2021 UPWP

UNIFIED PLANNING WORK PROGRAM

for the Atlanta Metropolitan Transportation Planning Area

ATLANTA REGIONAL COMMISSION

www.atlantaregional.org

ARC Board adoption (PLANNED)- 12/2/2020
USDOT Approval – TBD

regional impact + local relevance

The ARC Title VI Program & Plan was adopted on September 25, 2019.

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.

2021 UPWP
UNIFIED PLANNING WORK PROGRAM
FOR THE ATLANTA REGION

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UNIFIED PLANNING WORK PROGRAM
FOR THE ATLANTA REGION

The Atlanta Region's 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 Fixing America's Surface Transportation (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 requires metropolitan planning organizations, in coordination with state DOTs, to set performance measure targets and report on progress in a number of areas including transit asset management, roadway safety, pavement and bridge condition, congestion, system reliability, freight movement, and emissions reductions.

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

A. Metropolitan Planning Factors

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

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

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

B. Planning Emphasis Areas (PEAs)

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to MPOs and State DOTs encouraging them to give priority to the following emphasis areas in the UPWP and statewide planning and research programs for FY 2015: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities were carried forward unchanged into FY 2016 and FY 2017. No new direction has been provided under the new administration. In the absence of explicitly defined planning emphasis areas, ARC maintains that the original directives from 2014 still constitute important considerations in the metropolitan planning process and warrant carrying forward in the 2021 UPWP.

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

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

- **Regional Models of Cooperation:**

  Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries - To improve the

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

- **Ladders of Opportunity:**

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

C. Public Involvement

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

D. Transportation Plan

The long-range transportation plan must include the following:

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

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

- 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.
- 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 multiple 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, signed into law by the President on December 4, 2015, ARC serves as the Atlanta MPO, a regional forum for cooperative transportation decision-making. In addition to transportation planning, ARC also provides transportation demand management within the planning area and for citizens either living or working in the Atlanta area.

- **AAA** – Area Agency on Aging, a state designation, for a 10-county area.

- **ARWDB** – Atlanta Regional Workforce Development Board, for a 7-county area. ARC is the administrative agency.

- **UASI** – Atlanta Urban Area Security Initiative for the City of Atlanta and a 5-county area. ARC is the local administrative agency.

- **MNGWPD** – Metropolitan North Georgia Water Planning District for a 15-county area. ARC is the local staff.

Figure 1: ARC Areas by Role

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

** Not depicted on associated map*

Figure 2: Atlanta MPO Details

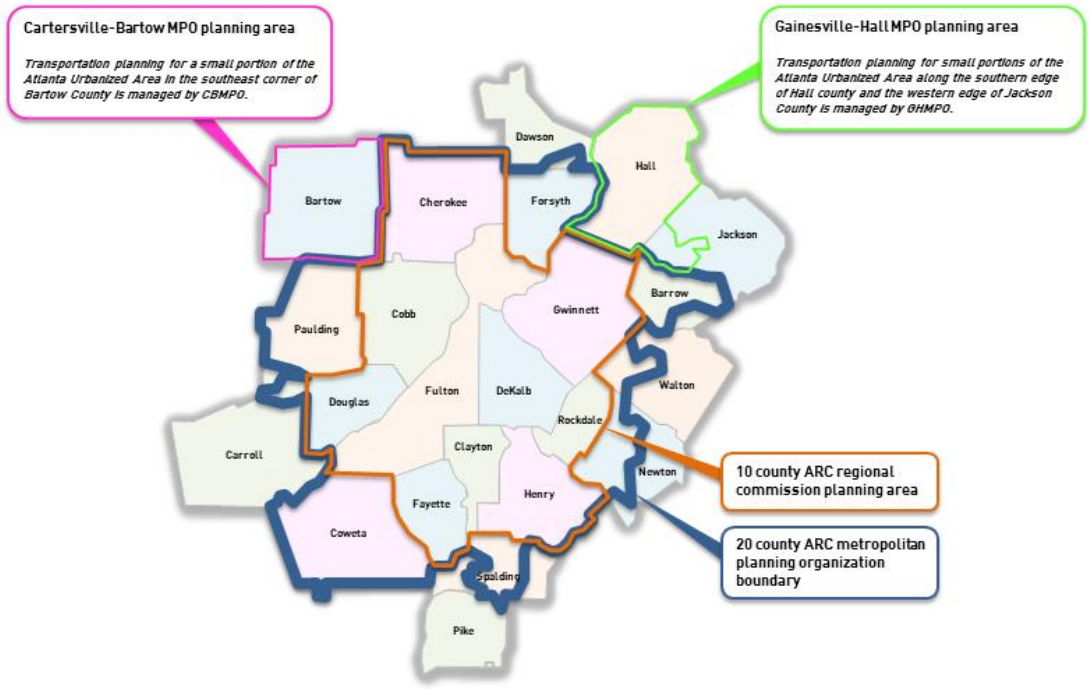


Figure 3: Air Quality Analysis Boundaries

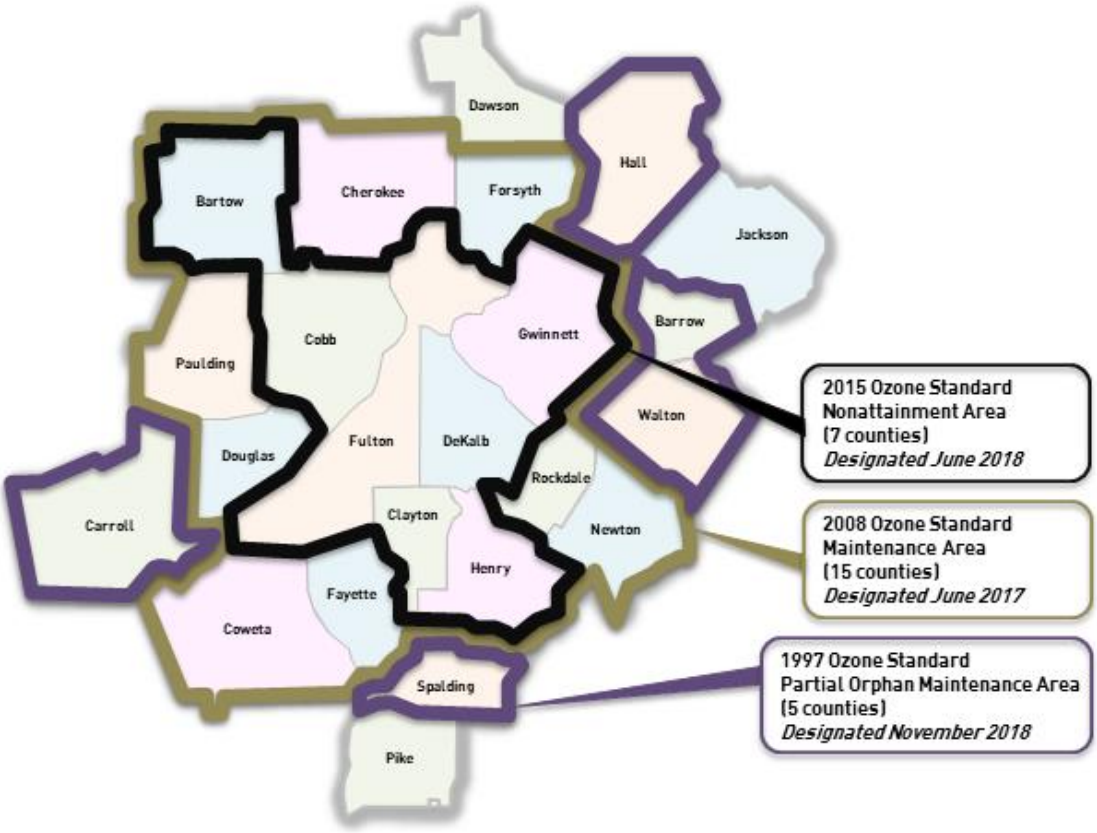


Table 1: Atlanta MPO Details

MPO	ARC is the designated MPO for the Atlanta area, responsible for carrying out the federally required metropolitan transportation planning process.	20 counties- 13 whole, 7 partial, and the City of Atlanta
Adjacent MPOs	By formal agreements, the Cartersville-Bartow MPO conducts planning for the small area of the Atlanta Urbanized Area within Bartow County. The Gainesville Hall MPO conducts transportation planning for small areas of the Atlanta Urbanized Area within Hall and Jackson counties, while ARC provides similar services for a small area of the Gainesville Urbanized Area within Gwinnett County. Also, by formal agreements, ARC will conduct the technical evaluation for conformity that supports the RTP and TIP developed by CBMPO.	2 adjacent MPOs
Atlanta Nonattainment Area for Ozone	In June 2018, EPA designated a new 7-county portion of the Atlanta region as an ozone nonattainment area for the 2015, 8-hour ozone standard. ARC performs the required technical analysis for the entire Ozone NAA to demonstrate conformity to Clean Air Act requirements.	7 counties
Atlanta Maintenance Area for Ozone	In July 2016, EPA determined that a 15-county portion of the Atlanta region attained the 2008 8-hour ozone standard. In June 2017, EDA designated the 15-county area as a maintenance area for that standard.	15 counties
Atlanta Partial Orphan Maintenance Area for Ozone	In November 2018, EPA released guidance stating that a partial area of the maintenance area for the 1997 8-hour ozone standard has been reclassified as a “partial orphan maintenance area” in light of the South Coast II decision.	5 counties

A. Atlanta MPO Area

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 revise 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 were assigned to adjacent MPOs.
  - Bartow County – assigned to the Cartersville-Bartow MPO via formal agreement

- Hall and Jackson counties – assigned to the Gainesville-Hall MPO via formal agreement

B. Atlanta Maintenance Areas

In addition to the approved 20 county transportation planning area, the following EPA-designated Atlanta Nonattainment and Maintenance areas as shown in Figure 3, must be addressed in the transportation planning process with respect to the ARC and the Carterville-Bartow MPO transportation planning activities.

Since 2004, ARC has performed the technical evaluation to demonstrate conformity for the entire Atlanta nonattainment area(s), supporting the Atlanta RTP and TIP and the GHMPO RTP and TIP until 2016.

1. Atlanta Ozone Nonattainment Area

- Previous Nonattainment Areas
  - 1-Hour Standard, 1979 – 13 counties

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

- Current Maintenance Areas
  - 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.

    In December 2013, EPA redesignated this area as a maintenance area, effective in January 2014. When the 2008 8-hour ozone standard was finalized and designations made, EPA then pursued the revocation of the 1997 8-hour ozone standard along with conformity requirements pertaining to this standard, through its "2008 Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements," which was finalized and effective April 6, 2015. Transportation conformity for the 1997 8-hour standard was no longer required. However, a February 16, 2018 court ruling (South Coast II) vacated the 2008 Implementation Rule with regards to revoking conformity for areas like Atlanta and

required that conformity be conducted in those areas not covered by the 2008 and 2015 standards. These areas are known as "partial orphan maintenance areas." There are five counties in the partial orphan maintenance area: Hall, Barrow, Walton, Spalding, and Carroll.

- 8-Hour Standard, 2008 – 15 counties

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

- Current Nonattainment Areas

  - 8-Hour Standard, 2015 – 7 counties

    In 2018, EPA promulgated designations for the 2015 8-hour ozone standard. Conformity applies to this standard as of August 3, 2018. The marginal nonattainment area is smaller than previous geographies, at only seven counties: Bartow, Clayton, Cobb, DeKalb, Fulton, Gwinnett, and Henry.

2. Atlanta Particulate Matter 2.5 Nonattainment Areas

- 1997 Standard for Fine Particulate Manner– 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 PM2.5 area. (This nonattainment area includes Bartow County in the new CBMPO and Hall County in the GHMPO.)

- 2012 Standard - Attainment

  In the fall of 2016, EPA designated those few counties whose classifications were deferred as attaining the 2012 PM2.5 standard. Since the region is meeting a newer standard, while being in maintenance for an older 1997 standard, many requirements associated with the older standard will drop. As a result, ARC will no longer be required to demonstrate conformity to the PM2.5 budgets for the 20 county (plus 2 partial county)

nonattainment area. All counties will be considered in maintenance of the 1997 PM2.5 standard.

3. Conformity Determination Process

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

Table 2: Recent and Upcoming Conformity Determinations

			Nonattainment Areas			
			OZONE			PM2.5
Federal Conformity Determination	ARC Action	**Regional Emissions Analysis Required?**	1997 Standard – 20 counties	2008 Standard – 15 counties	2015 Standard – 7 counties	1997 Standard – 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
2/22/17	TIP Amendment #2	**No**		Yes		Yes
9/15/17	TIP Amendment #3	**Yes**		Yes		
2/28/2018	TIP Amendment #4	**Yes**		Yes		
6/27/2018	TIP Amendment #5	**Yes**	Yes*	Yes		
12/5/2018	TIP Amendment #6	**No**	Yes	Yes		
5/22/2019	TIP Amendment #7	**Yes**	Yes	Yes		
2/18/2020	The Atlanta Region's Plan, 2050 RTP and FY 2020-2025 TIP	**Yes**	Yes**	Yes	Yes	
9/14/2020	TIP Amendment #1	**Yes**	Yes**	Yes	Yes	

*Due to a court ruling, conformity for the 1997 ozone standard is reinstated for the time being.
** Pursuant to EPA's November 2018 guidance on the South Coast II decision, 5 counties are now considered partial orphan maintenance areas' that require all components of the conformity process *except for emissions analysis*.

C. ARC Structure

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

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

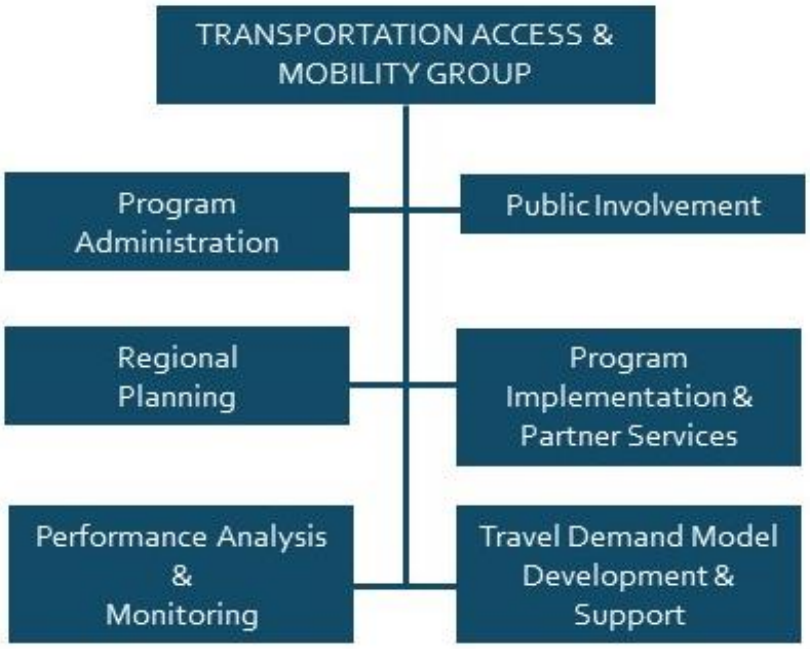
Figure 4: ARC Organizational Chart



D. ARC Transportation Access and Mobility Group Structure

ARC's Transportation Access and Mobility Group (TAMG) 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. The TAMG also coordinates work activities for the MPO functions, including TIP and RTP development.

Figure 5: Transportation Access & Mobility Group Organizational Chart



III. REGIONAL TRANSPORTATION PLANNING STRUCTURE

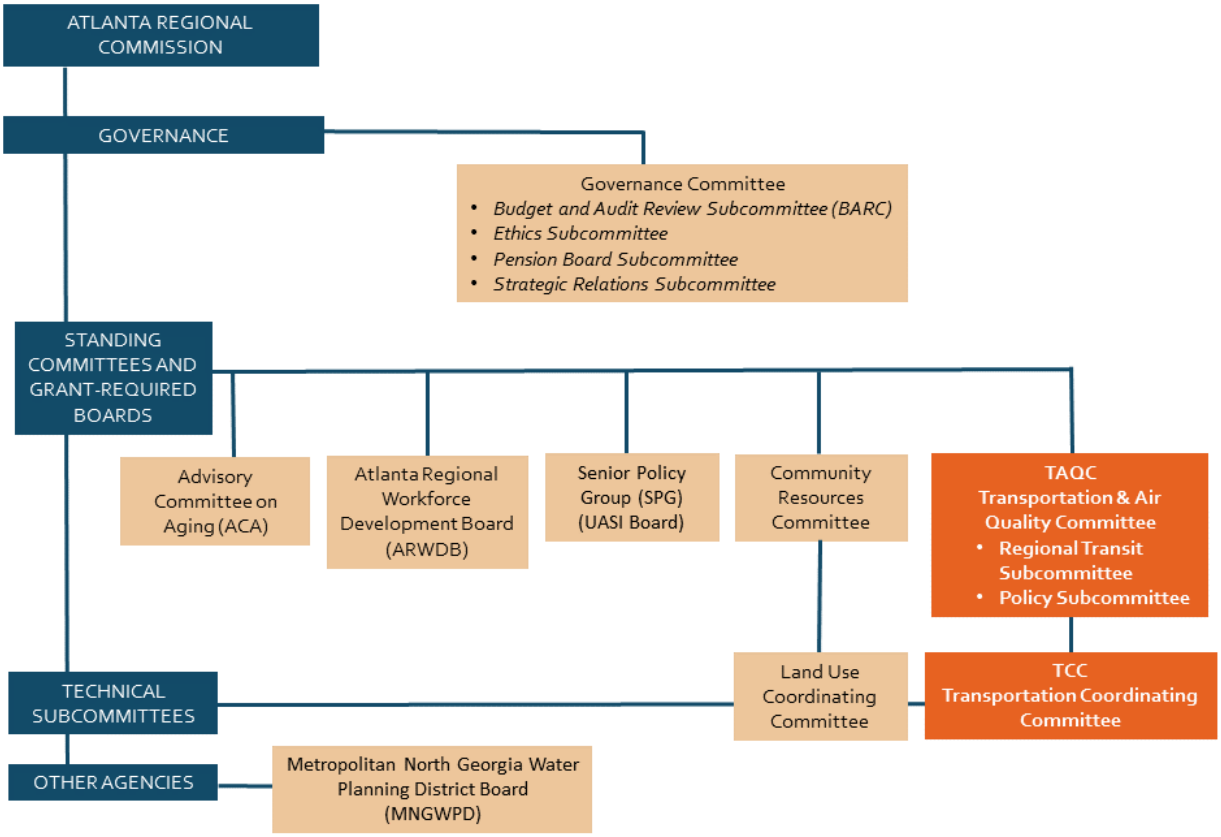
ARC collaborates with the region's local governments, the Georgia Department of Transportation, the Atlanta-region Transit Link Authority, the Georgia Regional Transportation Authority, the Metropolitan Atlanta Rapid Transit Authority, other regional transit providers, local governments, community improvement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

The mission of the transportation planning process is to improve transportation facilities and services in the region through an integrated planning process that continues to meet the requirements of FAST Act 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 2021 schedule for meetings of the Transportation & Air Quality Committee and the Transportation Coordinating Committee is shown on the following page.

A. Atlanta Regional Commission Board

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

Figure 7: ARC Meeting Schedule 2021

MONTH	Transportation Coordinating Committee (TCC)	Transportation and Air Quality Committee (TAQC)
Jan	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
Feb	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
March	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
April	1st and 3rd Fridays (9:30 am)	X
May	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
June	1st and 3rd Fridays (9:30 am)	X
July	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
August	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
Sept	1st and 3rd Fridays (9:30 am)	X
Oct	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
Nov	1st and 3rd Fridays (9:30 am)	2nd Weds (10:30-noon)
Dec	1st and 3rd Fridays (9:30 am)	X
X = NO MEETING MEETING SCHEDULED		

B. Transportation and Air Quality Committee (TAQC)



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

The current membership of TAQC, as defined in the most recent update to the ARC bylaws adopted in 2020, includes members from the planning area as follows:

- *Nondiscretionary* memberships as detailed in ARC bylaws:
  - ARC Chair
  - Mayor of the City of Atlanta
  - County Commission Chair or CEO of each of the 10 counties within the regional commission boundary of the ARC
  - GDOT Planning Director
  - 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")
  - Board member from each of the MARTA, GDOT, ATL 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)
  - Representative from the Georgia EPD
- *Discretionary* appointees by the ARC Chair as allowed by the ARC bylaws.

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 and is recognized as the MPO policy board by federal transportation agencies. TAQC's guidance is important because its current membership includes GDOT, GRTA, ATL and MARTA, which implement

regional transportation policy, as well as EPD, which provides state leadership in attaining air quality goals.

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

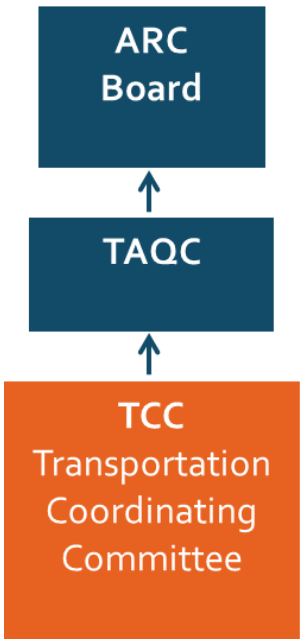
C. Subcommittees

Per ARC bylaws, two subcommittees provide direct feedback to TAQC in 1) the Regional Transit Subcommittee and 2) the Policy Subcommittee.
In January 2010, a Regional Transit Committee (now Regional Transit Subcommittee) was established as a function of the Atlanta Regional Commission on an interim basis until a standalone organization is legally constituted. The creation of the ATL Authority meets one of the key objectives of the original mission.

The Regional Transit Subcommittee provides reviews of MPO-related transit planning recommendations that impact RTP/TIP development. Feedback occurs through the TCC and TAQC as part of the regional planning process. The Regional Transit Subcommittee shall meet periodically during 2021, with schedule frequency being revisited in late 2020. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.org/rtc.

The Policy Subcommittee is an evolution of a group formerly identified simply as the TAQC Subcommittee. With the conversion of the Regional Transit Committee to a subcommittee of TAQC, a more descriptive name for the TAQC Subcommittee was needed. The Policy Subcommittee provides ARC staff feedback on potential policy actions and transportation planning procedures, in support of the TAQC. Discussions are utilized as a "sounding board" to provide policymakers additional opportunities to provide feedback to ARC staff on planning activities such as TIP and RTP development. The chair of this group is appointed by the ARC Board chair.

D. Transportation Coordinating Committee (TCC)



In addition to the ARC transportation staff and local government staffs, the Transportation Coordinating Committee (TCC) is responsible for providing technical advice and recommendations to TAQC and RTC on transportation issues. TCC is chaired by the Manager of ARC's Transportation Access & Mobility Group and membership includes a representative (typically the planning or transportation director) from MARTA, GDOT, GRTA/ATL, 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), Georgia Environmental Protection Division (EPD), 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 - **Northern Fulton**, Cherokee, Forsyth, Dawson (partial)
MD-2 - **Southern 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 a call by 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.

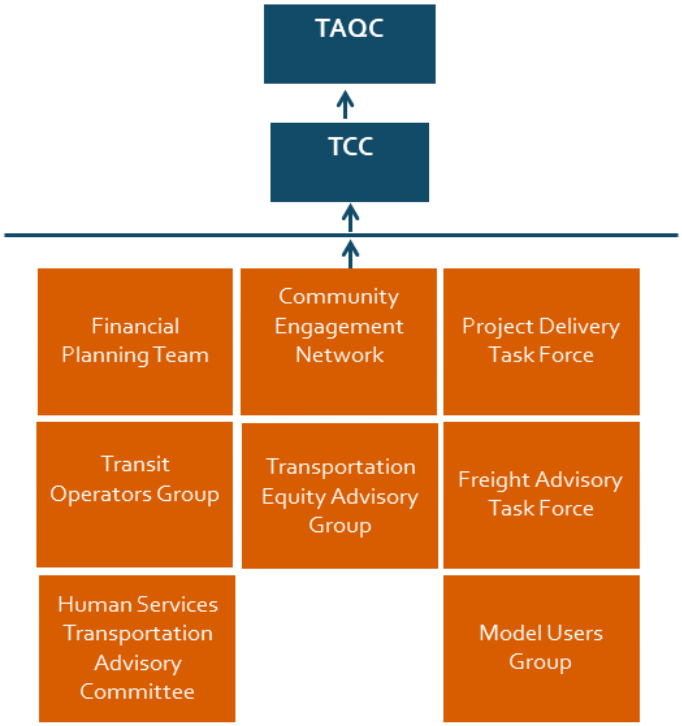
TCC municipal district representatives are responsible for providing technical input from the municipal district member perspective in the MPO planning process, represent the municipalities in the designated district, and work with county representatives to keep applicable staff in their district informed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

TCC normally meets twice monthly, except only once in December. The first TCC meeting of the month is a formal meeting during which action items are voted upon; the second monthly meeting is a working session. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.org/tcc.

E. TCC Task Forces / Subcommittees

Task forces and subcommittees of the TCC provide additional planning support for specific transportation-related issues. The need and purpose of these groups, as well as membership, meeting schedules and decision-making protocols, are constantly reassessed and may change from year to year. For 2021, the following task forces and subcommittees are expected to be active contributors to the regional planning process.

Figure 8: TCC Task Forces, Other Committees



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.

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.

Financial Planning Team - The Financial Planning Team (FPT) consists of select representatives from the GDOT, MARTA, GRTA/SRTA/ATL and USDOT. When called for a meeting, the FPT is used to provide input into the development of financial forecasts for development of a new or updated Regional Transportation Plan. The primary role of the FPT is to build consensus and support on financial forecasting assumptions and methodologies. The FPT also acts as a regional forum for input and discussion of regional, state, and national financial issues.

The FPT generally meets several times during a short time period whenever a major update or amendment to the RTP requires reconsiderations of the basic financial assumption and revenue projections supporting a new fiscal constraint analysis.

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

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.

Transit Operators Group - Created in 1998, the Transit Operators Group (formerly 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 group is to discuss, evaluate and coordinate regional transit policy, funding, and issues for presentation to the RTC and TCC and incorporation into the regional transportation planning process. This subcommittee generally meets every other month, typically on the fourth Friday of each month and is co-managed with The ATL. Specially called meetings are held when time sensitive issues arise.

Regional Safety Task Force- The Task Force provides assistance and direction into meeting the regional goal of zero traffic deaths by establishing a regional safety vision, identifying actionable strategies and resources, and tracking progress toward meeting regional safety targets. Members of the Task Force collaborate to eliminate traffic-related fatalities and serious injuries through the use of context-sensitive and health-focused design, data-driven decision making, robust funding levels, and innovative technology solutions to ensure safe and equitable mobility for everyone in the Atlanta region. This group meets on an as-needed basis periodically.

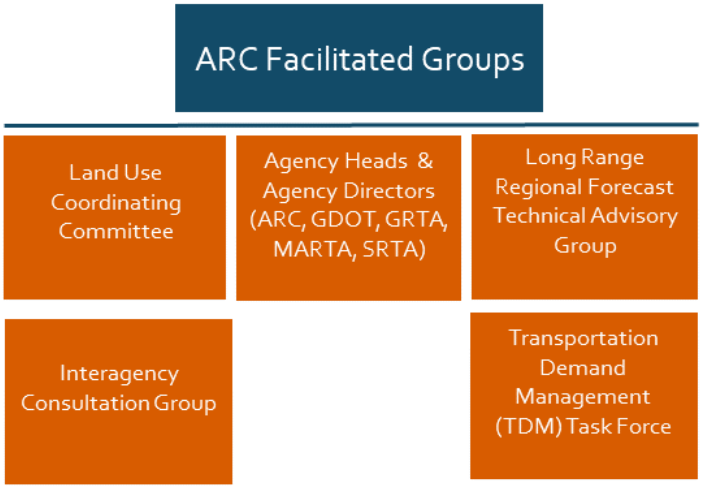
Transportation Equity Advisory Group – The group emphasizes transportation-related equity items related to Title VI of the Civil Rights Act of 1964, Environmental Justice Executive Order 12898 and subsequent federal and local guidance related to federal transportation requirements. The TEAG serves to connect the various wisdom and subject matter expertise of equity advocates with transportation planners and agencies from around the region so they will all be able to better understand and influence transportation planning process and outcomes, while being a voice for the needs of vulnerable populations. The group is comprised of stakeholders representing grassroots/community-based organizations, environmental groups, educational institutions, civic and advocacy organizations, and the faith-based community. The Transportation Equity Advisory Group meets quarterly or as needed.

Ad Hoc Subcommittees – During each year, additional ad hoc groups may 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



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.

Agency Heads & Agency Directors – Originally formed in early 2008 to address the requirements of a December 2007 MOU on Transportation Project Prioritization between ARC, GDOT, GRTA/SRTA/ATL and MARTA, the Agency Heads and Directors (Executive Directors and Board Chairs of the agencies) continue to meet monthly to discuss a wide array of transportation issues and coordinate activities.

Transportation Demand Management (TDM) Advisory Committee - As called for in the TDM plan adopted in 2013; the TDM advisory committee will provide direct input into setting the

region's goals, policies, strategies and funding allocations for TDM, while also coordinating the overall messaging, marketing, and outreach. Committee membership will be comprised of the Georgia Department of Transportation and partners such as boards of health, employer representatives, GRTA/SRTA, regional transit providers and the Douglas County vanpool program. The TDM Advisory Committee would also include staff from related ARC programs, including workforce, transportation, and community development.

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.

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 approximately a monthly basis to discuss and resolve matters relative to air quality and transportation. Formal membership in this Group includes ARC, GDOT, GRTA, EPD, EPA, FHWA, FTA, MARTA, and ARC counties receiving federal transportation funding to provide transit services (Cobb, Douglas and Gwinnett). Additional agencies participate including the State Road & Tollway Authority (SRTA), the Gainesville-Hall MPO (GHMPO) and the Cartersville-Bartow MPO (CBMPO).

IV. REGIONAL PLANNING PROCESS

A. General Process

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

B. Plans and Programs

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

1. Atlanta Regional Transportation Plan (RTP)

The RTP reflects environmental, land use, and intermodal considerations and provides a financially balanced vision of future transportation investments for the transportation planning area. The current Atlanta RTP is the transportation element of *The Atlanta Region's Plan*, a unified agency-wide plan most recently updated by ARC in February 2020. (See www.atlantaregionsplan.org)

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 2020-2025 TIP was adopted in conjunction with the RTP update in February 2020. 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.

3. Unified Planning Work Program (UPWP)

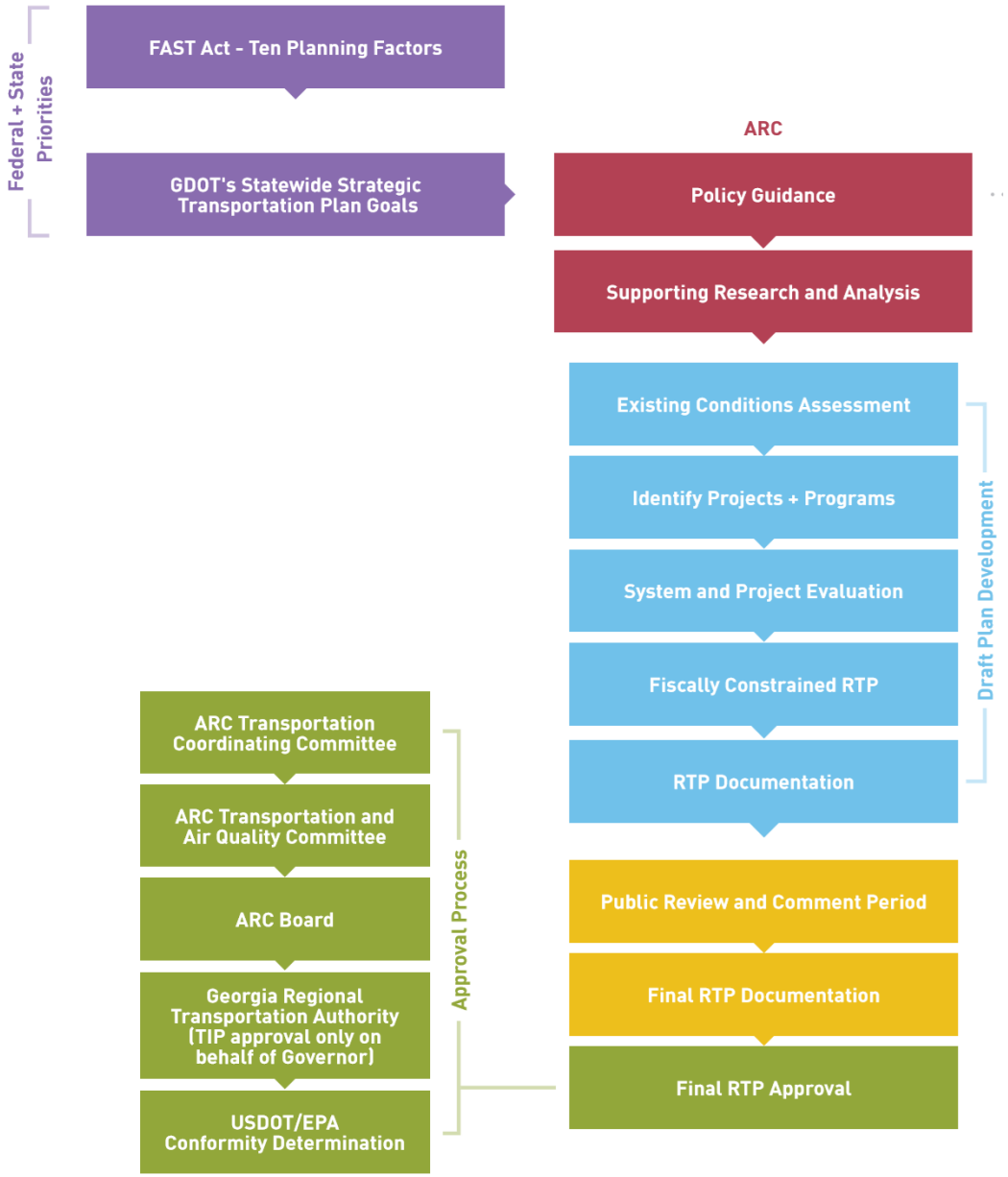
As part of the planning process, the MPO is responsible for the development, in cooperation with the state and operators of publicly owned transit, of a Unified Planning Work Program (UPWP), an instrument for coordinating transportation and comprehensive planning in the metropolitan region. The intent 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 Region's 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/ATL, EPD, MARTA and local governments, including local government transit providers. (See www.atlantaregional.org/upwp.)

C. Key Components of the Atlanta Region's Plan

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

Figure 10: Modal Planning Coordination and Process



ARC's current plans and studies and corresponding web addresses include:

Table 3 – Current Plans and Studies

Category	Title / Date	www.atlantaregional.org/
Bike/Ped	*Walk. Bike. Thrive! Regional Pedestrian & Bicycle Plan, 2016*	/bikeped
Bike/Ped	*Regional Trails Plan, 2017*	/biceped
Bike/Ped	*Atlanta Regional Bicycle and Pedestrian Safety Action Plan, 2018*	/bikeped
Bike/Ped	*Regional Workbook for Complete Streets, 2019*	/biceped
Bike/Ped	*Chattahoochee RiverLands Study, 2020*	/biceped
Congestion Management	*Congestion Management Process* (CMP), Ongoing	/roads-and-highways
Future Growth	*Unified Growth Policy Map* (UGMP)	/ugpm
Freight	*Atlanta Region Truck Parking Assessment, 2018*	/freight
Freight	*Atlanta Regional Freight Mobility Plan,* 2016	/freight
Freight	*Atlanta Strategic Truck Route Master Plan* (ASTRoMaP), 2010	/atlanta-strategic-truck-route-master-plan-astromap
Human Services Transportation	*Managing Mobility in the Atlanta Region: Human Services Plan, 2018*	/hst
ITS	*Atlanta Regional Strategic TSMO Plan and ITS Architecture Update, 2020*	/its
Livable Centers Imitative	*2015 LCI Studies and Reports* and older editions	/lci
Public involvement	*Regional Community Engagement Plan, 2019*	/cep
Thoroughfares	*Strategic Regional Thoroughfare Plan* and *Regional Thoroughfare Network* (RTN), 2012	/roads-and-highways
Transportation Demand Management	*Regional Transportation Demand Management Plan,* 2013	/regional-transportation-demand-management-plan
Transit	*Regional On-Board Transit Survey*	/transitsurvey
Transit	*Concept 3 Vision Plan, 2019*	/transit
Travel Demand Model	*Regional Household Travel Survey, 2020*	/hhsurvey

D. Formal Agreements

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

Transportation Planning

- *Transportation Planning Coordination and Cooperation (Five Party Agreement), 9/23/19*

  Memorandum of Agreement between the Atlanta Regional Commission, the Georgia Department of Transportation, the Georgia Regional Transportation Authority, the ATL Authority and the Metropolitan Atlanta Rapid Transit Authority. This was an update of a 2009 planning agreement (called the Quad Party Agreement) which expanded signatory agencies to include the ATL Authority. The Five Party Agreement specifies the roles and responsibilities of public agencies that participate in the federal transportation planning process.

- *Transportation Planning Coordination and Cooperation with Limited Member[1] Counties*

  Memoranda of Agreement between the Atlanta Regional Commission and :
  - Coweta County, 6/14/04
  - Forsyth County, 6/18/04
  - Paulding County, 5/11/04

- *Transportation Planning Coordination and Cooperation with Other Counties*

  Memoranda 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*

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

Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall Metropolitan Planning Organization, the Georgia Department of Natural Resources Environmental Protection Division, and the Georgia Department of Transportation for transportation planning and air quality planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portion of the Atlanta urbanized area in Hall and Jackson Counties, to the ARC assuming the responsibilities for the portion of the Gainesville urbanized area in Forsyth and Gwinnett Counties, and to the former 22 county nonattainment area for PM2.5.

- *Transportation Planning Coordination and Cooperation with Jackson County, 4/23/14*

  Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall MPO, Hall County, Hall Area Transit and the Georgia Department of Transportation for transportation planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portions of the Atlanta urbanized area and Gainesville urbanized area within Jackson County.

- *Transportation Planning Coordination and Cooperation with Bartow County, 3/16/2016*

  Memorandum of Agreement between the Atlanta Regional Commission, the Cartersville-Bartow MPO, Georgia Department of Transportation and the Georgia Environmental Protection Division for transportation planning coordination and cooperation in the Atlanta Nonattainment Areas. In this MOA, the Cartersville-Bartow MPO assumes responsibilities for the portions of the Atlanta urbanized area within Bartow County.

Transit Planning

- *Transit Planning Coordination and Cooperation, 2008*

  Letters of Agreement referenced in the Quad Party Agreement, between the Atlanta Regional Commission and
  - Cherokee County Board of Commissioners (new Cherokee Area Transit System - CATS), 6/6/08.
  - Cobb County Board of Commissioners (CCT), 6/16/08
  - Douglas County Board of Commissioners (Douglas Vanpool), 10/21/08
  - Gwinnett County Board of Commissioners (Gwinnett Transit - GCT), 9/24/08.

- *Regional Transit Planning Coordination and Cooperation, 2011*

  ARC executed individual agreements with the City of Atlanta, Cherokee County, Cobb County, DeKalb County, Douglas County, Fulton County, Gwinnett County, Henry County, Rockdale County, GRTA, MARTA, and the Metro Atlanta Mayor's Association, defining the roles and responsibilities of the ARC and the signatory in transit planning

and coordination activities for the Atlanta Region with respect to the Regional Transit Committee.

Air Quality

- *State Conformity Rule and Georgia Department of Natural Resources Transportation Conformity Manual, 2010*

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

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

E. Planning Process Update

The transportation planning process in the Atlanta Region has continually adapted to address major issues and challenges on the federal, state and local levels. In February 2020, ARC finalized the development of the transportation element of *The Atlanta Region's Plan* – a 2050 Regional Transportation Plan and a FY 2020-2025 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.

Beginning in 2016, FHWA and FTA released a number of draft and final rules governing metropolitan transportation planning and the performance management framework enshrined in MAP-21 and continued by the FAST Act. All major rules applicable to the metropolitan transportation planning process were finalized in 2017. ARC has currently met all target setting and reporting requirements.

F. 2020 ARC Work Activities

The Atlanta Regional Commission annual work program, *Strategy 2021*, was adopted in December 2020. This work program details the following elements for the Center for Livable Communities:

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

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

Element 6 (see Appendix 1) – ARC transportation work activities for calendar 2021 are detailed in Element 6 of *Strategy 2021*. The goal of this element is to improve transportation facilities and services in the region through an integrated process that meets the federal transportation and air quality requirements. This element provides a comprehensive approach to transportation planning, incorporating land use, development and environmental concerns into transportation planning decision making and establishing linkages encouraged in the metropolitan planning process. Transportation subelements of Element 6 include:

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

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

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

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

2A – Comprehensive Planning & Review - Provides coordination of regional and local planning efforts. ARC conducts reviews of local comprehensive plans and

Developments of Regional Impact (DRIs). Such coordination with the local governments in the region enables ARC to stay abreast of activities within each local jurisdiction related to transportation planning issues and help ensure that these are adequately considered and coordinated through the transportation planning process.

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

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

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

Appendix 3A contains a cross reference of ARC cost centers as shown on each subelement in Appendices 1 and 2 to the ten metropolitan planning factors as defined in FAST Act. **Appendix 3B** contains a cross reference of these cost centers to a breakdown of federal, state and local funding budgeted to accomplish the ARC transportation work program for 2021.

Appendix 4 contains the ARC adopting resolution for the "*2021 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*:**

6A - Regional Planning ……... 4

6B - Program Implementation & Partner Services ….. 7

6C- Travel Demand Model Development & Support…10

6D - Performance Analysis & Monitoring ……12

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The element and subelements in this appendix reflect the transportation work activities of the ARC for calendar 2021**.**

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 ten 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
2021 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

- Conduct a major amendment to the TIP in early 2021, incorporating remaining recommendations from the 2019 TIP Project Solicitation process.
- Respond to the COVID-19 pandemic by reassessing regional travel impacts, including the expanded use of remote-working as a regional TDM strategy.
- Modernize planning project database software tools, which have not been updated since 2010.
- Support the implementation of the TSMO/ITS plan, including the placement of up to 1,000 connected vehicle radios in traffic signals.
- Begin a major regional freight plan, a safety action plan, and a household travel survey.
- Support regional transit expansion initiatives through technical support and assistance with communication of plan strategies.

2021 WORK PROGRAM HIGHLIGHTS

- During the first quarter of 2021, complete a major TIP amendment to incorporate the remaining recommendations of the 2019 TIP solicitation.
- Pursue an Equity Stakeholder Community Focus Groups Initiative to better understand the needs of transportation disadvantaged groups. ARC will conduct direct outreach to equity populations to build relationships and have more direct understanding of community concerns.
- Begin work activities to conduct a Household Travel Survey. ARC, in partnership with GDOT and other stakeholders, will conduct the major regional travel survey. The outcomes of this initiative will be used to inform regional planning and model development.
- Prepare a Regional Safety Action Plan. Upon the completion of consultant selection in 2020, ARC will begin the study to improve safety conditions in the Atlanta region. Planning activities will include a variety of technical analysis and outreach activities. Emphasis will be placed on transportation disadvantaged communities that experience significant issues with safety.
- Begin a Regional Freight and Goods Movement Plan Update. ARC, in close coordination with regional partners, will conduct a major update to the regional freight plan. The last major update of the freight plan was completed in 2008, with a minor update completed in 2016.
- Host – in partnership with Georgia DOT – a major technology summit (ConnectATL) to assess the impact of evolving technology on the regional transportation network.
- 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.
- Effectively manage transportation committees such as the Transportation Coordinating Committee, Transportation & Air Quality Committee, and other subcommittees and task forces.
- Work in close coordination with the ATL Authority to assess if updates are needed to the Regional Transit Vision (Concept 3).
- Identify priority segments and connections needed for advancing regional trail system development.

2021 WORK PROGRAM TITLES

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

2020 ACCOMPLISHMENTS

- Successfully completed the 2020 RTP update.
- Completed a major project solicitation for the TIP.
- Completed major studies and plans, including the Chattahoochee RiverLands study, TSMO/ITS Architecture plan, and trip brokerage assessment.
- 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.
- Recalibrated the Activity Based Model (ABM) to reflect the latest socioeconomic information.

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 was completed and adopted in February 2020. In 2021, ARC will conduct periodic amendments and administrative modifications to the RTP/TIP, including additional TIP phases from the 2019 TIP solicitation (see also *Subelement 6B – Program Implementation and Partner Services*). The 2050 RTP constitutes the transportation element of *The Atlanta Region's Plan* and meets all federal planning requirements.

ARC will collaborate with the Georgia Department of Transportation (GDOT) and the State Road and Tollway Authority, local governments, transit operators, and other stakeholder agencies throughout the planning process. ARC will continue facilitating regional transit planning (capacity expansion, project programming, TAM target setting and reporting), in coordination with the Atlanta-Region Transit Link Authority (ATL) and all other transit operators. Regular coordination with GDOT, Gainesville Hall MPO, Cartersville Bartow MPO, transit operators and other stakeholders on responding to federal rulemaking and reporting requirements on transportation performance targets. Monitor and serve as a technical resource for federal, state, regional and local initiatives on transportation legislation and funding alternatives.

2021 will be an important year for expanding ARC's transportation planning in several focus areas, including Connected Vehicle and ITS planning; travel demand management planning; responding to the COVID-19 impacts on travel behavior; working with equity populations; and setting the groundwork for the next RTP update. Activities in which consulting assistance may be required are also reflected in Subelement 6E. In all activities, both the short-term and long-term impacts of the COVID-19 pandemic on regional travel patterns and characteristics will be a fundamental consideration.

DELIVERABLES

- Begin work activities for the next update to the long-range regional transportation plan, required to be adopted by 2024.

- Continue administration and oversight of the County Transportation Plan (CTP) Program.

See also *Subelement 6E – County Transportation Plan (CTP) Program*.

- Continue administration and oversight of the Freight Cluster Area Planning Program. See also *Subelement 6E – Freight Cluster Area Planning Program*.

- Continue administration and oversight of the Regional Transportation Planning Study Program. See also *Subelement 6E – Regional Transportation Planning Study Program*.

- Begin work activities for a major update to the Regional Freight and Goods Movement Plan. See also *Subelement 6E – Regional Freight and Goods Movement Plan Update*.

- Continue administration and oversight of special transit studies for communities. See also *Subelement 6E – Spalding County Transit Feasibility Study* and *Subelement 6E – Newton County Transit Feasibility Study*.

- Continue development of Regional Safety Action Plan. See also *Subelement 6E – Regional Safety Action Plan*.

- Coordinate with the ATL Authority on regional transit planning such as the Atlanta Regional Transit Plan (ARTP) and any needed updates to the Concept 3 regional transit vision. Provide support and collaborate with the ATL Authority on non-ARC sponsored transit feasibility/planning studies being conducted by local governments. Continue on-going HST planning and implementation through enhanced demand-response service coordination, and mobility as a service/technology advancements. Continue coordination of MAP-21 Transit Asset Management target setting, data aggregation, and national reporting. See also *Subelement 6E – Regional Human Services Transportation Plan*.

- Begin facilitating a Regional Transportation Operations Group to continue the on-going collaboration between the operations and planning disciplines, to help advance the Regional Strategic Action Plan and on-going updates to the Regional ITS Architecture.

- Support the development of an update to the TDM plan, including the impacts of increased remote working from the COVID-19 pandemic.

- Plan for regionally-significant greenway trails, including data research, document production, and community assistance as requested. Coordinate with the Community Development Group as needed for local trail planning. Facilitate Regional Trails Roundtable meetings as an agency advisory group.

- Continue updating bicycle and pedestrian planning methods, including discovery and implementation of more precise safety risk and mitigation analyses, refinement of

complete streets policies and strategies, and enhancement of overall technical support for local governments.

- Establish a multi-year program for regional transportation resiliency planning.

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 Atlanta-Region Transit Link Authority (ATL), the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 106ALR Long Range Planning
- 106ALT Long Range Transit Planning
- 106AAQ Air Quality Planning
- 106AAT 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 2020 through 2025 and was adopted in February 2020.

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 2021, Sub-Element 6B will focus on: (1) programming the TIP in accordance with the most recent federal rules and regulations; (2) accelerated TIP project delivery; and (3) implementing efforts to educate and engage local sponsors, planning partners, and the general public on the TIP process..

DELIVERABLES

- Conduct periodic amendments and administrative modifications to the RTP/TIP, including the inclusion of remaining projects from the 2019 TIP solicitation.

- Produce quarterly reports on project delivery rates for STBG-Urban, TAP, CMAQ, and Highway Infrastructure – Urban projects programmed in the current TIP and shared on the DASH performance data dashboard.

- Enhance RTP/TIP accounting, tracking, reporting, and customer service capabilities through the development of a new platform to replace the existing PLANIT database. See also *Subelement 6E – Project Database (PlanIt) Modernization and Redesign*.

- Begin major update of project selection policy and evaluation procedures for TIP project

selection.

- Support the implementation of livability programs through coordination with the ARC Community Development Group and state agencies, including programming and project development activities associated with the LCI program. This effort will also include a reassessment and refinement of the overall LCI program.

- Update the *TIP/RTP Blueprint* to reflect current policies and procedures.

- Conduct semi-annual training and information session on TIP programming and planning/scoping studies contract management for staff from local governments, GDOT, CIDs, consultants, and other members of the general public.

- Incorporate the Transit Program of Projects (POP) into the TIP when updated by the ATL Authority.

- Complete transition of the administration of the FTA grants for the Center for Pan Asian Community Services, Inc. to the ATL Authority. See also *Subelement 6E – CPACS 5307 JARC Grant* and *Subelement 6E – CPACS CARES Act Funding Grant*.

- Continue managing regional Remix transit planning software license. See also *Subelement 6E – Regional Remix Transit Planning Software License*.

- Support Fulton County's expansion of public transportation services for seniors through their Mobility Options for Senior Transport (MOST) program with the utilization of transportation network companies. ARC currently acts as the direct recipient of federal transit funds. See also *Subelement 6E – Fulton County HSCR Mobility Grant*.

- Coordinate with the Community Development Group and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.

- Conduct an annual Regional Transportation Technology Summit (ConnectATL), depending on COVID-19 conditions, in 2021. See also *Subelement 6E - ConnectATL*.

- Coordinate with and support the activities of GDOT and other partner agencies to begin implementation of DSRC/C-V2X connected vehicle radio equipment at up to 1,000 intersections within the region.

PARTNERSHIPS

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

COST CENTERS

- 106BSR – Program Implementation
- 106BST – Program Implementation – Transit
- 106BLG Partner Assistance
- 106BGT Partner Assistance - Transit

ELEMENT 6 – TRANSPORTATION ACCESS AND MOBILITY

6C – TRAVEL DEMAND MODEL DEVELOPMENT & SUPPORT

PURPOSE

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

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

DELIVERABLES

- Continue implementation of the recommendations from the peer review of the Activity-Based Model (ABM), as part of USDOT's Travel Model Improvement Program (TMIP). These activities will focus on the continued enhancement of the ABM, including calibration, validation, adjusted procedures to assess managed lanes and value pricing, and streamlining model run times and efficiencies.

- Finalize work program and begin implementation activities for the Regional Household Travel Survey, including coordination with regional partners. See also *Subelement 6E – Regional Household Travel Survey*.

- Pursue development of an on-call fee for service for regional partners to assist in conducting special-purpose modeling.

- Continue work activities to incorporate the transit on-board survey into the model.

- Continue work to integrate the activity-based model with dynamic traffic assignment.

- Maintain, update and pursue innovative enhancements of the Regional Activity-Based (ABM) Travel Demand Model via model calibration and validation. Integrate with other model update efforts, e.g., land use model, air quality model, etc. See also *Subelement 6E – Activity Based Model Support and Development* and *Subelement 6E – Land Use Model Development.*

- Continue the interdisciplinary education of the modeling staff; conduct one-on-one model training. Continue to provide technical support and ABM training to planning partners and stakeholders.

- Conduct quarterly meetings of the Model Users Group.

- Continue to participate in the multi-year AMPO Consolidated Travel Model Software Platform Development & Enhancement project, to develop a common modeling platform for the MPO Partners – SANDAG, MTC, PSRC, SFCTA, SEMCOG, Oregon DOT, Minneapolis Met Council, and ARC.

PARTNERSHIPS

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

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

COST CENTERS

- 106CDM Model Development & Support
- 106CDT Model Development & Support – Transit
- 106CSP Special Purpose Modeling Services
- 006CMS ABM Model Support and Development

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. ARC staff will implement performance planning provisions, including tracking performance and reporting. This supports the FAST Act performance measurements requirements, the Atlanta Region's transportation planning program, air quality planning, performance based planning and programming, TDM analysis, and TIP/RTP update activities. This work program also includes providing technical assistance to local governments on travel demand and emissions modeling. The continued maintenance of the Congestion Management Process (CMP) is important in also meeting federal planning requirements. Consultant assistance will continue to be required in the areas of tool enhancement, development and data collection.

DELIVERABLES

- Update the CMAQ tool to incorporate the latest emission and trip factors for a variety of project types. ARC maintains a tool that assesses the air quality and congestion impacts of projects. This tool is used in project evaluation and is critical to assessing projects. Several enhancements will occur in the next update, including a review of the latest assumptions in calculating benefits. ($64,000 federal, $16,000 local) – PL funding.

- Continue to research and update the latest project evaluation methodologies, emphasizing projects considered for inclusion to the plan as part of the TIP project solicitation.

- Monitor targets and report performance in accordance with federal rulemaking and develop processes to track and report on transportation system performance monitoring over time using DASH.

- Refine project evaluation procedures and tools, building upon "real world" data methodologies, including the FHWA developed NPMRDS 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.

- Improve evaluation procedures for active mode and transit projects, including procedures to evaluate transit projects via the VISUM model and the activity-based model (ABM).

- Emphasize improvements in the reporting and accuracy of crash data by working with all other relevant state agencies. Work with the Traffic Incident Management Enhancement Task Force to refine the measurement of clearance times using INRIX Analytics data.

- As part of the Congestion Management Process, continue to refine analysis networks, explore new data, tools and methodologies, and assess conditions in support of the next plan update scheduled in 2024.

- Initiate the regional needs assessment for the next Regional Transportation Plan update which must be completed by early 2024.

- Continue to gather and analyze public feedback on Ladders of Opportunity and incorporate into updated ETA analyses.

PARTNERSHIPS

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

COST CENTERS

- 106DCM Performance Analysis
- 106DCT Performance Analysis - Transit

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6E - SPECIAL STUDIES

PURPOSE

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

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

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

DELIVERABLES

Special Studies - ARC-Led

- Activity Based Model (ABM) Support and Development - ARC will maintain, update and pursue innovative enhancement of the Regional Travel Demand Model via dynamic model calibration and validation, complete deployment of the Activity Based Model (ABM) and continue to integrate with other model update efforts. A major emphasis area in 2021 is the integration of transit on-board survey results into the model and the continued assessment of procedures to update managed lane modeling procedures and other processes redesign efforts to speed model run times. See also *Subelement 6C.* ($440,000 federal; $110,000 local) – Previously authorized STBG Funding.

- Land Use Model Development - ARC will maintain and enhance a land use model. The tasks of model design and development requires reviews and manipulation of detailed sets of new economic and property data into the model structure, additional coding emerging from variation model design, and model calibration. Emphasis in 2021 will

include incorporation of Pike County into the zonal structures to the census tract level and refinement of forecasts for 2050. See also *Subelement 6C*. ($100,000 federal; $25,000 local) – STBGP funding.

- Project Database (PlanIt) Modernization and Redesign – ARC will utilize consultant recommendations to modernize the PlanIt project programming database. The existing transportation project database is based on a design and software configuration from approximately a decade ago. This project will move the system to a modern database configuration, including enhanced capabilities to allow improved on-line search and data management functions for external customers. See also *Subelement 6B*. ($100,000 federal, $25,000 local) – PL Funding.

- Equity Stakeholder Community Focus Group Initiative -To support regional planning efforts and the ongoing development of the RTP, ARC will emphasize direct interactions and conversations with equity populations in 2021. Likely strategies will include the establishment of focus groups as well as connections to other ARC-led studies, such as the update to the TDM plan and efforts outlined in Subelement 6A. To implement the recommendations of the community engagement plan, focused outreach will occur with environmental justice and Title VI communities to better understand needs and improvements for these areas. This initiative will devote resources to reaching traditionally underserved communities and seek focused input on plan development activities. See also *Subelement 6F*. ($100,000 federal, $25,000 local) – PL Funding under *Subelement 6F*.

- Regional Safety Action Plan – Upon the completion of consultant selection in 2020, ARC will begin the study to improve safety conditions in the Atlanta region. Planning activities will include a variety of technical analysis and outreach activities. Emphasis will be placed on transportation disadvantaged communities that experience significant issues with safety. See also *Subelement 6A*. ($400,000 federal, $100,000 local) Previously authorized STBG Funding.

- Regional Freight and Goods Movement Plan Update – ARC, in close coordination with regional partners, will conduct a major update to the regional freight plan. The last major update of the freight plan was completed in 2008, with a minor update completed in 2016. Since 2008, freight has increased significantly in the Atlanta Region and forms one of the foundations of the regional economy. Freight and goods movement have also become a foundation of federal transportation planning and is a state emphasis area in both planning and project selection. This plan update will be conducted over a multi-year period and include a major data element for the procurement of the latest goods movement data and a detailed analysis of regional needs. Close coordination will occur between the ARC and GDOT so that recommendations are consistent with the State Freight Plan. See also *Subelement 6A*. ($1,200,000 federal, $300,000 local) – STBG funding.

- Regional Household Travel Survey – ARC, in partnership with GDOT and other stakeholders, will conduct a major regional travel survey. The outcomes of this initiative will be used to inform regional planning and model development. With the changes in travel behavior from increased teleworking, major issues are expected in using prior assumptions for travel in planning and modeling. For the regional household travel survey, ARC and GDOT are cooperating and coordinating via a USDOT / FHWA pooled funding effort, see https://www.pooledfund.org/Details/Solicitation/1466. This NextGen NHTS local add-on option will allow ARC to leverage its investment (and achieve economies of scale) with other States and MPO partners. There will be two components, a traditional household travel survey, and an origin-destination passively collected dataset. For the traditional household travel survey component, the cost per complete ranges from $260-$275 per complete, depending on how many surveys are purchased. For a sample size of about 1 out of 200 households, ARC will need 10,000 to 12,000 complete surveys. This will be supplemented with a passively collected origin-destination dataset, which will feature a larger sample size at $25 to $30 per data point. Careful considerations will be given to pre-pandemic vs. post-pandemic travel behavior data collection. See also *Subelement 6C*. ($1,400,000 federal, $350,000 local) – STBG funding.

- Regional Remix Transit Planning Software License – Remix is a web-based transit planning software used for transit project development and evaluation. ARC has provided licensing fees for a year in advance through May 2021. The contract will migrate over to ATL after the 2020-2021 contract has ended. See also *Subelement 6B*. ($25,000 local)

- ConnectATL - Conduct an annual Regional Transportation Technology Summit, depending on COVID-19 conditions, in 2021. See also *Subelement 6B*.

- Regional Human Services Transportation Plan Update – The current HST plan focuses on the transportation options available to frequently underserved populations, such as individuals with low incomes, individuals with disabilities, individuals with limited English proficiency, and older adults. ARC will update the HST by completing a new travel needs assessment for underserved populations, through enhanced and contextualized community outreach, and recommend plans and policies for deploying and coordinating technology for real-time travel planning. The HST plan will also integrate and formalize the recommendations from the recently completed Regional Paratransit Coordination study, conducted by ARC. The HST plan update will also serve to implement Initiative 7 (Enhance Transit Operations) and Initiative 8 (Advance Mobility as A Service), of the recently adopted 2020 Regional TSMO Strategic Action Plan. See also *Subelement 6A*. ($800,000 federal, $200,000 local) – STBG and Section 5307 funding.

Special Studies – ARC Facilitated

- County Transportation Plan (CTP) Program – The CTP program was established to ensure the transportation infrastructure has a positive impact on strengthening our economy and communities at both the local and regional levels. It accomplishes this by providing financial assistance for counties and their constituent municipalities to develop joint long-range transportation plans. These plans, while focused on local issues and needs, also serve as the foundation for updates to the RTP/TIP. ARC will continue to participate in several ongoing updates to existing plans. See also *Subelement 6A.*

- 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. See also *Subelement 6A.*

- Regional Transportation Planning Study Program – The Regional Transportation Planning Study Program was established to assist local governments and Community Improvement Districts in the development of transportation plans, corridor studies, and feasibility studies that support the goals and objectives of the Atlanta Region's Plan. The purpose of these studies is to develop project concepts that improve safety, mobility, and access to all roadway users, while also preparing them for advancement to scoping and/or PE phases in future TIP project solicitations. See also *Subelement 6A.*

- Spalding County Transit Feasibility Study – ARC will act as the FTA 5307 direct recipient for Spalding County in a transit feasibility study. ARC will subcontract with the county. The county will directly manage all the study activities. This study will assess the feasibility of transit services in the community and recommend potential next steps. See also *Subelement 6A.*

- Newton County Transit Feasibility Study – ARC will act as the FTA 5307 direct recipient for Newton County in a transit feasibility study. ARC will subcontract with the county. The county will directly manage all the study activities. This study will assess the feasibility of transit services in the community and recommend potential next steps. See also *Subelement 6A.*

- CPACS 5307 JARC Grant – ARC will support the Center for Pan Asian Community Services, Inc. for maintenance and expansion of their transportation shuttle service to employment and job training, marketing and outreach and transportation educations for low-income, limited English proficient residents of DeKalb County, including the City of Clarkson. ARC currently acts as the direct recipient for federal transit funds. It is

anticipated that the ATL Authority will assume responsibility as the direct recipient for transit operating and capital funds for CPACS in 2021. See also *Subelement 6B.*

- CPACS CARES Act Funding Grant - ARC will support the Center for Pan Asian Community Services, Inc. for maintenance and expansion of their transportation shuttle service to employment and job training, marketing and outreach and transportation educations for low-income, limited English proficient residents of DeKalb County, including the City of Clarkson through the federal CARES Act. It is anticipated that the ATL Authority will assume responsibility of this grant in 2021. See also *Subelement 6B.*

- Fulton County HSCR Mobility Grant - ARC will support Fulton County's expansion of public transportation services for seniors through their Mobility Options for Senior Transport (MOST) program with the utilization of transportation network companies. ARC currently acts as the direct recipient of federal transit funds. See also *Subelement 6B.*

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), Atlanta-Region Transit Link Authority (ATL), The Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 806ECP County Transportation Plan (CTP) Program
- 906ECP County Transportation Plan (CTP) Program
- 006ECP County Transportation Plan (CTP) Program
- 106ECP County Transportation Plan (CTP) Program
- 906EGM GAMPO Financial Management
- 806ERR Regional Remix License
- 906EST Spalding County Section 5307 Transit Feasibility Study
- 006ENT Newton County Section 5307 Transit Feasibility Study
- 806ETS Regional Transportation Planning Study Program

- 906ETS Regional Transportation Planning Study Program
- 006ETS Regional Transportation Planning Study Program
- 106ETS Regional Transportation Planning Study Program
- 106EHS Regional Household Travel Survey
- 006CMS ABM Support and Development
- 006ELM Land Use Model Development
- 106ELM Land Use Model Development
- 006ESA Regional Safety Action Plan
- 106EFP Regional Freight and Goods Movement Plan Update
- 106EHP Regional Human Services Transportation Plan Update
- 906EFL FTA Section 5307 Capital (CPACS)
- 906EFO FTA Section 5307 Operations (CPACS)
- 006EFC FTA CARES Act Capital (CPACS)
- 006EFX FTA CARES Act Operations (CPACS)
- 006ESS Fulton County HSCR Mobility Grant
- 906ETC Connect ATL

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6F – ADMINISTRATION & SUPPORT

PURPOSE

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

Transportation Community Engagement – In 2021, ARC will increase its emphasis in working with equity populations, including environmental justice and Title VI communities. Through work with the Transportation Equity Advisory Group and stakeholders, a series of equity focus groups will be conducted along with other community discussions.

ARC's Regional Community Engagement Plan, updated in 2019 will guide all engagement efforts. Community Engagement is an integral part of the transportation planning process as defined in FAST Act. 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), including ConnectATL. An ongoing focus will continue to be informing stakeholders and the general public on the transportation planning process, soliciting their feedback and input, expanding these audiences including those individuals traditionally underserved, as well as maintaining an active, staff-level speakers bureau.

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

Consulting assistance may be required for some tasks, as appropriate.

Administration – During 2021, an emphasis area will be working closer with direct communication with equity populations in the Atlanta region. Other emphasis will be placed on the completion of the region's project solicitation. These projects will require extensive administrative oversight.

This overall work program task will carry out the general coordination, administrative and management tasks essential to maintain the 20-county Atlanta Transportation Management Area**.** These activities are structured by federal regulations, most notably the transportation

reauthorization bill, professional planning standards, and an ethic of collaborative decision-making. Specific activities include regular support to the formal transportation planning process, and management and coordination of Unified Planning Work Program activities. This work task also encompasses information management both to the public and ARC's planning partners.

DELIVERABLES

Transportation Community Engagement

- An Equity Stakeholder Community Focus Groups Initiative will occur to better understand the needs of transportation disadvantaged groups. ARC will conduct direct outreach to equity populations. Specific desired outcomes include better understanding the needs of these communities. This focus group initiative may evolve into a multi-year initiative. This will be determined based on an assessment upon completion of the first year. See also *Subelement 6E – Equity Stakeholder Community Focus Group Initiative*. ($100,000 federal, $25,000 local) – PL Funding.

- Expand external partnerships and facilitate engagement with groups focused on community engagement, advocacy, and outreach in the region, including focuses on transportation and transit.

- Enhance social equity outreach through equity and environmental justice analysis and research, including periodic meetings of the Transportation Equity Advisory Group.

- Enhance the transportation interactive, community-based website for input into the planning process and distribution of transportation planning information.

- Monitor and access the *Regional Community Engagement Plan* to reflect agency evolution, federal transportation policy and best state of practice, including updating modular guidebooks as needed.

- Continue on-going evaluation and implementation of public involvement techniques to remain on the leading edge of community involvement and planning.

Program Administration & Maintenance

- Manage the 2021 Unified Planning Work Program and develop the 2022 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.

- Facilitate and support committees, subcommittees, task forces, etc., associated with the ARC Transportation Access & Mobility Division and Mobility Services Group work scopes as detailed in the UPWP.

- Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.

- Initiate comprehensive update of all planning agreements with partner agencies, including adjacent Metropolitan Planning Organizations, adjacent Regional Commissions, Limited Membership Counties for MPO Planning Purposes, transit operators, and regional/state agencies. Completion of some agreements may extend past 2021 in order to incorporate changes to 2020 Census urbanized area and MPO planning areas.

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 Atlanta-Region Transit Link Authority (ATL), the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

COST CENTERS

- 106FAM Program Support & Administration
- 106FAT Program Support & Administration - Transit
- 106FPI Community Engagement
- 106FPT Community Engagement - Transit

APPENDIX 2
OTHER SUPPORTING ARC WORK ACTIVITIES

Appendix 2, Page

Subelements:

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1B Geospatial Technology & Analysis 3
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The subelements in this appendix reflect the work activities to be performed in calendar 2021 by other groups the ARC in support of the Transportation Access & Mobility Group.

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

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

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ELEMENT 1 - RESEARCH & ANALYTICS

1A - ESTIMATES AND FORECASTS

PURPOSE

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

The data and analyses the group 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 2021, the group will work on refining estimation procedures, exploring additional platforms for land use modeling, and coordinating with the transport modeling teams to ensure even better model set integration.

DELIVERABLES

- Take a lead regional role in the processing and analysis of 2020 Census count data, including redistricting and summary file 1 datasets; develop access engines (including data dashboards) and visualizations of key variables.
- Using new methodologies and baseline data from the new Census count, develop major jurisdiction-level estimates of population as of April 1, 2021 for the Region, its counties, and the City of Atlanta. Provide 2021 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 and standardized parcel and zoning data) as benchmarks to forecasting and input to economic development and workforce planning efforts. Acquire base file and produce small-area 2020 Employment estimates
- 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, analyze as needed, and enhance the adopted regional and small-area Series 16 forecast; use the PECAS spatial economic allocation model in policy scenario analysis;

continue collection of most current regional and small-area data in preparation for updating forecasts.

- Continually explore and track acquisition of outside data series (from third-party vendors) across divisions and department to identify new opportunities to drive policy debate and leverage effective application of data in existing policy discussions.
- Serve as the go-to regional resource for demographic and economic analysis by updating existing *Regional Snapshot* reports and producing other custom analyses. Maintain and update the 33 Degrees North blog (and other social media outlets) with those and other products, including weekly posts and special features. Produce *33 Degrees North*-e-newsletters. Integrate elements of blog post data with the Open Data Portal and What's Next website.
- Address specific data needs related to the COVID-19 pandemic, to include data gathering; custom models, analyses and presentations, and on-demand response to local member government information requests.
- Continue to refine existing strategies for marketing and performing fee-for-service work to external clients; analysis "tools" involve REMI and third-party data products.

PARTNERSHIPS

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

COST CENTERS

- 101AA Estimates & Forecasts
- 101AT Estimates & Forecasts – Transit

ELEMENT 1– RESEARCH & ANALYTICS

1B – GEOSPATIAL TECHNOLOGY AND ANALYSIS

PURPOSE

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

DELIVERABLES

- Refine innovative new tools to store, manipulate, disseminate and display data, such as maintaining the Spatial Database Engine (SDE) enterprise data management system, enhancing our state-of-the-practice Open Data Portal (including the COVID-19 Data Hub), and developing complex geospatial automations through Esri ModelBuilder and Python scripting.
- Support, in partnership with the Georgia Association of Regional Commissions (GARC), of the Federal Highway Administration's MAP-21 program. Assist GARC, acting as subcontractor to the Information Technology Outreach Services (ITOS) and Georgia Department of Transportation (GDOT) contract, in providing management of, and technical development for, the validation and verification of statewide street attributes.
- Collect, maintain, enhance, and/or develop digital inventories of key regional infrastructure, including up-to-date city boundaries, community facilities, annexations, community improvement districts, planning studies and the vast amount of local government spatial data necessary for the development of regional planning, forecasting and modeling efforts (REMI, PECAS, etc.).
- Continue working with Neighborhood Nexus to seed the technologies used in providing custom insights to clients.
- Update LandPro, a key element of spatial data that feeds our modeling work.
- Collaborate with key stakeholders for shared learning; position ARC as a go-to resource for spatial data and application development, including continued outreach efforts through the Atlanta Region Geospatial Community.

- Maintain and enhance online spatial products related to COVID-19, with the goal of tracking and analyzing the pandemic, as well as inventorying, assessing, and informing regional and local government response.
- Continue partnering with the Georgia Geospatial Information Office, especially with COVID-related data requests from statewide partners.
- Support agency-wide technology and analysis goals through research, testing and application of new technologies including geospatial hardware, software and processes as well as installation and support of Esri software.

PARTNERSHIPS

Atlanta Region Geospatial Community, GeoTAC (*Georgia* Geospatial Technical Advisory Committee, formerly *GISCC*), the Georgia Association of Regional Commissions, Georgia Department of Community Affairs, Georgia Geospatial Information Office and local governments.

COST CENTERS

- 101BA GIS Administration
- 101BE GIS Enterprise
- 101BT GIS Transportation
- 101BS GIS Transit

ELEMENT 2 – COMMUNITY DEVELOPMENT

2A – REGIONAL COMPREHENSIVE PLANNING

PURPOSE

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

ARC is required to provide assistance to local governments to complete their Comprehensive Plans, if requested, under DCA rules for the Georgia Planning Act. ARC has completed plans for numerous municipalities and counties within the Atlanta region and will work with six local governments in 2021 to complete their Comprehensive Plan

ARC undertakes regional planning responsibilities for many issues including coordination with local governments, economic development coordination, resource planning, historic preservation, housing issues and arts/culture. ARC has undertaken a quarterly Regional Housing Forum event since 2003 with a group of partner organizations. ARC also convenes a quarterly regional housing task force meeting that includes housing authorities and planning officials. In 2019, ARC completed the creation of a regional housing strategy intended to help cities and counties understand local housing challenges as well as identify strategies that could help them overcome those challenges. In, 2020, ARC developed a Regional Housing Forecast that illustrates the need of housing in communities. In 2021, ARC will work with individual cities and counties to implement the Regional Housing Strategy with the addition of the Regional Housing Forecast.

The Regional Resource Plan was updated in 2019. ARC has undertaken activities to provide new resources and assistance to local governments to further goals in the Resource Plan including strategies for managing development in rural areas, protection of historic resources and acquiring greenspace. ARC has undertaken an annual regional forum focused on historic preservation. ARC will continue to undertake implementation of the Regional Resource Plan in 2021.

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.

- Continue implementation activities for the updated 2019 Regional Resource Plan.
- Continue to conduct Regional Housing Forums and Regional Housing Task Force convenings in support of the implementation of the Regional Housing Strategy
- Undertake implementation of the Regional Housing Strategy.
- Conduct Area Plan Reviews (APR).
- Conduct the Community Planning Academy
- Coordinate as necessary on historic preservation forums and issues.

PARTNERSHIPS

This sub-element will be coordinated with local government officials, partner organizations, other Regional Commissions, staff from ARC's Research and Analytics, Natural Resources, Transportation Access and Mobility, Aging and Independence, and Workforce Solutions, and the Georgia Department of Community Affairs.

COST CENTERS

- 102AHS Housing Strategy & Implementation
- 102ARC Review and Comment
- 102ART Review and Comment
- 102ARP DCA- Regional Planning
- 202ARP DCA- Regional Planning

ELEMENT 2 – COMMUNITY DEVELOPMENT

2B –REGIONAL PLAN IMPLEMENTATOIN

PURPOSE

This subelement provides for maintenance of metro Atlanta's Regional Plan. ARC develops the Regional Plan under Georgia DCA rules adopted in 2017 to promulgate the 1989 Georgia Planning Act. ARC as the Regional Commission completes a Regional Development Plan and ensures the plan is coordinated with the Regional Transportation Plan (RTP) as well as local government planning activities.

The ARC Board adopted The Atlanta Region's Plan in February of 2016. The Plan includes a series of implementation activities contained within a 5-year work program. ARC also outlines and evaluates annually how the agency and local governments have undertaken implementation. ARC adopted an update to the Atlanta Region's Plan in 2020 along with creation of a 5-year program to guide implementation activities. In 2018 ARC launched a new technical assistance program for municipalities and non-profits called the Community Development Assistance Program (CDAP) and will continue to work with communities in 2021. This technical assistance program provides local implementation the policies and goals identified in the Atlanta Region's Plan.

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

ARC provides administrative and staff support to a transit-oriented development (TOD) collaborative known as the TransFormation Alliance to improve the capacity for MARTA rail stations to accommodate new growth and support equitable TOD as a driver of economic prosperity. The TransFormation Alliance includes a variety of nonprofit organizations as members.

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.
- Update the Atlanta Region's Plan as per DCA requirements.
- Support RTP process and development of forecasts.
- Provide technical assistance through the Community Development Assistance Program (CDAP).
- Track local government greenspace and preservation activities including GIS data.
- Continue to support implementation of the TransFormation Alliance's program goals and work program.
- Support the creation of a sustainable regional food system by supporting local governments through local food plans and partnering with external agencies to fund implementation.
- Lead activities and provide administrative support for the LUCC.
- Provide staff and administrative support for CRC.

PARTNERSHIPS

This sub-element will be coordinated with local government officials, ARC staff in Transportation and Mobility, Natural Resources, CRC members and the LUCC participants.

COST CENTERS

- 102BAP CD Technical Assistance Program
- 102BPL Regional Development Plan Implementation
- 102BTP Land Use and Transportation Planning Coordination
- 102BTT Land Use and Transit Planning Coordination
- 102BTA 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 $1,800,000 for planning studies and has committed $600 million of transportation project funds through between 2000-2050 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 127 communities and an additional 151 supplemental studies have been awarded to LCI communities to help implement their plans.

The LCI program is one of the primary mechanisms in the region to undertake Transit Oriented Development (TOD) planning. Master plans for 36 of the 38 MARTA stations have been prepared through the LCI program. Through fiscal year 2020, $157 Million has been spent on 74 LCI projects that provide transit enhancement or bicycle and pedestrian access to transit rail stations or bus stops (including MARTA, CobbLinc and Gwinnett County Transit). ARC also coordinates extensively with MARTA, local governments and other partner organizations to conduct TOD planning.

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

Since the beginning of the program, $245 million in LCI transportation project funding has been distributed to 116 transportation projects in 63 LCI communities.

DELIVERABLES

- Continue the renewed LCI program focused on supporting existing and future transit investment and existing town centers.

- Solicit project ideas through a combined LCI and CDAP call for projects.
- Continue to solicit LCI project ideas and fund projects that closely align with new priorities.
- Continue to provide implementation support including planning and regulatory assistance as well as funding transportation projects in LCI communities.
- Track completed LCI transportation projects, new developments, and supportive local actions.

PARTNERSHIPS

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

COST CENTERS

- 002CAS Livable Centers Initiative (Subgrants)
- 102CAT Livable Centers Initiative (Program Management)
- 102CAS Livable Centers Initiative (Subgrants)

ELEMENT 5 – MOBILITY SERVICES

5A – TRANSPORTATION DEMAND MANAGEMENT (TDM)

PURPOSE

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

DELIVERABLES

- Management of the Georgia Commute Options (GCO) Program and its associated commuter incentives programs.
- Update/maintain TDM information for commuters, employers, property managers and schools, including tools and resources related to COVID-19 transitions.
- Update regional marketing, public relations and advertising campaigns for the GCO Program.
- Provide messaging and marketing materials for non-SOV modal based programs to encourage the use of these modes.
- Launch Low-wage Worker Pilot Programming.
- Research and implement "Distinctive Employer Programs" that will guide site-specific programming for employers within "distinctive" settings (e.g., universities, hospitals, warehouse/distribution centers, hospitality, retail)
- Update videos on rideshare/trip planning technology and commuter messages.
- Update messaging and visuals to support incentives participation.
- Update messaging for the redesigned Guaranteed Ride Home program.
- Launch new Carpool GasCard Incentive program in Agile Mile.
- Oversee Incentive program analysis and process improvement.
- Provide mapping and data analysis products as requested by TMAs and GCO.
- Establish GCO Software Integration Plan document.
- Evaluation of the redesigned Guaranteed Ride Home program.
- Employer Transportation Coordinator (ETC) survey and results analysis report
- Modal Promotion results reports (as needed).
- Regional Commuter Survey: Survey Methodology Report
- Provide trainings on the Georgia Commute Options platform to stakeholders.

- Establish APIs between Agile Mile and ATLRides to ensure that Georgia Commute Options ride-matching platform has a strong presence in the new IMI Grant Trip Planner Tool.
- Reprogram the Agile Mile trip planner to use ATL Rides once the platform is completed in 2021.
- Update and maintain TDM Dashboard monthly.
- Coordinate regional communications for TDM-based construction mitigation strategies.
- Administration of the Transportation Management Association TDM service contracts.
- Provide marketing and communications materials and assistance to the Transportation Management Associations for modal promotions and other initiatives.
- Management of the TDM Coordinating Committee (TDMCC; Advisory Committee) for the region to provide research, resources and support for the regional TDM program.
- Participation on national and international working committees to drive the conversations on TDM strategies, mobility data standards, marketing, outreach and incentives programming.
- Complete the 2nd and 3rd phases of the Regional TDM Plan Update.
- Implement Mobility on Demand (Microtransit) technology for CPACS shuttles and implement a trip exchange that will allow CPACS to share Human Service Trips with Gwinnett County Transit in real-time. This project will also explore integrating microtransit with Agile Mile for those who are using it for commuting purposes.

PARTNERSHIPS

The success of the TDM program requires the Mobility Services Group to work closely with Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), the State Road and Tollway Authority (SRTA), Atlanta-Region Transit Link Authority (The ATL), Georgia Environmental Protection Division (EPD), regional Transportation Management Associations, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Center For Pan-Asian Community Services, ARC leadership, transit providers, transportation services vendors, educational institutions, the national Association for Commuter Transportation (ACT), transportation services consultants, federal, state and local public health agencies, and a wide spectrum of business, environmental, civic, and citizen interest groups.

COST CENTERS

- 005AGC Georgia Commute Options Program
- 005ACC Regional Transportation Demand Management (TDM)
- 005AES Employer Services Program
- 005ATP Regional TDM Plan Update

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;
8 - Emphasize the preservation of the existing transportation system.
9 - Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water runoff impacts of surface transportation; and
10 - Enhance Travel and Tourism.

Subelement - Title - Applicable Cost Center(s)	Metropolitan Planning Factor									
	1	2	3	4	5	6	7	8	9	10
Element 1: Research & Analytics										
1A - Estimates & Forecasts - 101AA ,101AT	X			X		X	X			
1B - Geospatial Technology & Analysis - 101BT, 101BS						X	X	X	X	X
Element 2: Community Development										
2A - Comprehensive Planning & Review - 102ARC, 102ART	X			X	X	X	X	X	X	X
2B - Regional Plan Implementation - 102BPL, 102BTP, 102BTT	X			X	X	X	X	X	X	X
2C- Livable Centers Initiative- 102CAT, 002CAS, 102CAS	X	X		X	X	X	X	X	X	X
Element 5: Mobility Services										
5A - Transportation Demand Management - 005ACC, 005AES, 005AGC	X	X		X	X	X	X	X		X
Element 6: Transportation Access & Mobility										
6A - Regional Planning - 106ALR, 106 ALT, 106AAQ, 106AAT	X	X	X	X	X	X	X	X	X	X
6B - Implementation & Partner Services - 106BSR, 106BST, 106BLG, 106BGT	X	X	X	X	X	X	X	X	X	X
6C- Travel Demand Model Development & Support- 106CDM, 106CDT	X	X	X	X	X	X	X	X		X
6D - Performance Analysis & Monitoring - 106DCM, 106DCT				X	X	X	X			
6E - Special Studies - 106ECP, 006ECP, 806ECP, 906ECP, 806ETS, 906ETS, 006ETS, 106ETS, 006CMS, 006ELM, 806ERR, 906EFL, 906EFO, 906EST, 006ESA,006ENT,006EFC, 006EFX, 006ESS, 106EFP, 106EHS, 106EHP	X				X	X	X		X	
6F - Administration & Support - 106FAM, 106FAT, 106FPI, 106FPT	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													
106ALR	6A	$ 777,906							$ 194,477				$ 972,383
106ALT	6A		$ 408,811				$ 51,101			$ 51,101			$ 511,013
106AAQ	6A	$ 75,721							$ 18,930				$ 94,651
106AAT	6A		$ 125,280				$ 15,660			$ 15,660			$ 156,600
106BSR	6B	$ 481,574							$ 120,393				$ 601,967
106BST	6B		$ 229,694				$ 28,712			$ 28,712			$ 287,118
106BLG	6B	$ 197,703							$ 49,426				$ 247,129
106BGT	6B		$ 164,054				$ 20,507			$ 20,507			$ 205,068
106CDM	6C	$ 421,831							$ 105,458				$ 527,289
106CDT	6C		$ 215,639				$ 26,955			$ 26,955			$ 269,549
006CMS	6C				$ 240,000						$ 60,000		$ 300,000
106DCM	6D	$ 325,990							$ 81,498				$ 407,488
106DCT	6D		$ 135,795				$ 16,974			$ 16,974			$ 169,743
806ECP	6E				$ 404,000			$ 101,000					$ 505,000
906ECP	6E				$ 1,360,000			$ 340,000					$ 1,700,000
006ECP	6E				$ 800,000			$ 200,000					$ 1,000,000
106ECP	6E				$ 480,000			$ 120,000					$ 600,000
906EFL	6E			$ 24,000				$ 6,000					$ 30,000
906EFO	6E			$ 132,235				$ 132,235					$ 264,470
106EFP	6E				$ 600,000						$ 150,000		$ 750,000
106EHP	6E				$ 320,000						$ 80,000		$ 400,000
106EHS	6E				$ 320,000						$ 80,000		$ 400,000
006ELM	6E				$ 100,000						$ 25,000		$ 125,000
006ENT	6E			$ 114,372				$ 28,593					$ 142,965
006ESA	6E				$ 240,000						$ 60,000		$ 300,000
006ESS	6E			$ 243,778				$ 121,922					$ 365,700
906EST	6E			$ 80,000				$ 20,000					$ 100,000
806ETS	6E				$ 120,000			$ 30,000					$ 150,000
006ETS	6E				$ 480,000			$ 120,000					$ 600,000
906ETS	6E				$ 500,000			$ 125,000					$ 625,000
106ETS	64				$ 360,000			$ 90,000					$ 450,000
106FAM	6F	$ 834,249							$ 208,562				$ 1,042,811
106FAT	6F		$ 158,905				$ 19,863			$ 19,863			$ 198,631
106FPI	6F	$ 244,426							$ 61,106				$ 305,532
106FPT	6F		$ 98,324				$ 12,291			$ 12,291			$ 122,906
Other ARC Functions Supporting the Transportation Division													
101AA	1A	$ 1,268,270							$ 317,067				$ 1,585,337
101AT	1A		$ 189,009				$ 23,627			$ 23,627			$ 236,263
101BT	1B	$ 817,214							$ 204,304				$ 1,021,518
101BS	1B		$ 199,302				$ 24,913			$ 24,913			$ 249,128
102ARC	2A	$ 208,314							$ 52,078				$ 260,392
102ART	2A		$ 99,479				$ 12,435			$ 12,435			$ 124,349
102BPL	2B	$ 721,322							$ 180,331				$ 901,653
102BTP	2B	$ 510,936							$ 127,734				$ 638,670
102BTT	2B		$ 243,467				$ 30,433			$ 30,433			$ 304,333
Total		$ 6,885,456	$ 2,267,759	$ 594,385	$ 6,324,000	$ -	$ 283,471	$ 1,434,750	$ 1,721,364	$ 283,471	$ 455,000	$ -	**$ 20,249,656**

Other Sources		
002CAS	2C	STP/LOCAL
102CAS	2C	STP/LOCAL
102CAT	2C	STP/LOCAL
005AES	5A	CMAQ
005ACC	5A	CMAQ
005AGC	5A	CMAQ
005ATP	5A	STP/ARC
006EFC	6E	CARES ACT
006EFX	6E	CARES ACT

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

APPENDIX 4

ARC Adoption of the 2021 UPWP - December 2, 2020 (PLANNED)

USDOT Approval – TBD

NOTE: ADOPTING RESOLUTION WILL BE ADDED WHEN FINAL REVIEW AND APPROVALS ARE RECEIVED ON DECEMBER 2, 2020

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APPENDIX 5
PROGRAMMED PLANNING ACTIVITIES & STUDIES

Appendix 5 contains a listing of planning activities and studies of ARC's planning partners; it includes the planning activities and studies that are currently underway and programmed planning activities for 2021. It reflects planning activities and studies that are programmed in the current Transportation Improvement Program using FHWA or FTA funds that have work occurring in 2021. 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 2021 should funding or staff support become available.

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Sponsor	Study/Plan	Programmed Year	Schedule for Completing Work	Deliverable/Brief Scope of Work	Federal Fund Source	Federal Funding Amount	State Funding	Local Funding Amount	Total Funding Amount
GDOT-Planning	Downtown Connector Planning Study	2015	December 2015-NTP; August 2021-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. While the main focus is on identifying practical, financially feasible solutions with demonstrated effectiveness and widespread stakeholder support, the study also aims to evaluate a wider array of ideas, ranging from small-scale operational improvements to very large-scale ideas. The study will seek input from multiple stakeholders	State Planning and Research (SPR)	$3,554,136	$888,534		$4,442,670
GDOT-Planning / Gwinnett County	I-85 Corridor Study between I-285 and I-985	2019	November 2019 NTP, December 2023 Conclusion of Work	GDOT and Gwinettet is undertaking the I-85 Corridor PEL study to explore, evaluate and document a wide rage of possible options for improving operations and reducing congestion along I-85 from I-285 to I-985. While the main focus is on identifying practical, financially feasible solutions with demonstrated effectiveness and widespread stakeholder support, the study also aims to evaluate a wider array of ideas, ranging from small-scale operational improvements to very large-scale ideas. The study will seek input from stakeholders such as ARC, City of Atlanta, MARTA, GRTA, SRTA, Fulton County, CIDs, and others. The Study will also incorporate Planning and Environmental Linkages incorporating the NEPA process throughout.	State Planning and Research (SPR) & Local	$ 4,000,000	$ 1,000,000	$ 5,000,000	$ 10,000,000
GDOT-Planning	I-985 at Thompson Mill Road Interchange Justification Report (IJR)	2020	NTP 9/11/2019, Conclusion of work 3/11/2021	Prepare an Interchange Justification Report (IJR) evaulating alternatives and documenting the need to build a new interchange at I-985 and Thompson Mill Road in Gwinnett County per the FHWA's Policy on Access to the Interstate System dated May 22, 2017.	N/A	$ -	$ -	$380,767	$380,767
Cobb (proposed)	CobbLinc TAMP Update	2021	Q3 2021 NTP; Q42022 Completion	The Transit Asset Management Plan (TAMP) update will provide planning services to update the 2018 TAMP as required every four years by FTA. The updates will include new vehicle purchases and completion of the fuel island and bus wash station project	FTA	$400,000	$0	$100,000	$500,000
Cobb (proposed)	Austell-South Cobb Transfer Center Scoping Study	2021	Q3 NTP; Q3 2022 Complete	The study will identify recommended elements, short-term design and long-term options for creating a transfer and multi-modal center in the Austell-South Cobb area of the County. Access to major employers, flex zone and fixed route service and other multi-modal connectivity will be considered. This effort will result in a concept report to feed into preliminary engineering for the project.	N/A	$0	$300,000	$0	$300,000
Gateway 85 CID	Gateway85 Community Improvement District's (CID) Freight Study.	2019	Existing Conditions Report – September 2018; Needs Assessment Report – December 2018; Recommendations Report – December 2019	The purpose of the study is to identify investments that improve travel conditions for truck and rail and the businesses that depend on or provide these services. The CID's freight planning team seeks to better understand the challenges, needs, and opportunities faced by our partners who move freight throughout the area. The study will result in recommendations to enhance overall mobility, improve infrastructure conditions and operations, reduce crashes, and support economic competitiveness in the area.	ARC STBG (LCI set aside)	$250,000	$62,500	$312,500	$625,000
Gwinnett County/GDOT	I-85 North - detailed study of the corridor between I-285 and I-985	2018	Study began August 2018 and continue through mid-2021	Interstate-85 from Interstate-285 to Interstate-985. The limits may vary depending on the consultant's recommendations.Description of Study: A comprehensive planning and design study for reducing congestion, improving operations and reducing crash frequency and severity along Interstate-85 from Interstate-285 to Interstate-985.	n/a	$ -	$5,000,000	10,000,000	$15,000,000
Henry	Henry County Comprehensive Transportation Plan: 2021 Update	FY 2021	Dec-21	Update Henry County's transportation plan. Develop a Henry County Trails Master Plan.	PL	$500,000	$0	$125,000	$625,000
Henry	Henry County Transit Master Plan	FY 2021	Sep-21	Develop a transit plan for Henry County.	FTA Section 5307	$520,000	$0	$130,000	$650,000