

# 2017 UPWP

## UNIFIED PLANNING WORK PROGRAM

for the  
**Atlanta  
Metropolitan  
Transportation  
Planning Area**



ATLANTA REGIONAL COMMISSION

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*Draft Document- Fall 2017  
TCC Adoption anticipated for 11/4/2016  
TAQC Adoption anticipated for 11/10/2016  
ARC Board Adoption anticipated for 12/7/2016*



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.

**2017 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 safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

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. As of the time of the publication of this document, no direction has been issued for FY 2017. In the absence of new planning emphasis areas, ARC will continue to assume that these are still priorities of the Administration, although references to MAP-21 should now be to the FAST Act instead.

- **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 long-range transportation plan shall include 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**

	Atlanta	Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Fulton	Gwinnett	Henry	Rockdale	Barrow	Bartow	Carroll	Coweta	Dawson	Forsyth	Hall	Jackson	Newton	Paulding	Pike	Spalding	Walton
MAPDC / RC																								
MPO												Partial		Partial		Partial				Partial		Partial	Partial	Partial
AAA																								
ARWDB																								
UASI																								
MNGWPD																								

**Figure 2: Atlanta MPO Details**

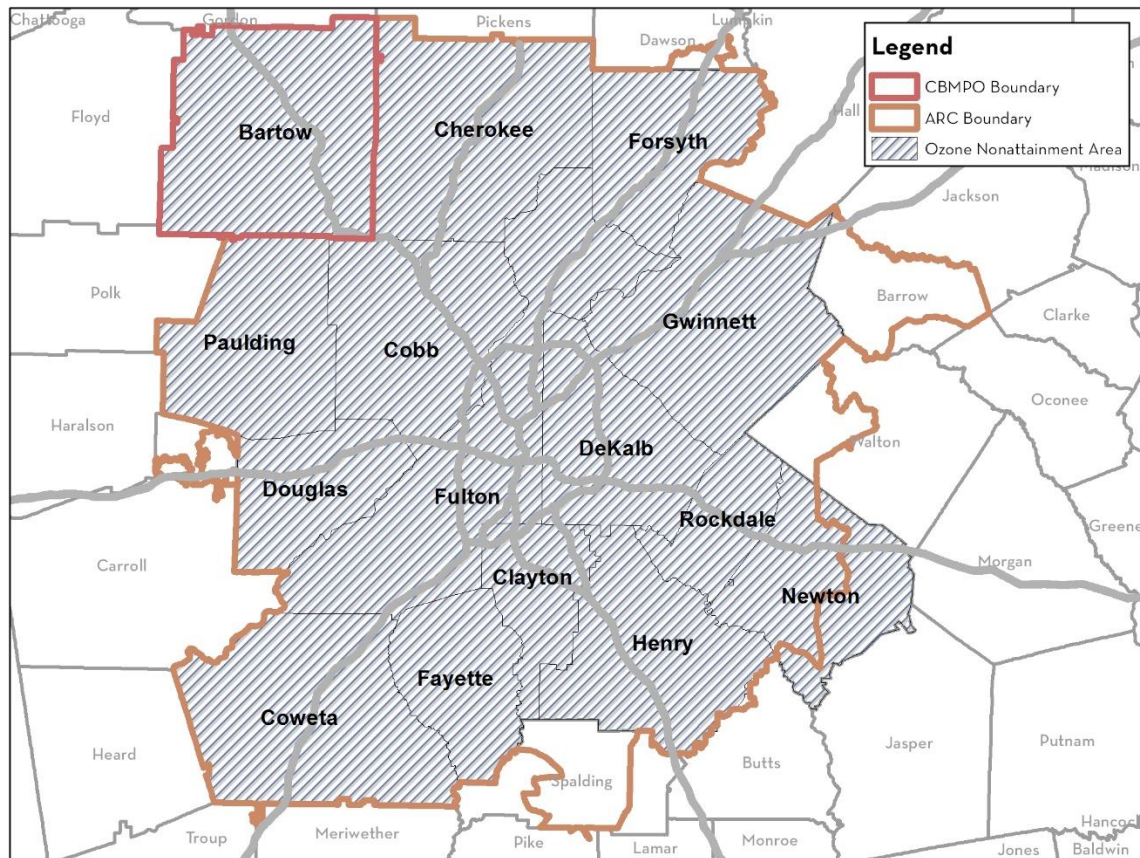
Atlanta Urban Area Designated by US Census Bureau Following the 2010 Census Includes portions of 23 counties																								
	Atlanta	Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Fulton	Gwinnett	Henry	Rockdale	Barrow	Bartow	Carroll	Coweta	Dawson	Forsyth	Hall	Jackson	Newton	Paulding	Pike	Spalding	Walton
Atlanta MPO																								
Adjacent MPOs												Partial		Partial		Partial				Partial		Partial	Partial	Partial
Atlanta NAA for Ozone																								

**Table 1: Atlanta MPO Details**

<b>MPO</b>	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
<b>Adjacent MPOs</b>	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
<b>Atlanta Nonattainment Area (NAA) for Ozone</b>	In July 2012, EPA designated a 15 county portion of the Atlanta Region as an Ozone NAA (8-hour standard, 2008). ARC performs the required technical analysis for the entire Atlanta Ozone NAA to demonstrate conformity to requirements.	15 counties

**A. Atlanta MPO Area**

**Map 1 - ARC as the Atlanta MPO  
(including adjacent MPOs as part of non-attainment 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 Nonattainment 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, Gainesville-Hall MPO 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. 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. The new CBMPO joined this collaboration in 2013. In October 2016, EPA designated the entire area as attaining the 2012 PM<sub>2.5</sub> standard, effectively removing conformity requirements for PM<sub>2.5</sub>.

### **1. Atlanta Ozone Nonattainment Areas**

- **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**

In 2011, EPA made the decision to designate nonattainment areas using the 2008 Ozone standard instead of revising it; conformity now applies to this standard. On July 20,

2012, a new 15-county Atlanta Ozone Nonattainment Area was designated and classified as *marginal*. This was raised to a moderate designation effective June 3, 2016. This new nonattainment area includes the former 20-county ozone nonattainment area except for the counties of Barrow, Carroll, Hall, Spalding and Walton, which have now been classified as in attainment of the new 2008 ozone standard. (This nonattainment area includes Bartow County, now in the Cartersville-Bartow MPO.)

### **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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> budgets for the 20 county (plus 2 partial county) nonattainment area. All counties will be considered in maintenance of the 1997 PM<sub>2.5</sub> 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, 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.

**Figure 3: Recent and Upcoming Conformity Determinations**

Federal Conformity Determination	ARC Action	Regional Emissions Analysis Required?	Nonattainment Areas		
			OZONE		PM 2.5
			1997 Standards - 20 counties	2008 Standards - 15 counties	1997 Standards - 22 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
Est. Q1, 2017	TIP Amendment #2	No		Yes	Yes
Est. Q3, 2017	TIP Amendment #3	Yes		Yes	

### C. ARC Structure

In mid-2011, ARC adopted a Strategic Plan that refreshed the purpose, vision and mission of the organization and revisited values. In December 2012, ARC adopted a staff evolution plan to support realization of the Strategic Plan. The staff plan is a change in mindset and culture 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 Division Structure**

ARC's Transportation Access and Mobility Division 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**

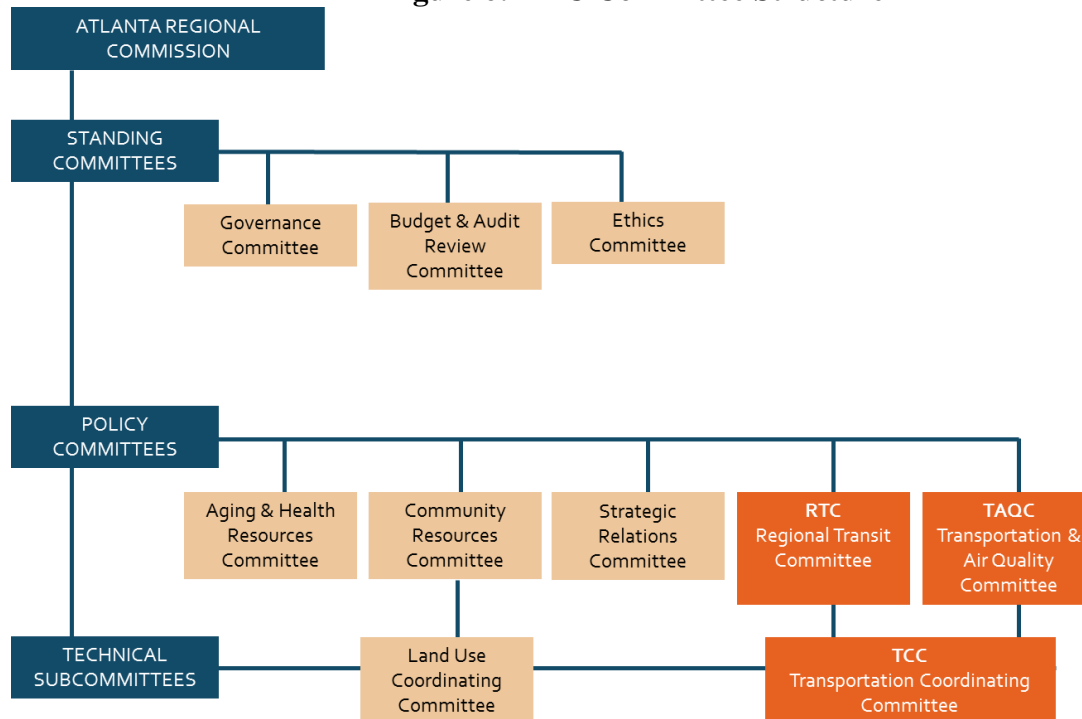
ARC collaborates with the region's local governments, the Georgia Department of Transportation, the Georgia Regional Transportation Authority, the Metropolitan Atlanta Rapid Transit Authority and other regional transit providers, and citizens to plan for the Region's future transportation needs and to 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**



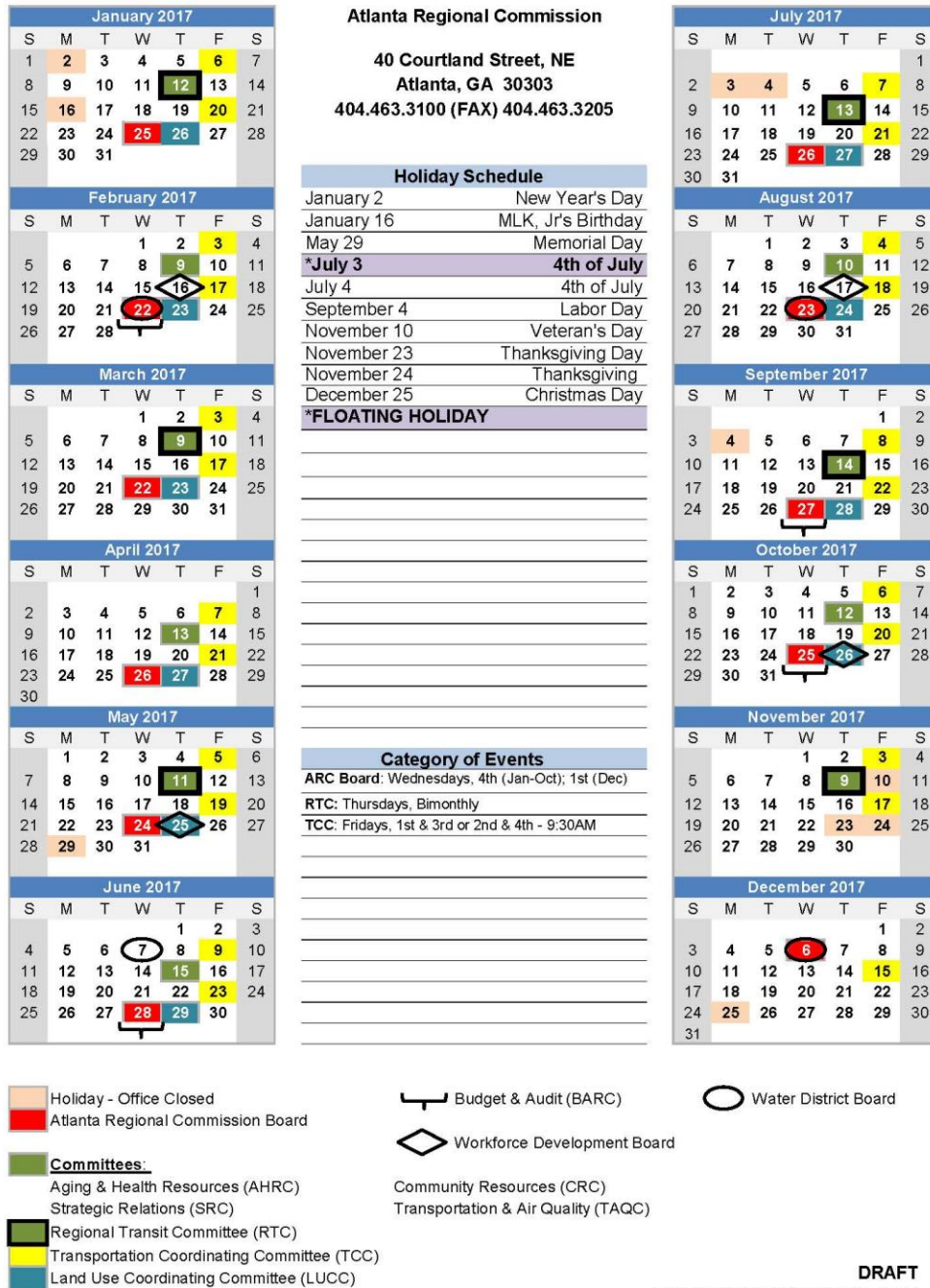
The 2017 schedule for meetings of the ARC Board, the Transportation & Air Quality Committee, the Regional Transit Committee and the Transportation Coordinating Committee is shown on the following page.

### **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, [www.atlantaregional.com/board](http://www.atlantaregional.com/board).

Figure 7: ARC Meeting Schedule 2017

## 2017 ARC YEAR AT A GLANCE



### 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 (members and limited members), including the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA) and the Georgia Environmental Protection Division (EPD) 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 2016 this included the Chair of the Metro Atlanta Mayors Association (MAMA), and seven additional representatives from the ARC Board (4 mayors, 4 citizen district member and the DCA representative).

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 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.com/taqc](http://www.atlantaregional.com/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.

Much of the work of the RTC focuses on directing transit related planning activities which are partially funded through an FTA Section 5307 funding allocation to ARC. These federal funds require a minimum 20% match contribution, which requires the implementation of a dues structure for RTC members. TAQC and ARC Board representative may participate in the meetings, but only those jurisdictions and agencies which contribute dues have voting privileges. Because of the dues requirement, membership may vary from year to year. In 2016, there were 11 voting members of RTC.



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.com/rtc](http://www.atlantaregional.com/rtc).

## **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 Division 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.

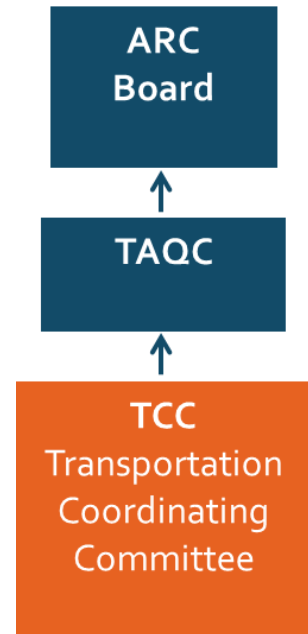
Representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), GDOT Intermodal, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and other municipalities in the region, interest groups and the general public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

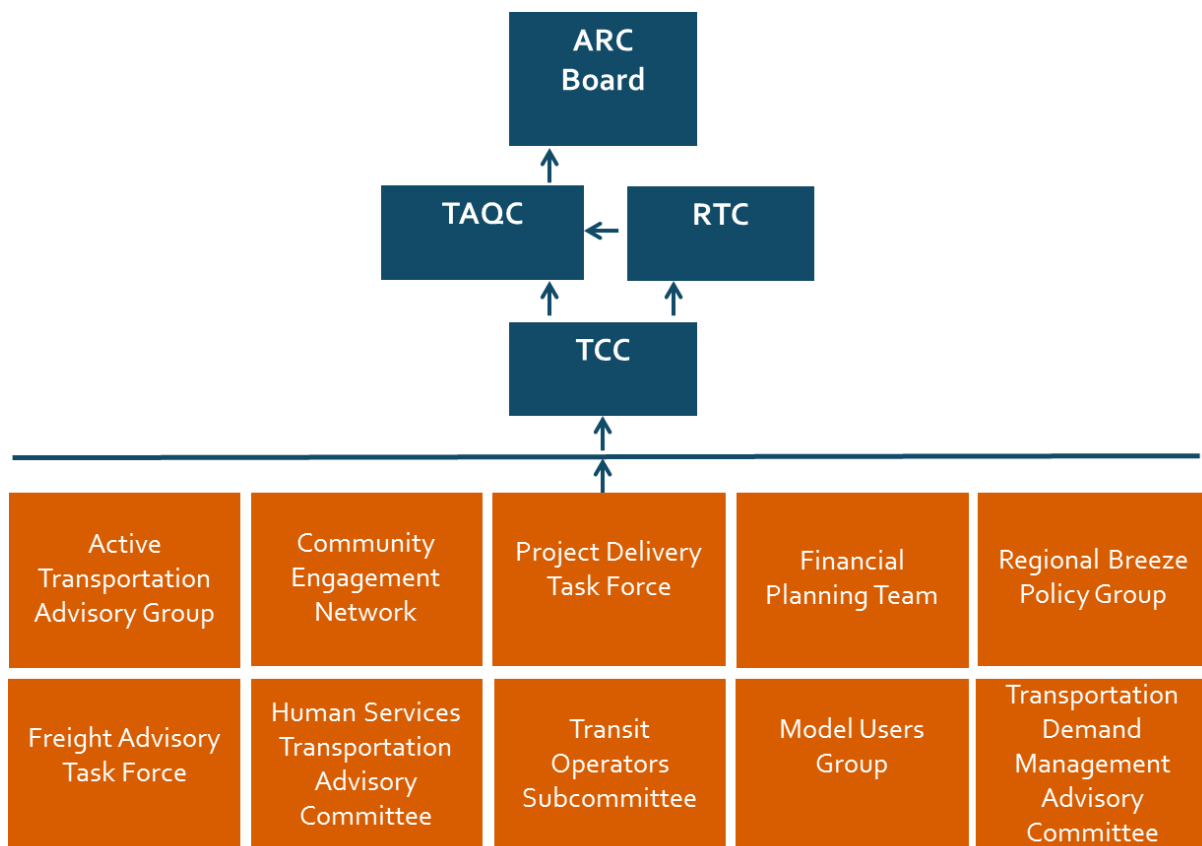
TCC typically meets twice monthly, except only once in December. The first TCC meeting of the month is a formal meeting; the second monthly meeting is a working session. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at [www.atlantaregional.com/tcc](http://www.atlantaregional.com/tcc).



## 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 2017, 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 quarterly or as needed in conjunction with agency schedules.
- 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, SRTA, MARTA, GRTA 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.

In 2017, the FPT will determine state funding baselines from new and enhanced revenue sources per the Transportation Funding Act of 2015, as well as helping ARC understand long-range financing agreements proposed to implement major projects. The team will also reconsider any changes to federal funding forecasts since the last RTP was adopted in early 2016. A major amendment to the TIP/RTP in the 3<sup>rd</sup> quarter will be financially constrained based on the revenue assumptions agreed upon by the team. The FPT generally meets several times during a short time period whenever an update or amendment to the RTP requires a new fiscal constraint analysis.

- 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.

- f. Human Services Transportation Advisory Committee – Since 2008, the HST AC has been comprised of organizations such as public and private transportation providers, human service agencies, planning agencies, community-based organizations, disability advocates, job training and placement agencies, and riders. This committee helps ARC implement action items recommended in the 2016 Coordinated HST Plan (titled “Managing Mobility in the Atlanta Region: A plan to integrate disability and low income needs into the regional transportation system”). This committee continues to assist ARC with identifying HST stakeholders, establishing HST goals and objectives, and helps guide the coordinated planning process. This committee meets once every 2 months on the third Friday of the month.
- g. 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](http://www.atlantaregional.com/mug).
- h. Regional Breeze Policy Group - This group includes membership from the region’s transit providers to coordinate and oversee the management of the regional automated fare collection system, Breeze. The regional fare payment system consists of Breeze Card, a reloadable smartcard fare payment technology that enables riders to pay for transit fare without the need for cash or tokens, as well as soon to be released Breeze Mobile, a mobile ticketing platform to be used on smartphones. The policy group advises on a range of Breeze policies including regional transfers, regional fare media, revenue sharing, and cost sharing agreements. This group meets on an as needed basis.
- i. 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 on the third or fourth Friday of each month.

- j. 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, SRTA/GRTA, 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.
- k. 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 will emphasize 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. Since 1999, ARC has convened transportation-related equity discussions with regional stakeholders to assist in plan and program development. This group shall meet to consider impacts on low-income, minorities and other traditionally underserved populations (including the elderly and persons with disabilities) in the regional transportation planning process. The group shall be composed of stakeholders representing grassroots/community-based organizations, environmental groups, educational institutions, civic and advocacy organizations, and the faith-based community. The Advisory Group will work closely with ARC's Poverty Equity and Opportunity Committee to coordinate on cross-cutting issues related to equity, as appropriate. The Transportation Equity Advisory Group plans to meet on an as-needed basis during the year, including at least bi-annually.
- c. Aerotropolis Atlanta Community Forum - Formerly the Airport Area Task Force, this group, which was created in 2012 as a subcommittee of the Land Use Coordinating Committee, is focused on improving the Hartsfield-Jackson Atlanta International Airport area and is comprised of local government staff, local businesses, property owners, and members of three chambers of commerce. The purpose of the Community Forum is to support the Aerotropolis Atlanta Alliance by advancing the discussion on improving the airport area's aesthetics, economy, and infrastructure. In 2015, the group provided stakeholder input during the development of the Aerotropolis Atlanta Blueprint, the Alliance's long-term vision for Aerotropolis Atlanta. Its ongoing role now is to determine effective strategies for implementation of the Blueprint in coordination with the Alliance and support its efforts. ARC staff is providing primary staff support for the Alliance and the Community Forum.
- d. 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 and MARTA, the Agency Heads (Executive Directors and Board Chairs of the four agencies plus SRTA) meet monthly to discuss transportation issues and coordinate activities.
- e. 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.

- f. 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 regular 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 defined as the transportation element of *The Atlanta Region's Plan*, a unified agency-wide plan adopted by ARC in February 2016.

During 2016, *The Atlanta Region's Plan* RTP was amended once. (See [www.atlantaregionsplan.com](http://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.

During 2016, *The Atlanta Region's Plan* TIP was amended once. (See [www.atlantaregionsplan.com](http://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.

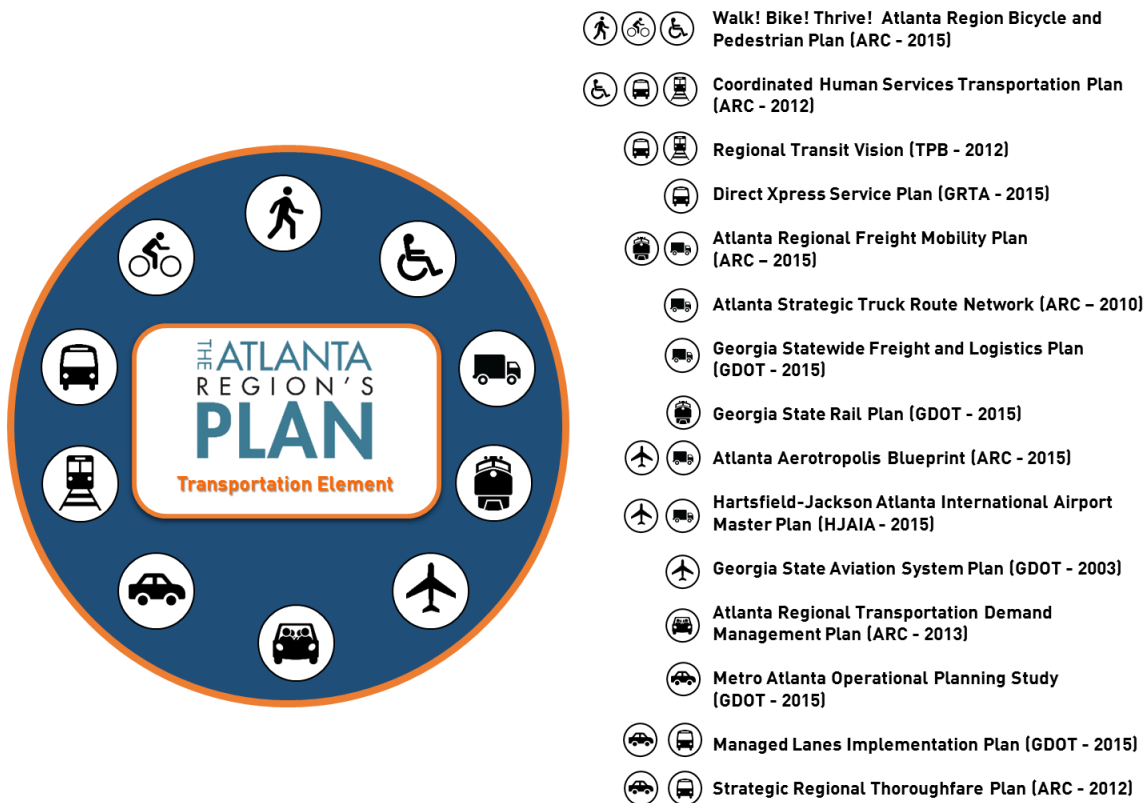
The Atlanta UPWP is developed for each calendar year and focuses specifically on transportation planning-related activities, serving as a management tool for all participating entities. For the Atlanta region, these entities include ARC, GDOT, GRTA, SRTA, EPD,

MARTA and local governments, including local government transit providers. (See [www.atlantaregional.com/upwp](http://www.atlantaregional.com/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 2: ARC's Current Plans and Studies**

Category	Title / Date	<a href="http://www.atlantaregional.com/">www.atlantaregional.com/</a>
Studies, general	Multiple	/studies
Bike/Ped	<i>Walk. Bike. Thrive! Regional Pedestrian &amp; Bicycle Plan</i>	/bikeped
Congestion Management	<i>Congestion Management Process (CMP), 2005 to 2010</i>	/cmp
Future Growth	<i>Unified Growth Policy Map (UGMP)</i>	/ugpm
Freight	<i>Atlanta Regional Freight Mobility Plan Update</i>	/freight
Freight	<i>Atlanta Strategic Truck Route Master Plan (ASTRoMaP), 2010</i>	/truckrouteplan
Human Services Transportation	<i>Managing Mobility in the Atlanta Region: A plan to integrate disability and low income needs into the regional transportation system, to be completed in Q1 2017</i>	/hst
ITS	<i>Atlanta Regional ITS Architecture, 2004, and 2011 Status Report</i>	/its
Livable Centers Initiative	<i>2015 LCI Studies and Reports and older editions</i>	/lci
Public involvement	<i>Regional Community Engagement Plan, 2014</i>	/cep
Regional Transportation System	<i>Regional Strategic Transportation System (RSTS), 2011</i>	/rst, page 62-63
Thoroughfares	<i>Strategic Regional Thoroughfare Plan (SRTP) with Regional Thoroughfare Network (RTN), 2011</i>	/srtp /plan2040, RTP page 3-18
TIP Blueprint	<i>TIP/RTP Blueprint, 2012 – A User's Manual for the Atlanta Region's TIP and RTP</i>	/tip
Transportation Demand Management	<i>Regional Transportation Demand Management Plan, 2013</i>	/tdmpln
Transportation Fact Book	<i>2014 Transportation Fact Book and older editions</i>	/factbook
Transit	<i>Regional On-Board Transit Survey</i>	/transitsurvey
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<sup>1</sup>**
  - 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 Member<sup>2</sup> 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

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<sup>1</sup> At 2014 year end, new and updated agreements are in process relative to the revised Atlanta Metropolitan Planning Area which includes outlying counties and the Gainesville and Cartersville MPOs.

<sup>2</sup> 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

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Organization, the Georgia Department of Natural Resources Environmental Protection Division, and the Georgia Department of Transportation for transportation planning and 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 PM<sub>2.5</sub>.

- *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. *The Atlanta Region's Plan* will serve as the backbone of the area's future development as federal, state, and local priorities continue to evolve.

During 2015-2016, FHWA and FTA released a number of final rules governing metropolitan transportation planning and the performance management framework enshrined in MAP-21 and continued by the FAST Act. The rules will guide ARC's future planning efforts. The impactful NPRMs include:

- **Final Rule- Transit Asset Management-** On July 26, 2016, The Federal Transit Administration issued the final rule to establish requirements for FTA grantees. The rules require public transportation providers to develop and implement transit asset management plans and establishes a state of good repair performance measure. ARC is coordinating with transit agencies on performance targets and measures as project sponsors begin the initial process of inventorying and assessing assets outlined in the NPRM.
- **Final Rule- Highway Safety Improvement Program-** On March 15, 2016, the Federal Highway Administration issued the final rule on the Highway Safety Improvement Program to establish performance measures for state departments to use to carry out the Highway

Safety Improvement Program (HSIP). ARC coordinated with the Georgia DOT on establishing performance targets and methods for assessing performance.

- **Final Rule- Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning** - On May 27, 2016, the Federal Highway Administration and Federal Transit Agency jointly issued the final rule on Statewide, Nonmetropolitan, and Metropolitan Transportation Planning to update the regulations governing the development of metropolitan transportation plans and programs, long range statewide transportation plans and programs, and the congestion management process. ARC is working to incorporate these requirements into the transportation planning process in coordination with the Georgia DOT and public transit operators.

These final rules were incorporated on an ongoing basis as interim guidance and regulations became available. Additional final rules are expected to be released throughout the end of 2016 and into 2017. The outstanding rules, including ones pertaining to state of good repair, congestion, freight, air quality and MPO coordination will be assessed and incorporated into ARC's planning process as they become available. Throughout 2017, ARC will continue to focus on the implementation of new NPRMs as they are released.

### F. 2017 ARC Work Activities

The Atlanta Regional Commission annual work program, *Strategy 2017*, was adopted in December 2016. This work program details the following elements for the Center for Livable Communities (formerly the Comprehensive Planning Department):

- 1 – Research & Analytics
- 2 – Community Development
- 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 and 2. As ARC continues to implement the *Strategic Plan* adopted in 2011 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 2017 are detailed in Element 6 of *Strategy 2017*. 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)
- 6D - Performance Analysis & Monitoring** (conduct of data analysis)
- 6E - Special Studies**
- 6F - Administration & Support** (public involvement, program administration)

**Other ARC Subelements Providing Support (see [Appendix 2](#))** – Additionally, other ARC Work Programs outside the Transportation program provide support for the transportation process. The subelements shown below receive some transportation funding with the exception of Subelement 21P1 which is included for informational purposes.

**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 - Geographic Information Systems (GIS)** - Maintains and expands ARC's geographic information system delivering extensive capabilities for the display and analysis of spatial data

**1D – Travel Demand Model Development & Support** - Provides for the continual enhancement of the travel demand models used to forecast regional travel demand and mobile source emissions used for the Regional Transportation Plan (RTP).

**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 Development** - 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.

**5B- Transit Services** - Encourages and facilitate coordination and collaboration between and among public and human service transportation operators in the Atlanta region.

**5C- Transportation Technology** - Prepares the agency and the region for the rapid pace of technological evolution in the transportation sector.

**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 2017.

**Appendix 4** contains the ARC adopting resolution for the “*2017 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 & Mobility .....1**

***Subelements:***

<b>6A - Regional Planning .....</b>	<b>5</b>
<b>6B - Program Implementation &amp; Partner Services .....</b>	<b>8</b>
<b>6D - Performance Analysis &amp; Monitoring .....</b>	<b>12</b>
<b>6E - Special Studies.....</b>	<b>13</b>
<b>6F - Administration &amp; Support .....</b>	<b>16</b>

The element and subelements in this appendix reflect the transportation work activities of the ARC for calendar 2017.

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).

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**ATLANTA REGIONAL COMMISSION  
2017 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**

- Effectively incorporate federal rulemaking resulting from the FAST Act and MAP-21's performance management approach into future TIP and RTP development processes.
- Using SHRP2 visioning work conducted in 2016 as a bridge between the current *The Atlanta Region's Plan* and the next required update in 2020, continue to develop a long-term schedule and work program that will be holistic and interdisciplinary.
- Advance the use of technology, state-of-the-practice tools and methodologies, and modeling software in preparation for necessary performance monitoring and future plan updates.
- Promote active transportation mode projects through the creation of a best-in-practice toolkit for regional planning partners and the development of a regional trails program.

- Tackle critical freight needs and deficiencies through outreach, additional studies, and jurisdiction support.

### **2017 WORK PROGRAM HIGHLIGHTS**

- Finalize and adopt refined TIP project selection and prioritization criteria and evaluation methodology to address the FHWA transportation performance management requirements and other regionally identified performance measures and targets. Streamline the TIP project application/solicitation process.
- In response to the multiple transportation sales tax initiatives on the ballot of November 2016 and the funding priorities of the Transportation Funding Act of 2015, develop and adopt a major TIP/RTP amendment.
- Execute recommendations outlined in the *Walk Bike Thrive!: Atlanta Regional Bicycle and Pedestrian Plan*, including the development of a regional walking and bicycling safety action plan and the implementation of a regional trails development and scoping program.
- Execute recommendations outlined in the *Atlanta Regional Freight Mobility Plan*, including the development of a regional truck parking assessment and the implementation of a freight cluster area planning program.
- Identify opportunities to lead the region in long-range visioning and facilitate key policy discussions resulting from the SHRP2 planning activities.
- 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.
- 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).
- Convene a Roadway Data Ops and Performance Monitoring Task Force to provide input and guidance in establishing a data collection and management program that will support regional travel demand modeling, project performance evaluation, bottleneck identification and overall traffic monitoring of the Atlanta region's roadway network.
- Effectively manage transportation committees such as the Transportation Coordinating Committee, Transportation & Air Quality Committee, and other subcommittees and task forces.

### **2017 WORK PROGRAM SUBELEMENTS**

- 06A Regional Planning
- 06B Program Implementation & Partner Services

- 06D Performance Analysis & Monitoring
- 06E Special Studies
- 06F Administration & Support

### **2016 ACCOMPLISHMENTS**

- Adopted *The Atlanta Region's Plan*, a long-range blueprint that details the investments that will be made over the next 25 years to ensure metro Atlanta's future success and improve the region's quality of life. *The Atlanta Region's Plan* incorporates all of ARC's planning areas – transportation, land use, water resources, aging & health and workforce development – as well as incorporates and supports related initiatives from ARC's community partners, such as the United Way of Metropolitan Atlanta, The Community Foundation for Greater Atlanta, and the Metro Atlanta Chamber.
- Incorporated the results of the STP-Urban and TAP project solicitation conducted in late 2014 and 2015 into the development of *The Atlanta Region's Plan*.
- In May 2015, developed and adopted *The Atlanta Region's Plan* TIP Amendment #1 and received a conformity determination on June 7, 2016.
- 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 rubric 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.
- Partnered with FHWA to sponsor a climate resiliency planning peer exchange in Atlanta. Participants from state DOTs and MPOs around the country shared their experience in developing plans to incorporate the impacts of extreme weather and climate change into their planning process. Learned best practices to ensure the resilience of the region is considered in future planning efforts.
- Hosted the 2016 Megaregions Freight Movement Peer Exchange. The Peer Exchange aimed to improve freight planning at the megaregion scale, identify opportunities to better engage private sector stakeholders, and create an environment where peers in the southeastern United States can collectively share practices and experiences.
- In May 2016, adopted *Walk Bike Thrive!*, an update to the official walking and bicycling plan and policy of the Atlanta Regional Commission.

- In June 2016, adopted an update to the *Atlanta Regional Freight Mobility Plan*. The plan serves as the guiding planning document supporting the region's freight and goods movement strategies.
- Assisted with the continued development and enhancement of the Activity Based Model.



## **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. A major update of the RTP and TIP were completed and adopted in February 2016. 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 2017 to continue refining 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) establishing performance measures and targets and completing initial reporting requirements to meet federal transportation mandates; 2) incorporating priorities for funding under Georgia's Transportation Funding Act of 2015; 3) responding to the outcomes of multiple transportation sales tax initiatives on the ballot for November 2016; and 4) 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.

#### **DELIVERABLES**

- Continue refinements and study of scenarios that assess and evaluate the impact of emerging technologies on regional planning, including autonomous and connected vehicles. Outcomes will include quarterly meetings of “what is next” in transportation technologies.
- Undertake a major amendment to the RTP/TIP to incorporate funding priorities under the Transportation Funding Act of 2015, any new local transportation sales taxes which are approved by voters in November 2016, TIP project solicitation recommendations, and other changes as necessary.
- Continue development of the long-term schedule and work program for the next major RTP/TIP update and associated *The Atlanta Region's Plan* update, due for completion in 2020.

- Coordinate with the Georgia Department of Transportation (GDOT), Gainesville Hall MPO, Cartersville Bartow MPO, transit operators and other stakeholders on responding to federal transportation rulemaking and reporting requirements on performance measures and targets.
- Monitor and serve as a technical resource for federal, state, regional and local initiatives on transportation legislation and funding alternatives.
- Develop a regional walking and bicycling safety action plan, as described in Subelement 6E.
- Implement a regional trails development and scoping program.
- Conduct a regional truck parking assessment, as described in Subelement 6E.
- Develop and implement a freight cluster area planning program, as described in Subelement 6E.
- Update networks of roadways identified as regionally significant for commuter and freight traffic.
- Continue refinement of the regional transportation vision, incorporating findings and recommendations of the SHRP2 efforts and related regional transit visioning and transportation technology planning activities led by the Mobility Services Division under Element 5.
- Continue to analyze transportation infrastructure resiliency and travel behavior in response to applicable federal policies on climate change and extreme weather events.
- 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 or Cartersville MPO RTPs and TIPs.

### **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 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**

- 706ALR Long Range Planning
- 706ALT Long Range Transit Planning
- 706AAQ Air Quality Planning
- 706AAT 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 2016 through 2021 and was adopted in conjunction with a major 2040 RTP update in February 2016.

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 2017, Sub-Element 6B will focus on: (1) programming the TIP in accordance with the recently promulgated FHWA/FTA Transportation Performance Management rulemaking, the MPO Planning rulemaking, and the MPO Planning Organization Coordination rulemaking; (2) accelerated TIP project delivery; and (3) to enhance TIP project prioritization criteria and methodology.

**DELIVERABLES**

- Carry out TIP amendments/administrative modifications to incorporate initial project programming information stemming from the Georgia Transportation Funding Act of 2015, as well as program new federally funded projects in the upcoming fiscal years of the TIP (FY 2018 – FY 2020).
- Finalize and adopt refined TIP project selection and prioritization criteria and evaluation methodology to address the FHWA TPM performance measures and other significant regional performance measures. Streamline the TIP project application/solicitation process.
- Design and develop 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 Division and state agencies, including programming and project development activities associated with the LCI program.
- Continued improvement in TIP project delivery by: (1) continuing the efforts of the Project Delivery Task Force (PDTF) and executing the 2014 action plan; (2) updating the *TIP Blueprint* and business rules; and (3) exploring how MPO staff can better assist local governments and other project sponsors in managing and delivering TIP projects.
- 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.
- Develop technical tools, resource materials and website platform for assisting local bicycling and walking program efforts. This will include providing staff resources to assist local governments, determining critical sidewalk connectivity gaps in regionally significant areas and corridors, continuing and expanding the non-motorized traffic counter program, hosting active transportation roundtables, providing leadership training and professional development opportunities and conducting research.
- 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 Division 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 (GRTA), State Road & Tollway Authority (SRTA), 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**

- 706BSR – Program Implementation
- 706BST – Program Implementation – Transit
- 706BLG Partner Assistance
- 706BGT Partner Assistance - Transit

## **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.

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. During 2017, ARC staff will conduct processes to implement performance planning provisions, including setting measures, 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**

- Define performance measures and targets in accordance with FAST Act rulemaking and develop processes to track and report on transportation system performance over time.
- Continue to 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 projects.
- 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.

- Continue to improve 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.
- Convene a Roadway Data Ops and Performance Monitoring Task Force to provide input and guidance in establishing a data collection and management program that will support regional travel demand modeling, project performance evaluation, bottleneck identification and overall traffic monitoring of the Atlanta region's roadway network.
- 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.
- Continue to maintain an online Factbook to provide users up-to-date transportation information.

### **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 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**

- 706DCM Performance Analysis
- 706DCT 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**

- SHRP2 - ARC will use a SHRP2 Implementation Assistance Program grant to complete an 18 month work plan, begun in late 2015, that will apply an exploratory scenario planning process with FHWA's PlanWorks Decision-Making Guide to support ongoing visioning efforts for the Atlanta region. The outcomes will be a key component of the next RTP/TIP and *The Atlanta Region's Plan* update, due for completion in early 2020. (\$300,000 federal grant)
- Regional Biking and Walking Safety Action Plan- ARC will undertake a safety action item identified in the 2015 regional bicycle and pedestrian plan update, *Walk Bike Thrive!*, to better understand regional crash distribution, systemic risk factors, cost-effective intervention strategies, and specific project needs. Initial phases of this project will be undertaken in calendar year 2017. (\$130,000 federal; \$20,000 local)
- Regional Truck Parking Assessment - ARC will undertake an assessment study as recommended in the 2016 update to the *Atlanta Regional Freight Mobility Plan* to identify

long-haul trucking parking needs in the Atlanta region, including supply, demand, and future actions to address discrepancies. Initial phases of this project will be undertaken in calendar year 2017. (\$130,000 federal; \$20,000 local)

- Modeling 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) through the Atlanta travel demand modeling community, and continue to integrate with other model update efforts. This work is further detailed in Appendix 2, Subelement 1D of the UPWP. (\$200,000 federal; \$50,000 local)
- PECAS 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. This work is further detailed in Appendix 2, Subelement 1D of the UPWP. (\$120,000 federal; \$30,000 local)
- Transit Vision Study- ARC will continue work on the “Atlanta Region Transit Vision: Modular technology tools for the future mobility landscape,” a refresh for Concept 3, the Atlanta Region’s Transit Vision Plan. This Plan will serve as the guiding planning document to support the region’s public transit planning. ARC will complete an 18 – 24 month project (tentatively October 2016-March-June 2018) to update the transit vision for the Atlanta region encompassing “transit elements” including physical infrastructure, rolling stock, services, policy, and technological infrastructure. This work is further detailed in Appendix 2, Subelement 5B of the UPWP. (\$500,000 federal; \$125,000 local)
- LRTP Development and Project Delivery - ARC will increase staffing resources to improve TIP project delivery rates through improved coordination with local, state and federal partners. This initiative will include project management assistance to local governments in delivering federally funded TIP projects. To provide those services, ARC will study practices in mitigating and troubleshooting project delivery issues. Other elements of this task will include consulting assistance in meeting federal FAST Act requirements, including technical procedures to establish congestion, safety and other performance targets. (\$120,000 federal; \$30,000 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 ongoing

planning efforts begun in 2016, but does not anticipate initiating any new plan updates in 2017, although a minimal level of funding will be retained in the program in the event that the need for an update arises. (\$250,000)

- 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. (\$500,000)
- 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 2017 and should be completed by the end of calendar year. (See [www.beltline.org](http://www.beltline.org).) (\$1,833,334)

### **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 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
- 306ECP County Transportation Plan (CTP) Program
- 406ECP County Transportation Plan (CTP) Program
- 606ECP County Transportation Plan (CTP) Program
- 706ECP County Transportation Plan (CTP) Program
- 506ESH SHRP2 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 Division work program.

Transportation Community Engagement – 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 and meshed with the activities of the agency-wide community engagement program conducted by the Community Engagement Division of the Center for Strategic Relations, to assure an efficient, comprehensive agency community engagement program.

Administration - The main objective of this work program task is to 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.

## **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.
- Coordinate and conduct public outreach in support of the SHRP2 grant on Transportation Visioning for Communities and Integrating Freight Considerations Implementation Assistance Program.
- 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 hosted in tandem with the Poverty Subcommittee of the Environmental and Land Use Committee and other groups as appropriate.
- 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 (LEP) 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) to address FAST Act planning requirements.
- Manage the 2017 Unified Planning Work Program and develop the 2018 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 Division 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.

### **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 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**

- 706FPI Community Engagement
- 706FPT Community Engagement - Transit
- 706FAM Program Support & Administration
- 706FAT Program Support & Administration - Transit

**APPENDIX 2**  
**OTHER SUPPORTING ARC WORK ACTIVITIES**

	<u>Appendix 2, Page</u>
<b>Subelements:</b>	
<b>1A - Estimates and Forecasts .....</b>	<b>1</b>
<b>1B - Geographic Information Systems (GIS) .....</b>	<b>3</b>
<b>1D - Travel Demand Model Development &amp; Support .....</b>	<b>5</b>
<b>2A - Comprehensive Planning &amp; Review .....</b>	<b>7</b>
<b>2B - Regional Plan Development .....</b>	<b>9</b>
<b>2C - Livable Centers Initiative (LCI) .....</b>	<b>11</b>

The subelements in this appendix reflect the work activities to be performed in calendar 2017 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 division 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 2017, the Division will continue to take a regional leadership role in innovative and efficient data visualization and dissemination.

#### **DELIVERABLES**

- Develop major jurisdiction-level estimates of population as of April 1, 2017 for the Region, its counties, and the City of Atlanta. Provide 2017 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.
- 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 with those and other products, including weekly posts. Produce *The Quarter* e-newsletter. Integrate elements of blog post data with the Open Data Portal.

- Continue collaborative (internal) development of a work program for offering and marketing 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**

- 701AA Estimates & Forecasts
- 701AT Estimates & Forecasts – Transit

## **ELEMENT 1 - RESEARCH & ANALYTICS**

### **1B- GEOGRAPHIC INFORMATION SYSTEMS (GIS)**

#### **PURPOSE**

The Research & Analytics Division maintains and enhances ARC's geographic information systems (GIS), a key tool in turning data into information by allowing decision-makers to visualize data. ARC's GIS capabilities continue to drive innovation, as more and more of our GIS resources are being disseminated online via easy-to-use interactive tools, like through our [open data portal](#). Our online visualization tools will further enhance ARC's standing as a leader in data visualization and analysis by building new state-of-the-art tools, to include other custom web portals and mobile web applications.

#### **DELIVERABLES**

- Collect, maintain, enhance, and/or develop digital inventories of key regional infrastructure, including LandPro, up-to-date city boundaries, community facilities, annexations and the vast amount of local government spatial data necessary for the development of regional planning, forecasting and modeling efforts (ABM, PECAS).
- Refine innovative new tools to store, disseminate and display data, such as ESRI's Spatial Database Engine (SDE) enterprise data management system and enhancing our state-of-the-practice [open data portal](#).
- Support, in partnership with the Georgia Association of Regional Commissions (GARC), 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, technical development for, as well as validation and verification of statewide street attributes
- Continue 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, including continued outreach efforts through the Atlanta Region GIS Users Group (ARGIS).

#### **PARTNERSHIPS**

Atlanta Region GIS Users Group, the State GIS Coordinating Committee, the Georgia Association of Regional Commissions and local governments.

**COST CENTERS**

- 701BA GIS Administration
- 701BE GIS Enterprise
- 701BT GIS Transportation
- 701BS GIS – Transit

## **ELEMENT 1 - RESEARCH & ANALYTICS**

### **1D- 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 15-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**

- Manage a newly awarded Strategic Highway Research Program (SHRP2) grant that will integrate roadway travel time reliability in the ARC transportation models, as a way 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.
  - With this L04 award, ARC will be able to focus on incorporating roadway travel time reliability into its multi-resolution modeling framework, so that ARC becomes better equipped to analyze the myriad of roadway projects and policies that are designed to improve travel times reliability throughout metro Atlanta roadways.

- Maintain, update and pursue innovative enhancement of the Travel Demand Model via model calibration and validation. Complete transition to the Activity Based Model. Integrate with other model update efforts, e.g., PECAS, MOVES, etc.
- Continue the interdisciplinary education of the modeling staff; conduct one-on-one model training.
- 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 and ARC.
- Continue the development of the ARC College and University Travel Survey Smartphone App in iOS

### **PARTNERSHIPS**

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

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 U.S. Environmental Protection Agency (EPA), and other groups and agencies.

### **COST CENTERS**

- 701DM Model Development & Support
- 701DT Model Development & Support – Transit
- 501DS SHRP2 Model Development
- 701DS SHRP2 Model Development

## **ELEMENT 2 – COMMUNITY DEVELOPMENT**

### **2A- COMPREHENSIVE PLANNING & REVIEW**

#### **PURPOSE**

This subelement 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 for local governments to complete the required Comprehensive Plans 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 eight local governments in 2017 to their complete their Comprehensive Plan. Community Development has provided Planning Assistance Teams to a number of local governments in recent years. Currently work is underway with local governments in Fayette County, South Fulton County and North DeKalb cities.

ARC undertakes regional planning responsibilities for many issues including coordination with local governments, economic development coordination, resource planning, historic preservation, housing/foreclosure issues and arts/culture. ARC has undertaken a quarterly Regional Housing Forum event since 2003 with a group of partner organizations. ARC has also supported local governments dealing with issues from housing foreclosures through the regional Piece by Piece initiative.

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.

A key element of The Atlanta Region's Plan and Georgia DCA rules is providing assistance to local governments to meet the Minimum Performance Standards of The Atlanta Region's Plan. ARC has received documentations from half of the region's local governments to that identify that they meet the Minimum Performance Standards of The Atlanta Region's Plan.

### **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.
- Administer Planning Assistance Teams upon request of local governments
- Activities and technical assistance to implement the Resource Plan.
- Regional Housing Forums and support to regional housing efforts.
- Conduct Area Plan Reviews (APR).
- 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**

- 702ARC      Review and Comment
- 702ART      Review and Comment
- 702AAM      DCA – Planning Implementation Strategy for Region
- 702AWP      DCA – Regional Planning and Priorities
- 702API      DCA – Regional Plan Implementation
- 702APR      DCA – Local Plan Preparation
- 702ADR      DCA – Review and Consultation
- 702AIG      DCA – Mapping
- 702APC      DCA – Planning Capabilities
- 802AAM      DCA – Planning Implementation Strategy for Region
- 802AWP      DCA – Regional Planning and Priorities
- 802API      DCA – Regional Plan Implementation
- 802APR      DCA – Local Plan Preparation
- 802ADR      DCA – Review and Consultation
- 802AIG      DCA – Mapping
- 802APC      DCA – Planning Capabilities



## **ELEMENT 2 – COMMUNITY DEVELOPMENT**

### **2B- REGIONAL PLAN DEVELOPMENT**

#### **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 will also outline and evaluate 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 Division supports the monthly Land Use Coordinating Committee (LUCC) meeting of local government planning staff and provides primary support to the Community Resources Committee of the ARC Board.

ARC leads 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.

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.
- Tracking of local government greenspace and preservation activities including GIS data.
- Implementation of The Atlanta Region's Plan with support to local governments and non-profit organizations.
- An examination of the Livable Centers Initiative Program to continue the program to be a national model of land use and transportation planning to improve air quality.
- Support TOD related work including the TransFormation Alliance.
- Continue to work with local governments and interested stakeholders along the South Fulton Parkway Corridor to continue to build consensus around the vision.
- Administration and program development in support of LUCC.
- Support and administration of the Community Resources Committee.

### **PARTNERSHIPS**

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

### **COST CENTERS**

- 702BPL Regional Development Plan Implementation
- 702BTP Land Use and Transportation Planning Coordination
- 702BTT Transit Oriented Development Planning
- 702BGS Greenspace Planning
- 602BTC TOD Collaborative
- 702BTA Transformation Alliance

## **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 \$800,000 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 118 communities and an additional 110 supplemental studies have been awarded to LCI communities to help implement their plans.

The Community Development Division has produced six LCI Implementation Reports between 2004 and 2015. The reports demonstrate that local government's value and implement the LCI program. The LCI Implementation Reports document substantial progress in building new development and transportation projects in LCI areas.

The LCI program is the region's primary support to undertake Transit Oriented Development (TOD). Master plans for 35 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 build transportation projects funded through the LCI Program. ARC staff provides implementation assistance to local governments, Georgia DOT and FTA on permitting and coordinating all aspects of project development.

LCI funds have been distributed to 114 transportation projects in 67 LCI communities (85 LCI projects completed or under construction).

### **DELIVERABLES**

- Study documents, information, resources and training to implement new strategies in corridors, activity and town centers.
- Specific implementation support including planning and regulatory assistance as well as transportation projects in LCI communities.
- Completed LCI transportation projects, new development and supportive local actions.

### **PARTNERSHIPS**

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

### **COST CENTERS**

- 602CAS Livable Centers Initiative (Subgrants)
- 702CAT Livable Centers Initiative (Program Management)
- 702CAS Livable Centers Initiative (Subgrants)

**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
<b>Element 1: Research &amp; Analytics</b>										
1A - Estimates & Forecasts - 701AA, 701AT	X			X		X	X			
1B - Geographic Information Systems - 701BT, 701BS						X	X	X	X	X
1D - Model Development & Support -701 DM, 701DT, 501DS	X	X	X	X	X	X	X	X		X
<b>Element 2: Community Development</b>										
2A - Comprehensive Planning & Review - 702ARC, 702ART	X			X	X	X	X	X	X	X
2B - Regional Plan Development - 702BPL, 702BTP, 702BTT, 702CAT, 702CAS	X			X	X	X	X	X	X	X
<b>Element 5: Mobility Services</b>										
5A - Transportation Demand Management - 606CCC	X	X		X	X	X	X	X		X
5B - Regional Transit Implementation - 406CTB, 606CTP, 705BTB	X	X	X	X	X	X	X	X	X	X
<b>Element 6: Transportation Access &amp; Mobility</b>										
6A - Regional Planning - 706ALR, 706 ALT, 706AAQ, 706AAT	X	X	X	X	X	X	X	X	X	X
6B - Implementation & Partner Services - 706BSR, 706BST, 706BLG, 706BGT	X	X	X	X	X	X	X	X	X	X
6D - Performance Analysis & Monitoring - 706DCM, 706DCT				X	X	X	X			
6E - Special Studies - 306ECP, 406ECP, 606ECP, 706ECP, 406EBL	X				X	X	X		X	
6F - Administration & Support - 706FAM, 706FAT, 706FPI, 706FPT	X	X	X	X	X	X	X	X	X	X

**APPENDIX 3B  
PLANNING FUNDS DISTRIBUTION**

Cost Center	Sub-Element	Federal Funds				State Funds		From Local Govt	ARC Funds				Total
		PL	MP	UAF	STP	To match PL	To match MP		To match PL	To match MP	To match STP	To match UAF	
ARC Transportation Division													
706ALR	6A	\$ 960,013							\$ 240,003				\$ 1,200,016
706ALT	6A		\$ 182,779				\$ 22,847			\$ 22,847			\$ 228,474
706AAQ	6A	\$ 72,514							\$ 18,129				\$ 90,643
706AAT	6A		\$ 38,542				\$ 4,818			\$ 4,818			\$ 48,178
706BSR	6B	\$ 483,764							\$ 120,941				\$ 604,705
706BST	6B		\$ 186,486				\$ 23,311			\$ 23,311			\$ 233,108
706BLG	6B	\$ 276,230							\$ 69,058				\$ 345,288
706BGT	6B		\$ 193,967				\$ 24,246			\$ 24,246			\$ 242,459
406CTB	5B			\$ 280,000								\$ 70,000	\$ 350,000
606CTP	5B				\$ 500,000						\$ 125,000		\$ 625,000
705BTB	5B			\$ 800,000								\$ 200,000	\$ 1,000,000
706DCM	6D	\$ 281,140							\$ 70,285				\$ 351,425
706DCT	6D		\$ 140,741				\$ 17,593			\$ 17,593			\$ 175,926
306ECP	6E				\$ 400,000			\$ 100,000					\$ 500,000
406ECP	6E				\$ 400,000			\$ 100,000					\$ 500,000
606ECP	6E				\$ 400,000			\$ 100,000					\$ 500,000
706ECP	6E				\$ 200,000			\$ 50,000					\$ 250,000
406EBL	6E			\$ 240,000				\$ 60,000					\$ 300,000
706FAM	6F	\$ 823,973							\$ 205,993				\$ 1,029,966
706FAT	6F		\$ 113,101				\$ 14,138			\$ 14,138			\$ 141,376
706FPI	6F	\$ 250,467							\$ 62,617				\$ 313,084
706FPT	6F		\$ 94,593				\$ 11,824			\$ 11,824			\$ 118,241
Other ARC Functions Supporting the Transportation Division													
701AA	1A	\$ 895,874							\$ 223,969				\$ 1,119,843
701AT	1A		\$ 232,610				\$ 29,076			\$ 29,076			\$ 290,763
701BT	1B	\$ 512,702							\$ 128,175				\$ 640,877
701BS	1B		\$ 254,006				\$ 31,751			\$ 31,751			\$ 317,508
701DM	1D	\$ 802,792							\$ 200,698				\$ 1,003,490
701DT	1D		\$ 236,712				\$ 29,589			\$ 29,589			\$ 295,890
702ARC	2A	\$ 87,652							\$ 21,913				\$ 109,565
702ART	2A		\$ 34,725				\$ 4,341			\$ 4,341			\$ 43,406
702BPL	2B	\$ 503,867							\$ 125,967				\$ 629,834
702BTP	2B	\$ 281,198							\$ 70,300				\$ 351,498
702BTT	2B		\$ 284,335				\$ 35,542			\$ 35,542			\$ 355,419
Total		\$ 6,232,186	\$ 1,992,597	\$ 1,320,000	\$ 1,900,000	\$ -	\$ 249,075	\$ 410,000	\$ 1,558,047	\$ 249,075	\$ 125,000	\$ 270,000	\$ 14,305,980

Other Sources		
702CAT	2C	STP / Local
606CCC	6C	CMAQ
606CES	6C	CMAQ
605AGC	6C	CMAQ
601DS	1D	FHWA/SHRP2

KEY:	Fund Title	Agency - Fund Code
<b>CMAQ</b>	Congestion Mitigation & Air Quality	FHWA - L340
<b>MP</b>	Metropolitan Planning Program	FTA - Section 5303
<b>PL</b>	Metropolitan Planning	FHWA - L450
<b>STP</b>	Surface Transportation Program Urban	FHWA - L230
<b>UAF</b>	Urban Area Formula Program	FTA - Section 5307



**APPENDIX 4**

**ARC Adoption of the 2017 UPWP - December 7, 2016**

**USDOT Approval – TBD**

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**DATE:** November 4, 2016

**ISSUE SUMMARY:      2017 UNIFIED PLANNING WORK PROGRAM**

**FROM:**      Tom Worthan, TAQC Chairman

**IMPORTANCE:**

Federal regulations require ARC as a Metropolitan Planning Organization, to develop a unified planning work program (UPWP) that discusses the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the area regardless of funding sources or agencies conducting activities. The UPWP must be developed cooperatively with the State, public transit operators and other planning partners.

The 2017 UPWP is structured as follows:

- Detailed description of the Atlanta metropolitan transportation planning process.
- Appendices 1 and 2 - Excerpts from the ARC annual work program, “Strategy 2017,” that describe ARC’s transportation-related work activities for 2017. (“Strategy 2017” is also targeted for ARC adoption on December 7, 2016.)
- Appendix 3 - Planning funds distribution
- Appendix 4 - Adopting resolution and federal approvals
- Appendix 5 – Programmed planning activities and studies for ARC and partner agencies and counties

The draft 2017 UPWP was provided to planning partners and others for review October 24 to November 4, 2016. The results of that review are shown on the attached pages.

**ACTION REQUIRED:** Adoption of the 2017 UPWP is recommended.

*Draft for approval by TCC on 11/4; TAQC on 11/10, and ARC on 12/7/16.*

## **Updates to Draft UPWP**

### **Comments received during comment period, October 4 to November 10, 2016**

(Distributed to TCC Members, TAQC Members and Other Interested Parties)

<b>UPWP Page</b>	<b>Comment</b>
Various	Corrected minor typos throughout the document
Various	Corrected text referencing air quality attainment
Appendix 5, pages 2-3	Added Clayton County Planning Activities

*Draft for approval by TCC on 11/4; TAQC on 11/10, and ARC on 12/7/16.*

**2016 Federal Highway Administration FY 2017 UPWP Comments  
Atlanta Metropolitan Transportation Planning Area**

<b>No</b>	<b>FHWA Comments – 10/19/16</b>	<b>ARC response – 10/19/16:</b>
	No comments received.	Thank you.



ATLANTA REGIONAL COMMISSION

**A RESOLUTION ADOPTING THE  
2017 UNIFIED PLANNING WORK PROGRAM**

**WHEREAS**, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 20 counties; and

**WHEREAS**, MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and the Clean Air Act Amendments of 1990 require the MPO to develop a unified planning work program (UPWP) that discusses the planning priorities facing the metropolitan planning area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the area regardless of funding sources or agencies conducting activities; and

**WHEREAS**, the **2017 Unified Planning Work Program (UPWP)** was developed pursuant to federal requirements in a cooperative manner with the State, public transit operators and other planning partners; and

**WHEREAS**, the 2017 UPWP includes the following:

- Excerpts from “Strategy 2017,” adopted by ARC on December 7, 2016, that describe ARC’s transportation-related work activities for calendar 2017;
- 2016 transportation-related accomplishments and 2017 transportation-related goals and objectives from each of the counties within the planning area as well as the City of Atlanta, public transit operators, and state planning partners; and
- Applicable studies programmed in the FY 2016-2021 TIP.

**NOW, THEREFORE, BE IT RESOLVED** that the Atlanta Regional Commission adopts the 2017 Unified Planning Work Program; and

**BE IT FURTHER RESOLVED** that the ARC authorizes staff to take all necessary administrative actions to administer and implement the 2017 Unified Planning Work Program.

## **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 2017. 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 2017. 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 2017 should funding or staff support become available.

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## APPENDIX 5 PLANNING ACTIVITIES AND STUDIES 2017

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
Atlanta	City of Atlanta	CTP Update	2014	-Q3 2016- RFP Release -Q4 2017- Conclusion of work	Update the 2008 Comprehensive Transportation Plan.	STP-Urban	\$1,000,000	\$250,000	\$1,250,000
Atlanta	BeltLine	Atlanta BeltLine Transit Supportive Land Use Implementation Plan	2016	-Q3 2016- RFP Release -Q1 2017- Notice to Proceed -Q3 2018- Conclusion of work	Strategic outline of short and long term transit supportive actions to be implemented by the City of Atlanta Department of Planning and Atlanta BeltLine Inc. along the BeltLine and streetcar corridors currently in the NEPA process.	FTA Pilot Program for Transit-Oriented	\$500,000	\$150,000	\$650,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Atlanta	Buckhead CID	15- year Plan Update	2016	-Q3 2017- Conclusion of work	Plan will bring community together to address generational divide on future vision of Buckhead, and address transportation capacity to handle intense development.	STP-Urban	\$112,000	\$28,000	\$140,000
Atlanta	L5PCID	Moreland Ave LCI update	2016	-Q3 2017- Conclusion of work	Update to the Moreland Avenue LCI Plan.	STP-Urban	\$104,000	\$20,800	\$124,800
Clayton	Clayton County	CTP Update	2016	-Q2 2018- Conclusion of Work	A key outcome of the CTP Update is to reconfirm the transportation vision and priorities of the local communities.	STP - Urban	\$500,000	\$125,000	\$625,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Clayton	Clayton County	Conley Road Extension Feasibility Study	2016	TBD	Analyze the potential for creating a continuous east/west corridor across the northern portion of Clayton County, providing a more direct route for trucks serving the numerous freight facilities in that portion of the county.	STP-Urban	\$280,000	\$70,000	\$350,000
Clayton	City of Jonesboro	Jonesboro Major Plan Update (Central City Master Plan)	2016	-Q3 2017- Conclusion of work	Aims to coordinate new bus service, potential rail service, and land use.	STP-Urban	\$80,000	\$20,000	\$100,000
Cobb	City of Smyrna	Spring Rd Corridor Study	2016	-Q3 2017- Conclusion of work	Corridor study on Spring Rd from Atlanta Rd to Cobb Pkwy; includes land use strategies to address impacts of new Braves stadium, & concept development for complete street.	STP-Urban	\$100,000	\$20,000	\$120,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
DeKalb	City of Doraville & City of Chamblee	Buford Hwy Corridor LCI Study	2016	-Q3 2017- Conclusion of work	Study to improve safety on Buford Highway by fixing and adding sidewalks, crosswalks, trails, transit.	STP-Urban	\$96,000	\$10,000	\$120,000
DeKalb	City of Dunwoody	Dunwoody Comprehensive Transportation Plan Update	2016	-Q3 2016- Contract approved -Q1 2017- NTP	5-year update to Dunwoody's Comprehensive Transportation Plan, including 1) traffic and accident history information, 2) review existing projects, 3) evaluate the need for projects to be added to the plan, and 4) update the bicycle recommendations.	N/A	\$-	\$68,000	\$68,000
Douglas	Douglas County	CTP Update	2014	-Q4 2017- Conclusion of Work	The CTP Update will clearly define county-wide goals, needs, and priorities.	STP-Urban	\$250,000	\$62,500	\$312,500

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Fayette	Fayette County	CTP Update	2016	-Q3 2016 - RFP Release -Q4 2016 - Notice to Proceed -Q1 2018 - Conclusion of work	The CTP will assist in defining county-wide transportation goals, needs and priorities. Specific scope items include: public engagement; inventory of existing transportation infrastructure; system assessment; recommendations; and documentation.	STP-Urban	\$250,000	\$62,500	\$312,500
Fayette	Fayette County	SR 74 Corridor Study	2016	-Q3 2016- RFP Release -Q4 2016 - Notice to Proceed -Q1 2018 - Conclusion of work	This study will address and make recommendations to address traffic congestion and safety, access management, zoning overlays, landscaping, and other factors to preserve and enhance the corridor's operations and vitality.	STBG	\$312,000	\$78,000	\$390,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Fayette	Fayette County	Fayette County Master Path Plan	2016	-Q4 2016 - RFP Release -Q2 2017 - Notice to Proceed -Q2 2018 - Conclusion of work	Establish common goals, priorities and operating/ maintenance standards for all the local governments within Fayette County and balance the needs of pedestrians, bicyclists and golf cart operators.	TAP - Urban	\$144,000	\$36,000	\$180,000
Forsyth	Forsyth County	CTP Update	2016	-Q2 2016- RFP Release -Q2 2018- Conclusion of work	The CTP will clearly define county-wide goals, needs, and priorities.	STP-Urban	\$500,000	\$125,000	\$625,000
Fulton (South)	City of College Park	College Park Activity Center Plan	2016	-Q3 2017- Conclusion of work	Develop a plan for an "airport city" area and update existing LCI study. Furthers implementation of Aerotropolis concept, leverages funding of pedestrian bridge connecting GICC to downtown CP and catalytic redevelopment site.	STP- Urban	\$80,000	\$20,000	\$100,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Fulton (South)	City of Hapeville	Hapeville LCI Major Plan Update	2016	-Q3 2017- Conclusion of work	Major Plan Update to advance AeroAtl efforts.	STP-Urban	\$80,000	\$20,000	\$100,000
GDOT	GDOT- Planning	Downtown Connector	2015	-Q1 2015- RFQ released -Q4 2015- NTP -Q3 2020- Conclusion of work	GDOT is undertaking the Downtown Connector Study to explore, evaluate, and document a wide range of possible options for reducing congestion and improving operations on the Connector.	M550-State Planning and Research (SPR)	\$3,200,000	\$800,000	\$2,000,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
GDOT	GDOT-Planning	Tara Blvd	2015	-Q2 2015 - RFQ Released -Q2 2016 - NTP -Q3 2020 - Conclusion of work	The evaluation process will explore a range of feasible options focused on reducing congestion, improving operations, and enhancing connectivity along the corridor. This effort builds upon ARC's previous Tara Blvd Study and discussions on Tara Blvd during development of the TIA project list.	M550-State Planning and Research (SPR)	\$800,000	\$200,000	\$1,000,000
GRTA/ SRTA	GRTA/ SRTA	Xpress Marketing and Strategic Communications Plan	2016	-Q2 2017- Conclusion of work	Develop and provide support for implementing a five-year strategic plan for <i>Xpress</i> marketing and communications.	FTA Grant	\$133,333	\$ 33,333	\$166,667



## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
GRTA/ SRTA	GRTA/ SRTA	Xpress Fare Restructure and Breeze Implementation Plan	2016	-Q3 2017- Conclusion of work	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	\$414,000	\$103,500	\$517,500
GRTA/ SRTA	GRTA/ SRTA	Xpress System Security & Environmental Preparedness Plan (SSEPP)	2016	-Q1 2017- Conclusion of work	Update the Xpress System Security and Environmental Preparedness Plan to meet all current federal, state, and local requirements.	FTA Grant	\$30,374	\$7,593	\$37,967

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
GRTA/ SRTA	GRTA/ SRTA	Revive I-285 Xpress Rerouting	2016	-Q2 2020- Conclusion of work	Develop temporary routing for Xpress routes servicing or running through Perimeter Center during/after construction of the I-285/GA 400 interchange.	FTA Grant	\$99,552	\$24,888	\$124,440
Gwinnett	Gwinnett Village CID	Indian Trail Lilburn Rd Major Plan Update	2016	-Q3 2017- Conclusion of work	Focus on TOD redevelopment opportunities around planned high-capacity transit node at Indian Trail Rd and I-85.	STP-Urban	\$100,000	\$20,000	\$120,000
Gwinnett	Gwinnett Place CID	McDaniel Farm Park to Gwinnett Place Trail Feasibility Study	2016	-Q3 2017- Conclusion of Work	Develop a trail concept connecting Gwinnett Place Mall to McDaniel Park, including alignment, environmental screening, public engagement, concept development.	STP-Urban	\$48,000	\$12,000	\$60,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Gwinnett	Gwinnett County	CTP Update	2014	-Q1 2015- RFP Release -Q3 2017- Conclusion of work	The plan will inform Gwinnett County officials and its residents on the subject of future transportation needs, projects that address those needs, and the advantages, costs, and potential funding sources for those projects.	STP-Urban	\$1,000,000	\$250,000	\$1,250,000
MARTA	MARTA	I-20 East Corridor Transit Oriented Development Strategic Plan	2016	-Q4 2016 - Notice to Proceed -Q2 2018 - Conclusion of work	The plan will support the 12-mile rail extension project with a strategy for economic development. The plan also will examine how new rail transit service can link jobs to anchor institutions and analyze potential for market growth and redevelopment.	FTA Transit Oriented Development Planning Pilot Program	\$1,600,000	\$400,000	\$2,000,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
MARTA	MARTA	I-20 East Corridor Environmental Impact Statement	2012	-Q4 2017 - Conclusion of work	An Environmental Assessment is being prepared for the Bus Rapid Transit (BRT) component of the project and a Draft Environmental Impact Statement (DEIS) is being prepared for the Heavy Rail Transit (HRT) component. This planning effort is focused on finalizing these environmental documents and evaluating New Starts readiness using the FTA New Starts and Small Starts Evaluation and Rating Process.	Federal: GA-03-0056, GA-39-0002-01	\$1,368,889	\$7,121,111	\$8,490,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
MARTA	MARTA	Clifton Corridor Environmental Impact Statement	2013	-Q4 2017 - Conclusion of work	Activities include early scoping, alignment refinement, station area planning, assessment of environmental impacts, and community outreach. This effort also includes evaluating New Starts readiness using FTA New Starts and Small Starts Evaluation and Rating Process.	Federal: GA-39-003, GA-12-X001 CCTMA	\$2,234,750	\$7,410,250	\$9,645,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
MARTA	MARTA	GA 400 Corridor Environmental Impact Statement	2015	-Q3 2017 - Conclusion of work	This effort is focused on the preparation of a draft Environmental Impact Statement (DEIS) and a Final Environmental Impact Statement (FEIS). Activities include early scoping, alignment refinement, station area planning, community outreach, and assessment of environmental impacts. This effort also includes evaluating New Starts readiness using FTA New Starts and Small Starts Evaluation and Rating Process.	FTA Alternatives Analysis Program	\$480,000	\$6,834,000	\$7,314,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
MARTA	MARTA	Clayton County High Capacity Transit Study	2016	-Q3 2017 - Conclusion of work	The preparation of a draft Environmental Impact Statement (DEIS) and a Final Environmental Impact Statement (FEIS). Activities include early scoping, alignment refinement, station area planning, community outreach, and assessment of environmental impacts. This effort also includes evaluating New Starts readiness using the FTA New Starts and Small Starts Evaluation and Rating Process.	N/A	\$-	\$5,376,000	\$5,376,000
Newton	Newton County	CTP Update	2014	-Q2 2016- RFP Release -Q4 2017- Conclusion of work	The CTP Update will assist Newton County by clearly defining county-wide goals, needs, and priorities.	STP-Urban	\$250,000	\$62,500	\$312,500

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
North Fulton	Fulton County (North)	CTP Update	2016	-Q1 2016- RFP Release -Q4 2017- Conclusion of work	A key outcome of the CTP Update is to reconfirm the transportation vision and priorities of the local communities.	STP-Urban	\$1,000,000	\$250,000	\$1,250,000
Paulding	Paulding County	Comprehensive Plan Update	2016	-Q3 2017- Conclusion of work	The theme of the 2017-2027 Plan Update is “Charting a Course” as the plan seeks to ensure that future development is handled in a way compatible with the best interests of the community.	N/A	\$-	\$150,000	\$150,000
Paulding County	Paulding County	Paulding County Silver Comet Trail Access and Enhancement Plan	2016	-Q1 2017- Conclusion of work	The plan will consist of 2 phases, preliminary evaluation/ planning and then then conceptual site planning/ design for needed trailed infrastructure to optimize the Silver Comet Trail.	N/A	\$-	\$68,000	\$68,000



## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Rockdale	Rockdale County	CTP Update	2014	-Q2 2016- RFP Release -Q4 2017- Conclusion of work	The CTP update will serve as a joint long-range transportation plan for Rockdale County and its constituent municipality, the City of Conyers.	STP-Urban	\$250,000	\$62,500	\$312,500

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Planning Activities/Studies Programmed in 2017									
Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Atlanta	ADID	Downtown Transportation Analysis and Prioritization Plan	2017	-Q2 2016- RFP Release -Q3 2016- Notice to Proceed -Q3 2017- Conclusion of work	Establish a final prioritized list of specific transportation projects, program, and policies for two to three distinct timeframes: Short-Term (1-5 years, required), Midterm and Long-Term.	STP - Urban	\$360,000	\$90,000	\$450,000
Atlanta	City of Atlanta	Cycle Atlanta, phase 2.0	2017	Dependent upon award	Expand upon the work done in Cycle Atlanta, Phase 1.0 including 8 MARTA Rail Stations	STP - Urban	\$80,000	\$20,000	\$100,000
Atlanta	PATH	Lakewood Trail Feasibility Study	2017	Dependent upon award	Study the feasibility of the Lakewood Trail alignment and preliminary design engineering	TAP- Urban	\$80,000	\$20,000	\$100,000
Cobb	Cobb County	Cobb County International Airport Surface Transportation Plan	2017	-Q1 2017- Notice to Proceed -Q4 2017 - Conclusion of work	Surface transportation plan around Cobb County International Airport	N/A	\$ -	\$100,000	\$100,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb	Cobb County	Major Road Capacity Performance Evaluation Study	2017	-Q1 2017- Notice to Proceed -Q4 2017 - Conclusion of work	Study the benefits and costs of major road capacity project options in Cobb County	N/A	\$-	\$250,000	\$250,000
Cobb	Cobb County	Active Transportation Vision Plan	2017	-Q2 2017 - Notice to Proceed -Q4 2017 - Conclusion of work	Develop a active transportation vision for Cobb County in coordination with parks master plan	N/A	\$-	\$100,000	\$100,000
Cobb	Cobb County	Traffic Operations Signal Studies	2017	Variable	Complete channelized right turn lane project at 34 signals	N/A	\$-	Variable	Variable
Cobb	Cobb County	Traffic Operations ITS Upgrades	2017	Variable	Design ITS communications upgrade to improve network performance	N/A	\$-	Variable	Variable
DeKalb County	DeKalb	Clifton Corridor Bicycle and Pedestrian Study	2017	Dependent upon award	To identify and prioritize bicycle and pedestrian transportation projects connecting the Clifton to other employment, residential, transportation, and activity centers.	TAP - Urban	\$100,000	\$25,000	\$125,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Fulton (South)	City of Fairburn, South Fulton CID	South Fulton Multi-Modal Study	2017	Dependent upon award	This study will address intermodal and multimodal issues to improve mobility, safety, and system access needs for both commuters and freight for the South Fulton area.	STP-Urban	\$260,000	\$65,000	\$325,000
GDOT	GDOT-Planning	Buford-Spring Connector Study	2017	-SFY 2017 - procure consultant & begin work -SFY 2017-2019-conduct study	Evaluate a range of options for improving the Buford-Spring Connector, including all interchange ramps, cross streets, and potential parallel routes. The timing and cost of this study is to be determined; it will likely use SPR funds allocated in GDOT's TPWP for studies in FY 17.	State Planning and Research (SPR)	TBD	TBD	TBD

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Georgia Department of Natural Resources, Environmental Protection Division (EPD)	GA EPD	MPO-related Air Quality Attainment Work	2017	Ongoing	Obtain approval from FHWA to use the Georgia's CO screening model for NEPA air quality analyses of road projects; designate Atlanta area as attainment for the new 2008 ozone NAAQS with approval of our maintenance plan; Work with partners in promoting and deploying the full range of strategies that collectively improves air quality.	N/A	\$ -	Staff time only	TBD

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
GRTA/ SRTA	GRTA/ SRTA	Xpress Mystery Rider Program	2017	Year-long 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.	FTA Grant	\$65,022	\$16,255	\$81,277
GRTA/ SRTA	GRTA/ SRTA	Xpress Transit Asset Management Program	2017	Year-long Ongoing	Maintain and update the Xpress Transit Asset Management Plan and Program, and the associated Fleet Reinvestment Program.	FTA Grant	\$44,000	\$11,000	\$55,000
GRTA/ SRTA	GRTA/ SRTA	Developments of Regional Impact (DRI) Review	2017	Year-long Ongoing	Conduct reviews to evaluate the effects of DRIs on the surrounding transportation infrastructure, as required by state law.	N/A	\$ -	Staff time only	TBD

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Henry	Henry County	Interchange Justification Report (IJR) for new I-75 South Interchange near Bethlehem Road	2017	-Q4 2018- Conclusion of work	Develop IJR for new I-75 Interchange near Bethlehem Road identified in the Regional Transportation Plan.	N/A	\$ -	\$5,500,000	\$5,500,000
MARTA	MARTA	Scheduling Efficiency Assessment & Transit Development Plan	2017	-Q4 2016- RFP Release -Q1 2017- Notice to Proceed -Q4 2017- Conclusion of work	Development of plans to improve the delivery of services and meet the evolving transportation and travel needs of the region. The plan will include an evaluation / audit of current utilization of the Trapeze Scheduling software to determine any scheduling efficiencies and improvements to service schedules and operator assignments.	N/A	\$-	\$200,000	\$200,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
MARTA	MARTA	Facilities Master Plan	2017	-Q4 2016 - RFP Release -Q1 2017 - Notice to Proceed -Q4 2017 - Conclusion of work	The plan will drive capital infrastructure needs for the short and long term. The FMP will include various facilities from neighborhood transit centers and on-street bus transfer "super stops" to the anticipated development of regional passenger commuter rail and future extensions of existing heavy rail lines and new inter-modal train/bus transfer stations.	N/A	\$ -	\$1,000,000	\$1,000,000
MARTA	MARTA	Transit System Plan	2017	-Q1 2017- RFP Release -Q2 2016 - Notice to Proceed -Q1 2018 - Conclusion of work	Develop a plan to operate a safe, efficient and effective transportation system that provides mobility, improves quality of life, and stimulates economic development.	N/A	\$ -	\$1,500,000	\$1,500,000



## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
MARTA	MARTA	MARTA Strategic Plan	2017	-Q4 2016- Notice to Proceed -Q3 2017- Conclusion of work	The plan will guide the agency in where it wants to be in the next five years and beyond. The Strategic Plan will serve as a guide to make investments in the agency's future and address the main challenges and opportunities facing MARTA in the next five years.	N/A	\$ -	\$200,000	\$200,000
Paulding	Paulding County	Comprehensive Plan Update	2017	-Q2 2017- Conclusion of work	The theme of the 2017-2027 Plan Update is "Charting a Course" as the plan seeks to ensure that future development is handled in a way compatible with the best interests of the community.	N/A	\$ -	\$150,000	\$150,000
Walton	Walton County	Road Condition Assessment Database	2017	-Q4 2017- Conclusion of work	Assist with the prioritization of future patching and resurfacing projects.	N/A	\$-	\$40,000	\$40,000

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Walton	Walton County	Transportation Improvement Plan - Update 5-Year Plan	2017	-Q4 2017- Conclusion of work	Detailing the proposed transportation investments in Walton County that are financially feasible.	N/A	\$-	\$22,000	\$22,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Proposed & Unfunded Planning Activities/Studies									
Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb	Cobb County	DLHP / VMH LCI Study	2017	-Q2 2017- Notice to Proceed -Q2 2018- Conclusion of work	DLHP/VMH LCI Study, in coordination with the cities of Atlanta and Smyrna.	TBD	\$100,000	\$100,000	\$200,000
Cobb	Cobb County	Major Thoroughfare Plan	2017	-Q2 2017 - Notice to Proceed -Q4 2017 - Conclusion of work	Initiate update of the Cobb County Major Thoroughfare Plan.	N/A	\$-	\$30,000	\$30,000
Cobb	Cobb County	Transit Facilities Plan	2017	-Q2 2017 - Notice to Proceed -Q2 2018 - Conclusion of work	Initiate planning of transit facilities including maintenance, operations, transfer and park & ride.	TBD	\$200,000	\$50,000	\$250,000
Cobb	Cobb County	Cobb Parkway Transit Signal Priority Plan	2017	-Q2 2017 - Notice to Proceed -Q2 2018 - Conclusion of work	Develop transit signal prioritization plan on Cobb Parkway with traffic operations.	TBD	\$80,000	\$20,000	\$100,000
Cobb	Cobb County	CobbLinc Fare Study	2017	-Q2 2017 - Notice to Proceed -Q4 2017 - Conclusion of work	Study CobbLinc fare media and structure to improve customer experience.	TBD	\$80,000	\$20,000	\$100,000

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb	Cobb County	South Cobb Transportation Enhancements	2017	-Q2 2017 - Notice to Proceed -Q4 2017 - Conclusion of work	Develop plan to enhance South Cobb with targeted transportation enhancements.	TBD	TBD	TBD	TBD
Cobb	Cobb County	Connect Cobb Project Development	2017	-Q3 2017 - Notice to Proceed -Q3 2020 - Conclusion of work	Initiate project development for Connect Cobb.	TBD	TBD	TBD	TBD
Cobb	Cobb County	LCI update and supplemental plans	2017	-Q2 2017 - Notice to Proceed -Q2 2018 - Conclusion of work	Develop LCI plan updates and supplemental studies for areas in Cobb County.	TBD	TBD	TBD	TBD
Cobb	Cobb County	Safety Management System (SMS) Plan	2017	-Q2 2017- Notice to Proceed -Q2 2018- Conclusion of work	Develop a plan for a data-driven approach to managing safety risk and assuring the effectiveness of a recipient's safety risk mitigations.	TBD	TBD	TBD	TBD

## 2017 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb	Cobb County	Demand Responsive Service Improvements	2017	-Q2 2017 - Notice to Proceed -Q4 2017 - Conclusion of work	Develop a plan to better serve demand responsive transit service through technology and alternative delivery methods.	TBD	TBD	TBD	TBD
GRTA/ SRTA	GRTA/ SRTA	Direct Xpress Horizons II and III Implementation Plan	2017	To be determined	Further the prioritization and refinement of initiatives outlined in Direct Xpress Horizons II and III for expanding Xpress service and facilities.	FTA Grant	\$2,400,000	\$600,000	\$3,000,000
GRTA/ SRTA	GRTA/ SRTA	Xpress Information Technology Strategic Plan	2017	To be determined	Update the Xpress IT Strategic Plan, incorporating outcomes from other relevant planning activities including the Xpress Transit Asset Management Plan.	FTA Grant	\$64,000	\$16,000	\$80,000
Gwinnett	Gwinnett County	Comprehensive Transit Plan	2017	To be determined	Develop a plan related to buses, paratransit, express buses, park and ride, etc.	TBD	TBD	TBD	TBD