



DARTS

SERVING THE CITY OF ALBANY, CITY OF LEESBURG,
DOUGHERTY COUNTY AND LEE COUNTY

FY 24 UNIFIED PLANNING WORK PROGRAM (UPWP)



TRANSPORTATION AREA REGIONAL
STUDY (DARTS)

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Executive Summary

The Unified Planning Work Program (UPWP) document outlines transportation planning priorities and work tasks for the Dougherty Area Regional Transportation Study (DARTS) Metropolitan Planning Organization (MPO) for Fiscal Year 2024. FY 2024 begins July 1, 2023 and ends June 30, 2024.

Preparation of the UPWP is required by the federal transportation legislation known as the Bipartisan Infrastructure Law (BIL) or Infrastructure Investment and Jobs (IIJA), and the Metropolitan Planning Code of Federal Regulations (23CFR 450.308) of the United States Department of Transportation. The UPWP must present a continuous, cooperative, and comprehensive (the “3C”) approach to transportation planning activities. The UPWP is prepared with cooperation and guidance from federal, state, and local agencies, as well as state & public transportation operators.

In fiscal year 2023, DARTS staff applied for PL funding to being the update of the 2050 Metropolitan Transportation Plan (MTP). The MPO worked with consultants on creating and adopting a Bicycle & Pedestrian Plan as well as a Freight Profile Update. DARTS saw the completion of its new transit center. New projects on the horizon include the widening of State Route 133, The Westover Extension Projection and Lovers Lane Roundabout.

FY 2024 Priorities

Fiscal year 2024-2025 will focus on the following priorities:

- Continue implementing performance-based planning and programming
The adoption of our 2045 Metropolitan Transportation Plan provided the framework for DARTS MPO to implement performance-based planning and programming. The work on

UNIFIED PLANNING WORK PROGRAM (UPWP)

Annually, DARTS MPO is required to prepare its budget. This budget is known as the Unified Planning Work Program (UPWP) as it incorporates and describes all transportation planning activities and associated funding for the MPO.

The FY 2024 UPWP describes the transportation planning activities that are proposed to be conducted during the period from July 1, 2023 through June 30, 2024. The program is organized within several work elements.

The UPWP guides transportation planning activities towards adopted goals and objectives of the Metropolitan Transportation Plan (MTP). This program continues the transportation planning process with an emphasis on detailing the plans and programs that have been developed. Areas of the work program concentrate on developing the information, data, and procedures that are necessary to maintain a viable and effective transportation planning process.

implementing these goals and objectives has already begun and will continue throughout FY 24.

- 2050 MTP – Staff will manage consultant efforts to for the development of the 2050 MTP by making sure all Federal & State Guidelines are followed.
- Implementing Bipartisan Infrastructure Law (BIL) and Infrastructure Investment and Jobs (IIJA) Requirements.
- Implementing requirements of the 2020 census.
- Self-Certification – Address comments and concerns of self-certification report in 2023.
- Update 2024 Safety Targets as when new data from GDOT is released in late August or Early September.
- TIP Update - The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects within the DARTS MPO boundary. The TIP is used as an implementation guide and is updated every four years. DARTS MPO TIP will be monitoring and updating 2024-27 TIP Update to reflect the goals, objectives and priorities identified in our 2045 Metropolitan Transportation Plan (MTP).
- TAP Grant – Administration of Transportation Alternative Program (TAP) funding for the design phase of the Downtown Albany Streetscape Project and Albany-Sasser Rail Trail.
- Annual UPWP (FY 25,26,27) – The DARTS MPO will call for projects and comments for future UPWP’s. These projects will correlate with the implantation of the 2045 MTP and in the development of the 2050 MTP.

Major Accomplishments in FY 2022-2023

- Special Studies

The DARTS MPO completed updates to it’s 2008 Freight Profile and 2011 Bike-Pedestrian Plan. The MPO began development of its 2050 MTP with the selection of a consultant and Kick-off meeting.

- UPWP

The DARTS MPO carried out the completion and adoption of the FY 2024 UPWP.

- Safety Program

Continued partnership with the Albany Police Dept. to provide local PSAs and materials that encourage bike and pedestrian safety, distracted driving, education, walking bridge usage, general traffic safety through social media, videos, and brochures.

- Monthly DOT/FHWA/DARTS Meetings

Staff coordinated calls to keep us updated on new regulations, timing, and required documents.

RESOLUTION

Dougherty Area Regional Transportation Study – DARTS

**A Resolution by the Dougherty Area Regional Transportation Study
Metropolitan Planning Organization Fiscal Year 2024
Unified Planning Work Program**

WHEREAS, the Dougherty Area Regional Transportation Study is the designated Metropolitan Planning Organization for transportation planning with the Dougherty Area Regional Area Boundary which includes Dougherty County, the City of Albany, the City of Leesburg and the southern portion of Lee County.

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and


WHEREAS, the Unified Planning Work Program is consistent with all plans, goals, and objectives of the Dougherty Area Regional Transportation Study’s Metropolitan Transportation Plan.

WHEREAS, it is necessary to prepare the FY2024 Unified Planning Work Program annually.

NOW THEREFORE, BE IT RESOLVED that the Dougherty Area Regional Transportation Metropolitan Planning Organization adopts the FY2024 Unified Planning Work Program for the period from July 1, 2023 to June 30, 2024.

CERTIFICATION

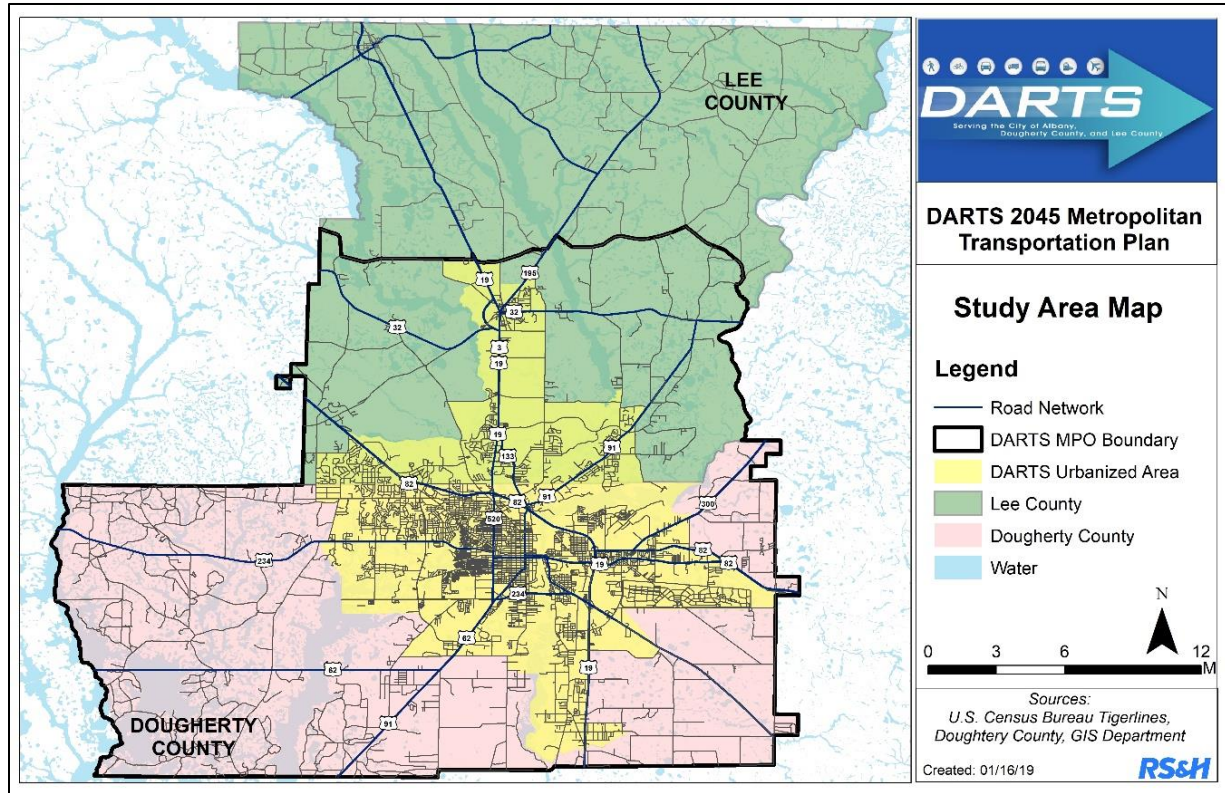
I hereby certify that the above is a true and correct copy of a Resolution adopted by the Dougherty Area Regional Transportation Study Policy Committee, at their meeting held on **April 20, 2023**.

 *Billy Breeden 4/24/23*

DARTS Policy Chair, Billy Breeden

INTRODUCTION

DARTS MPO BOUNDARY



Summary of DARTS Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy making organization that is made up of representatives from local government and governmental transportation authorities. The Dougherty Area Regional Transportation Study (DARTS) was formalized in 1965 as a Continuous, Comprehensive and Cooperative Process as was initially authorized in the Highway Act of 1962.

The purpose of the Dougherty Area Regional Transportation Study (DARTS) is to ensure that federal-aid transportation projects are planned in a continuous, coordinated, and comprehensive manner. The study area of DARTS, the designated Metropolitan Planning Organization (MPO), includes the existing urbanized area for the City of Albany, Dougherty County, the City of Leesburg, the southern half of Lee County, and those areas that are expected to become urbanized over the next 20 years.

Purpose of the UPWP

A Unified Planning Work Program (UPWP) is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

The UPWP is an MPO's work program that describes what planning work activities the MPO will perform during the grant period. It is the management plan for the metropolitan planning program. UPWP's are statements of work that:

- Document eligible planning work activities an MPO proposes to undertake with FHWA and FTA planning funds.
- Detail the estimated costs (Federal and matching funds to perform these activities.
- Identify who will perform the work.
- Include proposed funding by work activity and an overall budget summary that identify the category of Federal funds and the source of matching funds.

The Fiscal Year 2024 Unified Planning Work Program describes the organization's planning goals and activities for the period of July 1, 2023 through June 30, 2024. The document is organized into the following sections:

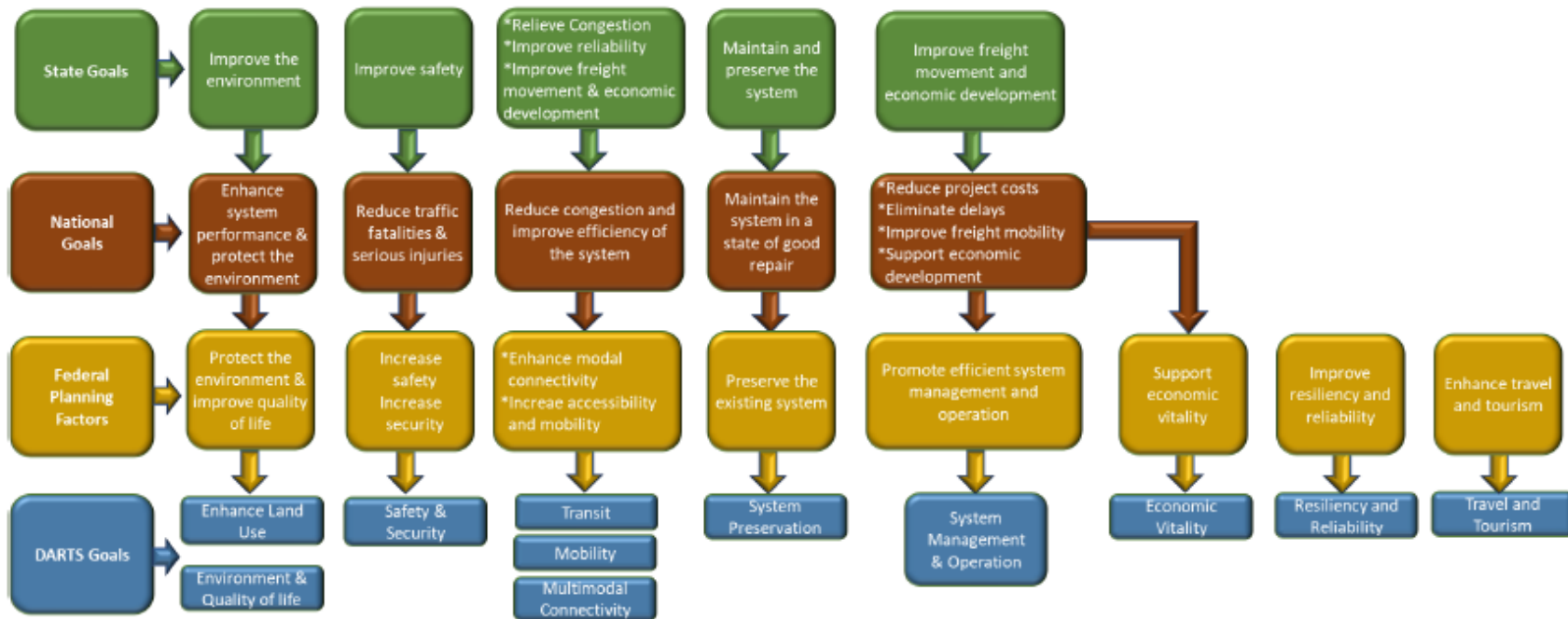
- Administration
- Public Involvement
- Data Collection
- System Planning
- Budget Summary

The five sections of the UPWP include information on the parties' responsible for carrying out the various planning activities.

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Planning Factors (23 CFR 450.306)

The UPWP is developed to provide comprehensive, cooperative and continuous transportation planning (known as the 3-C Process). The IIJA requires that the metropolitan planning process consider and analyze the following ten factors for each planning activity. These factors continue to influence the program of the UPWP. The ten planning activity factors with associated goals and objectives are shown below and are integrated into the UPWP task elements.



Planning Emphasis Area (PEA's)

On December 30, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly issued the following Planning Emphasis Areas (PEAs) for consideration in the development of metropolitan planning work programs.

The FAST Act federal transportation regulations and guidelines outline planning emphasis areas as (1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future, (2) Equity and Justice in Transportation Planning, (3) Complete Streets, (4) Public Involvement, (5) Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination, (6) Federal Land Management Agency (FLMA) Coordination, (7) Planning and Environment Linkages (PEL) and (8) Data in Transportation Planning. MPOs are required to include these emphasis areas in the FY 2023 UPWP. The DARTS transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future -

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

4.8 Metropolitan Transportation Plan (MTP) – Continue to manage the implementation of the transportation projects in the 2045 MTP update.

- *4.12 Transportation Improvement Program* – Amend the TIP, as necessary.

Equity and Justice in Transportation Planning - FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

- *1.1 Operations and Administration* – Work with GDOT and neighboring jurisdictions/agencies to maintain a comprehensive, coordinated, continuous, regional, multi-modal transportation process
- *4.3 Intermodal Planning* – Monitor the needs and issues of the intermodal transportation network with Albany Transit System.
- *2.2 Environmental Justice/ Title VI* - Support consultant efforts to assess the benefits and burdens of existing and planned transportation system investments on identified target populations during the development of the 2050 MTP

Complete Streets - FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision

is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles

- *4.5 Bike/Pedestrian* - Assessing the safety and condition of pedestrian and bicycle facilities

Public Involvement - Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

- *2.1 Community Outreach/Education* - Provide opportunity for public comment and review on documents and activities
- *2.1 Community Outreach/Education* - Advertise the availability of draft documents for public review and comment
- *2.1 Community Outreach/Education* - Maintain and update the dartsmpo.org website

- 2.1 Community Outreach/Education - Maintain and update database of community stakeholders for mail and electronic notification of transportation activities
- *2.1 Community Outreach/Education* - Meet with minority and traditionally underserved groups to be more inclusive to the transportation planning process
- *2.1 Community Outreach/Education* - Kick-off meeting for 2050 MTP
- *2.1 Community Outreach/Education* - Hold committee discussions and outreach efforts on 2050 MTP Planning 101 and meeting dates
- *2.2 Environmental Justice* - Use social media to keep environmental justice stakeholders informed of upcoming transportation planning opportunities for public involvement

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)

Coordination - FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

- *4.3 Intermodal* - Monitor the needs and issues of the intermodal transportation network

Federal Land Management Agency (FLMA) Coordination - FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

- *3.2 Land Use Monitoring* - Review Land use as it pertains to COVID Recovery, Safety, Climate Changes and Social Equity.

Planning and Environment Linkages (PEL) - FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

3.1 Maintain demographic profiles and maps based on the most current available data – to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers for the analysis of projects and their impacts

Data in Transportation Planning - To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

- *3.2 Land Use Monitoring* - Track land use and growth patterns of the DARTS planning area
- *3.1 Socio-Economic Data and EJ Analysis Data* - Staff continue to update and maintain the socio-economic data records in ArcGIS data server upon the release of updated US Census Bureau data that will lead to timely development and data analysis of the 2050 MTP.
- *3.5 System Monitoring* – Monitor Average Daily Traffic Counts and crash data

Overview of DARTS MPO Planning Process, including MPO's goals and objectives

DARTS serves as the designated MPO for the Albany, Dougherty, Lee and Leesburg Area. DARTS is responsible under Section 134 of Title 23, United States Code for carrying out a "continous, cooperative and comprehensive" (3-C) transportation planning process. The process uses three committees (Policy Committee – PC) – the decision-making body, Technical Coordinating Committee – TCC) – staff members and agencies with transportation interest and the Citizens Advisory Committee – CAC) – the public. These committees help to develop and carry out a comprehensive transportation planning process and to ensure that programs, improvements, and expenditures are consistent with regional goals, policies and plans.

The following agencies have roles in the development, implementation, approval of and/or funding of the UPWP:

US Department of Transportation

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly approve the UPWP. These two federal agencies provide valuable input into the process leading to the development of this document.

FHWA develops regulations, policies, and guidelines to achieve safety, access, economic development, and other goals of FHWA programs, and provides federal financial resources, technical training, education and assistance to state and local transportation agencies.

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements.

Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) serves as the liaison between the MPO, the state and the United States Department of Transportation (USDOT). The MPO works cooperatively with GDOT on various transportation tasks, which include: Transportation Improvement Program, Long Range Transportation Plan, and Travel Demand Modeling. GDOT is the direct recipient of federal planning funds, and the MPO's are sub-recipients of these funds. Therefore, GDOT provides grant oversight of Federal Planning (PL) funds. GDOT also reviews and approves UPWP's and TIP's before requesting concurrency from FHWA and FTA.

MTP Goals and Objectives Comparison to Federal Planning Factors

The Metropolitan Planning program, under the Fixing America's Surface Transportation Act (FAST) and continues under the Infrastructure Investment and Jobs (IIJA), is required to consider the following factors in planning projects, programs and strategies:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve transportation system resiliency and reliability; Reduce or mitigate stormwater impacts of the surface transportation system;
- Enhance Travel and Tourism.

The Goals of DARTS MPO address these national Federal Planning Factors and the UPWP directly works toward the incorporation of these goals.

- **Environment and Quality of Life:** Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management;
- **Safety/Security:** Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists.
- **Accessibility and Mobility:** Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.
- **Enhanced System Integration and Connectivity:** Provide a multimodal transportation system which offers cost effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.

- **System Preservation and Maintenance:** Maintain an efficient transportation system within Dougherty and South Lee Counties for residents and businesses.
- **System Management and Operation:** Encourage the implementation of TSM and TDM to reduce traffic congestion and promote low cost solutions of road capacity
- **Reliability and Resiliency:** Improve livability and the quality of the transportation system.
- **Travel and Tourism:** Provide a network that enhances regional accessibility for travel and tourism.
- **Economic Vitality:** Ensure a financially balanced plan and the cost of transportation facilities and services are borne by those who benefit from them.

Efficiency - Maintain an efficient transportation system within Dougherty and South Lee County for residents and businesses.

- Efficiently manage DARTS resources and priorities through the Transportation Improvement Program (TIP).
- Develop a transportation network that links DARTS subareas and reduces travel times for area residents and commerce-related trips.
- Plan and improve routes to increase the efficiency of travel and movement of goods and services.
- Use the functional classification system and road standards to guide public investment, determine funding requirements, and establish conditions for approval of private development projects.
- Consider functional Classification in conjunction with land use designations in the preparation and amendment of both counties' Comprehensive Plans.

Safety - Maintain and improve transportation system safety and security for motorists, pedestrians, and bicyclists.

- Review traffic crash data to systematically identify potential safety problems on roadway sections, bridges, and intersections with traffic and develop a list of projects necessary to eliminate deficiencies.
- Prioritize and schedule roadway, bikeway, and sidewalk maintenance expenditures to maintain safe conditions for travel.
- Provide adequate access for emergency service vehicles throughout the system.
- Program and carry out safety improvements through the TIP process.
- Assist Albany Transit in continually improving the safety and efficiency of its active vehicle fleet.

Mobility - Provide a transportation system that affords sufficient mobility to accommodate the travel demands of Dougherty and South Lee County residents and businesses.

- Expand the transportation system to accommodate a variety of travel modes and minimize reliance on any single mode.

- Design and manage the transportation system to meet a minimum level of service (LOS) "C" on roadways classified as arterials and collectors.
- Encourage transportation services that accommodate the needs of the transportation disadvantaged.
- Identify roadway sections and intersections operating or projected to operate at less than the area level of service standard and develop a list of projects necessary to eliminate deficiencies.
- Program and implement transportation improvements through the TIP process.

Environment - Limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management.

- Develop the DARTS 2045 MTP within the context of the Statewide Transportation Plan (SWTP) to meet federal, state, and local air, water, and noise standards.
- Apprise the EPD, EPA, and Army Corps of Engineers of transportation system development projects at the earliest opportunity to identify project-related environmental issues and to ensure compliance with federal and state air, water, wetland, and noise standards.

Enhancement - Improve the livability and quality of transportation system.

- Select projects that will improve the livability and quality of the area's transportation system.
- Pursue transportation enhancement activity funds for suitable projects.
- Use community land use policies, plans, and ordinances to support historic preservation, limit of outdoor advertising, landscaping and other beautification, and provisions for pedestrian and bicycle facilities.

Multimodal - Provide a multimodal transportation system which offers cost-effective alternatives to the automobile, supports efficient freight movement, provides for bicyclists and pedestrians, and encourages continued use and development of air transportation facilities.

Freight:

- Designate, prepare and maintain a map of the Truck Route System.
- Consider freight and truck utilization and impacts on adjacent land uses.
- Proposed transportation projects should consider incorporating features to enhance freight movement and provide adequate design to accommodate large freight vehicles.

Transit:

- Work with Albany Transit System to provide continued high-quality transit service to City of Albany residents and businesses and transportation disadvantaged.
- Support transit-oriented development through zoning and land-use policy.

- Design complete streets that include provisions for transit access, including complementary pedestrian and bicycle facilities.
- Provide and maintain safe and comfortable transit amenities (i.e. shelters, benches).

Bicycle and Pedestrian:

- Provide for interconnected, direct, and area-wide bicycle and pedestrian circulation system linking recreational areas, schools, shopping areas, employment centers, and adjacent neighborhoods.
- Utilize the Proposed Future Bicycle Corridor Map to guide future bicycle improvements to the Arterial and Collector system.
- Integrate planning of pedestrian and bicycle facilities into development review processes.
- Utilize Regional Bicycle and Pedestrian plan for determining bicycle and pedestrian facility projects

Air Transportation - Continue use and development of air transportation facilities.

- Coordinate Southwest Georgia Regional Airport plans with the State Airport Plan.
- Coordinate with service providers and Southwest Georgia Regional Airport to plan for appropriate future expansion.
- Review land use policies to examine compatibility of airport and complementary uses with adjacent development.

Transportation System Management (TSM) and Transportation Demand Management (TDM) - Encourage implementation of TSM and TDM to reduce traffic congestion and promote low cost solutions for road capacity.

- Support TSM alternatives such as access management and Intelligent Transportation System (ITS).
- Support formal development of a DARTS-regional TDM program.
- Incorporate into the land use planning and permitting process provisions for review of the impact of specific developments on the transportation network.

Financial - Provide financially balanced transportation documents.

- Prepare estimates of the amount of funding that will be available from federal, state, and local sources.
- Prepare cost estimates for capital projects and maintenance of the transportation system.

Equity - Ensure the cost of transportation facilities and services are borne by those who benefit from them.

- Develop equitable financing mechanisms for existing system maintenance and improvement, and through the development review process, require improvements necessary to accommodate future growth.

- Provide transportation services and facilities in a timely manner according to funding capabilities.

System Maintenance - Maintain and preserve the existing transportation system.

- Determine the backlog of deferred maintenance and the annual maintenance requirements of the area roadway system.
- Determine area-wide roadway system reconstruction needs.
- Prioritize and carry out maintenance and reconstruction activities through the annual maintenance and reconstruction program process.

When projects are planned, designed, or constructed evaluate the life-cycle costs and make appropriate decisions at each step to ensure that projects that are built are as maintenance free as possible.

Task #1 Administration

Sub-element 1.1 Program Coordination

Objective (Meets DARTS MTP GOAL: Efficiency and Financial)

- Coordinate and conduct the transportation planning activities of the MPO in compliance with all federal, state and local laws, regulations and requirements
- Regional Planning with neighboring MPO's, GDOT and the Georgia Association of Metropolitan Planning Organizations (GAMPO), Association of Metropolitan Planning Organizations (AMPO) and transit
- Continue ongoing work with consultant on 2050 MTP update.

Previous Work

- Selection of Consultant and kick-off meeting for 2050 MTP.

FY 2024 Activities

- Work with GDOT and neighboring jurisdictions/agencies to maintain a comprehensive, coordinated, continuous, regional, multi-modal transportation process
- Coordinate/participate with other resource agencies at both state and local level on various transportation projects and ongoing activities
- Coordinate with GDOT on MPO Boundaries for 2020 Census Numbers.
- Attend local government finance and board meetings to support DARTS actions as needed
- Continued participation with GAMPO and other state and national organizations on the role of MPO's in planning
- Support statewide GAMPO activities through participation in meeting and events
- Serve on committees to help move forward the conversation of transportation planning
- The DARTS MPO will work with selected consultants on 2050 MTP update.

Product

- Correspondence, presentations and public information materials

Target Start and End Dates	7/1/2023 - 6/30/2024	Lead Agency	DARTS MPO
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Funding Source	Amount
FHWA (80%)	\$20,000.00
Local Match	\$5,000.00
TOTAL	\$25,000.00

Sub-element 1.2 Operations and Administration

OBJECTIVE *(Meets DARTS MTP GOAL: Efficiency and Financial)*

- Provide overall management of DARTS's transportation planning program and ensure compliance with applicable federal and state requirements
- Maintain study records
- Prepare for and document committee meetings
- General administration duties

PREVIOUS WORK

- In FY 2023, the three DARTS committees had four regular meetings in September 2021, January 2022, April 2022 and June 2022. There was one called meeting for the CTC, TCC and PC March 2022. Meeting minutes and agendas were prepared and later archived on the DARTS website.
- Quarterly Reports for Reimbursement (October 2022, January 2023, April 2023, June 2023) and an annual report of activities (August 2022) were prepared and submitted to the GDOT Planning Office
- Developed agendas, sign in sheets, and supporting materials packets for all MPO meetings in FY 2023.
- Developed minutes for all MPO meetings
- Developed advertisements for meetings dates and documents
- Updated website and Facebook page throughout FY 23
- Establish and maintain a record keeping system that documents official actions of transportation planning processes and related public review

FY 2024 Activities

- Ensure that activities associated with the transportation planning process are carried out in an efficient and cost-effective manner
- Provide opportunity for an open and inclusive process assuring continuing, comprehensive and cooperative decision making with all jurisdictions in the DARTS planning area

PRODUCT

- DARTS agendas, presentations, speakers and minutes
- Quarterly Reimbursement reports
 - July - 4th Quarter FY 2023
 - October - 1st Quarter FY 2024
 - January – 2nd Quarter FY 2024

April – 3rd Quarter FY 2024 and an Annual Performance Report FY 2024 - August.

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$54,659.07
LOCAL PL MATCH	\$13,664.77
TOTAL	\$68,323.84

Sub-element 1.3 Training/Employee Education

OBJECTIVE *(Meets DARTS MTP GOAL: Efficiency and Financial)*

- Develop staff knowledge of transportation planning through relevant workshops and conferences

PREVIOUS WORK

- AMPO Conference- October 25-28, 2022.

FY 2024 Activities

- Staff may attend transportation related conferences, seminars and courses including those offered by the National Highway Institute (NHI), Transportation Research Board (TRB), FHWA, FTA and GDOT
- Attend webinars on transportation topics
- Staff Improvement
- Continuing Education
- Updates on current legislation

PRODUCT

- Travel documentation
- Training Materials

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL MATCH	\$2,500.00
TOTAL	\$12,500.00

Sub-element 1.4 Equipment and Supplies

OBJECTIVE *(Meets DARTS MTP GOAL: Efficiency and Financial)*

- Maintain computer systems used by the MPO for relevant transportation planning activities
- Acquire software and hardware, as necessary, to maintain the MPO’s transportation planning process
- Purchase necessary office supplies to operate the MPO

PREVIOUS WORK

- Purchased office supplies including file folders, highlighters, paper, 1-inch binders, 1.5-inch binders, 2-inch binders, bookshelf and 3-inch binders
- Updated Adobe Suites

FY 2024 Activities

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities

PRODUCT

- Adequate technology and office equipment to operate the MPO

TARGET START AND END DATES	7/1/2023-6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$6,000.00
LOCAL MATCH	\$1,500.00
TOTAL	\$7,500.00

Sub-element 1.5 Contracts/Grants

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency and Financial)*

- Issue and administer contracts for transportation plans and studies
- Apply for transportation grants

PREVIOUS WORK

- Administration of contracts and grants awarded to MPO (TAP, RAISE etc)
- Applied for RAISE Grant

FY 2024 Activities

- Administration of contracts and grants awarded to DARTS MPO
- Administration of 2050 MTP Update (FY25 Completion)
- Administration of TAP Grant projects.
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PRODUCT

- Street scape design Plans
- Albany-Sasser Trail Design Plans

TARGET START AND END DATES	7/1/2023 –6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL MATCH	\$2,000.00
TOTAL	\$10,000.00

Sub-element 1.6 UPWP

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Safety, Mobility, Enhancement, Multimodal, Air Transportation, Transportation System Management (TSM) and Transportation Demand Management (TDM), Financial, Equity and System Maintenance)*

- Identify work tasks undertaken by DARTS to address metropolitan area transportation planning
- Collect public and committee input on a proposed UPWP
- Develop and draft final UPWP

PREVIOUS WORK

- Submitted FY 2023 Budget Report to GDOT
- FY 2023 UPWP was posted on the DARTS website

FY 2024 Activities

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2025 UPWP
- Monitor the activities and progress identified in the UPWP to ensure compliance with the approved tasks
- Amendments/Modifications to UPWP
- Call for Projects In July 2023. A draft UPWP will go out in December for a 30-day public comment and adoption in January 2024.

PRODUCT

- FY 2025 UPWP

<p>TARGET START AND END DATES</p>	<ul style="list-style-type: none"> • 11/2023 GDOT provides funding information for 2024 to MPO • 12/2023 Draft UPWP • 12/2023 30 day review of UPWP • 1/2024 Adoption of 2025 UPWP 	<p>LEAD AGENCY</p>	<p>DARTS MPO Albany Transit</p>
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$6,000.00
LOCAL MATCH	\$1,500.00
TOTAL	\$7,500.00

TASK #2 Public Involvement

Sub-element 2.1 Community Outreach/Education

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency and Equity)*

- Gain input from the general public on transportation planning
- Comply with the federal and local public participation requirements
- Provide opportunities for convenient public access to review and comment on the DARTS planning and programming documents and the data and processes leading to those documents
- Identify and involve stakeholders and traditionally underserved groups in the transportation process

PREVIOUS WORK

- Monthly updates on the DARTS MPO Website
- Periodic updates to the Facebook page with upcoming events and meetings, hearings and transportation articles that included Traffic warnings and events

FY 2024 Activities

- Provide opportunity for public comment and review on documents and activities
- Advertise the availability of draft documents for public review and comment
- Maintain and update the dartsmpo.org website
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities
- Provide two transportation workshops Fall and Spring to educate the public on transportation related topics
- Meet with minority and traditionally underserved groups to be more inclusive to the transportation planning process
- Kick-off meeting for 2050 MTP
- Hold committee discussions and outreach efforts on 2050 MTP Planning 101 and meeting dates

PRODUCT

- Updated Social Media & Website

TARGET START AND END DATES	7/1/2023-6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$11,600.00
LOCAL MATCH	\$2,900.00
TOTAL	\$14,500.00

Sub-element 2.2 Environmental Justice/Title VI

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency and Equity)*

- Promote equity of all people independent of age, race, ethnicity, economic status and physical ability
- Identify communities and populations that are traditionally underrepresented in decision making process
- Create relationships with community-based organizations and schools and minority business to engage minority and low-income people in the decision-making process

PREVIOUS WORK

- Advertisements in English/Spanish
- Updated Social Media for advertisements in English/Spanish

FY 2024 Activities

- Use social media to keep environmental justice stakeholders informed of upcoming transportation planning opportunities for public involvement
- Create a database of stakeholders in underserved communities to disseminate information to regarding transportation issues
- Convene a focus group to better reach underserved populations
- Evaluate compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities
- Data and maps are reviewed to identify the potential impacts of individual projects on populations of concern, and an analysis of the impacts on a project by project basis
- Support consultant efforts to assess the benefits and burdens of existing and planned transportation system investments on identified target populations during the development of the 2050 MTP.

PRODUCT

- Amend/Update Title VI plan as needed
- Title VI annual report to GDOT summarizing activities in FY 2024

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
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FHWA (80%)	\$4,000.00
LOCAL MATCH	\$1,000.00
TOTAL	\$5,000.00

Sub-element 2.3 Participation Plan

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency and Equity)*

- Promote participation, of individuals, community leaders, businesses and special interest groups.
- Provide communications to encourage citizen participation in DARTS MPO processes that are understandable, timely and broadly distributed.
- Provide citizens with an opportunity to be involved early in the process of policy development, planning and projects.

PREVIOUS WORK

- Updated and amended the Public Participation Plan
- Support Freight Participation Plan
- Support Bike-Ped Participation Plan

FY 2024 Activities

- Amend and update Public Participation Plan as needed
- Support 2050 MTP Participation Plan

PRODUCT

- Updated/Amended Public Participation Plan
- Website and Social Media Updates

TARGET START AND END DATES	7/1/2023– 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$4,000.00
LOCAL MATCH	\$1,000.00
TOTAL	\$5,000.00

TASK #3 Data Collection

Sub-element 3.1 Socio-Economic Data and EJ Analysis Data

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Environment and Equity)*

- Collect and prepare socio-economic data for the development of long-range transportation plan and transportation studies
- Provide socio-economic information and research services to transportation project
- Provide socio-economic data to policy makers
- Maintain an inventory of socioeconomic data
- Analyze current data and be inclusive of Environment Justice Communities with respect to the development, implementation and enforcement of environmental laws, regulations and policies.

PREVIOUS WORK

- See administrative work

FY 2024 Activities

- Staff continue to update and maintain the socio-economic data records in ArcGIS data server upon the release of updated US Census Bureau data that will lead to timely development and data analysis of the 2050 MTP.
- Monitor socio-economic data and amend as necessary
- 2050 MTP Model Kick-off
- Maintain demographic profiles and maps based on the most current available data – to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers for the analysis of projects and their impacts.

PRODUCT

- Maps of Environmental Justice Communities
- Documentation of land use and development activities used to develop and update SE data for ongoing transportation planning needs.

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$6,400.00

LOCAL MATCH	\$1,600.00
TOTAL	\$8,000.00

Sub-element 3.2 Land Use Monitoring

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Environment and Equity)*

- Gather information on existing and future land use patterns for the development of long-range transportation planning and special studies.

PREVIOUS WORK

- See administrative work

FY 2024 Activities

- Track land use and growth patterns of the DARTS planning area
- Review Land use as it pertains to COVID Recovery, Safety, Climate Changes and Social Equity.

PRODUCT

- Updated Land Use Maps

TARGET START AND END DATES	7/1/2023– 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$4,000.00
LOCAL MATCH	\$1,000.00
TOTAL	\$5,000.00

Sub-element 3.5 System Monitoring

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Environment and Equity)*

- Collect data pertaining to the current transportation system including Average Annual Daily Traffic (AADT)

PREVIOUS WORK

- Updated system performance report

FY 2024 Activities

- Track land use and growth patterns
- 2050 MTP Update

PRODUCT

- Average Daily Traffic Counts and crash data
- Updated system performance report
- 2050 MTP

TARGET START AND END DATES	7/1/2023– 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$1,600.00
LOCAL MATCH	\$400.00
TOTAL	\$2,000.00

TASK #4 System Planning

Sub-element 4.3 Intermodal (i.e. airports and ports)

OBJECTIVE *(This section contains information gathering and analysis of the transportation systems within the DARTS MPO boundary.)*

- Plan for intermodal modes of transportation.

PREVIOUS WORK

- Freight Profile Update

FY 2024 Activities

- Assess local air and freight transportation
- Monitor the needs and issues of the intermodal transportation network

PRODUCT

- Level of service maps

TRANSPORTATION RELATED PLANNING ACTIVITIES			
ORGANIZATION		ACTIVITIES	
DARTS		Intermodal Planning	
TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
FUNDING SOURCE		AMOUNT	
FHWA (80%)		\$1,600.00	
LOCAL MATCH		\$400.00	
TOTAL		\$2,000.00	

Sub-element 4.5 Bike/Pedestrian

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Safety, Mobility, Environment, Enhancement, Multimodal and Equity)*

- Plan for bicycle and pedestrian modes of transportation
- Find improvements for the bicycle and pedestrian network
- Adopt complete streets policies within the DARTS MPO Boundary
- Define a developed bicycle and pedestrian network

PREVIOUS WORK

- Coordinated with local, regional, and state bicycle advocacy groups regarding trails
- Work with consultant on plan update, provide documentation to consultant as needed for plan update.
- Presented and distributed information regarding Transportation Alternatives Program (TAP) funding opportunities

FY 2024 Activities

- Assessing the safety and condition of pedestrian and bicycle facilities
- Assess current and proposed bikeway routes

PRODUCT

- Monitor implementation of 2022 Bike-Ped Plan
- Bikeway Route Consideration

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$4,000.00
LOCAL MATCH	\$1,000.00
TOTAL	\$5,000.00

Sub-element 4.7 GIS Development and Applications

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Environment, Enhancement, and Equity)*

- Apply GIS to develop maps for transportation plans and studies.
- Create up to date land information for traditional mapping and display

PREVIOUS WORK

- Requests for mapping to the GIS department
- Developed project maps for PL funding grant applications
- Incorporated EV Charging Map into DARTS website

FY 2024 Activities

- Create GIS maps, as necessary, for analysis.
- Use GIS as a tool in spatial work projects
- Mapping for EJ Analysis

PRODUCT

- Maps and Data

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$6,000.00
LOCAL MATCH	\$1,500.00
TOTAL	\$7,500.00

Sub-element 4.8 Highway Planning

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Safety, Mobility, Environment, Enhancement, Multimodal and Equity)*

- Assess performance of the DARTS highways
- Plan highway improvements considering current condition and future travel demands

PREVIOUS WORK

- Coordinated with local engineering and public works departments on authorized and active construction projects
- Coordinated with GDOT District office for open house for U19/Nelms Rd. Intersection Project
- Coordinated with GDOT for functional classification changes

FY 2024 Activities

- Develop a list of highway project improvements
- Update maps of functional road classification changes in the DARTS planning area
- Coordination with local engineering, public works, GDOT planning, and GDOT District Office
- Intersection studies of Georgia State Route 133 & Haley/Cedric, Hickory Grove-US Highway 82.

PRODUCT

- Database of functional road classifications
- Notes from concept and design meetings (TAP & Local Projects)
- Intersection Study Reports

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,600.00
LOCAL MATCH	\$1,400.00
TOTAL	\$7,000.00

Sub-element 4.10 Freight Planning

OBJECTIVE

- Plan for efficient movement of freight throughout the DARTS area.

PREVIOUS WORK

- Utilized new data tools
- Updated and adopted the DARTS Freight Profile Update

FY 2024 Activities

- Attend FHWA/GDOT Freight Workshops
- Monitor Projects in relation to recent Freight Profile Update

PRODUCT

- Implementation of projects related to 2022 Profile Update

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

DARTS

ACTIVITIES

Freight Planning

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,600.00
LOCAL MATCH	\$1,400.00
TOTAL	\$7,000.00

Sub-element 4.11 Metropolitan Transportation Plan (MTP)

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Safety, Mobility, Enhancement, Multimodal, Air Transportation, Transportation System Management (TSM) and Transportation Demand Management (TDM), Financial, Equity and System Maintenance)*

- Continue to implement the 2045 MTP
- Update the 2050 MTP Update

PREVIOUS WORK

- Monitor the 2045 MTP Plan and amend as needed
- Amendments/Admin Mods to MTP
- Selection of consultant service and kick-off of 2050 MTP.

FY 2024 Activities

- Monitor the Plan and amend as needed
- Coordination with consultant service to update 2050 MTP
- Kick-off meetings, monthly meetings and public outreach event for 2050 MTP.
- MPO 101 Discussions

PRODUCT

- 2045 MTP Amendments/Admin Modifications
- 2050 MTP

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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MILESTONES/DATES
4/2023 - Kick-Off Meeting
6/2023 - 1 st Steering Committee Meeting
7/2023 - 1 st Public Meeting
6/2024 - Draft 2050 MTP
7/2024 30-Day Comment Period
9/2024 - 2050 MTP Adoption

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,400.00
LOCAL MATCH	\$2,600.00
TOTAL	\$13,000.00

Sub-element 4.12 Transportation Improvement Plan

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Safety, Mobility, Enhancement, Multimodal, Air Transportation, Transportation System Management (TSM) and Transportation Demand Management (TDM), Financial, Equity and System Maintenance)*

- Programming transportation projects in the region (ONGOING)
- Maintain a financial plan to balance project costs with expected revenues (ONGOING)

PREVIOUS WORK

- Attended GDOT virtual project meetings
- Adopt FY24-27 TIP

FY 2024 Activities

- Monitor the FY24-27 TIP, and amend as needed
- Continue implementation of performance measures and targets
- Publishing Annual List of Obligated Projects

PRODUCT

- Amend TIP as necessary
- FY24 Annual List of Obligated Projects

TARGET START AND END DATES	7/1/2023– 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL MATCH	\$2,000.00
TOTAL	\$10,000.00

Sub-element 4.13 Special Studies

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Safety, Mobility, Enhancement, Multimodal, Air Transportation, Transportation System Management (TSM) and Transportation Demand Management (TDM), Financial, Equity and System Maintenance)*

PREVIOUS WORK

- Selection of consultant services for 2050 MTP.

FY 2024 Activities

- Staff will Manage Consultant efforts in the development of the 2050 MTP.
- Public Outreach and Stakeholder meetings coordinated with consultants in the update of the 2050 MTP.
- Consultant will document the update process for staff records and federal review purposes.
- Consultant will prepare a proposed timeline of tasks required to develop the MTP and all associated components for review and approval by GDOT to ensure that the schedule is coordinated with GDOT’s model update schedule
- Consultant will Develop base year (2020) and future year (2050) socioeconomic data and other inputs into the travel demand model maintained by GDOT
- Consultant will identify and compile data sources to support the performance measures / targets. Availability of data and cost of continued compilation of data will be important considerations when developing performance measures and targets.

PRODUCT

- 2050 MTP
- Travel Demand Model Validation/Application Technical Memorandum
- Technical Memorandum Documenting the Technical Analysis for the MTP

TARGET START AND END DATES	7/1/23– 6/30/2024	LEAD AGENCY	DARTS MPO
	FUNDING SOURCE	AMOUNT	
	FHWA (80%)	\$120,000.00	
	LOCAL MATCH	\$30,000.00	
	TOTAL	\$150,000.00	

TASK #5 Transit Planning

Sub-element 5.1 Program Support/UPWP/Training 44.21.00

OBJECTIVE

- Identify training opportunities to improve workforce development of current staff.
- Coordinate and perform transportation planning activities of the Transit Planner in compliance of all federal, state, and local laws, regulations, and requirements.
- Develop a compilation of the DARTS planning efforts with the transit portion of the proposed UPWP for the next fiscal year which reflects priorities and special concerns regarding planning of transit services for the local community. The draft will be reviewed by the DARTS planning committees and be recommended for adoption to the Policy Committee.

PREVIOUS WORK

- Coordinated and performed transportation planning activities of the Transit Planner in compliance of all federal, state, and local laws, regulations, and requirements.
- Developed a compilation of the DARTS planning efforts with the transit portion of the proposed UPWP for the next fiscal year which reflects priorities and special concerns regarding planning of transit services for the local community. The draft was reviewed by the DARTS planning committees and be recommended for adoption t the Policy Committee.
- Identified training opportunities to improve workforce development of current staff.
- Adoption of Title VI and TDP

PROJECT DESCRIPTION

- Transit staff will hold general public meetings for feedback on new Transportation Center and new transit amenities
- Staff will work closely with Remix to develop new routes and update schedules and route maps
- Staff will prepare draft FY25 UPWP for the website and distribute to local, state, and federal agencies for review and comment. The draft will be reviewed by the DARTS planning committees and recommended for adoption to the Policy Committee
- Staff will maintain Public Transit Agency Safety Plan (PTASP) for FTA. Staff will conduct quarterly meetings of the Safety Committee to discuss safety program issues and safety data/performance indicators.
- Staff will coordinate with consultant to collect NTD sampling data for mandatory trip survey and update NTD Annual Reports, Riders Reports, and Safety & Security Reports.
- Staff will attend GAMPO Conference, GTA Conference, APTA Conference, National APA Conference, NTD, ADA Training, Title VI Training, and other training

- Staff will attend GAMPO Conference, GTA Conference, APTA Conference, National APA Conference, CTAAs SUN Training, NTD, ADA Training, Title VI Training, and other training
- Staff will attend Financial Management Training, and other training offered by GDOT and FTA.

PRODUCT

- Prepare Draft FY2025 UPWP and Final Draft FY 2025 UPWP
- Submit Grant Applications for FY23 for 5339, 5303, 5307 grants
- Training enhances transit planning knowledge and skills to improve the workforce development
- Contract Administration
- Update Transit Information on website
- Complete all NTD reports as required

TRANSPORTATION RELATED PLANNING ACTIVITIES			
ORGANIZATION		ACTIVITIES	
DARTS, Albany Transit System		Transit Supplies/UPWP/Training & Development	
TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO, Albany Transit System

FUNDING SOURCE	AMOUNT
FTA SECTION 5303	\$5,200.00
STATE FTA MATCH	\$650.00
LOCAL FTA MATCH	\$650.00
TOTAL	\$6,500.00

Sub-element 5.2 Long Range Transportation Planning - -System Level

44.23.01

OBJECTIVE

- Continuous coordination with DARTS MPO on MTP transportation projects. Changing future land use and large-scale developments can have a significant impact on the adjacent road network and can also impact the regional network. Large scale projects can also impact the operation of the transit network.

PREVIOUS WORK

- Coordinated with planning and development services for new land use projects that impacted the transit network
- Staff will enforce the implementation of the recommendations placed fourth through the TDP.
- Continuous review of existing transit conditions and routes for future developments
- Staff will continue working with DARTS MPO and coordinate extension across Lee County lines within MPO boundaries.

PROJECT DESCRIPTION

- Staff will continue working with DARTS MPO and coordinate extension across Lee County line within MPO boundaries
- Staff will coordinate planning activities for New Transportation Center including route revisions.
- Staff will provide updates for the Transit Development Plan recommendations.
- Continued coordination with DARTS MPO & FHWA Planner for new developments for Transit orientated development.
- Staff will work on plans to implement the recommendations of the TDP.
- Staff will work with DARTS MPO on updating Multi-Modal in its 2050 MTP.

PRODUCT

- Continuous monitoring of transit system development and planning processes.
- Staff will continue to monitor performance measures and targets from Public Transit Agency Safety Plan for inclusion in the MTP document.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

DARTS, Albany Transit System

ACTIVITIES

Long Range Transportation Planning

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO, City of Albany Transit
	FUNDING SOURCE	AMOUNT	
	FTA SECTION 5303	\$4,000.00	

STATE FTA MATCH	\$500.00
LOCAL FTA MATCH	\$500.00
TOTAL	\$5,000.00

Sub-element 5.3 Short-Range Transportation 44.24.00

OBJECTIVE

- Continuous monitoring of the transit system performance and accessing the needs of all transit patrons. Provide continuous maintenance financial reports for transit planning program. Develop provisions for management and operational improvements and initiatives with a Bus Stop Improvement Plan that will benefit the region.
- Coordination of community outreach for transportation need of transit patrons by hosting public meetings and Para Transit Advisory Group meetings.

PREVIOUS WORK

- Coordinated planning activities among DARTS committees to ensure that the DARTS transportation and transit planning needs were met
- Submitted quarterly transit planning reports to GDOT for reimbursement
- Maintained proper records on all invoices, reports and annual reports
- Contract administration 5303 and 5307
- Staff attained assistance from consultant who assisted with the NTD sampling development trip survey, will maintain continuous coordination with UTA for TD sampling and validation of
- Ridership Tracking and Data Analysis with Gen-Fare fare collection system
- Updated NTD annual reports, Ridership reports and Safety & Security Reports
- Coordinated with local university to launch pilot service for Albany State University
- Staff continued to maintain ATS website

PROJECT DESCRIPTION

- Prepare and submit quarterly reports to GDOT for reimbursement of transit planning section 5303 funds
- Coordinate with Urban Transportation Associates in collecting data and track ridership trends for an efficient service through Automatic Passenger (APC)
- Staff will continue working with DARTS MPO and coordinate extension across Lee County line within MPO boundaries
- Continuous coordination of community outreach for transportation needs of transit patrons by hosting public meetings and Para Transit Advisory Group meetings
- Staff will coordinate with ATS staff to purchase mobility management software to provide more efficient and economical services for real time tracking, and reporting
- Continuous coordination with UTA for NTD reporting to validate ridership data

PRODUCT

- All Quarterly reports and invoices
- Purchase of Remix Software (\$10,500)

TARGET START AND END DATES	7/1/2023 – 6/30/24	LEAD AGENCY	DARTS MPO, Albany Transit System
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Funding Source	Amount
FTA SECTION 5303	\$56,495.00
STATE FTA MATCH	\$7,061.87
LOCAL FTA MATCH	\$7,061.88
TOTAL	\$70,618.75

Sub-element 5.4 Transportation Improvement Program 44.25.00

OBJECTIVE

- Prepare the Transit portion of the UPWP FY 2025. This document contains planned transit and transportation improvements over the next four years. The TIP lists projects and identifies the fiscal year that preliminary engineering, right-of-way acquisition and construction is scheduled. This schedule includes estimated costs and funding source for each project. The TIP must be financially balanced for the funding period. Federal regulations require that the TIP include proposed public transportation activities such as capital improvements, and requests for operating assistance in order to secure federal assistance in financing mass transportation. This element highlights TIP projects as it relates to transit.

PREVIOUS WORK

- Monitored bus purchase schedule for new transit fleet
- Continuous coordination with ATS staff for bus stop sign installation schedule
- Continuous coordination with Albany State University for the Ram Rush service
- Monitored and updated ADA bus stop improvements
- Identified areas that need bus stop amenities

PROJECT DESCRIPTION

- Monitor and update ADA bus stop improvements and compliance
- Continuous coordination with ATS staff to identify areas in need of amenities and monitor installation service for signs, shelters, trash cans, and benches
- Coordinate with MPO to develop a Transit Oriented Development Plan.

PRODUCT

- Monitor Transit portion of the FY 24-27 TIP
- Provide measures and targets for Public Transit Agency Safety Plan (PTSAP)
- Develop annual improvement plans for bus stops

TRANSPORTATION RELATED PLANNING ACTIVITIES			
ORGANIZATION		ACTIVITIES	
DARTS, Albany Transit System		Transportation Improvement Program	
TARGET START AND END DATES	7/1/2023-6/30/24	LEAD AGENCY	DARTS MPO, Albany Transit System

FUNDING SOURCE	AMOUNT
FTA SECTION 5303	\$2,000.00

STATE FTA MATCH	\$250.00
LOCAL FTA MATCH	\$250.00
TOTAL	\$2,500.00

TASK 6: Increasing Safe & Accessible Transportation Options (Y410)

OBJECTIVE *(Meets DARTS MTP GOALS: Efficiency, Safety, Mobility, Enhancement, Multimodal, Air Transportation, Transportation System Management (TSM) and Transportation Demand Management (TDM), Financial, Equity and System Maintenance)*

- Complete streets standards and policies, the development of a complete streets prioritization plan, active and mass transportation planning, regional and megaregional planning to address travel demand through alternatives to highway travel, or transit-oriented development planning.

FY 2024 Activities

- Assessing the safety and conditions of pedestrian and bicycle facilities
- Monitor & Adjust Transit Routes

PRODUCT

- Implementation of Bicycle-Pedestrian projects

TARGET START AND END DATES	7/1/2023 – 6/30/2024	LEAD AGENCY	DARTS MPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,187.91
LOCAL MATCH	\$155.43
TOTAL	\$5,343.34

SUMMARY BUDGET TABLE

Summary Budget Table

PROPOSED FUNDING BY TASK PERFORMING AGENCY									
FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FTA – 5303	FEDERAL TOTAL	STATE 5303 MATCH	STATE TOTAL	LOCAL	TOTAL
PL	1.1	Program Coordination	\$20,000.00		\$20,000.00			\$5,000.00	\$25,000
PL	1.2	Operations and Administration	\$54,659.07		\$54,659.07			\$13,664.77	\$68,323.84
PL	1.3	Training/Employee Education	\$10,000.00		\$10,000.00			\$2,500.00	\$12,500.00
PL	1.4	Equipment and Supplies	\$6,000.00		\$6,000.00			\$1,500.00	\$7,500.00
PL	1.5	Contracts/Grants	\$8,000.00		\$8,000.00			\$2,000.00	\$10,000.00
PL	1.6	UPWP	\$6,000.00		\$6,000.00			\$1,500.00	\$7,500.00
PL	2.1	Community Outreach/Education	\$10,000.00		\$10,000.00			\$2,500.00	\$12,500.00
PL	2.2	Environmental Justice/Title VI	\$4,000.00		\$4,000.00			\$1,000.00	\$5,000.00
PL	2.3	Participation Plan	\$4,000.00		\$4,000.00			\$1,000.00	\$5,000.00
PL	3.1	Socio-Economic/EJ Analysis Data	\$6,400.00		\$6,400.00			\$1,600.00	\$8,000.00
PL	3.2	Land Use Monitoring	\$4,000.00		\$4,000.00			\$1,000.00	\$5,000.00
PL	3.5	System Monitoring	\$1,600.00		\$1,600.00			\$400.00	\$2,000.00
PL	4.3	Intermodal (i.e. airports and ports)	\$1,600.00		\$1,600.00			\$400.00	\$2,000.00
PL	4.5	Bicycle and Pedestrian Plan	\$4,000.00		\$4,000.00			\$1,000.00	\$5,000.00
PL	4.7	GIS Development and Applications	\$6,000.00		\$6,000.00			\$1,500.00	\$7,500.00
PL	4.8	Highway Planning	\$5,600.00		\$6,000.00			\$1,400.00	\$7,000.00
PL	4.10	Freight Planning	\$5,600.00		\$6,000.00			\$1,400.00	\$7,000.00
PL	4.11	Metropolitan Transportation Plan	\$12,000.00		\$12,000.00			\$3,000.00	\$15,000.00
PL	4.12	Transportation Improvement Plan	\$8,000.00		\$8,000.00			\$2,000.00	\$10,000.00
5303 A.L.I. 44.21.01	5.1	Program Support/UPWP/Training		\$5,200.00	\$5,200.00	\$650.00	\$650.00	\$650.00	\$6,500.00
5303 A.L.I. 44.23.01	5.2	Long Range Transportation Planning System Level		\$4,000.00	\$4,000.00	\$500.00	\$500.00	\$500.00	\$5,000.00

5303 A.L.I 44.24.00	5.3	Short Range Transportation Planning (S RTP)		\$56,495.00	\$56,495.00	\$7,061.87	\$7,061.87	\$7,061.88	\$70,618.75
5303 A.L.I 44.25.00	5.4	Transportation Improvement Program		\$2,000.00	\$2,000.00	\$250.00	\$1,750.00	\$250.00	\$2,500.00

Contract Totals:

FHWA PL (80%)	\$177,459.07	FTA 5303 (80%)	\$67,695.00
STATE PL	0	STATE 5303 (10%)	\$8,461.87
LOCAL PL (20%)	\$44,364.77	LOCAL 5303 (10%)	\$8,461.88
TOTAL	\$221,823.84	TOTAL	\$84,618.00

Increasing Safe & Accessible Transportation Options (Separate Supplemental Contract)							
	FHWA	FTA 5303	Federal Total	State 5303 Match	State Total	Local	Total
Y410	\$5,187.91		\$5,187.91			\$155.43	\$5,343.34

Funded Projects	FHWA	FTA 5303	Federal Total	State 5303 Match	State Total	Local	Total
2050 MTP	\$120,000.00		\$120,000.00			\$30,000.00	\$150,000.00

APPENDIX

MPO Self-Certification

**CERTIFICATION
OF THE
DOUGHERTY-ALBANY REGIONAL TRANSPORTATION STUDY (DARTS)**

Be it known to all, the below signees do hereby endorse and certify the Albany MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

- I. **23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
 - a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
 - b) All major modes of transportation are members of the MPO
 - c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
 - d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
 - e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
 - a) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
1. **UPWP (23 CFR Part 450.308)**
 - a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
 - c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
 - d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.
2. **LRTP/MTP (23 CFR Part 450.324)**
 - a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
 - b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - c) The LRTP/MTP is fiscally constrained.
 - d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
 - e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
 - f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
 - g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
 - h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - i) The transit authority's planning process is coordinated with the MPO's planning process.
 - j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.
3. **TIP 23 CFR Part 450.326)**
 - a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
 - b) Each project included in the TIP is consistent with the LRTP/MTP.
 - c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
 - d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
 - e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.

- f) The MPO TIP is included in the STIP by reference, without modification.
 - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.
4. **Participation Plan (23 CFR Part 450.316)**
- a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
 - b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
 - c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
 - d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
 - e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
 - f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
 - g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
 - h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
5. **List of Obligated Projects (23 CFR Part 450.334)**
- a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
 - b) The annual listing is made available to the public via the TIP or the LRTP/MTP.
- II. **In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93**
- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
 - b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
 - c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
 - d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
 - e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
 - f) If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.
- III. **Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**
- a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
 - b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
 - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
 - d) The MPO has a documented policy on how Title VI complaints will be handled.
 - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
 - f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**

- a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects**
- a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.
- IX. **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**
- a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
 - b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;
- X. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
- a) The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments


 Mayor Bo Dorrough, Policy Committee Chairman
 Albany MPO

May 21, 2021
 Date

Radney Simpson
Digitally signed by Radney Simpson
 DN: cn=U.S. Emergency@dot.ga.gov,
 o=DOT, ou=Office of Planning,
 c=Radney Simpson
 Date: 2021.05.27 10:27:42-04'00'

Radney Simpson, Assistant State Transportation Planning Administrator
 Georgia Department of Transportation, Office of Planning

Date

Matt Markham
Digitally signed by Matt Markham
 Date: 2021.05.27 11:19:13 -04'00'

Matthew Markham, Deputy Director of Planning
 Georgia Department of Transportation, Office of Planning

Date

COMMENTS

Document Title:		FY2024 DARTS MPO UPWP		Project Number:		Albany
Document Date:		January Draft		Comment Date:		2-14-23
Comment #	PDF Page	Section	¶	Comment	Response	New Page
1		General Comment		Revise this UPWP budget based on the final FY24 PL Fund amounts and ensure the subtask funding amounts are reflective of the summary budget table.	Adjustment amounts received from Georgia Department of Transportation (GDOT) on March 20 th , 2023. New amount are reflected through the document.	
2		General Comment		Please add an MTP development schedule with specific milestones in either Task 4.11 or the appendix.	MTP Development Schedule added to Task 4.11	
3		General Comment		There are several tasks with “FY 2023 Activities”. Please revise to reflect the FY24 UPWP cycle.	Tasks have been changed to reflect the FY24 UPWP cycle.	
4		General Comment		QA/QC for spelling, missing words, and grammar. There are formatting errors, such as Task #5 missing from the Table of Contents, and two Task 4.8s.	Table of Contents adjusted to mention correct pages.	
5		General Comment		The MPO staff’s role is to manage consultant efforts, not support or assist. Please revise throughout this UPWP.	This has been revised to clarify that the MPO will manage consultant efforts.	
6	5	FY 2024 Priorities		Since the FY24-27 TIP will be updated in FY23, instead highlight monitoring and maintenance of the FY24-27 TIP.	Monitoring and maintenance of the FY24-27 TIP has been added to FY24 Priorities.	5
7	23	Task 1.1		Please add an FY24 activity to show that the MPO will meet 2020 census requirements, such as working with GDOT to adjust the urbanized area and or MPA boundary as needed.	An activity of coordination between GDOT to adjust the urbanized area or MPA boundary on 2020 Census results as needed was added.	23
9	31	Task 2.1		Will there be ongoing public involvement efforts in FY24 for the Bike/Ped Plan and Freight Profile?	Public Involvement and efforts in the Bike/Ped Plan and Freight Profile were completed in FY22/FY23 and has been removed.	31
10	46	Task 4.11		For MTP FY24 activities, specify that it is the 2045 MTP that will be monitored and amended as needed.	Administrative modifications and the amendment of the 2045 MTP has been added.	46

				2045 MTP amendments should be listed as a product.		
11	47	Task 4.12		Identify publishing the Annual Listing of Obligated Projects as an FY24 activity and product.	Identifying and publishing the annual listing of Obligated projects has been added to Task 4.12 for activity and product.	
12	48	Task 4.8		Special Studies should identify the scoped consultant activities and deliverables for FY24. Please revise accordingly.	Scoped consultant activities and deliverable has been added to FY24 activities list in Task 4.8.	
13	49	Task 4.8		Page 49 should be removed as the Bike/Ped Plan and Freight Profile updates were completed in FY23.	Bike/Ped Plan and Freight Profile updates have been removed and pages have been renumbered to adjust.	

POLICY COMMITTEE VOTING MEMBERS

The Policy Committee is the decision-making body and is represented by elected officials from the member jurisdictions and an official from the Georgia Department of Transportation (GDOT). The committee is responsible for taking into consideration the recommendations from the Citizen’s Advisory Committee and the Technical Coordinating Committee when adopting plans or setting policy.

Billy Breeden	Chair, Interim Mayor, City of Leesburg
Kermit “Bo” Dorough	Mayor, City of Albany
Michael McCoy	Dougherty County Administrator
Steven Carter	Albany City Manager
Lorenzo Heard	Vice Chair, Dougherty County Commission
Vacant	Lee County Director of Planning & Engineering
Billy Mathis	Lee County Commission
Bob Alexander	Leesburg City Manager
Jannine Miller	GDOT Director of Planning
Scott Chambers	GDOT District Engineer, District 4

* Five (5) voting members are required for a quorum.

Non-Voting Members

FHWA Division Administrator

TECHNICAL COORDINATING COMMITTEE MEMBERS

The Technical Coordinating Committee membership includes staff from the member jurisdictions, various federal, state, and local agencies and associations that have a technical knowledge of transportation or planning. The TCC evaluates transportation plans and projects based on whether they are technically warranted and financially feasible.

Paul Forgey	Chair, Director, Planning & Development Services
Michael Persley	Albany Chief of Police
Stacey Rowe	Public Works Director (City)
Ken Breedlove	Vice Chair, Albany Engineering
David Hamilton	Transportation Director
Don E. Gray Jr.	Albany Facilities Management Director
Chuck Mathis	Dougherty County Public Works Director
Jeremy Brown	Dougherty County Engineering Manager
Kenneth Johnson	Dougherty County Chief of Police
Vacant	Lee County Director of Planning & Engineering

Bob Alexander	Leesburg Public Works Director, Leesburg City Manager
Beka Shiver	Southwest Georgia Regional Commission
Tanner Anderson	Transportation Planner, DARTS MPO
Jason Tolbert	Transit Planner, DARTS MPO
Shaun Cookson	SWGGA Regional Airport Superintendent of Operations
Jacqueline Williams	GDOT Office of Planning, Transportation Planner, Atlanta
Jason Willingham	GDOT Preconstruction Engineer, District 4
Ken Breedlove	Albany Traffic Engineering Manager
Hubert Smigelski	Marine Corps Logistic Base

* Nine (9) voting members required for a quorum.

TECHNICAL COORDINATING COMMITTEE Non – Voting Members

Angel Gray	Planning Manager
Charles Ryan Walker	GDOT Office of Planning, Atlanta
Dennis Carter	GDOT, District 4 Planning and Programming Coordinator
Brian Langford	GDOT, Branch Chief
Joseph Longo	U. S. Department of Transportation, FHWA
Sanford Hillsman	Albany Dougherty Planning Commission
Larry McClain	Citizens’ Transportation Committee Representative
Bob Alexander	Leesburg Engineer

CITIZENS’ TRANSPORTATION COMMITTEE MEMBERS

The Citizens Advisory Committee consists of volunteer members who are interested in transportation issues. They are appointed by their member jurisdictions. The CAC is responsible for ensuring that values and interests of the citizens in Dougherty County, City of Albany, City of Leesburg and a portion of Lee County are taken into consideration in the transportation planning process.

Sonya Johnson	Dougherty County Appointment
Vacant	Dougherty County Appointment
Glenn “Tyler” Harris	Dougherty County Appointment
Brent Davis	Lee County Appointment
Peter Ngwafu	Lee County Appointment
Vacant	City of Leesburg Appointment
Larry McClain	City of Albany Appointment
Bruce Capps	City of Albany Appointment
David Gregors	City of Albany Appointment
Billy Merritt	Albany/Dougherty Planning Commission Appointment

DARTS Meeting Schedule (All meetings are held quarterly in room 380 at 240 Pine Avenue, meeting times and dates are subject to change).

- CTC (Citizens Transportation Committee)**9:00AM**

September 20, 2023

January 17, 2024

April 17, 2024

June 19, 2024

- TCC (Technical Coordinating Committee)**9:00AM**

September 21, 2023

January 18, 2024

April 18, 2024

June 20, 2024

- PC (Policy Committee)**10:00AM**

September 21, 2023

January 18, 2024

April 18, 2024

June 20, 2024

ACRONYMS USED IN THIS DOCUMENT

- 3C - Continuing, Comprehensive, Cooperative
- APTA - American Public Transit Association
- APA - American Planning Association
- ATS - Albany Transit System
- CFR - Code of Federal Regulations
- CTC - Citizens Transportation Committee
- DARTS - Dougherty Area Regional Transportation Study
- EPA - Environmental Protection Agency
- FHWA - Federal Highway Administration
- FRA - Federal Railroad Administration
- FTA - Federal Transit Administration
- GDOT - Georgia Department of Transportation
- GIS - Graphic Information Systems
- HPMS - Highway Performance Monitoring System
- HSIP - Highway Safety Improvement Program
- ITS - Intelligent Transportation Systems
- LEP - Limited English Proficiency
- MTP – Metropolitan Transportation Plan
- MAP-21 - Moving Ahead for Progress in the 21st Century
- MPO - Metropolitan Planning Organization
- NEPA - National Environmental Protection Act
- PBPP – Performance Based Planning and Programming
- PC - Policy Committee
- PEA – Planning Emphasis Area
- PEL - Planning and Environmental Linkages
- PL - Planning Funds (Highway) Allocated for the MPO
- RTP - Regional Transportation Plan
- SRTS - Safe Routes to School
- STIP - State Transportation Improvement Program
- SWGRC - Southwest Georgia Regional Commission
- TAP – Transportation Alternatives Program
- TCC - Technical Coordinating Committee
- TDP - Transit Development Plan
- TAZ - Traffic Analysis Zone
- TE - Transportation Enhancement
- TIP - Transportation Improvement Program
- UPWP - Unified Planning Work Program

