FIVE-PARTY MEMORANDUM OF AGREEMENT

Memorandum of Agreement for Transportation Planning Coordination and Cooperation in the Atlanta Metropolitan Planning Area between the Atlanta Regional Commission (ARC), the Atlanta-region Transit Link Authority (ATL), the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), and the Metropolitan Atlanta Rapid Transit Authority (MARTA)

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I. Purpose

This Memorandum of Agreement (MOA) is intended to provide a framework for the continuing, cooperative and comprehensive transportation planning process in the Atlanta metropolitan planning area to avoid duplication of effort and optimize transportation planning and investments. This planning area includes the 10 member counties, inclusive of the City of Atlanta, of the Atlanta Regional Commission's state-designated boundary as a regional commission, plus an additional 10 counties in the surrounding area which participate as limited members for transportation planning purposes only, per federal metropolitan transportation planning requirements.
II. Definitions

The following terms used in this Memorandum of Agreement shall have the meanings set forth in this section, consistent with formal definitions contained in Title 23 of the Code of Regulations, Part 450 – Planning Assistance and Standards (23 CFR Part 450), and as now or referenced federal or state statutes or regulations:

Atlanta Nonattainment Area
A Nonattainment area is any geographic region of the United States that EPA designates as a nonattainment area under section 107 of the Clean Air Act (42 U.S.C. § 7407) for any pollutants for which an NAAQS exists. Seven counties in the Atlanta airshed are currently designated by the United States Environmental Protection Agency as nonattainment for ground level ozone under the 2015 standards, pursuant to the Clean Air Act Amendments of 1990. Fifteen counties are designated as a maintenance under the 2008 standards.

Continuing, Cooperative and Comprehensive Planning Process
The process for developing plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive, and shall address the ten planning factors identified in 23 CFR § 450.306(b). In the event of new planning factors being identified in future reauthorization bills, the process shall reflect these in all required planning documents.

Designated Recipient
Designated recipient is the entity designated, in accordance with the planning process under 49 U.S.C. §§ 5303 and 5304, by the Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under 49 U.S.C. § 5336 that are attributable to urbanized areas of 200,000 or more in population, or a State or regional authority if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation. The Atlanta-Region Transit Link (ATL) Authority is the designated recipient for FTA Urbanized Area Formula Fund Programs for the Atlanta Metropolitan Planning Area (MPA). GDOT is the designated recipient for FTA small urban and statewide formula fund programs for the State of Georgia.

Metropolitan Planning Area (MPA)
The MPA is the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out. The Atlanta MPA includes all or parts of 20 counties. In the event of new areas being designated as part of a future decennial census, MPA adjustments shall be made in consultation with the Governor, GDOT and others as required by federal processes.

Metropolitan Planning Organization (MPO)
The MPO is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. The ARC is the designated MPO for the Atlanta MPA and carries out the metropolitan transportation planning requirements of Title 23 U.S.C. §134. The Transportation and Air Quality Committee (TAQC) serves as the MPO policy body, per federal planning requirements.
Project Selection
Project selection is the procedure followed by MPOs, States, and public transportation operators to advance projects from the first 4 years of an approved TIP and/or STIP to implementation. ARC maintains a six-year TIP for the Atlanta MPA.

Regional Transportation Plan (RTP)
The RTP is the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process.

Transportation Improvement Program (TIP)
The financially constrained, staged, multi-year intermodal program of transportation projects covering a metropolitan planning area that is consistent with the RTP. The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor (or his/her designee per state law). For the Atlanta TIP, the Governor’s approval was delegated to the Georgia Regional Transportation Authority in June 2000 by an Executive Order of the Governor. The TIP must then be incorporated directly or by reference into the State TIP.

Unified Planning Work Program (UPWP)
The document developed and adopted by the MPO that forms a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
III. Requirements

For a Metropolitan Planning Area, such as Atlanta, federal regulations require that the metropolitan planning organization, the State, and public transportation operators serving the MPA cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process and clearly identity these responsibilities in a written agreement per 23 CFR § 450.314(a).

For the Atlanta MPA, these agencies are:

**MPO**
- Atlanta Regional Commission (ARC)

**State**
- Georgia Department of Transportation (GDOT)
- Georgia Regional Transportation Authority (GRTA)
- Atlanta-region Transit Link Authority (ATL)

**Regional Fixed Route Public Transit Operators**
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- State Road and Tollway Authority (operating as Xpress)

**Counties Operating Fixed Route Public Transit Service**
- Cherokee County (operating as Cherokee Area Transit System (CATS))
- Cobb County (operating as CobbLinc)
- Douglas County (operating as Connect Douglas)
- Gwinnett County (operating as Gwinnett County Transit (GCT))
- Henry County (operating as Henry County Transit)

The agreement must include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan and the metropolitan TIP, and development of the annual listing of obligated projects.

Additional requirements for agreements as outlined in 23 CFR § 450.314 are addressed as follows:

- An Interagency Consultation MOA was executed in February 1999 between ARC, GDOT, MARTA, the Georgia Department of Natural Resources / Environmental Protection Division (EPD), the US Environmental Protection Agency / Region 4, the Federal Highway Administration / Georgia Division, and the Federal Transit Administration / Region 4. This MOA deals with the criteria and procedures to be implemented by the parties to the agreement for the determination of conformity of transportation plans, programs and projects with Georgia’s State Implementation Plan (SIP) in the Atlanta nonattainment areas designated pursuant to the Clean Air Act Amendments of 1990.
• As the Atlanta region’s nonattainment areas formerly encompassed the MPAs of both the Atlanta Regional Commission, the Gainesville Hall MPO (GHMPO), and the Cartersville Bartow MPO (CBMPO), agreements were executed in 2005 between ARC, GHMPO, CBMPO, GDOT and EPD outlining responsibilities for transportation planning and air quality planning coordination and cooperation. As of the execution of this agreement, Bartow County is the only county outside the Atlanta MPO area which remains in nonattainment.
IV. Organizational Roles and Responsibilities

A. Atlanta Regional Commission is the multidisciplinary, comprehensive regional planning agency created as a Metropolitan Area Planning and Development Commission in accordance with Title 50, Chapter Eight, Article 80 of the Official Code of Georgia (OCGA § 50-8-80) and designated as the planning agency for the Atlanta Region for federal and state programs which require or encourage regional planning. For state programs, ARC is also designated the responsibilities of a Regional Commission for a ten-county area, as indicated by OCGA § 50-8-35. For metropolitan transportation planning, ARC is designated by the Governor of the State of Georgia as the MPO for an MPA that includes all or parts of 20 counties.

ARC, as the MPO, only to the extent that it may be bound by contracts which may hereafter be entered into, shall be responsible for the following:

Regional Transportation Plan

- Prepare, publish and maintain a fiscally balanced 20-plus year multimodal transportation plan that leads to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.
- Manage recommendations for revisions to the long-range regional transportation plan (RTP) to align with new planning goals, objectives, policies, or recommendations from subarea, modal, multimodal, and intermodal studies and initiatives conducted by stakeholder agencies within the MPO area.
- Develop and maintain the Congestion Management Process (CMP) and the Regional ITS Architecture for the MPA and ensure, to the extent appropriate, both are part of the metropolitan transportation planning process; and that the CMP and Architecture shall be considered in the development of the RTP and Transportation Improvement Program (TIP).
- Support and coordinate with the ATL to ensure compliance with federal and state transit planning requirements, for projects and programs located wholly or partially within the ATL jurisdiction and included in the ATL’s Regional Transit Plan, are followed in developing transit recommendations for inclusion in the RTP.

Transportation Improvement Program

- Prepare, publish and maintain a financially balanced multimodal TIP that covers a period of at least four years.
- Administer the TIP between updates via quarterly administrative modifications and periodic amendments as necessary.
- Conduct a competitive solicitation process for certain categories of federal funds, utilizing a data-driven evaluation and selection methodology, for partner agencies to apply for federal funding for transportation projects.
- Support and coordinate with the ATL to ensure compliance with federal and state transit planning requirements, for projects and programs located wholly or partially within the ATL jurisdiction and included in the ATL’s Regional Transit Plan, are followed in developing transit recommendations for inclusion in the TIP.
Unified Planning Work Program

- In cooperation with GDOT, GRTA, MARTA, ATL, EPD, and local governments and local government transit providers acting through TCC, prepare, publish and maintain an annual Unified Planning Work Program (UPWP) to document planning activities to be performed in the next fiscal year, in sufficient detail to indicate who will perform the work, the schedule for completion, associated budget and the products that it will produce.

Air Quality

- Perform the necessary travel demand modeling activities and associated technical analysis for conformity to assure air quality goals for the Atlanta nonattainment area are met. These activities support not only the Atlanta TIP and RTP, but the plans and projects within the CBMPO and GHMPO areas.
- Coordinate the development of plans and programs and related air quality conformity findings with transportation providers, GDOT, GRTA, EPD, MARTA, ATL, citizens, local governments, and other affected parties.
- Convene and lead meetings of the Interagency Consultation Group (ICG). ICG is a forum for the State department of transportation, State air quality agency, affected local agencies, and the MPO to satisfy federal air quality planning and coordination requirements by cooperatively planning for and conducting analyses of transportation projects within defined nonattainment and/or maintenance areas that coincide with the MPO planning area.

Public Involvement

- Develop, maintain and implement a transportation participation plan for the MPA.
- Revise and publish as necessary the Public Involvement Process which documents how the MPO will provide complete information, timely public notices, full public access to key decisions and support early and continuing involvement of the public in the development of plans and TIPs and the Program-of-Projects, which meet the criteria specified in 23 CFR 450.
- Support the ATL, as the designated recipient for the public involvement activities related to the Program-of-Projects requirements of the Federal Transit Administration's Urbanized Area Formula Programs. The roles and responsibilities related to public transit providers who are not signatories to this Memorandum of Agreement are detailed in Letters of Agreement with ARC as described in paragraph IV.F.

Transportation Planning (General)

- Convene discussions and lead the process with MOA signatories in 1) determining that financial plans are reasonable and support the metropolitan transportation plan and the metropolitan TIP, and 2) preparing the annual listing of obligated projects.
- Carry out the metropolitan transportation planning process in coordination with the statewide transportation planning process.
- Support the electronic data transfer between transportation project databases maintained by federal, state, regional and local entities.
- Consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation or coordinate the planning process, to the extent possible, with such planning activities.
• Continuously incorporate planning partners into transportation planning activities.
• Provide technical support to state, regional and local agencies in using the regional transportation demand model - and other technical tools and products - in the evaluation of transportation projects being considered in their planning processes.
• Develop and maintain base and projected population, housing, employment, economic, vehicle, land use data and special trip generators by traffic zone; and provide modeling output information to planning process participants as requested.
• Periodically review traffic analysis zone boundaries and make appropriate recommendations to the Transportation Coordinating Committee (TCC) and cooperate with GDOT in revision of said boundaries.
• Provide available maps, aerial photographs, charts, records, and directories to the extent possible.
• Update and maintain maps showing existing and proposed land use and make appraisals of actual land use development in comparison with projections.
• Provide and exchange information, as requested, about commuting alternatives. Information may relate to alternatives to single-occupancy vehicle commuting to people who work and/or live in the counties serviced by public transportation providers; companies and individuals who are interested in commute alternatives; and/or inclusion of system and route maps, as requested, in agreed upon materials produced and/or distributed by ARC’s Mobility Services Group.
• Provide local government technical assistance and training opportunities including, but not limited to, travel and demographic data and information and opportunities; technical transportation planning assistance seminars; and commute options marketing and program development training.
• Cooperatively develop and share information with GDOT and adjacent MPOs to meet all federal requirements related to transportation performance data, the selection of performance targets, establishing performance targets, and reporting progress toward attainment of performance targets.
• Carry out responsibilities in the Development of Regional Impact (DRI) review process as outlined by the Georgia Department of Community Affairs, including sending project information to potentially affected local governments, regional commissions and other public agencies; studying the potential interjurisdictional impacts of the proposed development in consultation with affected agencies; and coordinating with GRTA in the production of a report of findings and recommendations.
• Provide technical assistance to local governments as they prepare, update and implement local comprehensive plans as required by the Georgia Planning Act of 1989. ARC will also review comprehensive plans for internal consistency; opportunities for cooperation; conflicts with other local plans; and conflicts with regional plans.
• Provide financial and technical resources for counties and cities to develop joint long-range local transportation plans.
• Review area plans prepared for use by a municipality or county, against the area’s development guide and make recommendations, if inconsistent.
• Assist local governments with land use coordination and the identification of strategies that positively impact the regional transportation network, focusing on strategies that lower travel demand, shorten trips, and maintain the capacity of the network through access management.
• Coordinate the activities of committees, subcommittees, task forces, working groups and advisory groups directly supporting the regional transportation planning and decision-making process.
• Support the ATL in its FTA designated recipient role, including providing data in a timely manner when requested and incorporating the Program of Projects (POP) into the TIP.
• Develop a coordinated public transit-human services transportation plan coordinated and consistent with the metropolitan planning process.
• Assure the planning process is consistent with transit review processes, plans and programs, as appropriate.
• Coordinate and gather input from public transit providers regarding transportation planning process certification issues.
• Work with GDOT, the Gainesville Hall MPO and the Cartersville Bartow MPO, through the Interagency Consultation Process, to conduct regional transportation and air quality planning in an integrated manner.
• Coordinate with ATL on developing the estimate of funds for public transportation that will be available to support the development of the TIP and RTP.
• Provide other assistance as mutually agreed upon.
B. Atlanta-region Transit Link Authority is the authority established under Georgia law in 2018 to serve as the regional transit planning and funding governance entity for 13 counties in metro Atlanta: Cherokee, Clayton, Coweta, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding and Rockdale.

Public transit service is provided in the region through MARTA as well as other transit services housed within state and local governments. The ATL is the designated recipient under the Urbanized Area Formula Program for the MPA pursuant to 49 U.S.C. § 5307. As such, it is responsible for applying for, receiving and dispensing those FTA Urbanized Area Formula Program funds to public transit providers in the region. Involvement of all the public transit providers is an important component of the regional transportation planning process.

ATL is responsible for developing the Regional Transit Plan (ARTP), which is the official multiyear plan for transit service expansion, enhancement and state of good repair projects adopted by the ATL pursuant to the ATL Statute. The ARTP shall serve as the primary source of transit projects that are eligible for consideration by the MPO for adoption and inclusion in the TIP and RTP. The ARTP includes projects that are wholly or partially within the ATL jurisdiction seeking either state or federal discretionary funds or are projects meeting the federal definition of “regionally significant.”

ATL, in its role as a state authority and in its role as the designated recipient under the Urbanized Area Formula Program for the MPA pursuant to 49 U.S.C. § 5307, shall be responsible for the following:

**Regional Transportation Plan**

- Assist the MPO in developing transit recommendations for the RTP by developing, reviewing and amending, as necessary, the ARTP. The ARTP shall serve as the primary source of regionally significant transit projects and/or those transit projects utilizing federal and state funds in the ATL jurisdiction.
- Make available records, documents or information necessary to accomplish ARC’s planning objectives and the development of the RTP.
- Conduct long range transit planning activities including, but not limited to, the evaluation of the feasibility and location of additional fixed route transit service.
- Assist the MPO in developing the estimate of funds that will be available to support the development of the RTP.
- Provide updated project description data, including cost and funding elements, in support of RTP development.
- Make periodic reviews and evaluations of projected transportation needs and identify potential revisions, when necessary, of the RTP.
- Aid the MPO in the preparation of planning-oriented preliminary engineering, right-of-way, construction cost estimates for urbanized area transit and certain rail projects where applicable for the RTP.

**Transportation Improvement Program**

- Assist the MPO in developing transit recommendations for the TIP by developing, reviewing and amending, as necessary, the ARTP. The ARTP shall serve as the primary source of regionally significant transit projects and/or those transit projects utilizing federal and state funds in the ATL jurisdiction.
• Make available records, documents or information necessary to accomplish the transit department’s planning objectives and the development of the Transportation Improvement Program.
• Assist the MPO in developing the estimate of funds that will be available to support the development of the TIP.
• Assist the MPO in the development of a listing of projects for which federal funds were obligated in the preceding program year.

Unified Planning Work Program

• Assist ARC in the development of the annual UPWP by identifying activities, schedules and budgets to be undertaken by the ATL.

Air Quality

• In collaboration with other signatory agencies with federal air quality measuring and reporting responsibilities, formulate and report targets for air quality improvements and standards within the ATL jurisdiction to the state.

Public Involvement

• As the designated recipient for the region’s FTA Urbanized Area Formula Program and FTA Bus and Bus Facilities Program funds, assist ARC in development of public involvement activities meeting FTA requirements related to the transit program of projects.
• For ATL sponsored studies within the MPA, coordinate with ARC on public involvement consistent with the Regional Transportation Community Engagement Plan.

Transportation Planning (General)

• Actively participate in the MPO regional transportation planning process as a key planning partner by supporting the activities of committees, subcommittees, task forces, working groups and advisory groups directly supporting the regional transportation planning and decision-making process.
• Provide transit technical support for activities in areas including, but not limited to, transportation and air quality planning; travel surveys and models; subarea and intermodal studies; ITS planning; congestion management planning; and bicycle and pedestrian planning.
• Conduct short range transit planning activities including, but not limited to, identification and development of transit markets with growth potential; studies related to operations and management planning; development and application of advanced service evaluation processes.
• Support and coordinate local government transit planning and transit master plans within the ATL jurisdiction, in conjunction with the MPO.
• Perform planning activities for facilities improvement.
• Assist in securing transit ridership data from regional transit operators, including conducting periodic transit surveys as mutually agreed upon.
• Assist in development of transit network coding assumptions for existing and proposed transit services.
• Assist in Development of Regional Impact (DRI) reviews as appropriate, particularly those
within the ATL jurisdiction.

• Enter into the cooperative process with all participating agencies, when the need for a major transit investment or multimodal transportation solution is identified.

• Coordinate with local governments and transit stakeholder agencies in the selection of transit projects, consistent with the ARTP, to be funded via local referenda.

• Annually submit a report of projects from the ARTP to the state for bond funding consideration and provide said report to all signatory agencies.

• Provide input to ARC regarding major transit planning issues for ARC's use in preparation of self-certification reports to USDOT.

• Support the electronic data transfer between transportation project databases maintained by federal, state, regional and local entities.

• Provide other assistance to the MPO and other signatory agencies as mutually agreed upon.
C. Georgia Department of Transportation is designated as the state transportation agency under Georgia law to carry out a statewide transportation planning process as required by Title 23 USC § 135. GDOT is authorized by OCGA § 32-2-2 to organize, administer and operate an efficient and modern system of public roads and other modes of transportation including public transit, rail, aviation and ports. GDOT administers 49 U.S.C.A. §§ 5311 and 5303/5304 statewide, including within the Atlanta MPA. Several counties in the MPA receive rural transit funds from GDOT and ARC receives 5303 planning funds from GDOT. GDOT is the designated recipient for FTA small urban and statewide formula fund programs for the State of Georgia.

GDOT, only to the extent that it may be bound by contracts which may hereafter be entered into, shall be responsible for the following:

Regional Transportation Plan

- Assist the MPO in the preparation of planning oriented preliminary engineering, right-of-way, construction cost estimates for roadways and certain transit, rail, and aviation projects where applicable for a multimodal transportation plan.
- Assist the MPO in developing the estimate of funds that will be available to support the development of the RTP.
- Coordinate with the RTP in development of the statewide transportation plan.
- Provide updated project description data, including cost and funding elements, in support of RTP development.
- As needed, monitor implementation of GDOT committed Transportation Control Measures (TCMs) in relation to the TIP and RTP updates.
- Make periodic reviews and evaluations of projected transportation needs, and revisions, when necessary, of the multimodal transportation plan.

Transportation Improvement Program

- Incorporate, without modification, the adopted Atlanta Region TIP into the State Transportation Improvement Program.
- Assist and cooperate with the MPO in the development of the TIP.
- Assist the MPO in developing the estimate of funds that will be available to support the development of the TIP.
- Provide a listing of major projects that were implemented and a list of GDOT projects that were delayed for previous year.
- Assist the MPO in the development of a listing of projects for which federal funds were obligated in the preceding program year.
- Support electronic data transfer between the ARC TIP database and the GDOT project database.

Unified Planning Work Program

- Assist ARC in the development of the annual UPWP by identifying planning activities, schedules and budgets to be undertaken by GDOT.
Air Quality

- Assist ARC in coordinating the development of plans and programs and related air quality conformity findings with transportation providers, GDOT, GRTA, EPD, MARTA, ATL, citizens, local governments, and other affected parties.

Public Involvement

- For the state long range transportation plan, the STIP and GDOT sponsored studies within the MPA, coordinate required public involvement activities with regional transportation public involvement activities.

Transportation Planning (General)

- Actively participate in the MPO regional transportation planning process as a key planning partner by supporting the activities of committees, subcommittees, task forces, working groups and advisory groups directly supporting the regional transportation planning and decision-making process.
- Develop corridor or subarea planning studies, to the extent practicable, in consultation with, or as a joint effort with, the MPO, other signatory agencies and public transportation operators.
- Coordinate statewide transportation planning with the metropolitan transportation planning activities, relying on applicable MPO information, studies or analyses for the MPA.
- Assure consistency with statewide planning and the regional ITS architecture.
- Provide technical support for activities in areas including, but not limited to, transportation and air quality planning; travel surveys and models; subarea and intermodal studies; ITS planning; congestion management planning; and bicycle and pedestrian planning.
- Provide various types of traffic count and planning data.
- Provide available maps, aerial photographs, charts, and records as deemed necessary.
- Assist in development of transportation network coding assumptions for existing and proposed facilities and services.
- Cooperatively develop and share information with ARC and adjacent MPOs to meet all federal requirements related to transportation performance data, the selection of performance targets, establishing performance targets, and reporting progress toward attainment of performance targets.
- Where appropriate, provide project-level data to the MPO and other signatory agencies on projects that GDOT may be the sponsor.
- Work with ARC, the Gainesville Hall MPO and the Cartersville Bartow MPO, through the Interagency Consultation Process, to ensure regional transportation and air quality planning is conducted in an integrated manner.
- Support the electronic data transfer between transportation project databases maintained by federal, state, regional and local entities.
- Provide other assistance to the MPO and other signatory agencies as mutually agreed upon.
D. Georgia Regional Transportation Authority was created by State legislation in 1999 for purposes of managing or causing to be managed land transportation and air quality within certain areas of Georgia. In June 2000, GRTA was assigned the responsibility to approve the Atlanta TIP on behalf of the Governor under OCGA § 50-32-13.

GRTA, only to the extent that it may be bound by contracts which may hereafter be entered into, shall be responsible for the following:

Regional Transportation Plan

- Aid the MPO in the preparation of planning oriented preliminary engineering, right-of-way, construction cost estimates for roadways and certain transit, rail, and aviation projects where applicable for a multimodal transportation plan.
- Make recommendations to the Governor concerning the TIP and where applicable the RTP; negotiate changes recommended by GRTA or the Governor to the TIP with ARC and GDOT; and adopt the TIP and RTP as all or a portion of GRTA’s own regional plans. GRTA will establish criteria for these recommendations and will include RTP criteria in its consideration of the TIP.

Transportation Improvement Program

- Work with ARC to ensure that the TIP meets federal conformity requirements and regional priorities.
- Verify that transit projects located wholly or partially within the ATL jurisdiction that are incorporated into the TIP were previously included in the ARTP.
- Establish criteria for GRTA’s recommendations and decision concerning the TIP.
- Approve the Atlanta TIP on behalf of the Governor.
- Make recommendations to the Governor concerning the TIP.
- Report annually to the Governor on recommendations and decisions concerning the RTP and TIP.

Air Quality

- Assist ARC in coordinating the development of plans and programs and related air quality conformity findings with transportation providers and other stakeholder agencies and groups.
- Formulate, in cooperation with other agencies, measurable targets for air quality within GRTA’s jurisdiction, and annually report progress to the Governor.
- Plan, design, operate, and contract for operations of air quality installations and projects.

Public Involvement

- For GRTA sponsored studies within the MPA, coordinate with ARC on public involvement consistent with the Regional Transportation Community Engagement Plan.
Unified Planning Work Program

- Assist ARC in the development of the annual UPWP by identifying planning activities, schedules and budgets to be undertaken by GRTA.

Transportation Planning (General)

- Actively participate in the MPO regional transportation planning process as a key planning partner by supporting the activities of committees, subcommittees, task forces, working groups and advisory groups directly supporting the regional transportation planning and decision-making process.
- Plan, design, operate, and contract for operations of land transportation systems and projects.
- Provide technical support for activities in areas including, but not limited to, transportation and air quality planning; travel surveys and models; subarea and intermodal studies; ITS planning; congestion management planning; and bicycle and pedestrian planning.
- Review DRI's within GRTA’s jurisdiction per state law and GRTA’s policies and procedures. Serve as the advisory board to the SRTA Board for the Xpress Commuter Bus System.
- Support the electronic data transfer between transportation project databases maintained by federal, state, regional and local entities.
- Provide other assistance to the MPO and other signatory agencies as mutually agreed upon.
E. Metropolitan Atlanta Rapid Transit Authority is an independent authority established and governed by the MARTA Act of 1965, as amended and approved, to develop and provide public transportation services in the City of Atlanta and five counties of metro Atlanta: Clayton, Cobb, DeKalb, Fulton and Gwinnett. MARTA provides services in the City of Atlanta, Fulton County and DeKalb County as approved by referenda in 1971. MARTA also provides services in Clayton County as approved by referendum in 2014. MARTA does not provide service in Cobb County or Gwinnett County. By State law MARTA shall serve as the sole operator of heavy rail in the ATL jurisdiction.

MARTA, created as an authority, and as such, the public transportation provider not housed in either of the other signatories, shall:

Regional Transportation Plan

- Make available any records, documents or information necessary to accomplish development of the Regional Transportation Plan.
- Conduct long range transit planning activities including, but not limited to, evaluating the feasibility and location of additional fixed guideway and fixed route bus services within its service area.

Transportation Improvement Program

- Make available any records, documents or information necessary to accomplish development of the Transportation Improvement Program.

Unified Planning Work Program

- Assist ARC in the development of the annual UPWP by identifying activities, schedules and budgets to be undertaken by MARTA.

Air Quality

- Where applicable, monitor implementation of MARTA committed Transportation Control Measures (TCMs).

Public Involvement

- Assist the ATL in carrying out public involvement activities meeting FTA requirements related to the transit program of projects.
- For MARTA sponsored studies within the MPA, coordinate with ATL and ARC on public involvement consistent with the Regional Transportation Community Engagement Plan.

Transportation Planning (General)

- Actively participate in the MPO regional transportation planning process as a key planning partner by supporting the activities of committees, subcommittees, task forces, working groups and advisory groups directly supporting the regional transportation planning and decision-making process.
- Provide input to ARC regarding major transit planning issues for ARC’s use in preparation of self-certification reports to USDOT.
• Provide transit technical support for activities in areas including, but not limited to, transportation and air quality planning; travel surveys and models; subarea and intermodal studies; ITS planning; congestion management planning; and bicycle and pedestrian planning to the MPO and other signatory agencies, as requested, to support regional and statewide processes and activities.

• Conduct short range transit planning activities within MARTA’s jurisdiction including, but not limited, to identification and development of transit markets with growth potential; studies related to operations and management planning; development and application of advanced service evaluation processes.

• Conduct financial planning activities including, but not limited, to five and 10 year operating expenses; revenue management plans; strategic business plans. Provide this information to the MPO and other signatory agencies, as requested, to support regional and statewide processes and activities.

• Perform planning activities for facilities improvement.

• Provide transit ridership data, including conducting periodic transit surveys as mutually agreed upon to the MPO and other signatory agencies, as requested, to support regional and statewide processes and activities.

• Assist in development of transit network coding assumptions for existing and proposed MARTA transit services.

• Assist in Development of Regional Impact (DRI) reviews as appropriate, particularly those within the MARTA service area.

• Enter into the cooperative process with all participating agencies when the need for a major transit investment or multimodal transportation solution is identified.

• Support the development of the ARTP, and any amendments to the ARTP, through the provision of records, documents and other information.

• Support the electronic data transfer between transportation project databases maintained by federal, state, regional and local entities.

• Provide other assistance to the MPO and other signatory agencies as mutually agreed upon.
F. Other Public Transit Providers in the MPA - In addition to MARTA, current providers of public transit are represented in the regional transportation planning process, including representation on MPO technical and policy committees. ARC has executed a Letter of Agreement with each current public transit provider in the region describing the roles and responsibilities of each in the regional transportation planning process.
V. Policy Development and Coordination

A. MPO Structure

Metropolitan Planning Organization for all of parts of 20 counties in the Atlanta Area - ARC was designated by the Governor of the State of Georgia in 2015 to serve as the Metropolitan Planning Organization for the 20-county area pursuant to the Federal Aid Highway Act, the Federal Transit Act and other applicable federal and state laws.

Since adopting a policy statement in 1974, the transportation planning process has been a bottom 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 policy committee (Transportation & Air Quality Committee) with recommendations.

TAQC serves as the forum for cooperative decision making regarding metropolitan or multi-jurisdictional transportation-related policy matters potentially affecting the area. TAQC submits its recommendations directly to the Commission where they are either approved as submitted or, in the event of disagreement, returned through the planning process, including TCC and TAQC, for consideration of recommended revisions. In all cases, should a substantive change be proposed to a transportation plan or program, no approval action is taken by the ARC Board and the matter is referred back to the technical committee for review, then to the policy committee, and then back to the Board.

TAQC membership is defined by the ARC bylaws and includes local elected officials, executives representing the agencies bound by this agreement, and other appointees at the discretion of the ARC Chair.

To accomplish transportation planning for 20 counties within a ten-county planning agency, the ten outlying counties within the Atlanta metropolitan transportation planning area (Barrow, Carroll, Coweta, Dawson, Forsyth, Newton, Paulding, Pike, Spalding, and Walton) have been granted limited membership to ARC for transportation planning purposes only. To protect the interests of these ten counties, ARC adopted a policy in 2004 that the ARC Board will make no changes to transportation projects and programs from these counties, in transportation plan and program documents that may be brought before the ARC Board for final approval, including the Unified Planning Work Program (UPWP).

All signatory agencies to this MOA will have voting membership on TAQC.
B. MPO Committee Structure

To achieve a continuing, cooperative, and comprehensive planning process, the activities highlighted above must occur in a coordinated planning environment. Under federal law, MPOs are responsible for ensuring the existence of such a process. One means for achieving coordination results from ARC’s committee structure. While the ARC Board is responsible for regional policy decisions, it is supported by a number of policy makers and planning professionals who provide both policy and technical input into the transportation decision making process.

Transportation and Air Quality Committee (TAQC)

Described in paragraph V.A.

Regional Transit Committee (RTC)

The Regional Transit Committee (RTC) focuses on issues of regional transit planning, funding and governance. MPO policy decisions related to transit are vetted through the RTC concurrent with TAQC. Membership of the RTC is defined by ARC Bylaws and includes local elected officials, executives representing the agencies bound by this agreement, and other appointees at the discretion of the ARC Chair.

The ATL statute established the ATL under Georgia law in 2018 to serve as the regional transit planning and funding governance entity for 13 counties in metro Atlanta. The goals and mission of RTC and ATL are closely aligned. The ATL views the RTC as a valuable outlet and resource to coordinate, update, and receive information on the ATL’s work including the ARTP and proposed transit polices, and work program.

ARC and ATL agree to coordinate and collaborate in support of RTC as a forum for local elected officials, executives representing the agencies bound by this agreement, and other appointees at the discretion of the ARC Chair, to receive information and provide feedback to the ATL on regional transit planning, funding, and governance.

Transportation Coordinating Committee (TCC)

The Transportation Coordinating Committee (TCC), the ARC MPO transportation technical committee, is responsible for providing local government input on planning issues and evaluating information to provide technical advice to TAQC. TCC is comprised of the Director of ARC’s Transportation Access and Mobility Group and staff members, typically the planning or transportation director, representing the agencies bound by this agreement, as well as counties and cities within the MPA boundary. The interests of some local jurisdictions are represented on TCC by GDOT.

All signatory agencies to this MOA will have voting membership on TCC.

In addition to the above members, typical TCC meetings include representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), other municipalities in the Region, interest groups and the general public. TCC holds regularly scheduled meetings which are open to the public.
Ad Hoc Committees

The Commission from time to time may establish "ad hoc" committees for various reasons. If these committees address transportation planning and programming issues within the region, they must utilize the decision-making process of the MPO. This includes the approval process of the TCC and the TAQC as described above.
VI. **Public Involvement**

To coordinate effective planning and programming activities, all parties shall, to the maximum extent practical, coordinate their public information efforts and seek joint opportunities for public involvement consistent with the Regional Transportation Community Engagement Plan.

ARC will take the lead role in seeking and obtaining public involvement in the metropolitan transportation planning and programming process.

VII. **Compliance with Applicable Laws, Regulations, and Severability**

All parties shall comply with all applicable local, state, and federal laws and regulations. Nothing in this MOA alters, or seeks to alter, the existing statutory authority of either party under state or federal law. If any of the provisions of this MOA are held to be illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.

VIII. **Amendments and Modifications**

Any party may request changes to this MOA at any time by written notice to the other parties' signatory of this agreement. Such changes as are mutually agreed upon by and between the parties shall be incorporated in written amendments to this MOA executed in the same manner as original MOA approval.

IX. **Notification**

Any official notifications between the parties to this MOA that would substantially affect the terms or conditions of this MOA shall be directed to the office of the signatories to this agreement.
X. Signatures

In witness whereof, the parties hereto have executed this Memorandum of Agreement.

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