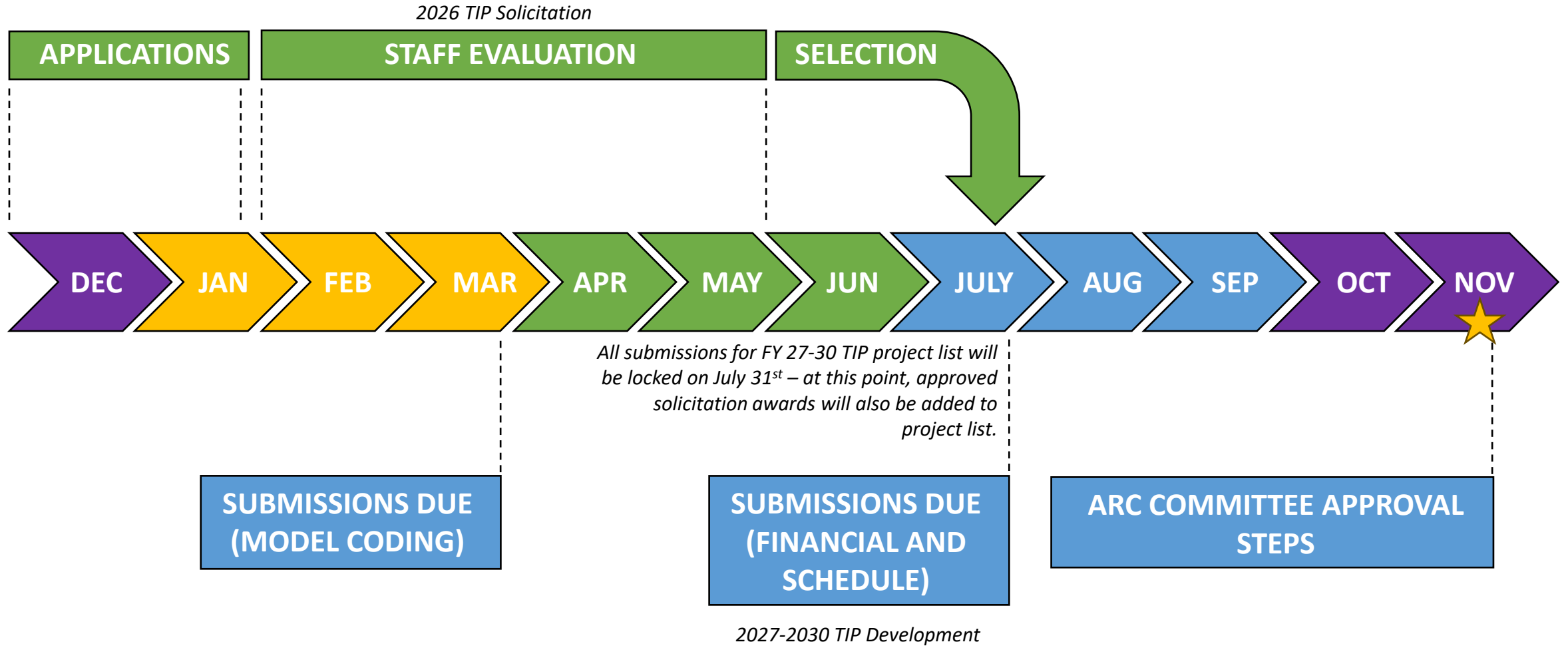


VOLUME II

2027-2030 TRANSPORTATION
IMPROVEMENT PROGRAM

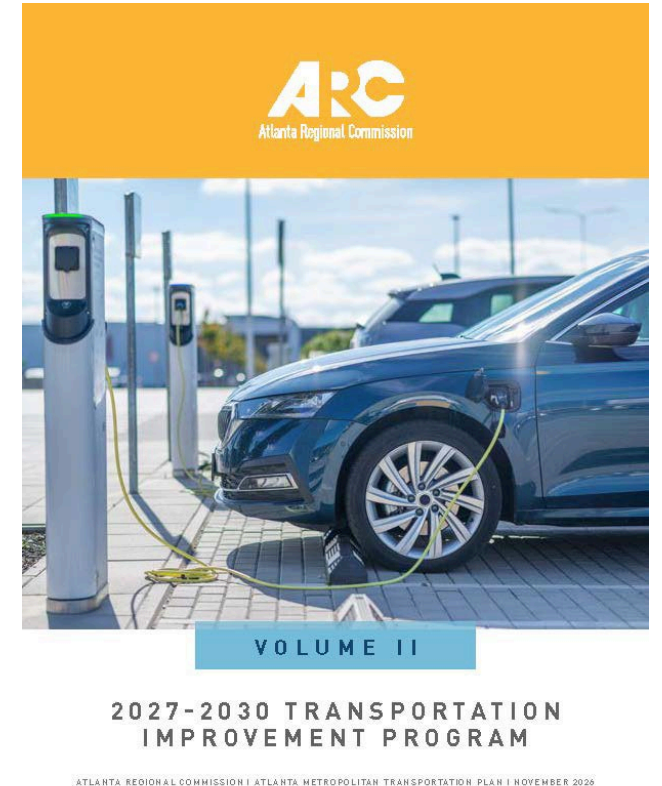
ATLANTA REGIONAL COMMISSION | ATLANTA METROPOLITAN TRANSPORTATION PLAN | NOVEMBER 2026

Solicitation/TIP Adoption Timeline



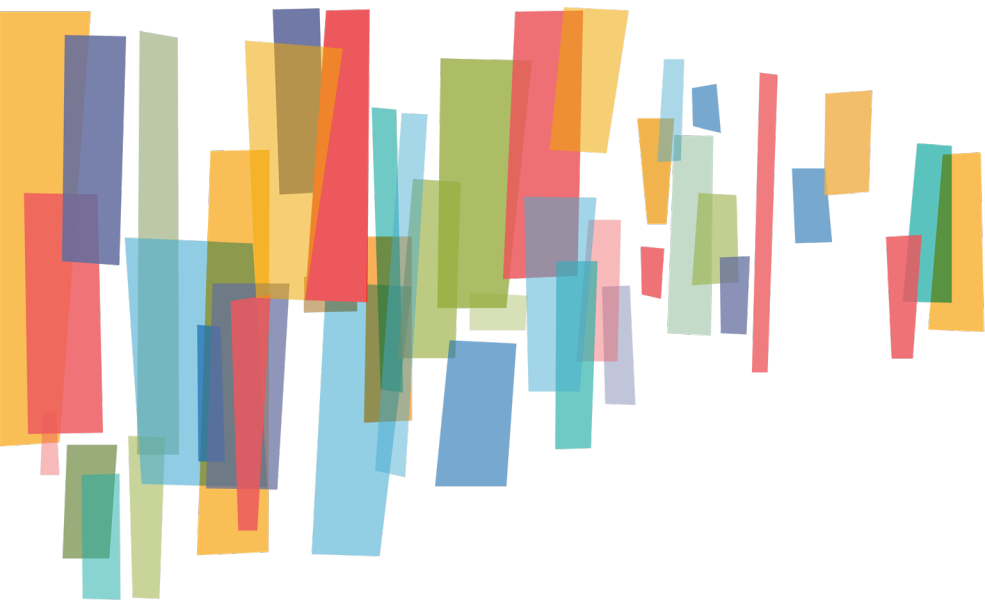
Jurisdiction Notes

- ARC must evaluate phases that were previously programmed for FY's 2029 and 2030, as they will no longer be "Long Range" but will now be a part of the new TIP.
- Jurisdiction liaisons should be reaching out to discuss the status of phases currently programmed for those years.
- If a project now only has local funding in FY 2027-2030, it may drop out of the TIP *if* it is not capacity adding.
- If a phase was previously programmed for "LR 2029-2030," we will need to program it to only one of those fiscal years.
- Liaisons will be in touch soon to discuss specifics and begin this early coordination.



Important Closing Items

- ▮ Funds programmed by ARC through the TIP solicitation process are made to a specific project, project activity and fiscal year – NOT a project sponsor
- ▮ MPO funding forms a partnership between the sponsor and MPO
- ▮ Keeping a project on schedule is critical as MPO funding availability in future TIP years fluctuates each quarter
- ▮ Drastic changes in project scope/schedule/budget can impact ARC support



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