

DRAFT **2019 UPWP**

UNIFIED PLANNING WORK PROGRAM

for the
**Atlanta
Metropolitan
Transportation
Planning Area**



ATLANTA REGIONAL COMMISSION

www.atlantaregional.org

Draft Document for Review- Fall 2018
TCC adoption anticipated for -11/9/2018
TAQC adoption anticipated for 11/15/2018
ARC Board adoption anticipated for 12/5/2018
USDOT Approval TBD



regional impact + local relevance

The ARC Title VI Program & Plan was adopted on 10/26/16 –

The Atlanta Regional Commission, as a federal grant recipient, conforms to Title VI of the Civil Rights Act of 1964 and its amendments. Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency.

ARC is committed to enforcing the provisions of Title VI and to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs.

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

2019 UPWP
UNIFIED PLANNING WORK PROGRAM
FOR THE ATLANTA REGION

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UNIFIED PLANNING WORK PROGRAM

FOR THE ATLANTA REGION

The Atlanta Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal, state and local transportation funds in the 20 county Atlanta region. The UPWP is developed in cooperation with the State, local governments, and public transportation operators and includes a discussion of planning priorities facing the metropolitan planning area.

I. FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

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

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

The FAST Act also continues MAP-21's performance management approach; it requires metropolitan planning organizations, in coordination with state DOTs, to set performance measure targets and report on progress in a number of areas including transit asset management, roadway safety, pavement and bridge condition, congestion, system reliability, freight movement, and emissions reductions.

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

A. Metropolitan Planning Factors

The FAST Act, the current transportation reauthorization, requires that the metropolitan planning process must explicitly consider and analyze, as appropriate, ten factors defined in federal legislation that reflect sound planning principles.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;

3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

B. Planning Emphasis Areas (PEAs)

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to MPOs and State DOTs encouraging them to give priority to the following emphasis areas in the UPWP and statewide planning and research programs for FY 2015: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities were carried forward unchanged into FY 2016 and FY 2017. No new direction has been provided under the new administration. In the absence of explicitly defined planning emphasis areas, ARC maintains that the original directives from 2014 still constitute important considerations in the metropolitan planning process and warrant carrying forward in the 2019 UPWP.

- **MAP-21 / FAST Act Implementation:**

Transition to Performance-based Planning and Programming –USDOT encourages State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPO might also explore the option to use scenario planning to develop their metropolitan transportation plan.

- **Regional Models of Cooperation:**

Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries- To improve the effectiveness of transportation decision-making, USDOT encourages State DOTs, MPOs, and providers of public transportation to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas (UAs) that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas.

- **Ladders of Opportunity:**

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

C. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

D. Transportation Plan

The long range transportation plan must include the following:

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

E. Transportation Improvement Program (TIP)

The metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.

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

E. Transportation Management Area (TMA)

Designated TMAs (UAs with a population of over 200,000) such as Atlanta must also address the following requirements:

- A. Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
 - B. A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal Certification of the metropolitan planning process must be conducted at least every 4 years. Also, at least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

F. Air Quality Conformity Process

In areas failing to meet federal standards for air quality, such as Atlanta, transportation plans and programs are required to be in conformance with the transportation provisions of the state's air quality plan (the State Implementation Plan or SIP), which demonstrates how the State will meet the standards.

II. ARC OVERVIEW

The Atlanta Regional Commission (ARC), which began in 1947 as the Metropolitan Planning Commission (MPC), was the first publicly funded multi-county planning agency in the U.S. As the state designated comprehensive planning agency for the Atlanta region, ARC coordinates planning efforts for ten member counties in the areas of aging, community services, environmental planning, governmental services, job training, land use and public facilities, as

well as transportation planning. These roles are detailed below and the counties included in each role are detailed in Figure 1 on Page 6.

- **MAPDC** – Metropolitan Area Planning & Development Commission as detailed in *Georgia Code 50-8-82*, with the responsibilities of a state **RC** (Regional Commission), for the City of Atlanta and a ten county area (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, Rockdale counties). The 39-member ARC Board membership is defined in state code (*Georgia Code 50-8-84*) and is required to be a combination of elected public officials and citizens.
- **MPO** – Metropolitan Planning Organization for transportation planning for a twenty county area which includes 13 full counties and 7 partial counties plus the City of Atlanta. (See Figure 2 for details.) This is a federal designation based on the Urbanized Area designation following each census.

Under the requirements of the FAST Act (Fixing America’s Surface Transportation), signed into law by the President on December 4, 2015, ARC serves as the Atlanta MPO, a regional forum for cooperative transportation decision-making. In addition to transportation planning, ARC also provides transportation demand management within the planning area and for citizens either living or working in the Atlanta area.

- **AAA** – Area Agency on Aging, a state designation, for a 10 county area.
- **ARWDB** – Atlanta Regional Workforce Development Board, for a 7 county area. ARC is the administrative agency.
- **UASI** – Atlanta Urban Area Security Initiative for the City of Atlanta and a 5 county area. ARC is the local administrative agency.
- **MNGWPD** – Metropolitan North Georgia Water Planning District for a 15 county area. ARC is the local staff.

Figure 1: ARC Areas by Role

RESPONSIBLE PLANNING AGENCY		The Atlanta Urbanized Area Includes Portions of 23 Counties																						
		Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Fulton	Gwinnett	Henry	Rockdale	Bartow	Bartow	Carroll	Coweta	Dawson	Forsyth	Hall	Jackson	Newton	Paulding	Pike	Spalding	Walton
	Regional Commission / Metropolitan Area Planning and Development Commission																							
	Metropolitan Planning Organization																							
	Area Agency on Aging*																							
	Atlanta Regional Workforce Development Board*																							
	Urban Area Security Initiative*																							
	Metropolitan North Georgia Water Planning District*																							
Cartersville-Bartow Metropolitan Planning Organization																								
Gainesville-Hall Metropolitan Planning Organization																								

* Not depicted on associated map

Figure 2: Atlanta MPO Details

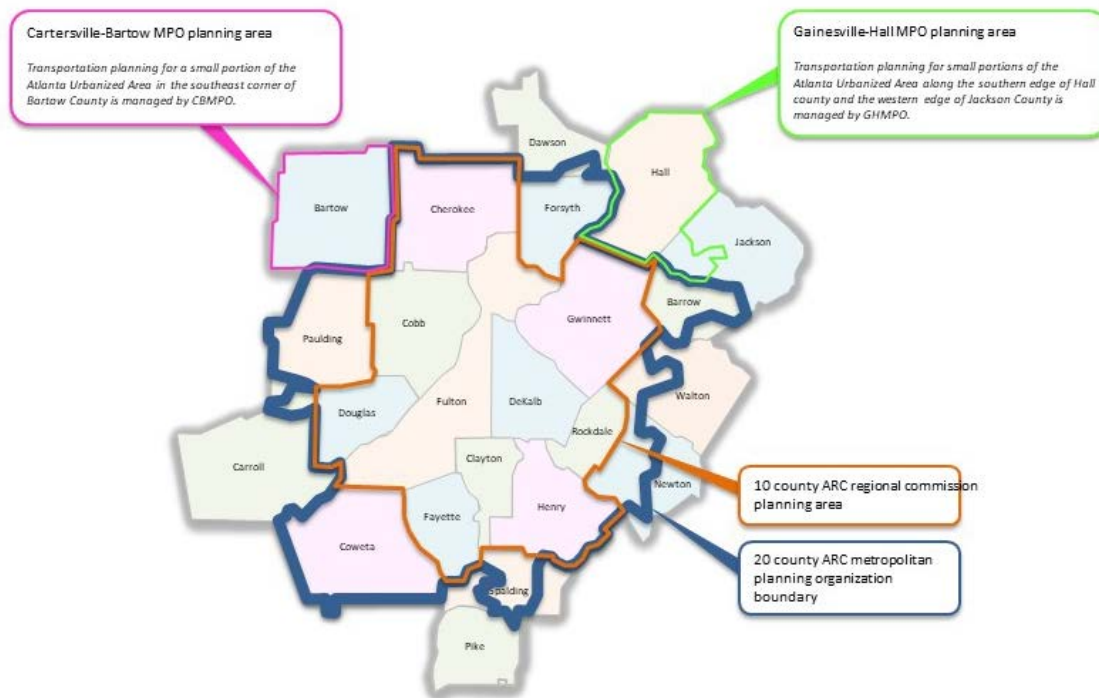


Figure 3: Air Quality Analysis Boundaries

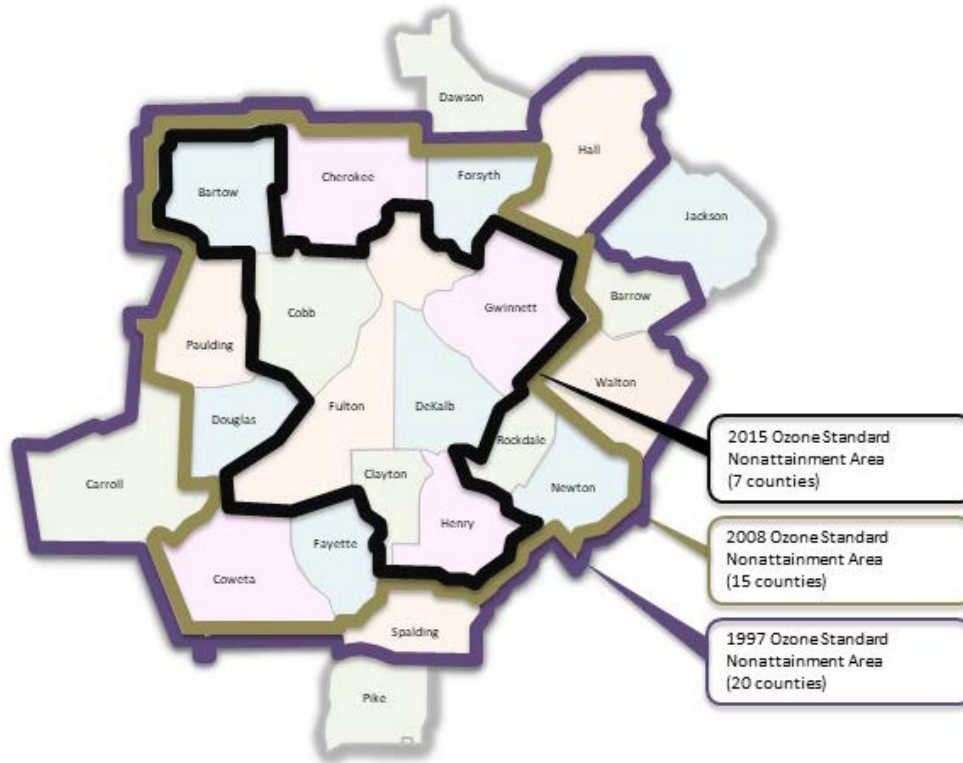


Table 1: Atlanta MPO Details

MPO	ARC is the designated MPO for the Atlanta area, responsible for carrying out the federally required metropolitan transportation planning process.	20 counties- 13 whole, 7 partial, and the City of Atlanta
Adjacent MPOs	By formal agreements, the Cartersville-Bartow MPO conducts planning for the small area of the Atlanta Urbanized Area within Bartow County. The Gainesville Hall MPO conducts transportation planning for small areas of the Atlanta Urbanized Area within Hall and Jackson counties, while ARC provides similar services for a small area of the Gainesville Urbanized Area within Gwinnett County. Also by formal agreements, ARC will conduct the technical evaluation for conformity that supports the RTP and TIP developed by CBMPO.	2 adjacent MPOs
Atlanta Maintenance Area for Ozone	In June 2018, EPA designated a new 7-county portion of the Atlanta region as an ozone nonattainment area for the 2015, 8-hour ozone standard. ARC performs the required technical analysis for the entire Ozone NAA to demonstrate conformity to Clean Air Act requirements.	7 counties

A. Atlanta MPO Area

1. 2010 Census Urbanized Area Designation

On March 27, 2012, the US Census Bureau designated 16 UAs in the State of Georgia based on the 2010 Census. The Atlanta Urbanized Area increased to portions of 23 counties— the previous 19 counties following the 2000 Census plus Carroll, Dawson, Jackson and Pike.

- Urbanized Area Boundary (UAB) – As required by federal regulation, in January 2013, ARC adopted an adjusted UAB for data reporting and functional classification, developed by smoothing the new 2010 Atlanta UA. The new UAB was approved by USDOT on October 11, 2013.

On August 27, 2014, ARC adopted an update to the functional classifications of principal arterials within the Atlanta UAB and submitted this to GDOT for consideration and incorporation into the statewide classification review, for subsequent submittal to FHWA for approval. In April 2015, ARC adopted a second phase of this functional classification review, for facilities below principal arterial.

- Metropolitan Planning Area (MPA)

On February 11, 2013, the Governor of Georgia designated a new MPO, the Cartersville-Bartow MPO (CBMPO), for the new Cartersville UA. ARC is tied to the transportation planning activities of the new CBMPO and the Gainesville-Hall MPO (GHMPO) due to intertwining of UAs (the Atlanta UA goes into both Bartow and Hall counties, while the Gainesville UA extends into Gwinnett County). ARC is also tied to CBMPO due to ozone air quality nonattainment. These relationships are illustrated in Figure 2.

For the Atlanta area, on August 27, 2014, ARC adopted a revised 19-county metropolitan planning area (MPA) boundary based on the new 23-county Atlanta UA designation, with one unresolved issue – the Atlanta UA in Carroll County. On September 4, 2014, the Governor of Georgia approved this expanded planning boundary. On August 26, 2015, ARC adopted a revised MPA to include the Atlanta UA portion of Carroll County. On September 9, 2015, the Governor of Georgia approved the revised MPA to include the Atlanta UA portion of Carroll County.

- Twenty counties are included in the revised boundary in total or in part.
 - Total counties include the 10-counties in the Atlanta Regional Commission and the counties of Coweta, Forsyth and Paulding.
 - Partial counties include Barrow, Carroll, Dawson, Newton, Pike, Spalding, and Walton.

- Planning responsibilities for the portions of the Atlanta urbanized area in the remaining three counties have been assigned to adjacent MPOs.
 - Bartow County – assigned to the new Cartersville-Bartow MPO
 - Hall and Jackson counties – assigned to the Gainesville-Hall MPO

For the Atlanta MPA, formal planning agreements have been executed with the Gainesville-Hall MPO, Cartersville-Bartow MPO, Dawson County, and Pike County. Draft agreements are in progress with Carroll County. The new areas in the MPA were incorporated into the long range transportation plan and short range transportation improvement program, adopted on February 24, 2016.

B. Atlanta Maintenance Areas

In addition to the approved 20 county transportation planning area, the following EPA-designated Atlanta Nonattainment areas as shown in Figure 2, must be addressed in the transportation planning process with respect to the ARC and the Cartersville-Bartow MPO transportation planning activities.

Since 2004, ARC has performed the technical evaluation to demonstrate conformity for the entire Atlanta nonattainment area(s), supporting the Atlanta RTP and TIP and the GHMPO RTP and TIP until 2016. The CBMPO joined this process with the ARC technical evaluation for conformity, covering their initial RTP/TIP which was adopted on February 2, 2016 by the CBMPO and approved by the USDOT on March 16, 2016.

GHMPO and ARC have worked closely to coordinate schedules for TIP and RTP development under the umbrella of conformity requirements for the Atlanta nonattainment area since 2004. After the region was designated attainment for the fine particulate matter standard, GHMPO no longer needed to participate in the conformity process. The new CBMPO joined this collaboration in 2013. In October 2016, EPA designated the entire area as attaining the 2012 PM2.5 standard, effectively removing conformity requirements for PM2.5.

1. Atlanta Ozone Nonattainment Area

- Previous Nonattainment Areas

- 1-Hour Standard, 1979 – 13 counties

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

- 8-Hour Standard, 1997 – 20 counties

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

As of July 2013, this Atlanta nonattainment area was classified by EPA as a "maintenance area, redesignated from nonattainment."

- 8-Hour Standard, 2008 – 15 counties

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

○ **8-Hour Standard, 2015 – 7 counties**

In 2018, EPA promulgated designations for the 2015 eight-hour ozone standard. Conformity applies to this standard as of August 3, 2018. The marginal nonattainment area is smaller than previous geographies, at only seven counties: Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry.

Atlanta Particulate Matter 2.5 Nonattainment Areas

○ **1997 Standard for Fine Particulate Matter– 20+ counties**

In late 2004, an Atlanta nonattainment area for particulate matter was designated which includes the 20 counties in the 8-hour ozone area under the 1997 standard plus small areas of Heard and Putnam Counties. Since 2005, ARC worked closely with the Gainesville-Hall MPO, and state and federal partners to develop processes to accomplish the required technical analysis for transportation plans and programs for the new nonattainment PM_{2.5} area. (This nonattainment area includes Bartow County in the new CBMPO and Hall County in the GHMPO.)

○ **2012 Standard - Attainment**

In the fall of 2016, EPA designated those few counties whose classifications were deferred as attaining the 2012 PM_{2.5} standard. Since the region is meeting a newer standard, while being in maintenance for an older 1997 standard, many requirements associated with the older standard will drop. As a result, ARC will no longer be required to demonstrate conformity to the PM_{2.5} budgets for the 20 county (plus 2 partial county) nonattainment area. All counties will be considered in maintenance of the 1997 PM_{2.5} standard.

2. Conformity Determination Process

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

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

Table 2: Recent and Upcoming Conformity Determinations

Federal Conformity Determination	ARC Action	Regional Emissions Analysis Required?	Nonattainment Areas			1997 Standard – 22 counties
			OZONE			
			1997 Standard – 20 counties	2008 Standard – 15 counties	2015 Standard – 7 counties	
9/6/11	PLAN 2040 RTP and FY 2012-2017 TIP	Yes	Yes	N/A		Yes
12/14/12	TIP Amendment #1	Yes	Yes	Yes		Yes
---	TIP Amendment #2	No		N/A		N/A
9/23/13	TIP Amendment #3	No		Yes		Yes
4/30/14	PLAN 2040 RTP Update / FY 2014-2019 TIP	Yes		Yes		Yes
9/29/14	TIP Amendment #1	Yes		Yes		Yes
6/02/15	CDR Update for GHMPO	Yes		Yes		Yes
9/28/15	TIP Amendment #2	Yes		Yes		Yes
2/24/16	The Region’s Plan, 2040 RTP and FY 2016-2021 TIP	Yes		Yes		Yes
5/25/16	TIP Amendment #1	No		Yes		Yes
2/22/17	TIP Amendment #2	No		Yes		Yes
9/15/17	TIP Amendment #3	Yes		Yes		
2/28/2018	TIP Amendment #4	Yes		Yes		
6/27/2018	TIP Amendment #5	Yes	Yes*	Yes		
12/5/2018	TIP Amendment #6	No	Yes	Yes		
Spring 2019	TIP Amendment #7	Yes	Yes	Yes		

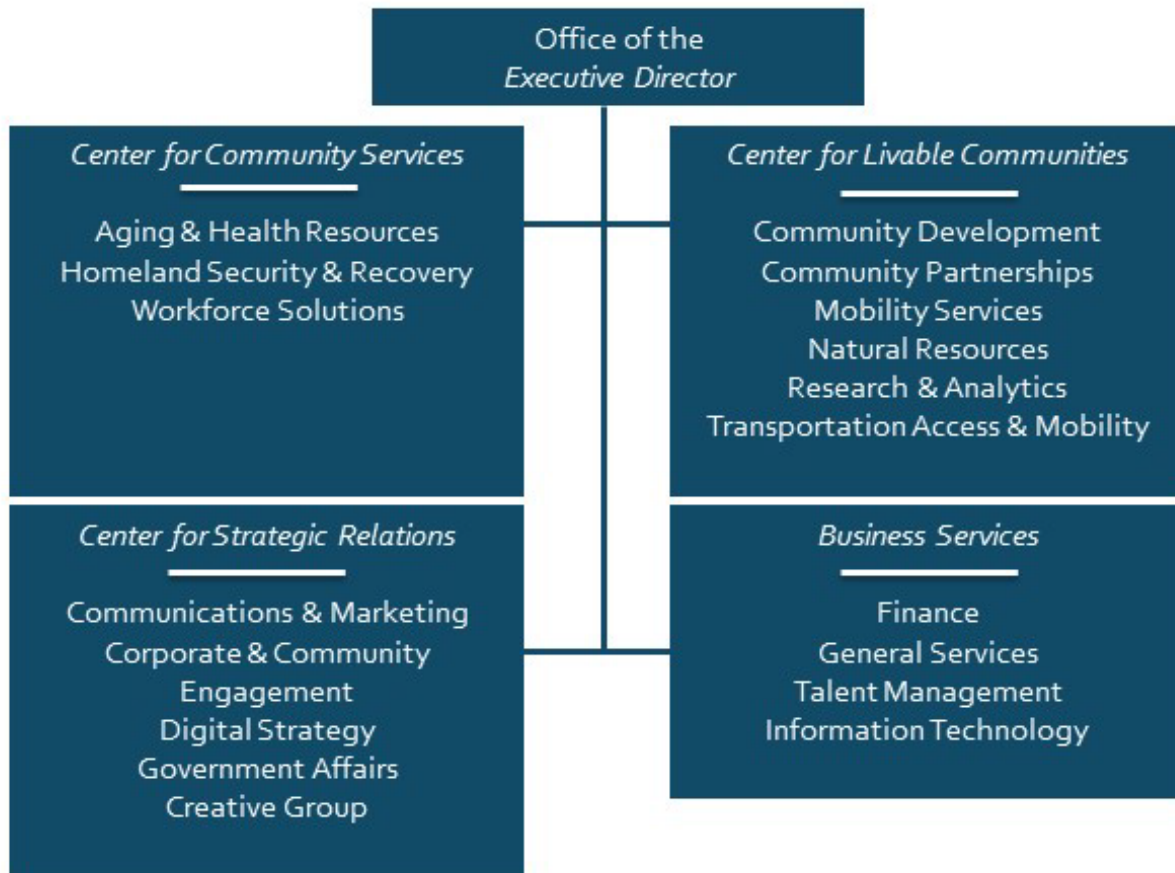
*Due to a court ruling, conformity for the 1997 ozone standard is reinstated for the time being.

C. ARC Structure

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

From the four former departments, the organization shifted to three centers – Community Services, Livable Communities and Strategic Relationships. The three centers work in a cross-function style and focus on helping to drive change, not just plan it. In particular with respect to transportation planning, the Community Engagement Manager in the Center for Strategic Relationships will provide support agency-wide in the areas of community engagement, environmental justice, social equity.

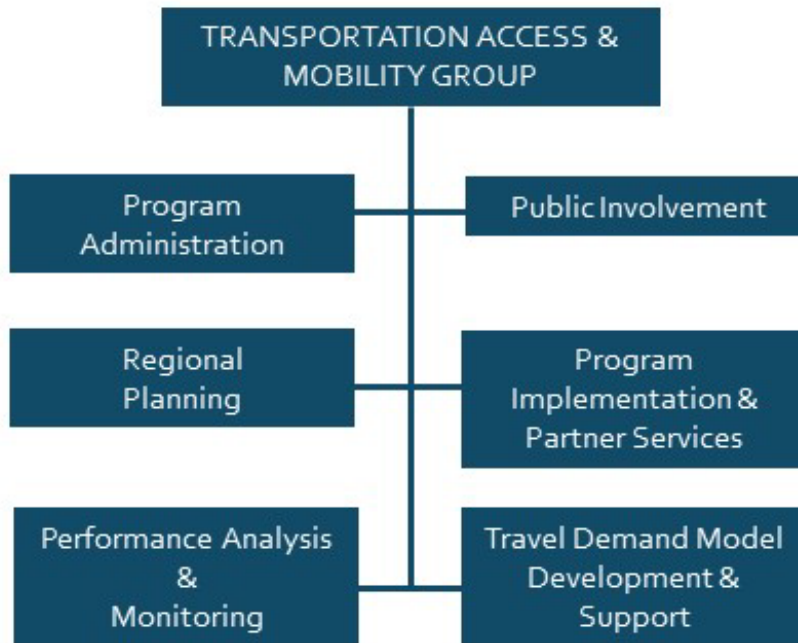
Figure 4: ARC Organizational Chart



D. ARC Transportation Access and Mobility Group Structure

ARC’s Transportation Access and Mobility Group is responsible for leading system-wide long-range planning activities, including facilitating the implementation of plans and programs through work with local governments, state, and regional planning partners.

Figure 5: Transportation Access & Mobility Division Organizational Chart



III. REGIONAL TRANSPORTATION PLANNING STRUCTURE

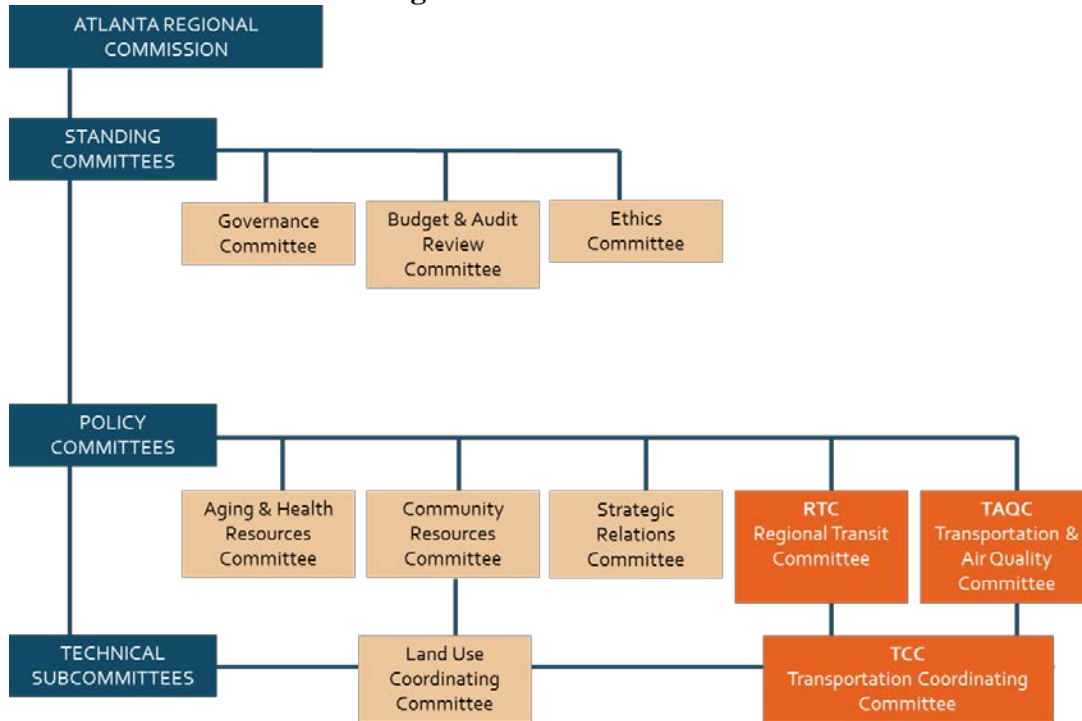
ARC collaborates with the region's local governments, the Georgia Department of Transportation, the Atlanta-region Transit Link Authority, the Georgia Regional Transportation Authority, the Metropolitan Atlanta Rapid Transit Authority, other regional transit providers, local governments, community improvement districts, and citizens to plan for the Region's future transportation needs and to assure that such plans conform to air quality requirements.

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

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

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

Figure 6: ARC Committee Structure



The 2019 schedule for meetings of the ARC Board, the Transportation & Air Quality Committee, the Regional Transit Committee and the Transportation Coordinating Committee is shown on the following page.

A. Atlanta Regional Commission Board

The 39-member ARC Board membership is defined in state code and is required to be a combination of elected public officials and citizens. (*Georgia Code 50-8-84.*) The Commission meets each month except November. Agendas, meeting summaries and other pertinent information are available on the ARC website, <http://atlantaregional.org/arc-board-and-committees/>

Figure 7: ARC Meeting Schedule 2019

IN DEVELOPMENT

B. Transportation and Air Quality Committee (TAQC)

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

The current membership of TAQC, as defined in ARC bylaws adopted in 2014, includes members from the planning area as follows:

- *Nondiscretionary* memberships as detailed in ARC bylaws:
 1. ARC Chair
 2. Mayor of the City of Atlanta
 3. County Commission Chair or CEO of each of the 10 counties within the regional commission boundary of the ARC
 4. GDOT Planning Director
 5. County commission representative from 7 counties outside of ARC’s regional commission planning area, but within the MPO area (defined as “limited members for transportation planning purposes only”)
 6. Board member from each of the MARTA, GDOT and GRTA boards (the GDOT member represents the interest of the other three counties within the MPO area which are not directly represented by a county commission representative)
 7. Representative from the Georgia EPD
- *Discretionary* appointees by the ARC Chair as allowed by the ARC bylaws. For 2017 this included the Chair of the Metro Atlanta Mayors Association (MAMA), and seven additional representatives from the ARC Board (4 mayors, 4 citizen district members and the DCA representative).



In 2018, the State of Georgia defined a new transit governance entity called the Atlanta-region Transit Link (ATL) Authority. Until the leadership and staff of this new agency are full constituted in 2019, its interests are currently being represented in the regional planning process by GRTA. ARC will work the ATL Board on an ongoing basis to determine the most appropriate way for the agency to be represented on TAQC and other committees.

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

- Categories 1 through 4: If the TAQC member is unable to participate in a meeting, they are encouraged to send a representative. The representative will not count towards the Committee’s quorum and cannot vote on TAQC action items.

- Categories 5, 6 and 7: Co-members may be designated at the discretion of the member’s organization, with only one vote per membership.

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

TAQC provides policy direction to ARC on all transportation planning matters. TAQC's guidance is very important because its current membership includes GDOT, GRTA and MARTA, which implement regional transportation policy, as well as EPD, which provides state leadership in attaining air quality goals.

TAQC meets each month except December. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.org/taqc.

C. Regional Transit Committee (RTC)

In January 2010, the Regional Transit Committee was established as a function of the Atlanta Regional Commission on an interim basis until a standalone organization is legally constituted. A key mission of the RTC is implementation of the regional transit vision.

All RTC transit policy planning recommendations that impact RTP/TIP development or the regional federal/state legislative agenda will feed through the TCC and TAQC as part of the “bottoms up” planning process. Other actions of the RTC that are more operational in nature will feed directly to the ARC Board or to transit operating agency boards, as appropriate.

RTC meets each bi-month starting with January each year. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.org/rtc.

During 2019, the viability of the RTC will be reassessed within the context of the new ATL Authority. The long-term functions of the RTC will be evaluated and recommendations made for the group and if its functions should be combined with the new ATL Authority.



D. Transportation Coordinating Committee (TCC)

In addition to the ARC transportation staff and local government staffs, the Transportation Coordinating Committee (TCC) is responsible for providing technical advice and recommendations to TAQC and RTC on transportation issues. TCC is chaired by the Manager of ARC's Transportation Access & Mobility Group and membership includes a representative (typically the planning or transportation director) from MARTA, GDOT, GRTA, EPD, the City of Atlanta and 17 counties. These members are designated by the head of their organization.

Representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), GDOT Intermodal, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and other municipalities in the region, interest groups and the general public typically attend and participate in TCC meetings. In 2016, TCC membership was expanded to include a designated municipal district member from each of the following six Municipal Districts (MDs), selected from a municipality within each district:

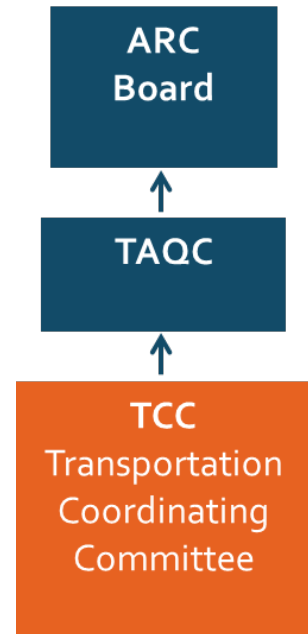
- MD-1 - **North Fulton**, Cherokee, Forsyth, Dawson (partial)
- MD-2 - **South Fulton**, Coweta, Fayette
- MD-3 - **Clayton**, Henry, Spalding (partial), Pike (partial)
- MD-4 - **Cobb**, Paulding, Douglas, Carroll (partial)
- MD-5 - **DeKalb**, Rockdale, Newton (partial)
- MD-6 - **Gwinnett**, Barrow (partial), Walton (partial)

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

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

As with TAQC, the interest of the ATL Authority are currently represented on an interim basis by GRTA. A formal participation process will be determined in conjunction with ATL leaders and staff once the agency is fully operational in 2019.

TCC typically meets twice monthly, except only once in December. The first TCC meeting of the month is a formal meeting; the second monthly meeting is a working session. Current and

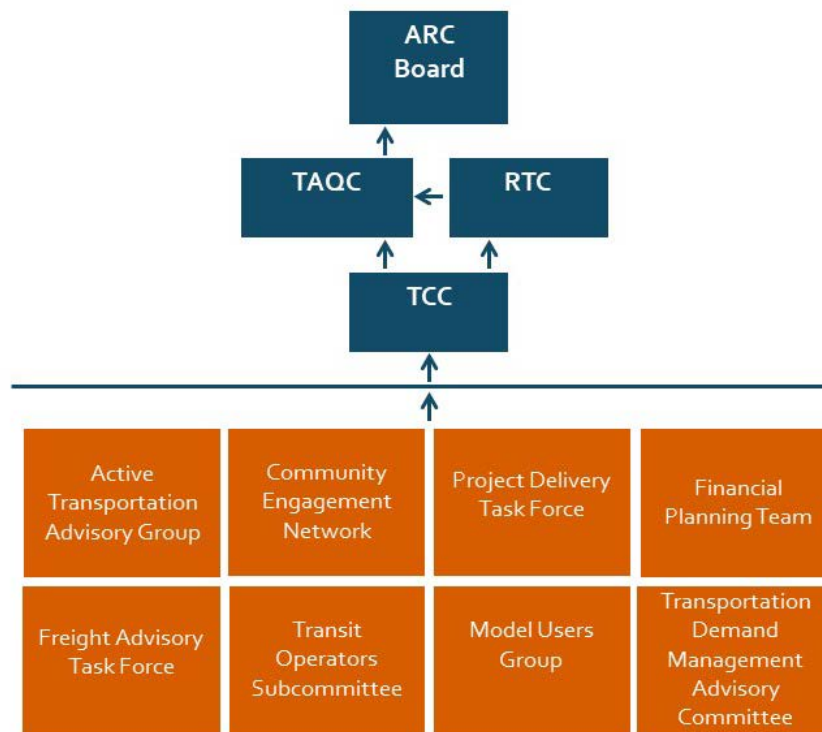


past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.org/tcc.

E. TCC Task Forces / Subcommittees

Task forces and subcommittees of the TCC provide additional planning support for specific transportation-related issues. The need and purpose of these groups, as well as membership, meeting schedules and decision-making protocols, are constantly reassessed and may change from year to year. For 2018, the following task forces and subcommittees are expected to be active contributors to the regional planning process.

Figure 8: TCC Task Force and Subcommittee Structure



- a. Active Transportation Advisory Group - The Active Transportation Advisory Group meets to advise ARC on actions related to bicycle, pedestrian, trails, and livability planning issues as part of the long- and short-range transportation planning process. The group has membership from local (municipal and county) transportation and planning departments within the Atlanta region, as well as representatives from state and federal agencies and community organizations. The group meets on an as needed basis.
- b. Community Engagement Network (CEN) (formerly the Public Involvement Advisory Group - PIAG) – The group, formed in 1999, is a network for coordinating public engagement and other activities in the region, sharing public participation techniques, and providing resources and information on Title VI and environmental justice guidance as well as other regulatory standards. The CEN recommends engagement strategies and tools for the ARC planning efforts and encourages and supports new approaches to community engagement that promote equity and ongoing system change in decision making on publicly funded projects in the Atlanta region. The CEN meets on an as-needed basis.
- c. Project Delivery Task Force - One of the FAST Act’s National Goals is to accelerate project delivery and reduce delays. In 2014, ARC established the Project Delivery Task Force (PDTF), a multi-disciplinary, multi-modal, and multi-agency group to identify project delivery issues and challenges, and recommend improvements. It includes transportation professionals associated with every aspect of project delivery, including planning, design, environmental review coordination, and program delivery management. The PDTF meets on an as-needed basis.
- d. Financial Planning Team - The Financial Planning Team (FPT) consists of select representatives from the GDOT, MARTA, GRTA/SRTA and USDOT. The FPT is used extensively for the development of financial forecasts for development of a new or updated Regional Transportation Plan. The primary role of the FPT is to build consensus and support on financial forecasting assumptions and methodologies. The FPT also acts as a regional forum for input and discussion of regional, state, and national financial issues.

The FPT generally meets several times during a short time period whenever a major update to the RTP requires reconsiderations of the basic financial assumption and revenue projections supporting a new fiscal constraint analysis. This group has been inactive since 2015 but will be reconstituted in 2019.

- e. Freight Advisory Task Force – The Freight Advisory Task Force (FATF) was established in 2002 as part of the ARC regional planning process and meets periodically throughout the year. The Task Force provides a forum for dialogue between the freight community and the public sector on freight and goods movement issues. The general membership of freight representatives includes GDOT, FHWA, chambers of commerce, CIDs, members of the trucking/shipping industry, railroads, Hartsfield-Jackson Airport, developers, and others.

The FATF provides input on freight planning, policies, and projects as well as ongoing RTP and TIP planning efforts. The FATF meets periodically, typically three to four times a year.

- f. Model Users Group – In 1999, the Model Users Group (MUG) was formed as a subcommittee of the TCC to provide a forum to foster, develop and aid in coordinating the design and implementation of travel demand models among local governments. The group also serves as an advisory council in these matters and meets on a quarterly basis. Additional details can be found at www.atlantaregional.com/mug.
- g. Transit Operators Subcommittee (TOS) - Created in 1998, the Transit Operators Subcommittee includes membership from agencies eligible to receive federal transit administration program funding in the large UZA. Additionally, agencies with transit funds programmed in the TIP or the POP for future transit projects and studies as well as other interested parties are invited to participate. The mission of the TOS is to discuss, evaluate and coordinate regional transit policy, funding, and issues for presentation to the RTC and TCC and incorporation into the regional transportation planning process. This subcommittee generally meets every other month, typically on the fourth Friday of each month. Specifically call meetings are held when time sensitive issues arise.
- h. Transportation Demand Management (TDM) Advisory Committee - As called for in the TDM plan adopted in 2013; the TDM advisory committee will provide direct input into setting the region’s goals, policies, strategies and funding allocations for TDM, while also coordinating the overall messaging, marketing, and outreach. Committee membership will be comprised of the Georgia Department of Transportation and partners such as boards of health, employer representatives, GRTA/SRTA, regional transit providers and the Douglas County vanpool program. The TDM Advisory Committee would also include staff from related ARC programs, including workforce, transportation, and community development.
- i. Ad Hoc Subcommittees – During each year, additional ad hoc groups will be formed to support the transportation planning process as needed.

F. Other Applicable ARC or ARC-Facilitated Groups

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

Figure 9: ARC’s Transportation-Related Facilitated Groups



- a. Land Use Coordinating Committee – Implemented in 2000, LUCC makes recommendations to the Community Resources Committee, the ARC policy committee on sustainability and land use related issues. Membership includes planning directors or titled equivalents from the planning departments of the counties in the ARC MPO planning area, the City of Atlanta, cities with mayors currently on the ARC Board, and categorical members such as urban planning-related non-profit organizations and educational institutions. Developers, architects, designers and consultants frequently attend LUCC meetings as well. LUCC meets monthly to review, discuss and make recommendations on the implementation of The Region’s Plan policies, review progress and make recommendations on the Livable Centers Initiative (LCI), and discuss issues affecting local governments, including land use, sustainability, economic development, historic preservation and quality of life. LUCC and TCC meet together periodically to discuss interrelated land use and transportation issues
- b. Transportation Equity Advisory Group – The group emphasizes transportation-related equity items related to Title VI of the Civil Rights Act of 1964, Environmental Justice Executive Order 12898 and subsequent federal and local guidance related to federal transportation requirements. The TEAG serves to connect the various wisdom and subject matter expertise of equity advocates with transportation planners and agencies from around the region so they will all be able to better understand and influence transportation planning process and outcomes, while being a voice for the needs of vulnerable populations. The group is comprised of stakeholders representing grassroots/community-based organizations, environmental groups, educational institutions, civic and advocacy organizations, and the faith-based community. The Transportation Equity Advisory Group meets bimonthly.
- c. Agency Heads & Agency Directors – Formed in early 2008 to address the requirements of a December 2007 MOU on Transportation Project Prioritization between ARC, GDOT,

GRTA/SRTA and MARTA, the Agency Heads and Directors (Executive Directors and Board Chairs of the four agencies) meet monthly to discuss transportation issues and coordinate activities.

- d. Long Range Regional Forecast Technical Advisory Group (TAG) – The TAG, comprised of volunteer academic and private sector professionals with technical expertise, assists ARC staff in the production of all regional control forecasts for the Atlanta Nonattainment Area as a whole. The small area forecasts derived using these controls directly support the development of regional transportation plans and associated air quality forecasts. Every three to four years, the TAG advises regarding inputs to the regional econometric model (from REMI, Inc.) used to produce the regional control forecasts. The TAG reviews results of the model calibration runs, reviews model output and suggests revisions, and endorses the final results for adoption.
- e. Interagency Consultation Group – The Clean Air Act requires intergovernmental consultation for the development and submittal of applicable State Implementation Plan revisions and before findings of conformity of transportation plans, programs and projects within the SIP, in airsheds designated as nonattainment. To fulfill this requirement, an Interagency Consultation Group facilitated by ARC, was established and meets on a monthly basis to discuss and resolve matters relative to air quality and transportation. Formal membership in this Group includes ARC, GDOT, GRTA, EPD, EPA, FHWA, FTA, MARTA, and ARC counties receiving federal transportation funding to provide transit services (Cobb, Douglas and Gwinnett). Additional agencies participate including the State Road & Tollway Authority (SRTA), the Gainesville-Hall MPO (GHMPO) and the Cartersville-Bartow MPO (CBMPO).

IV. REGIONAL PLANNING PROCESS

A. General Process

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

keeps committees and the Board involved throughout the planning process to address comments or concerns prior to the approval cycle.

B. Plans and Programs

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

1. Atlanta Regional Transportation Plan (RTP)

The RTP reflects environmental, land use, and intermodal considerations and provides a financially balanced vision of future transportation investments for the transportation planning area. The current Atlanta RTP is the transportation element of *The Atlanta Region’s Plan*, a unified agency-wide plan adopted by ARC in February 2016.

The Atlanta Region’s Plan RTP has been amended six times since original adoption: once in 2016, twice in 2017, and three times in 2018. (See www.atlantaregionsplan.com.)

2. Atlanta Transportation Improvement Program (TIP)

The TIP serves as a strategic management tool that accomplishes the objectives of the RTP. As stated above, The Atlanta Region’s Plan FY 2016-2021 TIP was adopted in February 2016. In March 2016, the Atlanta TIP was approved by the Georgia Regional Transportation Authority on behalf of the governor. The TIP meets the FAST Act requirements, the federal reauthorization legislation under effect at that time.

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

The 2016-2021 TIP was amended in 2016 and again in 2017. It was updated and extended to cover 2018-2023 in August 2017, a process which occurred concurrent TIP Amendment #3. The TIP has since been updated three in 2018. Quarterly administrative modifications have also been made since the original TIP was adopted in Feb 2016. (See www.atlantaregionsplan.com.)

3. Unified Planning Work Program (UPWP)

As part of the planning process, the MPO is responsible for the development, in cooperation with the state and operators of publicly owned transit, of a Unified Planning Work Program (UPWP), an instrument for coordinating transportation and comprehensive planning in the metropolitan region. The intent of the UPWP is to broaden MPO awareness of activities and plans that impact surface transportation. It also helps ensure that planned improvements are based on a common set of existing conditions and forecasts and that all key decisions affecting growth and development within the metropolitan area are coordinated thus lessening the potential for duplicative or conflicting planning efforts of partner agencies.

The Atlanta UPWP is developed for each calendar year and focuses specifically on transportation planning-related activities, serving as a management tool for all participating entities. For the Atlanta region, these entities include ARC, GDOT, GRTA/SRTA, EPD, MARTA and local governments, including local government transit providers. (See www.atlantaregional.org/upwp.)

C. Key Components of the Atlanta Region's Plan

The development of *The Atlanta Region's Plan* relies on a number of extensive studies and documents to provide background, context, and recommendations. Key findings from in-depth multi-modal plans and program studies guide the creation of long-range transportation plans. These studies and plans include:

Figure 10: Modal Planning Coordination



Along with the figure above, ARC's current plans and studies and corresponding web addresses are listed in the table below.

Table 3: ARC’s Current Plans and Studies

Category	Title / Date	www.atlantaregional.org/
Studies, general	Multiple	/studies
Bike/Ped	<i>Walk. Bike. Thrive! Regional Pedestrian & Bicycle Plan</i>	/bikeped
Bike/Ped	<i>Atlanta Regional Bicycle and Pedestrian Safety Action Plan, 2018</i>	/bikeped
Congestion Management	<i>Congestion Management Process (CMP), 2005 to 2010</i>	/roads-and-highways
Future Growth	<i>Unified Growth Policy Map (UGMP)</i>	/ugpm
Freight	<i>Atlanta Region Truck Parking Assessment, 2018</i>	/freight
Freight	<i>Atlanta Regional Freight Mobility Plan, 2016</i>	/freight
Freight	<i>Atlanta Strategic Truck Route Master Plan (ASTRoMaP), 2010</i>	/atlanta-strategic-truck-route-master-plan-astromap
Human Services Transportation	<i>Managing Mobility in the Atlanta Region: Human Services Plan, 2018</i>	/hst
ITS	<i>Atlanta Regional ITS Architecture, 2004, and 2011 Status Report</i>	/its
Livable Centers Initiative	<i>2015 LCI Studies and Reports</i> and older editions	/lci
Public involvement	<i>Regional Community Engagement Plan, 2014</i>	/cep
Regional Transportation System	<i>Regional Strategic Transportation System (RSTS), 2011</i>	/rstst
Thoroughfares	<i>Strategic Regional Thoroughfare Plan (SRTP) with Regional Thoroughfare Network (RTN), 2012</i>	/srtp
Transportation Demand Management	<i>Regional Transportation Demand Management Plan, 2013</i>	/regional-transportation-demand-management-plan
Transit	<i>Regional On-Board Transit Survey</i>	/transitsurvey
Transit	<i>Regional Transit Vision, 2018</i>	/transit
Travel Demand Model	<i>Regional Household Travel Survey</i>	/hhsurvey

D. Formal Agreements

To support the regional planning process, Memoranda and Letters of Agreement or Understanding have been developed as follows:

- **Transportation Planning**

- Transportation Planning Coordination and Cooperation (Quad Party Agreement), 1/23/08 – Memorandum of Agreement between the Atlanta Regional Commission, the Georgia Department of Transportation, the Georgia Regional Transportation Authority and the Metropolitan Atlanta Rapid Transit Authority. This was an update of a 1997 agreement to include GRTA.
- Quad Party Agreement Amendment, 12/2/09 – Revision adds roles and responsibilities for the four signatories with respect to the new Regional Transit Committee.
- Transportation Planning Coordination and Cooperation with Limited Member¹ Counties
 - Memorandum of Agreement between the Atlanta Regional Commission and -
 - Coweta County, 6/14/04
 - Forsyth County, 6/18/04
 - Paulding County, 5/11/04
 - Memorandum of Agreement between the Atlanta Regional Commission, Georgia Department of Transportation and
 - Barrow County, 3/31/05
 - Carroll County, in process
 - Dawson County, 5/7/15
 - Newton County, 3/31/05
 - Pike County, 7/27/15
 - Spalding County, 5/12/04
 - Walton County, 6/14/04
- Transportation Planning & Air Quality Planning Coordination - Portion of Atlanta Urbanized Area in Hall and Jackson Counties, and portion of Gainesville Urbanized Area in Forsyth and Gwinnett Counties, 6/4/14 – Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall Metropolitan Planning Organization, the Georgia Department of Natural Resources Environmental Protection Division, and the Georgia Department of Transportation for transportation planning and

¹ ARC bylaws were revised on 3/24/04 to provide the eight outlying counties limited membership to the Atlanta Regional Commission for transportation planning purposes only

air quality planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portion of the Atlanta urbanized area in Hall and Jackson Counties, to the ARC assuming the responsibilities for the portion of the Gainesville urbanized area in Forsyth and Gwinnett Counties, and to the former 22 county nonattainment area for PM2.5.

- Transportation Planning Coordination and Cooperation with Jackson County, 4/23/14 – Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall MPO, Hall County, Hall Area Transit and the Georgia Department of Transportation for transportation planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portions of the Atlanta urbanized area and Gainesville urbanized area within Jackson County.
- Transportation Planning Coordination and Cooperation with Bartow County, 3/16/2016– Memorandum of Agreement between the Atlanta Regional Commission, the Cartersville-Bartow MPO, Georgia Department of Transportation and the Georgia Environmental Protection Division for transportation planning coordination and cooperation in the Atlanta Nonattainment Areas. In this MOA, the Cartersville-Bartow MPO assumes responsibilities for the portions of the Atlanta urbanized area within Bartow County.
- **Transit Planning**
 - Transit Planning Coordination and Cooperation, 2008 – Letters of Agreement referenced in the Quad Party Agreement, between the Atlanta Regional Commission and
 - Cherokee County Board of Commissioners (new Cherokee Area Transit System - CATS), 6/6/08.
 - Cobb County Board of Commissioners (CCT), 6/16/08
 - Douglas County Board of Commissioners (Douglas Vanpool), 10/21/08
 - Gwinnett County Board of Commissioners (Gwinnett Transit - GCT), 9/24/08.
 - Regional Transit Planning Coordination and Cooperation, 2011 – ARC executed individual agreements with the City of Atlanta, Cherokee County, Cobb County, DeKalb County, Douglas County, Fulton County, Gwinnett County, Henry County, Rockdale County, GRTA, MARTA, and the Metro Atlanta Mayor’s Association, defining the roles and responsibilities of the ARC and the signatory in transit planning and coordination activities for the Atlanta Region with respect to the Regional Transit Committee.

- **Air Quality**

- State Conformity Rule and Georgia Department of Natural Resources Transportation Conformity Manual, 2010 - The Department of Natural Resources adopted this rule and manual which superseded the 1999 Interagency Transportation Conformity (SIP MOA) between the Atlanta Regional Commission, Georgia Department of Transportation, Environmental Protection Division, Metropolitan Atlanta Rapid Transit Authority, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency. With this action, any new agencies not previously covered by the conformity rule are automatically covered. This applies not only to existing nonattainment areas but also newly designated nonattainment areas.

Additional memoranda and letters of agreement or understanding will be developed as applicable to define roles and responsibilities for new transit providers or new planning partners.

E. Planning Process Update

The transportation planning process in the Atlanta Region has continually adapted to address major issues and challenges on the federal, state and local levels. In 2016, ARC finalized the development of the transportation-element of *The Atlanta Region's Plan* – a 2040 Regional Transportation Plan and a FY 2016-2021 Transportation Improvement Program – which incorporates the Atlanta Metropolitan Planning Area. The plan and program supported the overall agency evolution and emphasis areas and responded to applicable MAP-21 planning objectives. During 2017, ARC undertook amendments to the plan which addressed new federal planning requirements embodied in the FAST Act, updated and extended the TIP to cover FY 2018-2023, and updated all federal, state and local revenue assumptions, as well as the costs, schedules and financing structures for many major projects. *The Atlanta Region's Plan* will continue to serve as the backbone of the area's future development as federal, state, and local priorities evolve in 2018 and beyond.

Beginning in 2016, FHWA and FTA released a number of draft and final rules governing metropolitan transportation planning and the performance management framework enshrined in MAP-21 and continued by the FAST Act. All major rules applicable to the metropolitan transportation planning process were finalized in 2017 and ARC has begun incorporating their requirements into the TIP/RTP planning process.

F. 2019 ARC Work Activities

The Atlanta Regional Commission annual work program, *Strategy 2019*, was adopted in December 2018. This work program details the following elements for the Center for Livable Communities:

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

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

Element 6 (see [Appendix 1](#)) – ARC transportation work activities for calendar 2019 are detailed in Element 6 of *Strategy 2019*. The goal of this element is to improve transportation facilities and services in the region through an integrated process that meets the federal transportation and air quality requirements. This element provides a comprehensive approach to transportation planning, incorporating land use, development and environmental concerns into transportation planning decision making and establishing linkages encouraged in the metropolitan planning process. Transportation subelements of Element 6 include:

- 6A - Regional Planning** (implementation of federal MPO requirements)
- 6B - Program Implementation & Partner Services** (implementation of plans and programs)
- 6C- Travel Demand Model Development and Support**
- 6D - Performance Analysis & Monitoring** (conduct of data analysis)
- 6E - Special Studies**
- 6F - Administration & Support** (public involvement, program administration)
- 6G- Transit Services**

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

1A - Estimates and Forecasts - Provides a broad and consistent base of demographic, economic and land-related information to support comprehensive planning efforts. Transportation planning incorporates estimates and forecasts produced under this activity into travel demand models. The models are used to simulate regional travel demand and estimate vehicle emissions.

1B – Geospatial Technology and Analysis - Maintains and expands ARC’s geographic information systems delivering extensive capabilities for the display and analysis of spatial data

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

2B – Regional Plan Implementation - Addresses coordination of land use and transportation planning as well as implementation of the Regional Development Plan.

2C - Livable Centers Initiative (LCI) - Designed to improve accessibility, expand mixed-uses, utilize transit and support further development in activity and town centers.

5A- Transportation Demand Management (TDM) – Aims to increase the use of alternatives to single occupancy vehicle (SOV) travel in order to reduce vehicle miles traveled, relieve traffic congestion, improve air quality, and increase the efficiency and effectiveness of the region’s transportation infrastructure and service delivery systems.

Appendix 3A contains a cross reference of ARC cost centers as shown on each subelement in Appendices 1 and 2 to the ten metropolitan planning factors as defined in FAST Act. **Appendix 3B** contains a cross reference of these cost centers to a breakdown of federal, state and local funding budgeted to accomplish the ARC transportation work program for 2019.

Appendix 4 contains the ARC adopting resolution for the “*2019 Unified Planning Work Program for the Atlanta Region*”, the UPWP approval letters from the Federal Highway Administration and the Federal Transit Administration, and the committee comments received.

Appendix 5 contains a detailed listing of planning activities and studies of ARC’s planning partners.

APPENDIX 1
ARC TRANSPORTATION WORK PROGRAM

Appendix 1, Page

Element 6 – Transportation Access & Mobility1

Subelements:

6A - Regional Planning	4
6B - Program Implementation & Partner Services	7
6C- Travel Demand Model Development & Support..	9
6D - Performance Analysis & Monitoring	11
6E - Special Studies.....	13
6F - Administration & Support	18
6G- Transit Services	22

The element and subelements in this appendix reflect the transportation work activities of the ARC for calendar 2019.

Additional information on planned work activities is provided in Appendix 3. Using the cost center designation listed at the end of each subelement above, in Appendix 3:

- Table 3A provides a cross reference of each cost center with the eight Metropolitan Planning Factors (listed on Page 1 of the UPWP), and
- Table 3B provides budget details for work by revenue source (FHWA, FTA, State and local).



2019 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

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ATLANTA REGIONAL COMMISSION
2019 WORK PROGRAM

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

MISSION

Transportation and service delivery planning in the Atlanta Region is coordinated by the ARC, the designated Metropolitan Planning Organization (MPO) for the 20-county Atlanta Region, pursuant to federal and state rules and regulations. Due to the designation of the Atlanta Nonattainment Area for ozone, planning requires close coordination with the Cartersville-Bartow MPO, also in the nonattainment area. Work activities supporting the organization’s mission are outlined in the annual Unified Planning Work Program (UPWP). ARC transportation plans must respond to federal, state and regional planning objectives. Close coordination is required with the public and other stakeholders in meeting this mission.

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

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

GOALS

- Prepare a draft update to the Regional Transportation Plan (RTP) which must be completed by February 2020.
- Fully incorporate into the RTP the FAST Act targets.
- Conduct major technical work activities for the Regional Transportation System Management and Operations (TSM&O) Vision and Regional ITS Architecture Update.
- Promote active transportation mode projects through the creation of a toolkit for regional planning partners and an on-going regional trails program.
- Respond to critical freight needs and deficiencies through outreach and jurisdiction support, including identification of the federally required urban freight network.

- Support regional transit expansion initiatives through technical support and assistance with communication of plan strategies.

2019 WORK PROGRAM HIGHLIGHTS

- Update the Regional Transportation Plan, extending the planning horizon year to 2050 and meeting federal planning requirements.
- Conduct an update to the Regional Transportation System Management and Operations (TSM&O) Vision and Regional ITS Architecture, including a major update to respond to connected and autonomous vehicle technologies.
- Incorporate air quality designation changes into the planning process as these are identified. Coordinate air quality requirements with respect to transportation planning with the additional MPO in the Atlanta Nonattainment Area.
- Conduct a Transit On-Board Transit Survey. In anticipation of multiple projects entering the federal new starts process in the coming years, ARC and regional partners will conduct a transit on-board transit survey.
- Effectively manage transportation committees such as the Transportation Coordinating Committee, Transportation & Air Quality Committee, and other subcommittees and task forces.
- Update the Regional Transit Vision (Concept 3).

2019 WORK PROGRAM SUBELEMENTS

- 06A Regional Planning
- 06B Program Implementation & Partner Services
- 06C Travel Demand Model Development & Support
- 06D Performance Analysis & Monitoring
- 06E Special Studies
- 06F Administration & Support

2018 ACCOMPLISHMENTS

- Successfully completed a major TIP solicitation, incorporating approximately \$400 million in STBG, TAP and CMAQ funds.
- Through the SHRP2 grant program, leveraged national experts and regional stakeholders to apply an exploratory scenario approach to long-range planning. Using national drivers of change as a foundation, the scenarios will set the groundwork for the next scheduled RTP update in 2020.

- Established a project prioritization framework that emphasizes federally required performance metrics and targets to assist with the development of future TIPs that align with strategic goals and federal, state, and regional standards.
- Reviewed and responded to new federal transportation rulemaking and reporting requirements. Coordinated with the Georgia Department of Transportation (GDOT), GRTA, SRTA, MARTA, other MPOs, and relevant stakeholders to develop responses to draft rules and begin implementation of final regulations.
- Hosted – in partnership with Georgia DOT – a major technology summit (ConnectATL) to assess the impact of evolving technology on the regional transportation network.
- Successfully completed a regional truck parking study, identifying options to address truck parking needs for the region.
- Successfully completed a bicycle and safety action plan, emphasizing policies and procedures to ensure a safer network.
- Recalibrated the Activity Based Model (ABM) to reflect 2015 conditions, while addressing recommendations from the modeling peer exchange.

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6A – REGIONAL PLANNING

PURPOSE

ARC, as the Metropolitan Planning Organization (MPO) for the Atlanta region, is required by federal regulation to develop and maintain a long range Regional Transportation Plan (RTP) and a short-range Transportation Improvement Program (TIP) for the 20-county metropolitan planning area. Major updates of the RTP and TIP were completed and adopted in May 2018. The updated RTP constitutes the transportation element of *The Atlanta Region's Plan* and meets all federal planning requirements.

A variety of subarea and modal planning activities will be undertaken throughout 2019 to update the transportation element of *The Atlanta Region's Plan* in preparation for the next major update which must be completed by early 2020. Key work program activities for the coming year include: 1) conducting a major update to the region's Intelligent Transportation System (ITS) architecture, emphasizing the rapidly evolving technologies for connected and autonomous vehicles; 2) incorporating the federally-required FAST Act performance targets in the regional transportation planning process; 3) completing major work activities necessary to conduct an update of the transportation element of the Atlanta Region's Plan; 4) responding to the outcomes of multiple transportation sales tax initiatives; and 5) relevant planning work completed under Subelement 6E. Consulting assistance may be required for some tasks, as appropriate.

ARC will work with local governments, transit operators, state agencies and other stakeholder agencies to ensure their issues are given full consideration throughout all activities. ARC will also facilitate regional transit planning by fostering collaboration and coordination among the region's transit providers in the planning, financing, construction, operation, and maintenance of the region's transit system. Close coordination will also occur with the recently created ATL Authority.

DELIVERABLES

- Undertake an update to the RTP/TIP to extend the plan horizon year to 2050, reflect updates to regional policies and vision, address emerging technologies, and incorporate funding priorities approved by recent referenda.
- Conduct the technical work activities for the Regional Transportation System Management and Operations (TSM&O) Vision and Regional ITS Architecture Update, as described in Subelement 6E.
- Continue refinements and study of scenarios that assess and evaluate the impact of emerging technologies on regional planning, including autonomous and connected vehicles.

- Coordinate with the Georgia Department of Transportation (GDOT), Gainesville Hall MPO, Cartersville Bartow MPO, transit operators and other stakeholders on responding to federal FAST Act rulemaking and reporting requirements on transportation performance targets.
- Monitor and serve as a technical resource for federal, state, regional and local initiatives on transportation legislation and funding alternatives.
- Update the Regional Bicycle Facility Inventory. This work will build on the existing high-level inventory work to create a more comprehensive inventory for the region.
- Host multi-use trail and other workshops for communities; and fund scoping studies or RSAs (Roadway Safety Audits).
- Continue on-going work activities to update networks of roadways identified as regionally significant for commuter and freight traffic.
- Analyze changes in regulations for air quality and update planning partners, as applicable.
- Perform the necessary technical evaluations for conformity for the Atlanta Nonattainment Area for ozone in support of any updates or amendments of the Atlanta MPO, Gainesville MPO and Cartersville MPO RTPs and TIPs.
- Assess the need for and – if needed - conduct a Regional Transportation Technology Summit (ConnectATL).
- Facilitate meetings of the Regional Transportation Technology Advisory Committee.
- Coordinate regional transportation resiliency policy development.

PARTNERSHIPS

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), ATL Authority, the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 906ALR Long Range Planning
- 906ALT Long Range Transit Planning
- 906AAQ Air Quality Planning

- 906AAT Air Quality Planning – Transit

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6B – PROGRAM IMPLEMENTATION & PARTNER SERVICES

PURPOSE

ARC will work cooperatively with federal, state and local transportation agencies and other project sponsors to deliver projects and programs included in the region’s long range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP). ARC will ensure that the TIP is being implemented efficiently, and advancing the goals, objectives and priorities of the RTP. The current TIP covers fiscal years 2019 through 2023 and was amended in May 2018 in conjunction with the RTP Amendment.

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

In 2019, Sub-Element 6B will focus on: (1) programming the TIP in accordance with the most recent federal rules and regulations; (2) accelerated TIP project delivery; and (3) implement efforts to educate and engage local sponsors, planning partners, and the general public on the TIP process.

DELIVERABLES

- Carry out TIP amendments/administrative modifications to reflect the most up to date project phase schedules and cost estimates.
- Design, develop, and implement various technological enhancements to the RTP/TIP project database (including provisions to upgrade the Transit Program of Projects database); the Project Delivery Task Force Risk Assessment Tool; and integration of the geospatial environmental screening tool for RTP and TIP projects.
- Support the implementation of livability programs through coordination with the ARC Community Development Group and state agencies, including programming and project development activities associated with the LCI program. This effort will also include a reassessment and refinement of the overall LCI program.
- Further emphasize project delivery efforts by: (1) implementing the Project Delivery Task Force (PDTF) action plan and recommendations and (2) updating the *TIP Blueprint* and business

rules.

- Update Regional Suballocation Policies for the FTA Formula funds apportioned to the Atlanta UZA. Also update the Transit Program of Projects (POP) formatting and incorporate the POP into the main RTP/TIP project database.
- The CMAQ evaluation tool will be updated to reflect the latest emissions factors and congestion relief metrics associated with transportation projects. This update is required to assist in developing metrics associated with FAST Act planning and reporting requirements.
- Prepare and conduct an update to the Regional Community Engagement Plan as described in Subelement 6F.
- Assist local transit operators in transitioning their public transportation services from primarily rural operations to urban operations and identify eligible federal and state funding to support the transition (where applicable).
- Coordinate with the Community Development Group and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.

PARTNERSHIPS

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority/State Road & Tollway Authority (GRTA/SRTA), the ATL, the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 906BSR – Program Implementation
- 906BST – Program Implementation – Transit
- 906BLG Partner Assistance
- 906BGT Partner Assistance – Transit

ELEMENT 6 – TRANSPORTATION ACCESS AND MOBILITY

6C – TRAVEL DEMAND MODEL DEVELOPMENT & SUPPORT

PURPOSE

This sub-element provides for continued innovative enhancement of the travel demand models used to forecast regional travel demand and mobile source emissions used for the Regional Transportation Plan (RTP). These outcome-based models are a series of complex and cohesive computer and mathematical programs used to analyze the impact of major transportation improvements on travel and development patterns, as well as the effect of the transportation network on mobile source emissions levels for the 20-county nonattainment region. The innovative development of these tools requires significant data collection on travel behavior and patterns, and continued enhancement of the tools used to estimate vehicle emissions for air quality modeling. These models are integrated with the land use models developing the socio-economic forecasts. This interdisciplinary development of the models will be used to forecast travel demand and associated transportation emissions to support activities of the Atlanta Region transportation planning program, air quality planning and RTP/TIP update activities.

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

DELIVERABLES

- Continue implementation of the recommendations from the peer review of the Activity-Based Model (ABM), as part of USDOT’s Travel Model Improvement Program (TMIP). These activities will focus on the continued enhancement of the ABM, including calibration, validation, adjusted procedures to assess managed lanes and value pricing, and streamlining model run times and efficiencies.
- Conduct the transit on-board survey, including survey design and initial survey work. In anticipation of multiple projects entering the federal new starts process in the coming years, ARC and regional partners will conduct a transit on-board transit survey (see section 6E for additional details).
- SHRP2 Model Research- I-85 Bridge Collapse - ARC will use a SHPR2 Implementation Assistance Program grant to assess the multimodal impacts of the I-85 bridge collapse incident in 2017 (see section 6E for additional details).
 - Continue work to execute recommendations from prior SHRP2 grant that integrates roadway travel time reliability in the ARC transportation models, to better serve the Region. ARC was selected by FHWA to develop a Proof of Concept Pilot aimed at incorporating roadway travel time reliability in simulation and planning models, under

Round 7 of the SHRP2 Implementation Assistance Program (SHRP2 L04). This is a logical continuation of the work already underway via our current SHRP2 C10 award, which consists in integrating our regional activity-based travel demand model with dynamic traffic assignment.

- ARC will use internal resources to focus on incorporating roadway travel time reliability into its multi-resolution modeling framework.
- Continue work to integrate the activity-based model with dynamic traffic assignment.
- Maintain, update and pursue innovative enhancements of the Regional Activity-Based (ABM) Travel Demand Model via model calibration and validation. Integrate with other model update efforts, e.g., land use model, air quality model, etc.
- Continue the interdisciplinary education of the modeling staff; conduct one-on-one model training. Continue to provide technical support and ABM training to planning partners and stakeholders
- Conduct quarterly meetings of the Model Users Group.
- Continue to participate in the multi-year AMPO Consolidated Travel Model Software Platform Development & Enhancement project, to develop a common modeling platform for the MPO Partners – SANDAG, MTC, PSRC, SFCTA, SEMCOG and ARC.

PARTNERSHIPS

All work for this sub-element will be coordinated with the Transportation Access and Mobility Group.

External coordination is also very important in this sub-element. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), the ATL, the U.S. Environmental Protection Agency (EPA), and other groups and agencies.

COST CENTERS

- 906CDM Model Development & Support
- 906CDT Model Development & Support – Transit
- 906CTS On Board Transit Survey
- 806ESM SHRP2 Model Research- I-85 Bridge Collapse

ELEMENT 6 - TRANSPORTATION ACCESS & MOBILITY

6D – PERFORMANCE ANALYSIS & MONITORING

PURPOSE

The Performance Analysis & Monitoring Section provides for the continual enhancement of the application of the travel demand model and real observed “mega-data” to understand regional transportation needs and to analyze project performance. The travel demand models are series of complex and integrated computer and mathematical programs, and their output data are used to analyze the impact of major transportation improvements on travel and development patterns, as well as the effect on mobile source emissions levels for the Atlanta Nonattainment Area. The development of analytical methods and tools requires significant data processing, quality control procedures, and sophisticated computer techniques.

In support of the 2020 RTP update, work will begin on a reevaluation of major projects. This work activity will help support the reprioritization of projects that must occur in 2019.

The application of the tools and data will be used in TIP and RTP project evaluation, needs assessment, scenario testing, transportation emissions analysis and regional performance monitoring. ARC staff will implement performance planning provisions, including tracking performance and reporting. This supports the FAST Act performance measurements requirements, the Atlanta Region’s transportation planning program, air quality planning, performance based planning and programming, TDM analysis, and TIP/RTP update activities.

This work program also includes providing technical assistance to local governments on travel demand and emissions modeling. The continued maintenance of the Congestion Management Process (CMP) is important in also meeting federal planning requirements. Consultant assistance will continue to be required in the areas of tool enhancement, development and data collection.

DELIVERABLES

- Successfully complete an evaluation of proposed plan projects using the latest evaluation methodologies, emphasizing projects considered for inclusion to the plan as part of the TIP project solicitation.
- Monitor targets and report performance in accordance with FAST Act rulemaking and develop processes to track and report on transportation system performance over time.
- Refine project evaluation procedures and tools, building upon “real world” data methodologies, including the FHWA developed HERE data, the INRIX Analytics data and implementation of state-of-the-practice tools and methodologies to evaluate the impacts of projects.
- Continue to improve the evaluation of management and operations (M&O) projects by using macro- and meso-level modeling software.

- Develop evaluation procedures for active mode and transit projects, including procedures to evaluate transit project via VISSUM.
- Improve performance measurement by using the activity based model (ABM) and coding a transit network into a mesoscopic software to use in future project evaluations of transit and vehicle modes.
- Emphasize improvements in the reporting and accuracy of crash data by working with all other relevant state agencies. Work with the Traffic Incident Management Enhancement Task Force to refine the measurement of clearance times using INRIX Analytics data.
- As part of the Congestion Management Process, continue to refine analysis networks, explore new data, tools and methodologies, and assess conditions in support of the next plan update scheduled in 2020.
- Continue to gather and analyze public feedback on Ladders of Opportunity and incorporate into updated ETA analyses.

PARTNERSHIPS

Internal coordination is required within all aspects of Element 6. The GIS linkage of the transportation networks will be coordinated with the Research Division activities. External coordination is also very important for this Subelement. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), the ATL, the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 906DCM Performance Analysis
- 906DCT Performance Analysis - Transit

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6E - SPECIAL STUDIES

PURPOSE

ARC provides assistance to local governments, transit agencies, the Georgia Department of Transportation, the Georgia Regional Transportation Authority, the Metropolitan Atlanta Rapid Transit Authority and groups with interests in transportation issues through conduct or participation in various planning studies and projects as part of the Special Studies Work Program. These Special Studies support Regional Planning (Subelement 6A) including the ongoing development and refinement of the long-range Regional Transportation Plan (RTP) and the short-range Transportation Improvement Program (TIP).

This Work Program is coordinated with ARC’s ongoing mission to develop a regional, integrated multi-modal transportation system as called for by the latest federal transportation reauthorization bill.

In addition to ARC special studies, included within this Subelement are projects that, because magnitude or funding source, fall outside the routine transportation planning scope for which ARC will be designated to have a lead role. Consulting assistance may be required for some tasks, as appropriate.

DELIVERABLES

Special Studies - ARC-Led

- Activity Based Model (ABM) Support and Development- ARC will maintain, update and pursue innovative enhancement of the Regional Travel Demand Model via dynamic model calibration and validation, complete deployment of the Activity Based Model (ABM) and continue to integrate with other model update efforts. This program will also respond to recommendations from the Peer Exchange to provide continuous model improvements. A major emphasis area in 2019 will be to continue to identify and implement process improvements to allow the model to run faster. (\$280,000 federal; \$70,000 local)
- Land Use Model Development- ARC will maintain and enhance the PECAS (Production, Exchange, Consumption, Allocation System) Model. The tasks of model design and development requires reviews and manipulation of detailed sets of new economic and property data into the model structure, additional coding emerging from variation model design, and model calibration. Emphasis in 2019 will include updating zonal structures to the census tract level and development of forecasts for 2050. (\$140,000 federal; \$35,000 local)

- Regional HST Paratransit Brokerage Study – This study will recommend strategies to more cost effectively deliver human services transportation paratransit trips. Desired outcomes of the study include implementing recommendations from the Human Services Transportation (HST) plan, including better serving trips across various jurisdictions with multiple transportation providers. A study team will be developed to provide input on the study and close coordination will occur with statewide initiatives evaluating paratransit issues. (\$320,000 federal, \$80,000 local)
- Regional Transportation Plan Community Engagement Implementation – To implement the recommendations of the community engagement plan, focused outreach will occur with environmental justice and Title VI communities to better understand needs and improvements for these areas. This initiative will devote resources to reaching traditionally underserved communities and seek focused input on plan development activities. (\$56,000 federal, \$14,000 local)
- Tri-State Megaregional Goods Movement Planning - ARC will partner with the Birmingham and Chattanooga MPOs – as well as TDOT – to conduct a corridor study of truck parking needs along the I-75 and I-20 corridors. TDOT is the lead on the project with FHWA acting as the federal funding partner. (\$5,000 local)
- SHRP2 Model Research- I-85 Bridge Collapse - ARC will use a SHPR2 Implementation Assistance Program grant to assess the multimodal impacts of the I-85 bridge collapse incident in 2017 and mitigation responses on travel demand and transportation system performance. (\$125,000 federal grant)
- Regional Transportation System Management and Operations (TSM&O) Vision and Regional ITS Architecture Update – In preparation for the rapid advances occurring in technology that impact the region’s transportation infrastructure (traffic signals, connected vehicles, etc.), the ITS Architecture will be updated to reflect the latest industry evolution occurring around connected and autonomous vehicles. Per the August 2016 Peer Exchange with state and federal resource staff, the ITS Architecture will also be updated to incorporate a unified TSM&O vision to assist state and local partners with in identifying and coordinating ITS projects. Last updated in 2011, ARC, GDOT and other regional partners will develop a Regional Strategic Deployment Plan that will incorporate the latest advances in connected vehicle technologies (DSRC, cellular, 5G) and assess the communications framework necessary for implementing autonomous vehicles technologies. The system update will be closely coordinated with the overall State ITS vision. A two-year timeframe is anticipated. (\$500,000 federal, \$125,000 local)
- Transit On-Board Transit Survey – In anticipation of multiple projects entering the federal new starts process in the coming years, ARC and regional partners will conduct a transit on-board transit survey. This project will lead to travel demand model updates that reflect the latest travel characteristics for regional residents. Expected to be a two-year project, the survey will be conducted in 2019. The goal will be to collect 38,000 completed surveys. (\$1,400,000 federal, \$350,000 local)

- Chattahoochee River Greenway Study- ARC will lead an effort to reassess the region's relationship to the Chattahoochee River and create a new vision for the river's future that will raise public awareness, improve connections and access, and identify potential areas for protection or investment. The study will include both a greenway plan for the river corridor and a pilot project that will demonstrate detailed review and concept design. (\$1,200,000 federal; \$300,000 local)
- Regional Resiliency and Durability Project- This project aims to integrate the threats of extreme weather on transportation assets and users into the transportation planning and engineering process. The project seeks to accomplish this by integrating resilience and durability into ARC practices and by using ARC's regional version of FHWA's Vulnerability Assessment Framework to carry out a vulnerability and high-level risk assessment of the transportation system in the Atlanta region. (\$200,000 federal; \$50,000 local)
- Regional Remix Transit Planning Software License – Remix is a web-based transit planning software used for transit project development and evaluation. ARC, along with MARTA, Gwinnett County, Cobb County, and Henry County will enter into a regional licensing agreement with Remix for route planning, project evaluation, and regional coordination. (\$428,869 federal; \$107,217 local)

Special Studies – ARC Facilitated

- County Transportation Plan (CTP) Program – The CTP program was established to ensure the transportation infrastructure has a positive impact on strengthening our economy and communities at both the local and regional levels. It accomplishes this by providing financial assistance for counties and their constituent municipalities to develop joint long-range transportation plans. These plans, while focused on local issues and needs, also serve as the foundation for updates to the RTP/TIP. ARC will continue to participate in several ongoing updates to existing plans. ARC will directly lead project contract oversight for the Southern Fulton CTP and the DeKalb County CTP Phase I transit plan development.
- Freight Cluster Area Planning Program – The Freight Cluster Area Planning Program was established to assist local jurisdictions with developing subarea plans in locations with the most significant freight activity to identify first mile and last mile projects to improve freight mobility in the region. These plans and projects serve as part of the foundation for updates to the RTP/TIP.
- Regional Transportation Planning Study Program – The Regional Transportation Planning Study Program was established to assist local governments and Community Improvement Districts in the development of transportation plans, corridor studies, and feasibility studies that support the goals and objectives of the Atlanta Region's Plan. The purpose of these studies is to develop project concepts that improve safety, mobility, and access to all roadway

users, while also preparing them for advancement to scoping and/or PE phases in future TIP project solicitations.

- Forsyth County Transit Feasibility Study – ARC will act as the FTA 5307 direct recipient for Forsyth County in a transit feasibility study. ARC will subcontract with the county. The county will directly manage all the study activities. This study will assess the feasibility of transit services in the community and recommend potential next steps.
- Newton County Transit Feasibility Study – ARC will act as the FTA 5307 direct recipient for Newton County in a transit feasibility study. ARC will subcontract with the county. The county will directly manage all the study activities. This study will assess the feasibility of transit services in the community and recommend potential next steps.
- Atlanta Beltline –ARC will continue to support Atlanta Beltline, Inc. and the City of Atlanta’s planning activities as additional environmental work continues, including participation in meetings and providing technical information, as appropriate. This work will continue into 2019. (See www.beltline.org.)
- CPACS 5307 JARC Grant – ARC will support the Center for Pan Asian Community Services, Inc. for maintenance and expansion of their transportation shuttle service to employment and job training, marketing and outreach and transportation educations for low-income, limited English proficient residents of DeKalb County, including the City of Clarkson. ARC currently acts as the direct recipient for federal transit funds. In the coming year, ARC will work with CPACS to identify an alternative direct recipient and operating plan. 2019 is the last year that ARC will act as a direct recipient for transit operating funds.
- COA/MARTA PMO Liaison – ARC will support the More MARTA initiative with project management staff support for the City of Atlanta and MARTA.

PARTNERSHIPS

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), ATL Authority, The Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 406EBL Atlanta Beltline Project
- 606ECP County Transportation Plan (CTP) Program
- 806ECP County Transportation Plan (CTP) Program
- 806ECP County Transportation Plan (CTP) Program
- 806ECR Chattahoochee River Corridor Plan
- 806ED Regional Resilience and Durability Project
- 806EFS Freight Cluster Plan Program
- 806EIT TSM&O and ITS Architecture Study Update
- 806EPM COA-MARTA PMO Liaison
- 806ERR Regional Remix License
- 806ESM SHRP2 Model Research- I-85 Bridge Collapse
- 806ETS Regional Transportation Planning Study Program
- 906CTS On Board Transit Survey
- 906CMS ABM Support and Development
- 906ELM Land Use Model Development
- 906EHT Regional HST Paratransit Brokerage Study
- 906ETM Tri-State Megaregional Goods Movement Planning

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6F – ADMINISTRATION & SUPPORT

PURPOSE

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

Transportation Community Engagement – ARC will complete the update of the region’s Community Engagement Plan in 2019. Community Engagement is an integral part of the transportation planning process as defined in FAST Act. The framework for the Atlanta Regional Commission’s transportation-related community engagement activities is outlined in the 2014 *Regional Community Engagement Plan* (CEP). The CEP includes a feedback mechanism for public comments and a process to evaluate the effectiveness of the community engagement activities.

Community engagement and outreach activities will continue to focus on transportation planning in general, updates of the Transportation Improvement Program (TIP), as well as needed updates to the Regional Transportation Plan (RTP). Public outreach also occurs for other mode and corridor studies and efforts in other divisions of the ARC (e.g., Community Development, Aging & Health Resources Divisions). An ongoing focus will continue to be informing stakeholders and the general public on the transportation planning process, soliciting their feedback and input, expanding these audiences including those individuals traditionally underserved, as well as maintaining an active, staff-level speakers bureau.

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

Administration – During 2019, an emphasis area is preparation for the quadrennial federal certification process during the summer of 2019. This includes evaluation of the organization’s ability to meet federal planning rules and requirements, including those associated with Title VI and the performance planning process.

This overall work program task will carry out the general coordination, administrative and management tasks essential to maintain the 20-county Atlanta Transportation Management Area. These activities are structured by federal regulations, most notably the transportation reauthorization bill, professional planning standards, and an ethic of collaborative decision-making. Specific activities include regular support to the formal transportation planning process, and management and coordination of Unified Planning Work Program activities. This work task also encompasses information management both to the public and ARC’s planning partners.



2019 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region

DELIVERABLES

Transportation Community Engagement

- Set the foundation for public outreach for the update to *The Atlanta Region's Plan* RTP and TIP, targeted for adoption in early 2020, as well as conduct outreach in support of any amendments of the currently adopted TIP.
- Expand external partnerships and facilitate the Community Engagement Network.
- Enhance social equity outreach through the Equitable Target Area research and quarterly meeting of an advisory group.
- Enhance the transportation interactive, community-based website for input into the planning process and distribution of transportation planning information.
- Prepare and conduct an update to the *Regional Community Engagement Plan* to reflect agency evolution, federal transportation policy and best state of practice.
- Prepare and conduct an update to the Limited English Proficiency Plan to reflect agency evolution, federal transportation policy and best state of practice.
- Continue on-going evaluation and implementation of public involvement techniques to remain on the leading edge of community involvement and planning.

Program Administration & Maintenance

- Updating existing planning agreements with partner agencies (GDOT, MARTA, GRTA/SRTA, CBMPO, GHMPO and potentially the ATL) to address FAST Act planning requirements.
- Manage the 2019 Unified Planning Work Program and develop the 2020 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.
- Facilitate and support committees, subcommittees, task forces, etc., associated with the ARC Transportation Access & Mobility Division and Mobility Services Group work scopes as detailed in the UPWP.
- Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.
- Successfully complete the quadrennial federal certification process.

PARTNERSHIPS

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), the ATL, the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 906FAM Program Support & Administration
- 906FAT Program Support & Administration - Transit
- 906FPI Community Engagement
- 906FPT Community Engagement - Transit

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6G – TRANSIT SERVICES

PURPOSE

The purpose of the transit services aspect of ARC’s work program encourages and facilitates coordination between and among public and human service transportation operators in the Atlanta region. These efforts apply to the planning, financing, construction, operation, and maintenance of the system and are meant to foster the development of a more integrated system that is more efficient and easier to use; thereby increasing ridership, improving the mobility of people who cannot or chose not to drive, and increasing the return on the capital and operating investment in the system.

DELIVERABLES

- Initiate an assessment of the structure and service levels of HST (Human Services Transportation) in the Atlanta region, including a paratransit brokerage study. The project will give a snapshot of HST and highlight opportunities for improving services.
- Facilitate a DeKalb County transit plan.
- Complete the update of the comprehensive regional transit vision.
- Administer special transit studies for communities – including potential areas such as Forsyth and Newton.
- Coordinate with the ATL Authority on regional transit planning such as the Regional Transit Plan and the Concept 3 regional transit vision.
- Administer federal Section 5307 low-income program grant for the Center for Pan Asian Community Services, Inc.
- Maintain and update the region’s central transit information website, ATLtransit.org and the one bus away app.

PARTNERSHIPS

The success of the transit services program requires ARC to work closely with Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), Federal Transit Administration (FTA), ARC leadership, ATL Authority, ARC’s Aging and Health Resources Division, ARC’s Workforce Development Division, transit providers, transportation vendors, educational institutions, the American Public Transportation Association, The Georgia Transit Association, advocacy groups for older adults and people with disabilities, transportation services consultants, and a wide spectrum of business, environmental, civic, and citizen interest groups.

COST CENTERS

- 406CTB Regional Transit Implementation



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APPENDIX 2
OTHER SUPPORTING ARC WORK ACTIVITIES

	<u>Appendix 2, Page</u>
Subelements:	
1A Estimates and Forecasts	1
1B Geospatial Technology & Analysis	3
2A Comprehensive Planning & Review	5
2B Regional Plan Implementation	7
2C Livable Centers Initiative (LCI)	9
5A Transportation Demand Management.....	11

The subelements in this appendix reflect the work activities to be performed in calendar 2019 by other divisions of the ARC in support of the Transportation Access & Mobility Division.

Additional information on planned work activities is provided in Appendix 3. Using the cost center designation listed at the end of each subelement above, in Appendix 3:

- Table 3A provides a cross reference of each cost center with the eight Metropolitan Planning Factors (listed on Page 1 and 2 of the UPWP), and
- Table 3B provides budget details for work by revenue source (FHWA, FTA, State and local).



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ELEMENT 1 - RESEARCH & ANALYTICS

1A - ESTIMATES AND FORECASTS

PURPOSE

This work provides a broad and consistent base of demographic, economic and land-related information to support the Commission's comprehensive and specific functional plans, implementation strategies, and policies. Data and analyses from the group directly contribute to the role of the agency as an innovation hub for our region. ARC-provided estimates and forecasts are critical elements in the transportation, land use, and natural resources work programs and serve as assets for economic development programs. The resulting statistical profiles of the Atlanta region are also widely used by other public agencies, non-profits, local governments and the private sector.

The data and analyses the division produces help define the assets of the region, assist in accurate community self-identification, provide the foundation for creation of a regional identity, and reduce barriers for cohesive regional planning efforts. In 2019, the Group will work to refine its regional leadership role in innovative and efficient data visualization and dissemination.

DELIVERABLES

- Develop major jurisdiction-level estimates of population as of April 1, 2019 for the Region, its counties, and the City of Atlanta. Provide 2019 small-area estimates of population and housing for the Region, its counties, cities, superdistricts, census tracts and traffic analysis zones (TAZs) as needed.
- Provide and/or develop the most current possible regional, county, and small-area economic data (including at-place employment data) as benchmarks to forecasting and input to economic development and workforce planning efforts
- Support regional decision-making by maintaining the REMI Policy Insight/TranSight regional forecast model(s) and by acquiring/ updating/ developing other models as needed.
- Maintain, update and enhance the PECAS spatial economic allocation model for use in policy scenario analysis, as well as in forecast development.
- Using the REMI and PECAS models, in tandem with the activity-based travel model (ABM), produce a small-area allocation of the Series 16 regional control total forecasts as a foundation for 2020 adoption of the update to The Atlanta Region's Plan
- Continually explore and track acquisition of outside data series (from third-party vendors) across divisions and department to identify new opportunities to drive policy debate and leverage effective application of data in existing policy discussions.

- Serve as the go-to regional resource for demographic and economic analysis by updating existing *Regional Snapshot* reports and producing other custom analyses. Maintain and update the 33 Degrees North blog (and other social media outlets) with those and other products, including weekly posts and special features. Produce *The Quarter and 33 Degrees North*-e-newsletters. Integrate elements of blog post data with the Open Data Portal and What's Next website.
- Continue to refine existing strategies for marketing and performing fee-for-service work to external clients; analysis "tools" involve REMI and third-party data products.

PARTNERSHIPS

Local governments of the Atlanta Regional Commission, as well as the governments of the nonmember counties that are included in the forecast study area; State agencies such as the Georgia Department of Labor, Office of Planning and the Budget, GDOT, and GRTA; other Metropolitan Planning Organizations (MPOs).

COST CENTERS

- 901AA Estimates & Forecasts
- 901AT Estimates & Forecasts – Transit

ELEMENT 1– RESEARCH & ANALYTICS

1B – GEOSPATIAL TECHNOLOGY AND ANALYSIS

PURPOSE

The Research & Analytics Group maintains and enhances ARC’s enterprise Geographic Information System (GIS), one of several key tools in turning large and varied datasets into information by allowing constituent governments, local policy decision-makers, and other internal partners to access, manipulate, visualize, and analyze data. ARC’s geospatial capabilities continue to drive innovation across the agency and region, as more and more of our GIS resources are being disseminated online via easy-to-use interactive tools including our [Open Data Portal](#). Our online visualization tools further enhance ARC’s standing as a leader in data visualization and analysis, including state-of-the-art analysis tools, as well as other custom web portals and mobile web applications.

DELIVERABLES

- Refine innovative new tools to store, manipulate, disseminate and display data, such as maintaining the Spatial Database Engine (SDE) enterprise data management system, enhancing our state-of-the-practice Open Data Portal and developing complex geospatial automations through Esri ModelBuilder and Python scripting.
- Support, in partnership with the Georgia Association of Regional Commissions (GARC), of the Federal Highway Administration’s MAP-21 program. Assist GARC, acting as subcontractor to the Information Technology Outreach Services (ITOS) and Georgia Department of Transportation (GDOT) contract, in providing management of, and technical development for, the validation and verification of statewide street attributes.
- Administer the Georgia Department of Community Affairs (GaDCA) contract encompassing training and deliverables for multiple elements including the Boundary and Annexation Survey (BAS), Local Update of Census Addresses (LUCA), Participant Statistical Areas Program (PSAP) and Boundary Quality Assessment Reconciliation Project (BQARP).
- Collect, maintain, enhance, and/or develop digital inventories of key regional infrastructure, including up-to-date city boundaries, community facilities, annexations, community improvement districts, and the vast amount of local government spatial data necessary for the development of regional planning, forecasting and modeling efforts (REMI, PECAS).
- Continue working with Neighborhood Nexus in seeking new fee-for-service projects and maintenance contracts for existing projects.

- Collaborate with key stakeholders for shared learning and to position ARC as a go-to resource for spatial data and application development, including continued outreach efforts through the Atlanta Region Geospatial Community.
- Support agency-wide technology and analysis goals through research, testing and application of geospatial hardware, software and processes as well as installation and support of Esri software.

PARTNERSHIPS

Atlanta Region Geospatial Community, the State GIS Coordinating Committee, the Georgia Association of Regional Commissions, Georgia Department of Community Affairs, Georgia Geospatial Information Office and local governments.

COST CENTERS

- 901BA GIS Administration
- 901BE GIS Enterprise
- 901BT GIS Transportation
- 901BS GIS Transit

ELEMENT 2 – COMMUNITY DEVELOPMENT
2A – COMPREHENSIVE PLANNING & REVIEW

PURPOSE

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

ARC is required to provide assistance to local governments to complete their Comprehensive Plans, if requested, under DCA rules for the Georgia Planning Act. ARC has completed plans for numerous municipalities and counties within the Atlanta region and will work with four local governments in 2019 to complete their Comprehensive Plan. Community Development launched a new technical assistance program for municipalities in 2018 and will continue to refine that program in the coming year.

ARC undertakes regional planning responsibilities for many issues including coordination with local governments, economic development coordination, resource planning, historic preservation, housing issues and arts/culture. ARC has undertaken a quarterly Regional Housing Forum event since 2003 with a group of partner organizations. ARC also convenes a quarterly regional housing task force meeting that includes housing authorities and planning officials. In 2018, ARC embarked on the creation of a regional housing strategy intended to help cities and counties understand barriers to creating affordable housing as well as strategies to help overcome those barriers. This work will continue in 2019.

The Regional Resource Plan was updated in 2015. ARC has undertaken activities to provide new resources and assistance to local governments to further goals in the Resource Plan including strategies for managing development in rural areas, protection of historic resources and acquiring greenspace. ARC has undertaken an annual regional forum focused on historic preservation.

DELIVERABLES

- Upon request complete basic Local Comprehensive Plans.
- General technical assistance to support local implementation of The Atlanta Region's Plan.
- Conduct Developments of Regional Impact (DRI) reviews.

- Provide technical assistance through the Community Development Assistance Program (CDAP).
- Activities and technical assistance to implement the Resource Plan.
- Regional Housing Forums and support to regional housing efforts.
- Conduct Area Plan Reviews (APR).
- Conduct the Community Planning Academy
- Coordinate as necessary historic preservation forums and issues.

PARTNERSHIPS

This subelement will be coordinated with local government officials, other Regional Commissions, ARC staff and the Georgia Department of Community Affairs.

COST CENTERS

- 902AAL Local Government Assistance & Training
- 902ARC Review and Comment
- 902ART Review and Comment
- 902AAM DCA – Planning Implementation Strategy for Region
- 902AWP DCA – Regional Planning and Priorities
- 902API DCA – Regional Plan Implementation
- 902APR DCA – Local Plan Preparation
- 902ADR DCA – Review and Consultation
- 902AIG DCA – Mapping
- 902APC DCA – Planning Capabilities
- 002AAM DCA – Planning Implementation Strategy for Region
- 002AWP DCA – Regional Planning and Priorities
- 002API DCA – Regional Plan Implementation
- 002APR DCA – Local Plan Preparation
- 002ADR DCA – Review and Consultation
- 002AIG DCA – Mapping
- 002APC DCA – Planning Capabilities

ELEMENT 2 – COMMUNITY DEVELOPMENT

2B – REGIONAL PLAN IMPLEMENTATION

PURPOSE

This subelement provides for maintenance of metro Atlanta’s Regional Plan. ARC develops the Regional Plan under Georgia DCA rules adopted in 2008 to promulgate the 1989 Georgia Planning Act. ARC as the Regional Commission completes a Regional Plan and ensures the plan is coordinated with the Regional Transportation Plan (RTP) as well as local government planning activities. This subelement will include a substantial amount of work to implement The Atlanta Region’s Plan.

The ARC Board adopted The Atlanta Region’s Plan in February of 2016. During 2015, ARC was required to update The Atlanta Region’s Plan and specifically outline through a 5-year work program, local government implementation and through partner organizations. ARC also outlines and evaluates annually how the agency and local governments have undertaken implementation.

This subelement supports coordination with the RTP, updates to the Atlanta Region’s Plan forecast coordination with local governments and other planning activities. The Community Development Group supports the monthly Land Use Coordinating Committee (LUCC) meeting of local government planning staff and provides support to the Community Resources Committee (CRC) of the ARC Board.

ARC provides administrative and staff support to a transit-oriented development (TOD) collaborative known as the TransFormation Alliance to improve the capacity for MARTA rail stations to accommodate new growth. The TOD Collaborative includes MARTA staff as well as the Urban Land Institute, Partnership for Southern Equity, etc. The TOD Collaborative has a broad work program and has received financial support from the Ford Foundation and other national funders.

The Resource Plan provides the framework for ARC’s work undertaking natural, urban agriculture, cultural and historic resource protection activities. Updates to the Unified Growth Policy Map (UGPM) and Development Guide provide coordination with local governments and direction on the types of development that are encouraged in various locations across the region.

DELIVERABLES

- Promulgate The Atlanta Region’s Plan through meetings and coordination with local governments, non-profits and state departments.
- Support RTP process and development of forecasts.

- Track local government greenspace and preservation activities including GIS data.
- Implement The Atlanta Region’s Plan by providing a combination of technical assistance and staff support to local governments and non-profit organizations.
- Continue to support implementation of the TransFormation Alliance’s program goals and work program.
- Support the creation of a sustainable regional food system by supporting local governments through local food plans and partnering with external agencies to fund implementation. Provide administrative financial support to the Atlanta Local Food Initiative (ALFI).
- Lead activities and provide administrative support for the LUCC.
- Provide staff and administrative support for CRC.

PARTNERSHIPS

This subelement will be coordinated with local government officials, general public, ARC staff, CRC and the LUCC.

COST CENTERS

- 802BAP CD Technical Assistance Program
- 902BAP CD Technical Assistance Program
- 602BFI Atlanta Local Food Initiative (ALFI) Administration
- 902BPL Regional Development Plan Implementation
- 902BTP Land Use and Transportation Planning Coordination
- 902BTT Transit Oriented Development Planning
- 902BGS Greenspace Planning
- 702BTA TransFormation Alliance
- 802BTG TranFormation Alliance- Grant
- 802BTD TransFormation Alliance- Projects

ELEMENT 2 – COMMUNITY DEVELOPMENT
2C – LIVABLE CENTERS INITIATIVE (LCI)

PURPOSE

This subelement provides the resources to conduct the Livable Centers Initiative (LCI) program. Since 1999, the LCI program has been the primary program that ARC has undertaken to promote greater development and supportive services in urban centers across the region. LCI provides local governments and CIDs funds for small area - land use/transportation plans and funds for construction of transportation projects. The program promotes new mixed-use development in activity and town centers as well as MARTA rail station areas.

As the MPO, ARC annually allocates \$1,600,000 for planning studies and has committed \$500 million of transportation project funds through 2040 for the LCI program. The program has been very successful as evidenced by national awards and biannual LCI Implementation Reports. Since 1999, LCI plans have been undertaken in 122 communities and an additional 118 supplemental studies have been awarded to LCI communities to help implement their plans.

The Community Development Group has produced eight LCI Implementation Reports between 2004 and 2018. The reports demonstrate that local governments value the LCI program both as a planning and implementation tool. The LCI Implementation Reports document substantial progress in building new development and transportation projects in LCI areas.

The LCI program is one of the primary mechanisms in the region to undertake Transit Oriented Development (TOD) planning. Master plans for 36 of the 38 MARTA stations have been prepared through the LCI program. Through fiscal year 2015, \$63 Million has been spent on 36 LCI projects that provide transit enhancement or bicycle and pedestrian access to MARTA rail stations or streetcar stops. ARC also coordinates extensively with MARTA, local governments and other partner organizations to conduct TOD planning.

ARC provides substantial support to local governments to design and build transportation projects that support the LCI goals of creating complete streets and expanding multi-modal access to the region's employment and town centers and corridors. ARC staff provides implementation assistance to local governments, Georgia DOT and FTA on permitting and coordinating all aspects of project development for projects funded through the LCI program.

\$202 million of LCI funds have been distributed to 109 transportation projects in 62 LCI communities.

DELIVERABLES

- Launch the new LCI program focused on supporting existing and future transit investment and existing town centers.
- Solicit project ideas through a combined LCI and CDAP call for projects.
- Continue to solicit LCI project ideas and fund projects that closely align with new priorities.
- Continue to provide implementation support including planning and regulatory assistance as well as funding transportation projects in LCI communities.
- Track completed LCI transportation projects, new developments, and supportive local actions.

PARTNERSHIPS

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

COST CENTERS

- 802CAS Livable Centers Initiative (Subgrants)
- 902CAT Livable Centers Initiative (Program Management)
- 902CAS Livable Centers Initiative (Subgrants)

LEMENT 5 – MOBILITY SERVICES

5A – TRANSPORTATION DEMAND MANAGEMENT (TDM)

PURPOSE

The purpose of Transportation Demand Management (TDM) is to increase the use of alternatives to single occupancy vehicle (SOV) travel in order to reduce vehicle miles traveled, relieve traffic congestion, improve air quality, and increase the efficiency and effectiveness of the region's transportation infrastructure and service delivery systems. ARC views its TDM activities largely as implementation mechanisms for The Atlanta Region's Plan.

DELIVERABLES

- Manage and administer the Georgia Commute Options (GCO) Program
- Maintain a TDM information for commuters, employers, and property managers.
- Administer current travel behavior change incentives programs. Analyze these programs processes and implement a refined incentives program.
- Issue RFP for new and/or updated regional rideshare database and supporting technologies.
- Administer Transportation Management Association TDM service contracts.
- Facilitate the implementation of TDM-based construction mitigation strategies.
- Produce non-SOV modal based programs to encourage the use of these modes.
- Plan, develop and execute updated regional marketing, public relations and advertising campaigns for the GCO Program.
- Establish a TDM Advisory Committee to provide support for the TDM program
- Update the regional TDM Plan
- Launch a Regional TDM Evaluation Framework and TDM Local Government Guide.

PARTNERSHIPS

The success of the TDM program requires the Mobility Services Group to work closely with Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), the State Road and Tollway Authority (SRTA), Georgia Environmental Protection Division (EPD), regional Transportation Management Associations, Federal Highway

Administration (FHWA), Federal Transit Administration (FTA), ARC leadership, transit providers, transportation services vendors, educational institutions, the national Association for Commuter Transportation, transportation services consultants, and a wide spectrum of business, environmental, civic, and citizen interest groups.

COST CENTERS

- 605AGC Georgia Commute Options Program
- 805ACC Regional Transportation Demand Management (TDM)
- 805AES Employer Services Program

APPENDIX 3

**3A - CROSS REFERENCE OF WORK ACTIVITIES AND
METROPOLITAN PLANNING FACTORS**

3B - PLANNING FUNDS DISTRIBUTION



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**APPENDIX 3A
CROSS REFERENCE OF WORK ACTIVITIES AND METROPOLITAN PLANNING FACTORS**

Metropolitan Planning Factors in MAP-21

- 1 - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- 2 - Increase the safety of the transportation system for motorized and nonmotorized users;
- 3 - Increase the security of the transportation system for motorized and nonmotorized users;
- 4 - Increase the accessibility and mobility of people and for freight;
- 5 - Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7 - Promote efficient system management and operation; and
- 8 - Emphasize the preservation of the existing transportation system.
- 9 - Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water runoff impacts of surface transportation; and
- 10 - Enhance Travel and Tourism.

Subelement - Title - Applicable Cost Center(s)	Metropolitan Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Element 1: Research & Analytics										
1A - Estimates & Forecasts - 901AA ,901AT	X			X		X	X			
1B - Geospatial Technology & Analysis - 901BT, 901BS						X	X	X	X	X
Element 2: Community Development										
2A - Comprehensive Planning & Review - 902ARC, 902ART	X			X	X	X	X	X	X	X
2B - Regional Plan Implementation - 902BPL, 902BTP,902BTT	X			X	X	X	X	X	X	X
2C- Livable Centers Initiative- 902CAT, 902CAS, 802CAS	X	X		X	X	X	X	X	X	X
Element 5: Mobility Services										
5A - Transportation Demand Management - 805ACC, 805AES, 605AGC	X	X		X	X	X	X	X		X
Element 6: Transportation Access & Mobility										
6A - Regional Planning - 906ALR, 906 ALT, 906AAQ, 906AAT	X	X	X	X	X	X	X	X	X	X
6B - Implementation & Partner Services - 906BSR, 906BST, 906BLG, 906BGT	X	X	X	X	X	X	X	X	X	X
6C- Travel Demand Model Development & Support- 906CDM, 906CDT, 906CTS, 806ESM	X	X	X	X	X	X	X	X		X
6D - Performance Analysis & Monitoring - 906DCM, 906DCT				X	X	X	X			
6E - Special Studies - 606ECP, 806ECP, 806ECP, 406EBL, 706EFC, 806EIT, 806CTS, 806ECR, 806EFS, 806ERD, 806ETS, 906CMS, 906ELM, 906EHT	X				X	X	X		X	
6F - Administration & Support - 806FAM, 806FAT, 806FPI, 806FPPT	X	X	X	X	X	X	X	X	X	X
6G- Transit Services- 406CTB	X	X	X	X	X	X	X	X	X	X

APPENDIX 4

ARC Adoption of the 2018 UPWP - December 5, 2018

USDOT Approval – TBD



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APPENDIX 5
PROGRAMMED PLANNING ACTIVITIES & STUDIES

Appendix 5 contains a detailed listing of planning activities and studies of ARC's planning partners; it includes the planning activities and studies that are currently underway and all programmed planning activities for 2019. It reflects all planning activities and studies that are programmed in the current Transportation Improvement Program using FHWA or FTA funds that have work occurring in 2019. It also includes locally-funded planning initiatives.

Appendix 5 also includes proposed but unfunded planning activities that ARC's partners are interested in undertaking in 2019 should funding or staff support become available.



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APPENDIX 5
PLANNING ACTIVITIES AND STUDIES 2019

Key:

CTP = comprehensive transportation plan

STP Urban = surface transportation program urban funds, administered by FHWA

TAP Urban = transportation alternatives program urban funds, administered by FHWA

Ongoing Planning Activities/Studies									
Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
City of Atlanta	City of Atlanta	Peachtree Street Placemaking Strategy Concept Study	2018	Q4 2019 completion	This study will identify areas for placemaking improvements	STBG-Urban	\$400,000	\$100,000	\$500,000
City of Atlanta	City of Atlanta	Howell Mill Scoping Study	2018	Q4 2019	This will study examine design alternatives and produce a report for cycling and pedestrian infrastructure to complete the final mile of Cycle Atlanta Plan Corridor E along Howell Mill Road. Corridor E is the prime North/South connection planned for western half of Atlanta	TAP-Urban	\$180,000	\$45,000	\$225,000
City of Atlanta	City of Atlanta	Fort McPherson Entrance Study	2018	Q4 2019	This study will examine entrance improvements to Fort McPherson from Lee Street. Options may include signalization	STBG-Urban	\$75,000	\$18,750	\$93,750



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
City of Atlanta	City of Atlanta	District 3 Master Plan-Westside Revive	2018	Anticipated adoption Q1 2019	Master Plan for Council District 3 and 5 subarea with the council district. Includes land use and transportation recommendations. Updates to the WestLake LCI will also be a deliverable of the Plan	N/A	N/A	N/A	N/A
City of Atlanta	Buckhead CID, City of Atlanta	Piedmont/Roswell/Habersham Scoping Study	2019	Q1 2018 - RFP Release; Q3 2018 - Notice to Proceed; Q3 2019 - Conclusion of work	The scope of this study will consist of a planning and design process that identifies roadway and intersection improvements, taking into consideration the existing built environment and right-of-way requirements	Local	N/S	\$300,000	\$300,000
City of Atlanta	City of Atlanta	West End LCI- Major Update	2018	Q3 2019 Work Completed	Major update to the West End LCI Plan	STBG-Urban	\$120,000	\$30,000	\$150,000
Cobb County	Cobb County	Bicycle and Pedestrian Improvement Plan, Phase I	2016	Q2 2017 - RFP Release; Q4 2017 - Notice to Proceed; Q2 2019 - Conclusion of work	Development of an ADA Transition Plan and road safety audits for pedestrian safety hotspots.	STBG-Urban	\$352,000	\$88,000	\$440,000



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	Cobb County	Major Road Capacity Performance Evaluation Study	2017	Q1 2017 - Notice to Proceed; Q2 2019 - Conclusion of Study	Study the benefits and costs of major road capacity project options in Cobb County	Local	N/A	\$250,000	\$250,000
Cobb County	Cobb County	Cobb County Transportation Plan	2018	Q4 2018: Notice to Proceed Q4 2020: Conclusion of study	Development of a comprehensive transportation plan that assess the multi-modal conditions and needs; identifies performance measures to evaluate and monitor the transportation system; supports economic commerce; and establish policy guidelines	STBG	\$1,000,000	\$250,000	\$1,250,000
Cobb County	Cobb County	Airport Master Plan Environmental Assessment	2018	Q4 2019: Conclusion of Work	Provide EA for new Airport Master Plan's proposed improvement projects to be planned over the next 10 year period, such as runway safety areas, taxiway relocations, and additional hangar space.	Airport Imp. Prgm	\$160,740	\$17,860	\$178,600
Cobb County	Cobb County	Transit Asset Management Plan- Phase 3	2018	Q1 2018 - Notice to Proceed; Q1 2019 - Conclusion of work	Complete Investment and Prioritization (requirement under final rule) and Software Contract Support Services recommendations from the Transit Asset Management Plan (TAMP) Phase 2. Update the Cobb TAMP document to fully comply with the final rule.		\$237,954	\$59,488	\$297,442



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	Town Center CID	Big Shanty Road/Barrett Lakes Blvd Corridor Study	2018	Spring 2019- study complete	study to address short-term and long-term needs along key corridors in the Town Center Area.	Local	N/A	\$203,000	\$203,000
Cobb County	Powder Springs	Corridor study for Powder Springs Road	2018		Study will examine a ~2 mile stretch of Powder Springs Road from Forest Hill Road to Anderson Farm Road. Partnership with City of Austell and Cobb County	General fund/ SPLOST	N/A	\$40,000	\$40,000
Cobb County	Powder Springs	Austell Powder Springs Road Corridor Study	2018		Study will examine a ~1 mile stretch of Austell Powder Springs Road from Powder Springs Road to Clay Road. Partnership with City of Austell and Cobb County	General Fund- SPLOST		\$40,000	\$40,000
Cobb County	Town Center CID/ City of Kennesaw	LCI Study - Noonday Creek Trail Crossing at US 41/ Cobb Parkway Corridor Study	2018	May 2018 - RFP Release; September 2018 - NTP; August 2019 - Study complete	Assist the Town Center CID and the City of Kennesaw in determining the preferred method for crossing US41/ Cobb Parkway in a safe manner for pedestrian and cyclists using the Noonday Creek Trail. Scope of work includes data collection, existing conditions assessments, public involvement, concept plans and draft concept report to assist in the next steps of funding and implementation.	STBG	\$40,000	\$10,000	\$50,000



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Fulton County	Fulton County	South Fulton CTP	2018	Completion in June 2020	A comprehensive program of policies and/or projects that will include estimated costs and timeframes for project implementation and any recommendations for needed coordination beyond the study area jurisdictional boundaries	STP	\$500,000	\$125,000	\$625,000
N/A	GDOT-Planning	Downtown Connector Planning Study	2015	2020-conclusion of work	Study to explore, evaluate and document a wide range of possible options for reducing congestion and improving operations on the Connector.	SPR	\$3,200,000	\$800,000	\$4,000,000
N/A	GDOT - Planning	Tara Blvd Planning Study	2016	Completed by 12/31/2020	Explore a range of feasible options focused on reducing congestion, improving operations, and enhancing connectivity along the corridor.	SPR	\$800,000	\$200,000	\$1,000,000
N/A	GDOT-Planning	Buford-Spring Connector Planning Study	2017	Conclusion of Work in February 2019	Evaluate a range of options for improving the Buford-Spring Connector, including all interchange ramps, cross streets, and potential parallel routes. A comprehensive plan of the Buford-Spring Connector will be developed including a set of potential strategies to accommodate future travel.	SPR	\$455,494.90	\$113,873,60	\$568,368



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N/A	GDOT-Planning	I-85 North Druid Hills Interchange Modification (IMR)	2018	Conclusion of Work 11/4/2019	Prepare an Interchange Modification Report (IMR) evaluating alternatives and documenting the need to modify the interchange at I-85 and North Druid Hills Road in DeKalb County per the FHWA's Policy on Access to the Interstate System dated May 22, 2017.	SPR	\$347,012	\$86,753,00	\$433,765
Georgia DNR- EPD	GA EPD	MPO-related Air Quality Attainment Work	2019	Ongoing	To complete removal of TCMs from the SIP through a technical demonstration; complete emissions inventory of on-road and non-road vehicles for 2016 and 2017; work with partners in promoting and deploying a full range of strategies that collectively improves air quality towards attaining 2015 ozone NAAQS; complete review and recommendations of the EPA mobile emissions model (MOVES)	N/A	N/A	Staff time	N/A



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N/A	GRTA/ SRTA	Regional Planning Process Participation & Development	2019	Ongoing	Actively participate in the MPO regional transportation planning process, including ARC's committees and task forces. Work closely with ARC, GDOT, MARTA, and other partners as appropriate to implement the RTP and TIP Joint Decision Making Framework adopted in advance of PLAN 2040 and to meet the performance-based planning requirements of MAP-21 and the FAST ACT.	N/A		Staff Time	
N/A	GRTA/ SRTA	Development s of Regional Impact (DRI) Review	2019	Ongoing	Conduct reviews to evaluate the effects of DRIs on the surrounding transportation infrastructure, as required by state law, and coordinate with relevant RCs, GDOT, MARTA, and local government partners.	N/A		Staff Time	
N/A	GRTA/ SRTA	ATL Regional Transit Governance Planning Activities	2018	Estimated completion Q2- 2019	Planning activities for regional transit governance related to establishing the Atlanta-region Transit Link (ATL) Authority. Activities will include the development of a Regional Transit Plan, the creation of a unified brand for transit in the region, and other planning activities related to the administration of the ATL.	FTA Grant	\$2,400,000	\$600,000	\$3,000,000



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Gwinnett County	Gwinnett County	Gwinnett County Truck Parking Study	2018	Existing Conditions Report-Sept 2018, Needs Assessment Report-Dec 2018, Recommendations Report-Feb 2018	Study to understand the specific truck parking needs and opportunities for Gwinnett County. The project will result in a document with recommended policies and strategies	Local	N/A	\$212,710	\$212,710
Gwinnett County	Gwinnett County/GDOT	I-85 North-study of the corridor between I-285 and I-985	2018	Study began in August 2018 and will continue through mid-2021	A comprehensive planning and design study for reducing congestion, improving operations and reducing crash frequency and severity along I-85 from I-285 to I-985	Local/Other	N/A	\$5,000,000	\$10,000,000
Gwinnett County	Gwinnett County	Gwinnett County Connected Vehicle Master Plan	2018	August 2018-August 2018	The Master Plan will develop knowledge and/or experience that is transferable to multiple locations in Georgia	STBG-Urban	\$50,000	\$100,000	\$150,000



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Gwinnett County	Gwinnett County/ Lilburn CID	US 29 Highway Corridor	2018	Sept 2018- Sept 2019	The analysis will result in recommendations and identify opportunities to minimize the transportation infrastructure impediments which limits efficient freight logistics and last mile delivery	LOCAL	N/A	\$312,000	\$312,000
Gwinnett County	Gwinnett County/ Lilburn CID	Pleasant Hill Road Corridor	2018	Sept 2018- August 2019	Prepare operational and safety analysis to assess multi-modal opportunities, particularly for pedestrian safety improvements	LOCAL	N/A	\$51,000	\$51,000
Gwinnett County	Gwinnett County/Su garloaf CID	Infinite Loop Trail Scoping Study	2018	September 2018- August 2019	Examine the feasibility of a trail connection that follows the Satellite Boulevard corridor between the Western Gwinnett Bikeway/Suwanee Creek Greenway and McDaniel Farm Park and other potential extensions	STGB- Urban	\$100,000	\$25,000	\$125,000
N/A	SRTA	Xpress Marketing and Strategic Communications Plan	2018	Complete by 6/30/2018	Develop and provide support for implementing a five-year strategic plan for Xpress marketing and communications, which will include the redevelopment of the brand identity of Xpress, and the creation and implementation of marketing strategies..	FTA	\$200,000	\$50,000	\$250,000



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N/A	SRTA	Revive I-285 Xpress Rerouting	2016	Complete by 6/30/2020	Develop temporary routing for Xpress routes servicing or running through Perimeter Center during/after construction of the I-285/GA 400 interchange. Produce customer facing info, involve stakeholders and conduct other related planning activities.	FTA	\$384,292	\$98,573	\$492,865
N/A	SRTA	Northwest Corridor Service Implementation Plan	2018	Completed by 7/1/2019	Service planning related to the Congestion Reduction Demonstration 2 (CRD-2) capital program and new bus service from Hickory Grove, Town Center, and Roswell Road park-and-ride lots. New service being planned will be within the I-75 Managed Lanes (Northwest Corridor).	FTA Grant	272,681	68,170	340,851
N/A	SRTA	Bus Stop Signage Implementation Planning	2017	Completed by 6/30/2019	Planning to support the placement of bus stop signage for Xpress bus service.	FTA Grant	\$80,000	\$20,000	\$100,000



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N/A	SRTA	Xpress MMIP Coordination Planning	2018	Completed by 5/31/2019	The GDOT is currently in the planning and design phases of the Major Mobility Investment Program. Under this program, additional managed lanes will be constructed along I-285 and GA 400. This project will provide planning level recommendations to support this program including the potential for additional service, additional park and ride lots, or expansion of existing park and ride lots.	FTA Grant	\$320,000	\$80,000	\$400,000
N/A	SRTA	Service Change Planning	2018	Completed by 6/30/2019	Service planning related to detours from the Courtland & Central Street Bridge closures. Planning activities may also include additional service modifications, expansion of services, and other general service planning projects.	FTA Grant	\$100,000	\$25,000	\$125,000
N/A	SRTA	Xpress Breeze Migration Implementation Planning	2018	Completed by 3/30/2019	Plan and develop a proposal for Xpress' fare structure/policy including determining the fiscal impacts and implementation plan for: eliminating magnetic media; full Breeze implementation; and flat fare implementation (elimination of zones).	FTA Grant	\$574,000	\$143,500	\$717,500



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N/A	SRTA	Xpress Airport Service Planning	2018	Completed by 9/30/2019	Identification of ridership demand projections for Xpress Airport Service. Planning activities will provide specific analysis of how the airport service could benefit low-income riders or JARC service. Development of operations plan based on project demand, as well as planning level capital and operating budgets for Xpress Airport Service.	FTA Grant - JARC/Low-Income Funding	\$200,000	\$50,000	\$250,000
N/A	SRTA	Major Mobility Investment Program Projects Implementation	2019	Ongoing	Coordinate with GDOT to develop the implementation plan for the Governor's program of Major Mobility Improvement Projects.	N/A		\$3,000,000	\$3,000,000
N/A	SRTA	Xpress Mystery Rider Program	2019	Ongoing	Evaluate the strengths and weaknesses associated with Xpress transit services and identify areas in need of improvement. Provide evaluation and reporting services for the full spectrum of Xpress customer services.	N/A		\$81,277	\$81,277
N/A	SRTA	Georgia 511 Participation	2019	Ongoing	Provide support for statewide transit inquiries through Georgia's 511 system, which are transferred to SRTA's customer service center	N/A		Staff Time	



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N/A	SRTA	Regional Transit Fare Technologies Partnership	2019	Ongoing	Work with regional partners to phase out aging fare collection technologies and adopt newer technologies such as mobile payment solutions for customers to purchase transit fares with their mobile devices.	N/A		Staff Time	
N/A	SRTA	Transit Information Technology Partnerships	2019	Ongoing	Work to improve access to transit information by adding real-time Xpress bus location information via GTFS, and working with ARC, CCT, MARTA and GCT to continue the development of ATLtransit.org.	N/A		Staff Time	
N/A	SRTA	Regional TDM Participation	2019	Ongoing	Actively work with regional partners including but not limited to ARC, Georgia Commute Options, and regional CIDs/TMAs to ensure regional vanpool subsidy program and vendor activities are coordinated with efforts of regional partners.	N/A		Staff Time	

Planning Activities/Studies Programmed in 2019									
Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
City of Atlanta	City of Atlanta	Lindbergh/Monroe LCI	2019	Q4 2019	Major Plan Update is to foster the transformation of the Piedmont Road corridor near the Lindbergh Center MARTA rail station and the Armour Yard area that is: Safe and accessible for cyclists, pedestrians, drivers, and transit riders; Integrated into the surrounding community fabric with improvements to infrastructure and; supportive of the development vision identified through robust public engagement.	Local	N/A	\$350,000	\$350,000
City of Atlanta	Buckhead CID, City of Atlanta	GA 400 Interchanges Scoping Study	2019	RFP release in Q2 2018, NT pending	Planning and design process that identifies improvements to the GA 400 Lenox Road interchange and explores the feasibility of introducing a new interchange at East Paces Ferry Road.	STBG-Urban	\$320,000	\$80,000	\$400,000



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	Cobb County	2040 Major Thoroughfare Plan	2019	Q2 2019: RFP Q4 2019: NTP Q3 2021: Conclusion of work	Update the functional classification	N/A	N/A	\$30,000	\$30,000
Cobb County	City of Marietta	Rottenwood Creek Phase II Scoping Study	2019	Concept Report due to GDOT 4/30/2019	The scoping study will further examine the preferred trail alignment for Rottenwood Creek Trail Phase 2. Analysis includes a traffic and transportation study, environmental evaluation, and structural analysis and design of the pedestrian bridge. Phase 2 of the project will extend the trail from Franklin Gateway to Terrell Mill where it will tie into the Bob Callan Trail. End product will be a Concept Report.	FHWA (ARC)	\$400,000	\$100,000	\$500,000



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	City of Marietta	Envision LCI Major Update	2019	Completion 9/30/3019	Examine redevelopment opportunities for housing and commercial development within the downtown area and assess the impact of developments that have taken place since the original LCI plan was developed in 2001. Impacts to the local economy and to existing planned infrastructure will also be examined, as well as opportunities to improve sidewalk connectivity and other transportation networks.	STBG	\$100,000	\$25,000	\$125,000
Fayette County	Fayette County	Sandy Creek Road/Tyrone Road/Palmetto Road/Banks Road Planning Study	2018	Project completion in Q4 2019; NTP in Oct. 2018	Identify and prioritize operational, capacity and safety needs for three corridors: Sandy Creek Road, Tyrone and Palmetto Road, and Banks Road. The studies will consider existing conditions, estimate future growth and needs, and recommend project for implementation. Deliverable will be similar to a GDOT concept report	STBG-Urban	\$423,600	\$105,900	\$529,500



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Fayette County	Fayette County	SR 279/SR 85 Corridor Study	2018	Project completion in Q4 2019; NTP in Oct. 2018	Identify and address: congestion/LOS/capacity, high crash rates, operational issues, geometric or structural deficiencies, infrastructure improvements, safety improvements, bicycle/pedestrian needs, etc. Evaluate how the project meets performance measures as established by the FAST Act and ARC Determine feasibility of realigning SR 279 with Corinth Road and/or assessment of operational improvements to maintain or improve LOS of existing traffic signals. Consider all options for aligning intersections (e.g., moving Corinth north, SR 279 south or a combination of both). Consider future traffic associated with Fayette County's East Fayetteville Bypass project.	STBG-Urban	\$202,800	\$50,700	\$253,500



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Fayette County	Fayette County	Lees Mill, New Hope & Kenwood Detailed Planning Study	FY 2018	developing a scope of work with Consultant in Q3 2018. The study should be complete in Q4 2019.	Identify and prioritize operational, capacity and safety needs for this system of roads. They provide east-west connectivity in the north part of Fayette County and intersect four State Routes and the newly-constructed Veterans Parkway.	local	\$0	\$76,600	\$76,600
Fayette County	Fayette County	Inman Road Detailed Planning Study	FY 2018	developing a scope of work with our Consultant in Q3 2018. The study should be complete in Q2 2020.	Identify and prioritize operational, capacity and safety needs along Inman Road. Traffic is expected to increase on Inman as a result of the East Fayetteville Bypass, currently in design	Local	\$0	\$59,000	\$59,000
N/A	GDOT	I-85 Corridor Planning Study for I-285 to I-985 in GW County	2019	Q4 2018-NTP, Q4 2023-conclusion of work	A comprehensive planning study for reducing congestion, improving operations and reducing crash frequency and severity along I-85 from I-285 to I-985. The study will examine a wide variety of options along I-85 from I-285 to I-985	SPR	\$4,000,000	\$1,000,000	\$5,000,000



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
N/A	GRTA/ SRTA	Annual NTD Audit	2019	Completed by 10/31/2019	The National Transit Database (NTD) Audit occurs annually and is required by the FTA to ensure that GRTA and SRTA's federal funding allocation statistics and financial protocols are accurate, compliant, and reported properly.	N/A		\$17,375	\$17,375
N/A	SRTA	Xpress Facilities Plan	2019	Completed by 6/30/2019	Planning activities to incorporate the Xpress Fleet Reinvestment program, Xpress operations facility/facilities and associated assets into the Xpress Fleet and Facilities Plan.	N/A		\$10,000	\$10,000
N/A	SRTA	Xpress Tabletop Exercise	2019	Completed by 6/30/2019	The tabletop exercise involves meeting(s) to discuss simulated emergency situation(s). Members of the transit community discuss the actions they would take in a particular emergency, testing their emergency plan in an informal, low-stress environment.	FTA Grant	\$28,524	\$7,131	\$35655

Proposed & Unfunded Planning Activities/Studies									
Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	City of Smyrna	CO-AR-101 Transit Analysis and Feasibility Study	2019	Dependent upon award	This study will conduct a comprehensive updated analysis of transit needs for the City of Smyrna and its environs. The analysis will take into consideration the transit services currently being provided in the study area by MARTA and CobbLINC and seek to identify where those transit services can be established, enhanced or improved to better serve the Smyrna community at large and its current and future transit users.	STBG	\$300,000	\$75,000	\$375,000
Cobb County	Cobb County	Trail Oriented Development Plan	2019	Q2 2019- Notice to Proceed; Q3 2020- Conclusion of Study	Development of a plan that will provide guidance to stimulating commercial development and activation along the trails in Cobb County	TBD	\$100,000	\$25,000	\$125,000
Cobb County	Cobb County	Transit Facilities Plan	2019	Q1 2019 - Notice to Proceed; Q2 2020 - Conclusion of Study	Initiate planning of transit facilities including maintenance, operations, transfer and park & ride lots.	TBD	\$200,000	\$50,000	\$250,000



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	Cobb County	Six Flags Livable LCI and Six Flags LCI: Implementation Guidebook (5 year update)	2018	Q2 2019- Notice to Proceed; Q1 2020- Conclusion of Study	Develop the update for the existing LCI	N/A	N/A	\$100,000	\$100,000
Cobb County	Cobb County	Austell Road Corridor Study LCI (10 year update)	2018	Q4 2019- Notice to Proceed; Q3 2020- Conclusion of Study	Develop the update for the existing LCI	N/A	N/A	\$100,000	\$100,000
Cobb County	Cobb County	Connect Cobb Project Development	2017	Q4 2019 - Notice to Proceed; Q4 2022 - Conclusion of Study	Initiate project development for Connect Cobb	N/A	N/A	N/A	N/A
Cobb County	Town Center CID	Prado Lane Connection Study - Master Plan project NC02	2019	Dependent upon award	The TCCID would like to study a connection between Chastain Meadows Drive and Prado Lane to provide a cross-traffic connection between two developments and reduce traffic on Barrett Parkway.	N/A	N/A	\$50,000	\$50,000



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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	Town Center CID	South Barrett Reliever Phase 4 - Master Plan project NC05	2019	Dependent upon award	With the completion of the South Barrett Reliever phases 1 and 2, phase 3 currently in engineering and anticipated construction in 2020, kick off for phase 4 is anticipated for study and conceptual design in 2019 in planning for the future.	N/A	N/A	N/A	N/A
Cobb County	City of Powder Springs	C.H. James Parkway & Brownsville Road Traffic Study	2019		Project include traffic study to retime traffic signal	General fund/ SPLOST		\$20,000	\$20,00
Cobb County	City of Powder Springs	C.H. James Parkway & Hill Road Traffic Study	2019		Project will include a traffic study to retime traffic signal	General fund/ SPLOST		\$20,000	\$20,00
Cobb County	City of Powder Springs	Richard D. Sailors Parkway & Old Lost Mountain Road Traffic Study	2019		Project will include a traffic study to retime traffic signal	General fund/ SPLOST		\$20,000	\$20,00
Cobb County	City of Powder Springs	Brownsville Road & Hiram-Lithia Springs Road Traffic Study	2019		Project will include a traffic study to retime traffic signal	General fund/ SPLOST		\$20,000	\$20,00



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Douglas County	Douglas County	Lee Road Extension Scoping Study	2018	Dependent upon award	The study will develop a potential alignment for the extension of Lee Road southwest from SR 92 to Chapel Hill Road to facilitate connectivity and reduce reliance on I-20 in the area south of the downtown area.	STBG	\$252,364	\$63,091	\$315,455
Douglas County	Douglas County	Chapel Hill DDI Study	2018	Dependent upon award	The study will develop a potential Diverging Diamond configuration for the Chapel Hill Road bridge at the I-20 Interchange to address excessive congestion at the interchange.	STBG	\$188,000	\$47,000	\$235,000