



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

October 1, 2019

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In Reply Refer To:
HIP-GA

Mr. Douglas Hooker
Executive Director
Atlanta Regional Commission
229 Peachtree Street, NE Ste 100
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Dear Mr. Hooker:

The Federal Highway Administration and Federal Transit Administration have completed their Certification Review of the transportation planning process in the Atlanta Transportation Management Area as required by 23 USC 134 and 49 USC 5305. The planning process at Atlanta TMA is a continuing, cooperative and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning. The Certification Report summarizes the findings, notable strengths, and recommendations that resulted from the review held August 13-15, 2019 in Atlanta, GA. The Federal review team did not identify any corrective actions.

In consideration of ongoing and proposed planning activities for the Atlanta region, the metropolitan planning process is certified until October 1, 2023. If you have any questions, please contact Ms. Tamara N. Christion, FHWA, at (404) 562-3690 or Mr. Jon Crocker, FTA, at (404) 865-5624 or Brittany Lavender, FTA at (404) 865-5475.

Sincerely,


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Regional Administrator
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cc:

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U.S. Department
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Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Atlanta Transportation Management Area



October 1, 2019
Summary Report





Table of Contents

1.0	EXECUTIVE SUMMARY	3
1.1	Previous Findings and Disposition.....	3
1.2	Summary of Current Findings	3
2.0	INTRODUCTION	4
2.1	Background/Preface	4
2.2	Purpose and Objective	5
3.0	SCOPE AND METHODOLOGY	5
3.1	Review Process	5
3.2	Documents Reviewed.....	7
4.0	PROGRAM REVIEW	8
4.1	Continuous, Cooperative, and Comprehensive Process.....	8
4.2	MPO Structure and Agreements	9
4.3	Unified Planning Work Program.....	10
4.4	Metropolitan Transportation Plan	11
4.5	Transportation Improvement Program.....	13
4.6	Transit Planning.....	15
4.7	Freight Planning.....	19
4.8	Air Quality.....	21
4.9	Performance Based Planning and Programming	21



5.0	CONCLUSION AND RECOMMENDATIONS.....	27
5.1	Commendations	27
5.2	Corrective Actions	27
5.3	Recommendations	27
	APPENDIX A – SITE VISIT AGENDA	29
	APPENDIX B - PARTICIPANTS.....	31
	APPENDIX C - STATUS OF FINDINGS FROM 2015 REVIEW.....	32
	APPENDIX D – PUBLIC MEETING WEBSITE.....	35
	APPENDIX E- PUBLIC COMMENTS.....	36
	APPENDIX F - LIST OF ACRONYMS	38

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1.0 EXECUTIVE SUMMARY

On August 13-14, 2019, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Atlanta Transportation Management Area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

On August 18-19, 2015, a Certification Review of the transportation planning process of the Atlanta Transportation Management Area was conducted by representatives from FHWA and FTA. Since the last certification review in 2015, the ARC staff has made significant improvements to its transportation planning processes. As indicated by the notable strengths highlighted in this report, considerable steps have been taken toward ensuring requirements and objectives of applicable Federal laws are considered and incorporated where appropriate. During the 2015 Review, the Federal Review team found three notable practices and made seven recommendations for improvement to the Atlanta MPO planning process. See Appendix C for dispositions.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Atlanta urbanized area meets Federal planning requirements.

Based on the overall findings in this Certification Review, FHWA and FTA jointly certify that the transportation planning process of the Atlanta Transportation Management Area substantially meets the Federal planning requirements in 23 CFR 450 Subpart C. There are also recommendations in this report that warrant follow-up, as well as areas where the TMA is performing very well and is to be commended. See Section 5.0

This certification will remain in effect until October 2023.



2.0 INTRODUCTION

2.1 Background/Preface

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other stewardship and oversight activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Long Range Transportation Plan (LRTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal interactions provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA



and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The Atlanta MPO is the designated MPO for the Atlanta urbanized area. Georgia Department of Transportation (GDOT) is the responsible State agency and Metropolitan Atlanta Rapid Transit Authority (MARTA) is the fixed-route public transportation operator. The study area includes 13 full counties and seven partial counties, with the City of Atlanta as the largest incorporated city.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The initial certification review was conducted in 2000. Subsequent certification reviews were conducted in 2003, 2007, 2011 and 2015. A summary of the status of findings from the last review is provided in Appendix C. This report details the current review, which consisted of a formal site visit and a virtual public involvement opportunity, conducted on August 13-14, 2019. See Appendix A for agenda.

Participants in the review included representatives of FHWA, FTA, GDOT and Atlanta MPO staff. A full list of participants is documented in Appendix B. A desk audit of current documents and



correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Continuous, Cooperative, and Comprehensive Process
- MPO Structure and Agreements
- Unified Planning Work Program
- Metropolitan Transportation Plan (MTP)
- Transit Planning
- Transportation Improvement Program (TIP)
- Freight Planning
- Air Quality
- Performance Based Planning and Programming (PBPP)

During this certification, the Federal Review Team conducted a nontraditional public meeting to allow the citizens an opportunity to provide input on the transportation planning process via the MPO's website. The Federal Review Team's presentation and comment sheet was uploaded to the MPO's website for feedback. Information regarding this process was disseminated to all the MPO's Boards prior to the TMA Certification Review, with the initial announcement on August 8, 2019.

The purpose of the public engagement process is to inform the public of the Federal transportation planning requirements and allow the public an opportunity to provide input on the transportation planning process to the Federal Review Team. Members of the public were given 30 days from the public meeting to submit their comments via website, mail, fax or email their comments and/or request a copy of the certification review report. Several additional comments were received by FHWA and FTA during the 30-day comment period. See Appendix E.

The link https://atlantaregional.org/?page_id=15242&preview=1&_ppp=d989c3c4cb. See attachment D for the virtual public meeting information.



3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

- Planning Agreements with Adjacent MPOs
 - Cartersville-Bartow MOA (March 2016)
 - Gainesville-Hall MPA (June 2014)
 - Jackson County MOA (April 2014)
- Planning Agreements with Regional and State Agencies
 - GRTA (September 2002)
 - Interagency Consultation Group (February 1999)
- Planning Agreements with Adjacent Regional Commissions
- Planning Agreements with MPO Limited Membership Counties
- MPO Designation by Governor
- The Atlanta Region's Plan RTP and TIP (May 2019)
- RTP Project List Appendices A-D (December 2018)
- Concept 3 Regional Transit Vision (2018)
- Regional Resource Plan (2016)
- The Atlanta Region's Plan Policy Framework (August 2015)
- TIP Project Evaluation Framework (2018)
- FY 2019 Unified Planning Work Program for the Atlanta MPO
- MPO FY-2019 TIP and Self-Certification
- Specific written provisions (Agreement) on Transportation Performance Management
- Atlanta Regional Freight Mobility Plan (May 2016)
- Atlanta Regional Truck Parking Assessment Study (April 2018)
- Atlanta Strategic Truck Route Master Plan (2010)
- Community Engagement Website
- Planning Agreements with Transit Operators (non MARTA)



4.0 PROGRAM REVIEW

4.1 Continuous, Cooperative, and Comprehensive Process

4.1.1 Regulatory Basis

23 CFR 450.306 (b) instructs MPOs to conduct the metropolitan planning process in a manner that is continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services. This is often referred to as the “3C” planning process. 23 U.S.C. 134(d) and 23 CFR 450.314(a) state that the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator(s) serving the planning area.

23 CFR 450.306 (a) requires metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop LRTPs and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

4.1.2 Current Status

The Atlanta MPO which is a part of the ARC, is the regional planning and intergovernmental coordination agency for the Atlanta area. To achieve a continuing, cooperative, and comprehensive planning approach, transportation planning activities must occur in a coordinated planning environment.

The ARC has standing technical and policy committees, as well as task forces and subcommittees established to provide input for specific projects. For example, the Transportation and Air Quality Committee (TAQC), Transportation Coordinating Committee (TCC) and Regional Transportation Committee (RTC) are a few committees of the ARC. A brief description of these committees is below:

Transportation and Air Quality Committee: The thirty-five member TAQC 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) regarding metropolitan or multi-jurisdictional transportation related policy matters.

Transportation Coordinating Committee: The twenty-nine member TCC is responsible for providing transportation technical advice and recommendations to the TAQC on transportation issues and to



the RTC on transit related issues, and for receiving input from RTC for consideration in the transportation planning process.

Regional Transit Committee: The RTC has the lead role in providing transit planning input in the regional transportation planning process. 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.

4.2 MPO Structure and Agreements

4.2.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA. Further, 23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System.

4.2.2 Current Status

The Atlanta Regional Commission, which is the state-designated Metropolitan Area Planning & Development Commission, functions as the Atlanta MPO. The employees of ARC’s Transportation Access & Mobility Group (TAMG), housed within the Center for Livable Communities, are responsible for managing work activities associated with the MPO function.

All agreements between the Atlanta MPO (ARC) and their partners are all up to date. Recently, ARC recognized the need to undertake a comprehensive review of all agreements, starting with the Quad Party Agreement (ARC, GDOT, MARTA and GRTA) with the creation of the ATL Authority in 2018, and then continuing with those between ARC and affected local governments and transit service providers. The Quad Party Agreement is slated to be complete by late summer 2019. All other agreements will be updated and new agreements are executed as necessary.



However, the agreements are identified in the 2019 Unified Planning Work Program and do not have expiration dates but are updated as needed.

4.2.3 Findings

The MPO's agreements substantially satisfies the federal requirements as outlined in 23 CFR 450.314.

4.3 Unified Planning Work Program

4.3.1 Regulatory Basis

23 CFR 450.308 and 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.3.2 Current Status

The Atlanta MPO adopted their Unified Planning Work Program (UPWP) on December 5, 2018. The MPO's CY 2019 UPWP covers transportation planning activities for one calendar year (CY) and contains sufficient description of the costs and activities the MPO staff plans to complete. The initial draft of the UPWP was developed by the MPO staff in coordination with the local transit agencies, GDOT and other planning partners for review. The draft UPWP is included as an agenda item at the MPO's subcommittee meetings to solicit comments from members and the public. The UPWP is posted on the MPO's website for 30 days of review and comment.

The UPWP describes the Federally-assisted transportation planning work by MPO, MARTA, GDOT, local governments and others, as well as other planning studies in the region, as part of the overall MPO effort. It is supported by the two primary sources of Federal planning funds: FHWA's Section 104(f) Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. The MPO works closely with the GDOT Office of Planning to determine the amount of funding that will be available each year, including the development of



cost estimates that support the adopted UPWP. The MPO conducts an annual audit to ensure that proper federal expenditure procedures have been followed; in which they share this audit results with GDOT on an annual basis to help support their oversight and monitoring functions.

The MPO satisfies the regulatory requirements for the UPWP. The format of the UPWP is acceptable and the description of the work to be undertaken is thorough. The entire document may be found on their website: <https://cdn.atlantaregional.org/wp-content/uploads/2019-adoped-upwp-updated-2-27-2019.pdf>

4.3.3 Findings

The MPO's UPWP substantially satisfies the federal requirements as outlined in 23 CFR 450.308.

Commendation:

- The Federal Review team commends the MPO on their continued coordination with GDOT. The MPO conducts an annual audit to ensure that proper federal expenditure procedures have been followed; in which they share this audit results with GDOT on an annual basis to help support their oversight and monitoring functions.

4.4 Metropolitan Transportation Plan

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it include both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation system's development, land use, employment, economic development, natural environment, and housing and community development.



23 CFR 450.324(c) requires the MPO to review and update the MTP at least every 4 years in air quality nonattainment and maintenance areas, and at least every 5 years in attainment areas, to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- A description of the performance measures and performance targets used
- A system performance report
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.4.2 Current Status

The Regional Transportation Plan was adopted in February 2016, which includes all projects that use federal funds and/or impact air quality conformity analysis, regardless of mode. The plan includes roadway, transit, bicycle and pedestrian projects, as well as programs focused on reducing travel demand, improving reliability and leveraging technology. The MPO utilizes a needs-based planning process to develop recommended long and short-range strategies. The foundation of the process relies on conducting system-level planning within the framework of planning procedures that reflect regional goals, objectives and policies. The MPO also conducts a preliminary screening of all proposed transportation projects that will be considered for adoption into the LRTP/TIP. This process includes an automated geo-spatial analysis (GIS) that estimates total number of acres of encroachment on fourteen discrete environmental resource layers.

The MPO is currently conducting a major update to The Atlanta Region's Plan, which includes the RTP, for adoption in early 2020. This comprehensive plan includes a vision for how the Atlanta



region can develop policies and projects that ensure a world-class transportation system, high quality of life and competitive economy. Planning assumptions will be validated through a continual process of coordination with technical committees (confirming project costs, scopes and schedules), a financial planning team (confirming revenue projections), and the Interagency Consultation process (confirming all key assumptions related to the air quality conformity determination).

4.4.3 Findings

The general scope of the MPO's MTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324.

Commendation:

- The MPO is commended for being awarded the Resilience Pilot grant to identify transportation vulnerabilities related to extreme heat and flooding events. The MPO will use this assessment and the associated tool to proactively implement mitigation strategies and ensure that the agency continues to make sound future investments in the transportation network that protect and enhance both the natural and built environments.

4.5 Transportation Improvement Program

4.5.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- Make progress toward achieving the performance targets.
- A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).



- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.5.2 Current Status

The Transportation Improvement Program (TIP) is a financially constrained program of projects for each calendar year (CY). The Atlanta MPO TIP serves as a six-year financially feasible program of improvements for all modes of travel including sidewalks, transit improvements, bicycle facilities, and transportation enhancement activities to be funded by Title 23 USC and the Federal Transit Act, including all regionally significant transportation projects and programs in the 20-county Atlanta region for which federal action is required. In the Atlanta region, the Georgia Regional Transportation Authority (GRTA) has been delegated the authority to approve the TIP by the Governor.

The MPO and GDOT collaborate extensively in TIP development. The foundation of this process is based on regularly scheduled monthly project collaboration meetings that emphasize the discussion of TIP projects and is the primary problem-solving forum to address implementation challenges. The MPO collaborated with GDOT in the development of a cost estimating tool which is suitable for planning level purposes and provide guidance to ensure the plan is fiscally constrained.

The MPO uses Planit, a web based application that allows you to view information of the Transportation Improvement Program and Regional Transportation Plan in the Atlanta Metro area. This tool allows the project participant to view, make comments or requests on projects. However, during the review, an observation was made that the extensive history of projects was not included on the site. The publicly accessible version of the project database allows access only to the currently adopted TIP/RTP project list to avoid confusion if outdated information is queried and then circulated in the media, at meetings, etc. Historical data is maintained in the staff version of the database and information can be extracted upon request.

The MPO's TIP is included in the S/TIP by reference without modification. A current copy of the Program may be found at:

<http://www.atlantaregional.com/transportation/transportation-improvement-program>



4.5.3 Findings

The MPO's transportation performance planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.326.

Commendation:

- The Federal Review team commends the MPO for including a cross reference of work activities and the metropolitan planning factors in the UPWP. This process allows for quick project search that will aid in prompt approval of federal funds.

Recommendations:

- The Federal Review Team recommend that the MPO should have a historical search of all projects that are included in their database. This would allow users to obtain historical data of the project if needed.

Schedule for Process Improvement:

- During February 2014, the GDOT and FHWA undertook an effort to review, strengthen and better document the decision-making that goes into the joint GDOT/MPO Self-Certification which occurs in conjunction with TIP development, for Non-TMA MPOs and TMAs. This new approach did not change the FHWA/FTA led TMA reviews. This is a jointly led review by GDOT and MPO. This review will form the basis for GDOT and the MPO to self-certify when TIPs are developed. The Atlanta MPO's latest self-certification was completed on May 20, 2019 with satisfactory results.

4.6 Transit Planning

4.6.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.



4.6.2 Current Status

Public Transit in the metropolitan Atlanta is operated by several agencies of which the largest is the Metropolitan Atlanta Rapid Transit Authority. The Atlanta Transit Link Authority (ATL) is the designated recipient of FTA Formula Funds (5307, 5337, and 5339) in the Atlanta region and was created in 2018 by the Georgia State Legislature. Table 1 below shows the different operators within the Atlanta region that are full reporters to the National Transit Database (NTD) and the modes they operate:

Agency	NTD Modes	Primary Service Area	Type of Agency	Average Weekday Daily Boardings (2017 NTD)
City of Atlanta*	SR	City of Atlanta	Municipal Government	1,040
Cobb County (DBA CobbLinc)	CB, DR, MB	Cobb County	County Government	9,890
Douglas County Rideshare**	MB, VP	Douglas County	County Government	402
Georgia Regional Transportation Authority	CB	Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Forsyth, Fulton, Gwinnett, Henry, Paulding, Rockdale Counties	State Authority	6,475
Gwinnett County Board of Commissioners	CB, DR, MB	Gwinnett County	County Government	5,100
Metropolitan Atlanta Rapid Transit Authority*	DR, HR, MB, SR	City of Atlanta, Clayton, DeKalb and Fulton Counties	Regional Authority	404,330
vRide	VP	Contracted with GRTA	Private Company	2,853

Table 1 – Full Reporters to the National Transit Database in the Atlanta MSA

* City of Atlanta transferred operation of the Atlanta Streetcar to MARTA on June 30, 2018

** Douglas County started operation of fixed route bus service June 20, 2019

Service is provided by these operators using more than 690 buses for Commuter and local service, almost 200 vehicles for Demand Response services, 212 heavy rail vehicles, 2 streetcars and



almost 300 vans in vanpool service per NTD reporting on Vehicles Operated in Maximum Service. In addition to the above providers, several counties operate Demand Response services within the Atlanta region including Coweta, Forsyth, and Henry counties with several private organizations operating shuttle and vanpool services such as the Atlantic Station Free Ride, Buckhead Community Improvement District, Center for Pan Asian Community Services, Cherokee County, Emory University, Georgia Institute of Technology, Georgia State University, and Kennesaw State University.

The physical infrastructure supporting transit service in the Atlanta region includes 48.1 route miles of heavy rail with thirty-eight (38) stations, 2.2 miles of streetcar with twelve (12) stops, three (3) heavy rail maintenance facilities, one streetcar maintenance facility, thirty-five (35) bus only P&R lots/transfer centers, and seven (7) major bus maintenance facilities. Since the previous review, the Atlanta region has implemented an expansion of the High Occupancy Toll Lane system including additional lanes of I-85 northeast (10 miles), new lanes on I-75 northwest (29.7 miles of reversible lanes) and new lanes on I-75 southeast (10 miles of reversible lanes). These lanes are used by transit services such as commuter bus services operated by CobbLinc, Gwinnett County, and GRTA/SRTA Xpress. Fixed route bus and rail service is provided seven (7) days a week within the MARTA service area of Atlanta, Clayton, DeKalb and Fulton counties, six (day) days a week in Cobb and Gwinnett counties with the rest of the region served by peak hour commuter bus services. All existing regional centers, as identified by ARC, are served by fixed route bus service

Transit funding in the Atlanta region primarily consists of federal, dedicated sales tax, local and some state funding. Federal funding consists primarily of formula funds from the 5307, 5310, 5311, 5337 and 5339 funding, but the region also makes use of flexing FHWA CMAQ and STBG funding to transit projects and discretionary programs such as BUILD (formerly known as TIGER) and other FTA discretionary programs. The MARTA area of Clayton, DeKalb, and Fulton (including City of Atlanta) levies a dedicated 1% sales tax to fund MARTA. The City of Atlanta voted in 2016 to add an additional 0.5% sales tax to fund transit projects within the City of Atlanta. Other local governments such as Cherokee, Cobb, Douglas, Gwinnett and Henry counties provide funds from local county budgets. State funding consists of funding for the GRTA/SRTA Xpress commuter bus service subject to the annual state budget process and one time grants.

Regional coordination has evolved since the last review with the creation of the ATL in 2018. By Georgia Law, the ATL is responsible for creating an Atlanta Regional Transit Plan as well as coordinating branding and service within thirteen (13) counties in the Atlanta TMA. ARC and its partners are modifying the intergovernmental agreement (Five Party Agreement) for the Atlanta TMA to add the ATL and clearly define coordination responsibilities for transit. The agreement specifies that the Transportation and Air Quality Committee (TAQC) of ARC *“serves as the forum*



for cooperative decision making regarding metropolitan or multi-jurisdictional transportation-related policy matters potentially affecting the area. TAQC submits its recommendations directly to the Commission where they are either approved as submitted or, in the event of disagreement, returned through the planning process, including TCC and TAQC, for consideration of recommended revisions. In all cases, should a substantive change be proposed to a transportation plan or program, no approval action is taken by the ARC Board and the matter is referred back to the technical committee for review, then to the policy committee, and then back to the Board.” The ATL, GRTA, MARTA and all counties operating transit have voting membership on TAQC as well as the associated Transportation Coordinating Committee (TCC). A Regional Transit Committee (RTC) of ARC contains a combination of elected officials and transit operators and serves an advisory role to the ATL whose board is comprised of citizen members elected by districts. Additionally, ARC has letters of agreement with any counties that operate transit that are not a signatory of the Five Party Agreement. All signatories of the Five Party Agreement and letters of agreement agree to assist ARC in the cooperative development transit portion of the Long-Range Transportation, UPWP, and TIP.

4.6.3 Findings

The MPO’s transit activities substantially satisfies the federal requirements as outlined in 49 CFR 613.100, as well as the transit supportive elements outlined in 23 CFR 450 and referenced herein.

Recommendations:

- The Federal Review Team recommends that the MPO continue to support efforts to expand transit options in the metro region through the coordinating the planning processes undertaken by local governments and new agencies (the ATL)
- The Federal Review Team recommends that the MPO continue to provide technical support and coordinated planning to ongoing multimodal planning by state and local governments such as the utilization of managed lanes by express transit services
- The Federal Review Team recommends that the MPO continue to support the exploration and use of FLEX and other funds to support transit, expand bus shelters, sidewalk/trails, ADA ramps and improve transit accessibility as requested by local governments
- The Federal Review Team recommends that the MPO explore the use of funding bands in programming out future federal expenditures, particularly for large, complex projects anticipating to utilize discretionary funding such as 5309 Capital Investment Grant Program.
- The Federal Review Team recommends that the MPO continue the process of evolving transit coordination and cooperation that has occurred since the last review



- preparing for potential new local jurisdictions that will join the Atlanta UZA after the 2020 census.

4.7 Freight Planning

4.7.1 Regulatory Basis

MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.7.2 Current Status

Freight and goods movement is one of the seven (7) goals established for the region during the RTP development. ARC is one of a few MPO's that have established a freight committee and/or task force. The ARC Freight Advisory Task Force provides a forum for the freight community to participate in the MPO process. The task force meets regularly throughout the year to discuss updates to the regional freight plan and planning process, legislative and funding updates, and regional freight activities. Membership of the ARC Freight Advisory Task Force is comprised of members of the freight community and the public sector, including representatives from CSX and Norfolk Southern railroads, Hartsfield-Jackson Atlanta International Airport, UPS, community improvement districts, chambers of commerce, Georgia Tech, and GDOT. Private sector participants include those from the supply chain industry including shippers, carriers, third-party logistics provider (3PLs), and land brokers.

The task force established in 2003 recommended the development of the 2008 Atlanta Regional Freight Mobility Plan. The development of the plan lead to many engagement opportunities with local planners, representatives of private sector freight interests (operators, carriers, shippers and logistics service providers). A freight needs assessment was conducted as part of the mobility plan, which identify the need to improve the following:

- System Capacity



- Land Use Conflicts
- Safety Concerns
- Education/Public Awareness
- Regional Approaches
- Economic Competitiveness
- Community and Environmental Impacts

The MPO has developed data-driven analysis planning tools and programs that address some of the denoted needs.

ARC freight planning efforts also includes facilitating the development of Freight Cluster Area Planning Program. This program assists local jurisdictions with developing subarea plans in locations with significant freight activity in an effort to identify first mile and last mile projects that may improve mobility. In addition, most recently the MPO also developed a region trucking parking assessment (2018 Atlanta Region Truck Parking Assessment) as well as truck route master plan (Atlanta Strategic Truck Route Master Plan). MAP-21 included the enactment of SEC. 1401. Jason's Law, which upon enactment require FHWA to evaluate the capability of States to provide adequate parking and rest facilities in interstate transportation, assess the volume and develop a system of metrics to measure the adequacy of parking facilities in the State for commercial motor vehicles.

4.7.3 Findings

The MPO's freight planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306, 316, 324, and 326.

Recommendations:

- The Federal Review Team recommend that ARC incorporate analysis of Truck Parking into the requirement for both the Freight Cluster Area Plans and Comprehensive Transportation Plans (CTP), to assess trucking parking availability in local jurisdictions.



4.8 Air Quality

4.8.1 Regulatory Basis

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning, such that transportation investments support clean air goals. Under 23 CFR 450.324(m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).

4.8.2 Current Status

The Atlanta MPO is currently designated as a nonattainment area for National Ambient Air Quality Standards for six counties in the Atlanta Region (Clayton, Cobb, DeKalb, Fulton, Gwinnett and Henry), plus the adjacent Bartow County, for the 2015 eight-hour ozone standard. Fifteen counties have met the previous 2008 eight-hour ozone standard, but are classified as a maintenance area, meaning that air quality analyses must continue to demonstrate conformity to that standard. All standards related to fine particulate matter standard (PM_{2.5}) have been met and subsequently revoked by EPA, meaning no additional air quality analysis is required for the Atlanta Region.

4.8.3 Findings

None

4.9 Performance Based Planning and Programming

4.9.1 Regulatory Basis

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the



establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO.

4.9.2. MPO Structure and Agreements

23 CFR 450.324(f) states that MTPs shall include descriptions of the performance measures and performance targets used in assessing the performance of the transportation system, a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, and progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports.

23 CFR 450.326(d) states that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the programmed investments with respect to the performance targets established in the MTP, the anticipated future performance target achievement of the programmed investments, and a written narrative linking investment priorities to those performance targets and how the other PBPP documents are being implemented to develop the program of projects.

23 CFR 450.340 states that MPOs have two years from the effective dates of the planning and performance measures rule to comply with the requirements.



4.9.3 Current Status

During the development of Plan 2040 RTP, ARC started incorporating performance-based planning strategies consisting of two components: plan development and plan management. The 2040 RTP identified seven (7) goals for the region focused on maintaining and operating a reliable transportation network, boost economic competitiveness, strategically expand the transportation system while supporting local land use plans, provide for a safe and secure transportation network,

promote accessible and equitable transportation, support freight and goods movement and foster advanced technologies. To begin the plan development and management process ARC analyzed the following baseline data; (1) projected population density by TAZ (Traffic Analysis Zone), (2) change in major center population, (3) projected employment density by TAZ and (4) change in major activity center jobs. This process identified regional transportation network performance trends and indicators centered around performance emphasis areas and measures.

ARC developed several plan level performance emphasis area indicators (mobility, connections/accessibility, economic growth and safety). Investment priorities were developed by comparing the financially constrained Atlanta Region's Plan scenario with 2015 Base Scenario and a with the 2015 No Build Scenario.

The UPWP includes tasks associated with Performance Analysis and Monitoring. Planning activities include the use of the travel demand model and other mega data to identify regional transportation needs regarding travel and land development/redevelopment patterns, as well as analyze project delivery and performance. In addition, these tools assist in evaluating TIP and

Summary of Regional Performance Measures

Performance Emphasis Area	Measure Description	2015 Base		2040 No Build		2040 Constrained	
		Transit	59	Transit	59	Transit	59
Mobility	Average commute travel time in minutes	Automobile	31	Automobile	35	Automobile	33
Connections / Accessibility	Worker Access to employment centers within 45 minutes by car (index)	1.00		1.07		1.19	
	Worker Access to employment centers within 45 minutes by transit (index)	1.00		1.24		1.36	
	Average number of jobs within 45 minutes across region	803,207		711,477		823,754	
	Total number of jobs within 45 minutes transit ride from ETAs	1,632,099		2,110,474		2,152,291	
Economic Growth	Total congestion cost per person	\$1,403		\$2,671		\$1,916	
	Commercial vehicle delay cost per mile	\$39.78		\$78.81		\$55.38	
	Number of daily reliable trips	392,701		537,620		1,116,719	
	Number of transit trips in PM peak period (index)	1.00		1.29		1.47	
	Number of transit trips from Equitable Target Areas (index)	1.00		1.16		1.28	
	Highway VMT in PM peak period	46,685,214		62,387,096		62,500,357	
	Average congested speed (mph)	General Purpose	46.0	General Purpose	37.6	General Purpose	41.2
Safety	Percent of all regional crashes on RTP project corridors	Managed Lanes	56.3	Managed Lanes	50.9	Managed Lanes	56.6
Safety	Percent of RTP projects that intersect with above average crash rate facilities	-		-		25%	
		-		-		86%	



RTP regional needs assessment, scenario testing, transportation emissions analysis and regional performance monitoring.

Following passage of the FAST Act and promulgation of the PBPP rules, ARC's Policy Committee approved the acceptance of the State's (GDOT) targets. The Safety performance targets were developed by GDOT in 2017 and ARC's Policy Board passed a resolution of concurrence in early 2018. The Pavement/Bridge Condition and Reliability/Congestion and Air Quality targets were established in the fall of 2018 and ARC Policy Board passed a resolution of concurrence in early 2019. Regional Transit Agencies have set their targets and reported the information to the National Transit Database. GDOT, ARC and the regional transit providers finalized an agreement in March 2018 outlining roles and responsibilities for data collection and reporting of targets.

Programming

Projects that were developed from the 2040 RTP to be included in the Transportation Improvement Program (TIP) were evaluated and programmed based on their Key Decision Point Framework. In addition, the evaluation criteria were based on big data and modeled data that analyzed current need and future performance using benefit/cost (B/C) ratios and indexed, weighted and summed performance metrics associated with the performance emphasis area indicators. Projects that are submitted during the call for projects are filtered through the policy filter (general, roadway capacity and transit capacity) process by removing submittals that are not supported by regional policy and goals. Finally, the TIP Prioritization Task Force prioritizes projects using the key performance criteria shown below. In an effort to prioritize the projects to be included in the Transportation Improvement Program (TIP) the measures were weighted according to a sensitivity test as well as based on ARC's policies and objectives.



Policy Filter Language	
General Filters for Infrastructure Expansion or Maintenance	Project must originate from a locally adopted plan
	Sponsors must have Qualified Local Government (QLG) status current or pending
	New projects must originate from, or be supported by, a government with a demonstrated capacity to implement federal aid projects with on-time delivery of ARC regional program funded phases over the last three fiscal years of at least 60% ¹
	Projects on the state system will not be considered without a letter of support from the sponsor's GDOT District Office and the GDOT Office of Program Delivery
	Project must be federal aid eligible
Roadway Capacity Filters	Project must be located on a regional or national priority transportation network
	Project must include complete street elements that are context sensitive to the existing community and safety measures that reduce risks for all roadway users
	Projects in rural areas, as designated by the UPGM ² , must connect two or more regional places ²
	Rail and BRT capacity projects must be a part of the Concept 3 transit vision and the ATL Authority transit plan ³
Transit Capacity Filters	Project must demonstrate a firm financial package
	Project must connect to an existing public transit service or regional center

Atlanta Region's Plan Vision	Performance Criteria	Project Types							
		Bicycle and Pedestrian	Trail	Roadway Asset Management & Resiliency	Roadway Expansion	Roadway Transportation Systems Management & Operations	Transit Expansion	Transit Asset Management and System Upgrades	Misc. Emissions Related Projects
World Class Infrastructure	Mobility & Congestion	✓	✓	✓	✓	✓	✓	✓	
	Reliability				✓	✓	✓		
	Network Connectivity	✓	✓	✓	✓	✓	✓		
	Multimodalism	✓	✓	✓	✓	✓	✓		
	Asset Management & Resiliency	✓ ⁴	✓ ⁴	✓	✓ ⁴	✓ ⁴	✓ ⁴	✓	
Healthy Livable Communities	Safety	✓	✓	✓	✓	✓	✓	✓	
	Air Quality & Climate Change	✓	✓		✓	✓	✓	✓ ⁵	✓
	Cultural & Environmental Resources	✓	✓	✓	✓	✓	✓	✓	
	Social Equity	✓	✓	✓	✓	✓	✓	✓	
	Land Use Compatibility	✓	✓				✓		
Competitive Economy	Goods Movement			✓	✓	✓			
	Employment Accessibility	✓	✓	✓	✓	✓	✓	✓	



Performance Monitoring and Reporting

To assist in the monitoring of the both the RTP performance and adherence with Transportation Performance Management (TPM) requirements, ARC has developed a 20 County Data Dashboard which provides analysis of the region's current quality of life (population, employment, housing, education, health, crime and income) and the 2040 forecast. Their website includes an open data and mapping hub containing web maps, apps, dashboards and tools through ArcGIS online and other platforms that displays trends and analysis (as denoted on page 2). In addition, the MPO is very active in engaging the community in providing input into the planning process in an effort to validate data. Through the Comprehensive Transportation Program (CTP), staff assists counties with local government transportation plans as well as identify priorities and community vision.

In addition, ARC in cooperation with GDOT developed a "system performance report" template, which describes its approach to incorporating performance-based planning. GDOT in cooperation with ARC developed the System Performance Report Template for reporting TPM metrics. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports.

4.9.4 Findings

The MPO's PBPP activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306 and 23 USC 134 (h) (2) (D).

Commendation:

- The Federal Review team commend the Atlanta MPO for creating DASH, an interactive data visualization tool which is a source for all ARC's performance measures and targets.
- The Federal Review Team commend GDOT and ARC for their coordination and development of the System Performance Report Template for reporting TPM metrics as a national best practice example on reporting transportation performance management



5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Atlanta Urbanized area meets Federal planning requirements as follows.

5.1 Commendations

The following are noteworthy practices that the Atlanta MPO is doing well in the transportation planning process:

- The Federal Review team commends the MPO on their continued coordination with GDOT. The MPO conducts an annual audit to ensure that proper federal expenditure procedures have been followed; in which they share this audit results with GDOT on an annual basis to help support their oversight and monitoring functions.
- The MPO is commended for being awarded the Resilience Pilot grant to identify transportation vulnerabilities related to extreme heat and flooding events. The MPO will use this assessment and the associated tool to proactively implement mitigation strategies and ensure that the agency continues to make sound future investments in the transportation network that protect and enhance both the natural and built environments.
- The Federal Review team commends the MPO for including a cross reference of work activities and the metropolitan planning factors in the UPWP. This process allows for quick project search that will aid in prompt approval of federal funds.
- The Federal Review team commend the Atlanta MPO for creating DASH, an interactive data visualization tool which is a source for all ARC's performance measures and targets.
- The Federal Review Team commend GDOT and ARC for their coordination and development of the System Performance Report Template for reporting TPM metrics as a national best practice example on reporting transportation performance management

5.2 Corrective Actions

None

5.3 Recommendations

The following are recommendations that would improve the transportation planning process:



- The Federal Review Team recommend that the MPO should have a historical search of all projects that are included in their database. This would allow users to obtain historical data of the project if needed.
- The Federal Review Team recommends that the MPO continue to support efforts to expand transit options in the metro region through the coordinating the planning processes undertaken by local governments and new agencies (the ATL)
- The Federal Review Team recommends that the MPO continue to provide technical support and coordinated planning to ongoing multimodal planning by state and local governments such as the utilization of managed lanes by express transit services
- The Federal Review Team recommends that the MPO continue to support the exploration and use of FLEX and other funds to support transit, expand bus shelters, sidewalk/trails, ADA ramps and improve transit accessibility as requested by local governments
- The Federal Review Team recommends that the MPO explore the use of funding bands in programming out future federal expenditures, particularly for large, complex projects anticipating to utilize discretionary funding such as 5309 Capital Investment Grant Program.
- The Federal Review Team recommends that the MPO continue the process of evolving transit coordination and cooperation that has occurred since the last review including preparing for potential new local jurisdictions that will join the Atlanta UZA after the 2020 census.
- The Federal Review Team recommend that ARC incorporate analysis of Truck Parking into the requirement for both the Freight Cluster Area Plans and Comprehensive Transportation Plans (CTP), to assess trucking parking availability in local jurisdictions.



APPENDIX A – SITE VISIT AGENDA

***Atlanta Transportation Management Area
Certification Review
August 13-15, 2019
Lanier Room (ARC offices, 15th floor)***

SITE REVIEW AGENDA

Tuesday	Tuesday, August 13, 2019	Day One
Federal Certification Team Members	<ul style="list-style-type: none"> ➤ Tamara N. Christion (FHWA) ➤ Brittany Lavender (FTA) ➤ John Crocker (FTA) 	
Time	Item	Lead
8:30 a.m.	Welcome / Introductions <ul style="list-style-type: none"> ➤ Purpose of the Certification Process ➤ Discussion of Risk Assessment Review ➤ Review schedule and close-out process 	Federal Review Team
8:45 a.m.	Discussion of Previous Review Findings (2015) <ul style="list-style-type: none"> ➤ Federal TMA Certification ➤ State/MPO Annual Certification 	ARC, GDOT
9:00 a.m.	MPO Overview including changes within MPO since Last TMA Certification <ul style="list-style-type: none"> ➤ Demographics ➤ Boundaries ➤ Political ➤ MPO Structure ➤ Agreements ➤ Upcoming Census 	ARC
9:30 a.m.	Share Best Practices and Lessons Learned <ul style="list-style-type: none"> ➤ What is the TPO and Transit Agency are most proud of over the last four years? ➤ What challenges have you encountered and addressed? 	ARC



10:00 a.m.	Break	
10:15 a.m.	MPO Plans: <ul style="list-style-type: none"> ➤ Long Range Transportation Plan ➤ Unified Planning Work Program ➤ Transportation Improvement Program 	ARC
11:30 a.m.	Lunch	
1:00 p.m.	MPO Plans Continue <ul style="list-style-type: none"> ➤ Long Range Transportation Plan ➤ Unified Planning Work Program ➤ Transportation Improvement Program 	ARC
1:30 p.m.	Performance Base Planning and Programming	ARC
2:00 p.m.	Freight	ARC
2:30 p.m.	Air Quality	ARC, EPA
3:00 p.m.	BREAK	
3:30 p.m.	Regional Coordination	ARC
4:00 p.m.	Adjourn for the day	

Wednesday	August 14, 2019	Day Two
8:30 a.m.	Questions and follow up discussion from Day One	Federal Review Team
9:00 a.m.	Transit and Transportation Disadvantaged	ARC, MARTA
10:00 a.m.	Interested Parties- Outreach for Public Participation	ARC
10:30 a.m.	Break	
10:45 a.m.	Preliminary Findings Discussion (Federal Review Team)	
	Closeout Discussion <ul style="list-style-type: none"> • Request for Technical Assistance and Training • MPO Noteworthy practices 	Federal Review Team
11:30 p.m.	Conclude Site Visit	



APPENDIX B - PARTICIPANTS

The following individuals were involved in the Atlanta TMA urbanized area on-site review:

Federal Highway Administration (FHWA)

- Tamara N Christion, FHWA Georgia Division
- Andrew Edwards, FHWA Georgia Division
- Steve, Luxenberg, FHWA Georgia Division
- Carlos McCloud, FHWA Louisiana Division

Federal Transit Administration (FTA)

- Jon Crockett, FTA Region 4
- Tonya Holland, FTA Headquarters
- Brittany Lavender, FTA Region 4

Georgia Department of Transportation (GDOT)

- Ted Hicks
- Habte Kassa
- Daniel Dover
- Charles Robinson
- Phil Peevy
- Henry Green
- Johnathan McLoyd

Atlanta Regional Commission (ARC)- Atlanta MPO

- | | | |
|--------------------|----------------------|-------------------|
| • Jean Hee Barrett | • David Haynes | • Byron Rushing |
| • Haley Berry | • Kyung-Hwa Kim | • Jim Skinner |
| • Mary Blumberg | • Abby Marinelli | • Daniel Studdard |
| • Patrick Bradshaw | • John Orr, Director | • Kofi Wakhisi |
| • Aileen Daney | • Melissa Roberts | • Rosalind Tucker |
| • Shichen Fan | • Maria Roell | • Joseph Yawn |
| • Amy Goodwin | • Guy Rousseau | • Brittany Zwald |



APPENDIX C - STATUS OF FINDINGS FROM 2015 REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the recommendations from the 2015 certification and summarizes discussions of how they have been addressed.

Corrective Action: None

Recommendation 1: Transit- The Federal Review team recommends that the MPO continue to make attempts to expand transit options in the metro region (especially for special populations like the elderly, disabled and veterans).

Disposition: ARC has actively supported a wide range of initiatives to expand the availability of transit services in the Atlanta Region. This includes fulfilling federal and state planning mandates such as compiling a Regional Transit Asset Management Plan, developing a Coordinated Human Services Transportation Plan and maintaining the Concept 3 Regional Transit Vision (copy provided in response to Item Y2 / Key Source Plans). But it also evidenced through a variety of other agency initiatives which include transit agencies in the decision-making process, including:

- Hosting the policy level Regional Transit Committee
- Providing direct staff support during the establishment and organizational period of the Atlanta-region Transit Link Authority
- Sponsoring the staff level Transit Operators Group (formerly the Transit Operators Subcommittee), in collaboration with the ATL Authority
- Requiring the inclusion of a transit component in joint county/city Comprehensive Transportation Plans
- Supporting the start-up of transit services through dedication of CMAQ funds for initial start-up operations
- Funding the development – and acting as project manager - for long-range transit visions in Fulton County and DeKalb County
- Serving as the FTA grant direct recipient on behalf of jurisdictions interested in conducting transit feasibility studies
- Participating as a stakeholder in other planning, environmental and engineering studies conducted by transit agencies and local governments
- Conducting an HST Paratransit Brokerage Study (pending in 2019)
- Coordinating a regional licensing agreement for the use of Remix transit planning software
- In conjunction with the ATL Authority, conducting a study to improve the coordination of GTFS data (pending in 2019)



- Maintaining transit information websites such as atltransit.org and the OneBusAway app
- Coordinating with ARC's Community Development Group on fostering transit oriented development efforts through the LCI program, DRI reviews and other programs

Recommendation 2: Transit- The Federal Review Team recommends that the MPO consider the use of P3 initiatives to expand rail and transit options including design, build, finance, operate and maintain (DBFOM) delivery systems.

Disposition: To date, no transit agency in the Atlanta Region has advanced a major infrastructure project to completion using a Public Private Partnership. However, the express lane system under construction by GDOT is being implemented using a range of DBFOM options. This network is being planned so that it can serve as the backbone of a BRT system, so opportunities exist to leverage private resources for the ramps and stations needed as design and engineering activities progress. ARC is committed to working with transit operators and the ATL Authority to identify all feasible funding strategies for transit expansion projects currently in the development pipeline.

Recommendation 3: Transit- The Federal Review Team recommends that the MPO consider greater use of HOT lanes and toll revenues for express bus and BRT service (with a possible toll revenue credit program for soft match for transit).

Disposition: According to GDOT and SRTA, all toll revenue generated from the express lane system is currently utilized for operating and maintaining the associated infrastructure. ARC will continue to coordinate with those agencies on identifying regional priorities for the use of any excess revenue which may become available in the future.

Recommendation 4: Transit- The Federal Review Team recommends the MPO to ensure that arterial retro-fits and intersection designs allow "queue jumpers" and ITS improvements to extend "green time" for enhanced bus service.

Disposition: The ARC TIP Project Evaluation Framework (copy provided in response to Item Y2 / Key Source Plans) defines a scoring system where transit projects submitted for TIP funding consideration receive points for elements which improve the reliability of either existing or new services. Transit signal priority and/or queue jumper technology are explicitly identified, with a percent of the reliability points dependent on their inclusion in the project scope. As part of the More MARTA funding program, several corridors are in design and these will include elements of arterial retro-fits – including intersection designs to allow "queue jumpers" and ITS improvements.



Recommendation 5: Transit- The Federal Review Team recommends that the MPO continue to use FLEX and other funds to support transit, expand bus shelters, sidewalks/trails, ADA ramps and improve transit accessibility.

Disposition: ARC continues to flex FHWA funding (CMAQ, STBG-Urban and TA) to FTA for eligible transit uses. In FY 2018, over \$30M was flexed for eligible transit uses in the Atlanta Region. ARC, in consultation with GDOT, has also allocated CMAQ funding to support the expansion of new transit services throughout the Atlanta region through the TIP solicitation process.

Recommendation 6: Title VI- The MPO's nondiscrimination documents and complaint filing procedures are available both in the office and online, with a convenient link from all pages of its website. This is a strong practice that can nonetheless be enhanced. The Federal Review Team recommends the MPO add a brief nondiscrimination statement to any document or flyer meant for the public. The statement need not be complicated or even quote specific laws, rather a simple notice that questions or concerns about discrimination may be referred to the MPO nondiscrimination coordinator.

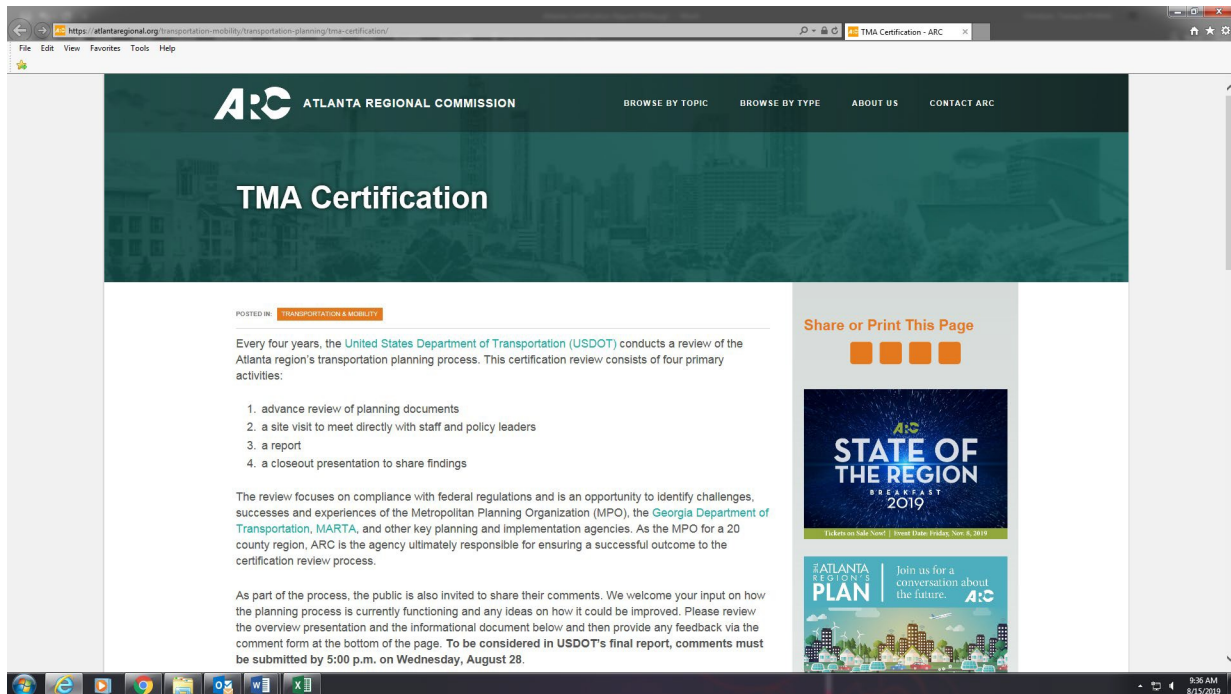
Disposition: ARC has added non-discrimination language to public notices and documents intended for the public.

Recommendation 7: Transportation Improvement Program (TIP)- The Federal Review Team recommends that the MPO ensure that all projects numbers on the PlanIt database and the MPO's website are consistent with FMIS. This process will allow a smoother review and approval process from the federal partners.

Disposition: ARC synchronizes project identification information with GDOT during every quarterly administrative modification, as well as during amendments and plan updates. In addition to the ARC project number and the GDOT PI number for each project, the federal ID is listed where one has been assigned and provided to ARC by GDOT. It has been determined that with projects programmed in the Atlanta TIP in recent years, the federal ID is the same as the GDOT project identification number. ARC has been able to include the federal identification number in the Excel export of the RTP/TIP project list distributed to TCC members and by request from the general public. In the coming years, ARC will be upgrading the PlanIt database interface which will improve the search function to include the ability to search by federal ID and have it as a searchable item in the user interface.



APPENDIX D – PUBLIC MEETING WEBSITE





APPENDIX E- PUBLIC COMMENTS

FHWA and FTA would like to thank everyone who contributed comments for the Atlanta MPO TMA Certification Review. Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process. The comments received through email and via the website are summarized below.

We have reviewed all comments and have taken them into consideration throughout the writing of this report.

- “Metro Atlanta's truck traffic problem is a very serious issue. With so many trucks on the roads, the travel times are becoming increasingly extended. The quality of the highways are deteriorating quickly. Millions of dollars are being spent on Federal, State, and Local highways and roads where the damage was due mostly to truck traffic. The truck parking issue is even more serious. Trucks are parking everywhere. Some local municipalities have banned trucks on city streets due to the congestion and damage done to the streets. It is not the truckers fault in most cases, they just don't have a place to go. There are only a handful of truck stops with parking in the Metro area. We have to realize, if you want your goods and services, trucks are required to be involved in the transportation process. We have to make adjustments to allow these trucks to have the required parking areas. Some ideas for consideration are: *dedicated truck lanes. *all newly constructed warehouses should have staging areas designed to handle a certain number of trucks. *relaxed legislation concerning truck parking areas.”~ John Cook
- “I live in Clayton County and can only comment on that. Their process is horrendous. On numerous occasions, I have found that Clayton County does not meet the federal regulations when planning transportation routes, especially for tractor-trailers. Just recently the Board of Commissioners approved TT traffic to move along a road that is 20 feet wide when the safety requirements state the road must be at least 36 feet wide. I would be very interested in know how to get the County to follow safety requirements for transportation.” Thank you, Donna Mullins
- “Considering how difficult it is for citizens to take time out of their busy schedules to engage in transportation planning (and to read up on what’s happening and educate



themselves to the point where they can provide informed feedback), a resident academy that leads to an informed circle of engaged leaders would solve this issue. Residents from a variety of counties and municipalities across the region should have the opportunity to take part in a leadership training course (with compensation) about the LRTP in order to more effectively engage in all of the nuances and complexities of the process. In exchange for their stipend in being involved in the course, they will then be expected to represent their neighbors and local communities with their input into the engagement process. The Partnership for Southern Equity (a local non-profit racial equity organization) has built out additional ideas about what this would look like and would be happy to provide those details if you would like.” ~Kirsten Cook



APPENDIX F - LIST OF ACRONYMS

ADA	Americans with Disabilities Act
CFR	Code of Federal Regulations
CTP	Comprehensive Transportation Plan
CY	Calendar Year
GDOT	Georgia Department of Transportation
GRTA	Georgia Regional Transportation Authority
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
MARTA	Metropolitan Atlanta Rapid Transit Authority
MAP-21	Moving Ahead for Progress in the 21 st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
PBPP	Performance Based Planning and Programming
PM₁₀ and PM_{2.5}	Particulate Matter
RTP	Regional Transportation Plan
STIP	State Transportation Improvement Program
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPM	Transportation Performance Management
U.S.C.	United States Code
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation



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