

# 2020 UPWP

## UNIFIED PLANNING WORK PROGRAM

for the  
**Atlanta  
Metropolitan  
Transportation  
Planning Area**



**ATLANTA REGIONAL COMMISSION**

[www.atlantaregional.org](http://www.atlantaregional.org)

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regional impact + local relevance

**2020 UPWP  
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FOR THE ATLANTA REGION**

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## **UNIFIED PLANNING WORK PROGRAM FOR THE ATLANTA REGION**

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

### **I. FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING**

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

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

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

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

#### **A. Metropolitan Planning Factors**

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

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

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

## **B. Planning Emphasis Areas (PEAs)**

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to MPOs and State DOTs encouraging them to give priority to the following emphasis areas in the UPWP and statewide planning and research programs for FY 2015: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities were carried forward unchanged into FY 2016 and FY 2017. No new direction has been provided under the new administration. In the absence of explicitly defined planning emphasis areas, ARC maintains that the original directives from 2014 still constitute important considerations in the metropolitan planning process and warrant carrying forward in the 2020 UPWP.

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

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

- **Regional Models of Cooperation:**

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

- **Ladders of Opportunity:**

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

### **C. Public Involvement**

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

#### **D. Transportation Plan**

The long range transportation plan must include the following:

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

#### **E. Transportation Improvement Program (TIP)**

The metropolitan TIP must include the following:

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

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

### **E. Transportation Management Area (TMA)**

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

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

### **F. Air Quality Conformity Process**

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

## **II. ARC OVERVIEW**

The Atlanta Regional Commission (ARC), which began in 1947 as the Metropolitan Planning Commission (MPC), was the first publicly funded multi-county planning agency in the U.S. As the state designated comprehensive planning agency for the Atlanta region, ARC coordinates planning efforts for ten member counties in the areas of aging, community services, environmental planning, governmental services, job training, land use and public facilities, as well as transportation planning. These roles are detailed below and the counties included in each role are detailed in Figure 1 on Page 6.



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

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

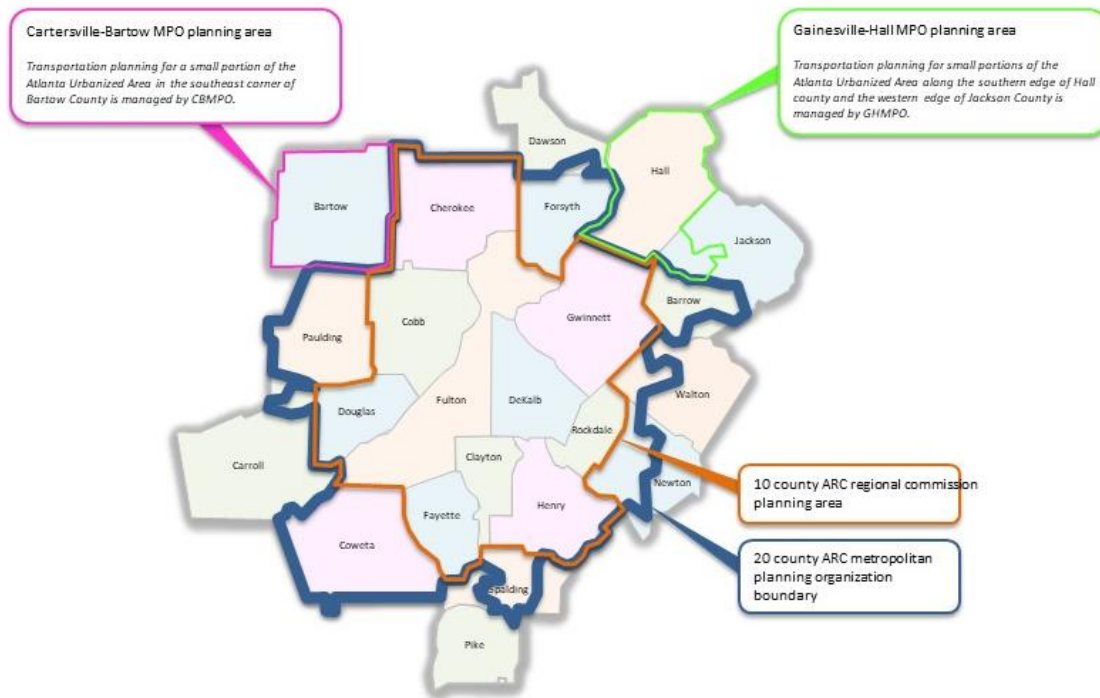
- **AAA** – Area Agency on Aging, a state designation, for a 10 county area.
- **ARWDB** – Atlanta Regional Workforce Development Board, for a 7 county area. ARC is the administrative agency.
- **UASI** – Atlanta Urban Area Security Initiative for the City of Atlanta and a 5 county area. ARC is the local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

### Figure 1: ARC Areas by Role

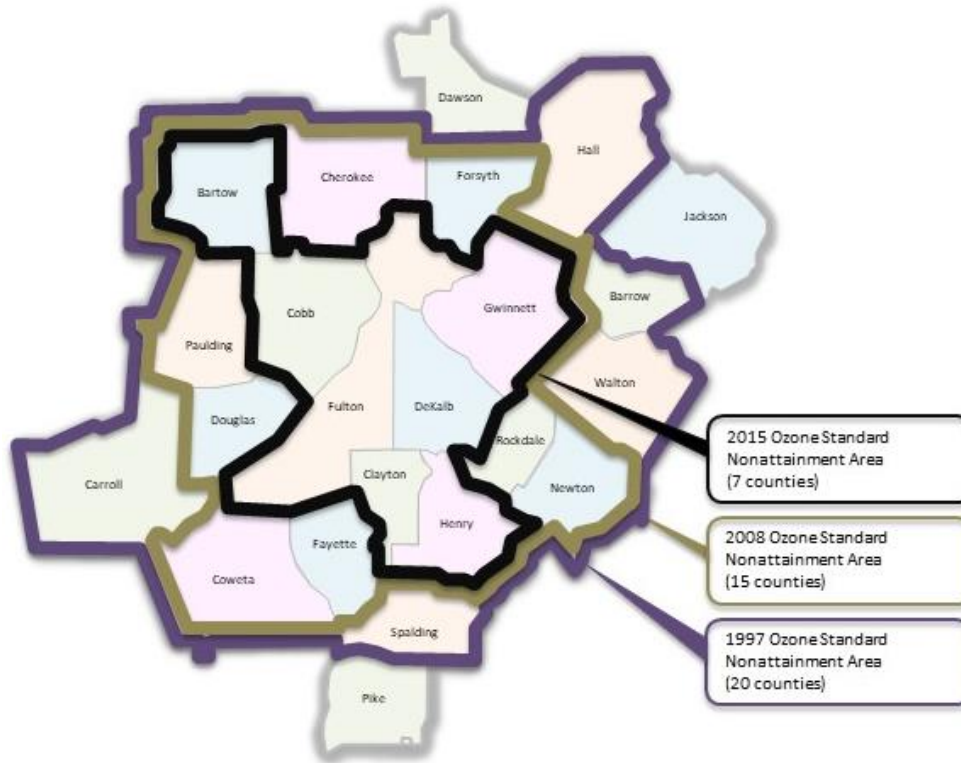
RESPONSIBLE PLANNING AGENCY		The Atlanta Urbanized Area Includes Portions of 23 Counties																							
		Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Fulton	Gwinnett	Henry	Rockdale	Bartow	Bartow	Carroll	Coweta	Dawson	Forsyth	Hall	Jackson	Newton	Paulding	Pike	Spalding	Walton	
	Regional Commission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

\* Not depicted on associated map

### Figure 2: Atlanta MPO Details



**Figure 3: Air Quality Analysis Boundaries**



**Table 1: Atlanta MPO Details**

<b>MPO</b>	ARC is the designated MPO for the Atlanta area, responsible for carrying out the federally required metropolitan transportation planning process.	20 counties- 13 whole, 7 partial, and the City of Atlanta
<b>Adjacent MPOs</b>	By formal agreements, the Cartersville-Bartow MPO conducts planning for the small area of the Atlanta Urbanized Area within Bartow County. The Gainesville Hall MPO conducts transportation planning for small areas of the Atlanta Urbanized Area within Hall and Jackson counties, while ARC provides similar services for a small area of the Gainesville Urbanized Area within Gwinnett County. Also by formal agreements, ARC will conduct the technical evaluation for conformity that supports the RTP and TIP developed by CBMPO.	2 adjacent MPOs
<b>Atlanta Nonattainment Area for Ozone</b>	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
<b>Atlanta Maintenance Area for Ozone</b>	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
<b>Atlanta Partial Orphan Maintenance Area for Ozone</b>	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**

### **1. 2010 Census Urbanized Area Designation**

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

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

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

- Metropolitan Planning Area (MPA)

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

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

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

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

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

## B. Atlanta Maintenance Areas

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

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

### 1. Atlanta Ozone Nonattainment Area

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

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

- 8-Hour Standard, 1997 – 20 counties

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

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.

○ **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.

**Atlanta Particulate Matter 2.5 Nonattainment Areas**

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

In late 2004, an Atlanta nonattainment area for particulate matter was designated which includes the 20 counties in the 8-hour ozone area under the 1997 standard plus small areas of Heard and Putnam Counties. Since 2005, ARC worked closely with the Gainesville-Hall MPO, and state and federal partners to develop processes to accomplish the required technical analysis for transportation plans and programs for the new nonattainment 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 PM<sub>2.5</sub> standard. Since the region is meeting a newer standard, while being in maintenance for an older 1997 standard, many requirements associated with the older standard will drop. As a result, ARC will no longer be required to demonstrate conformity to the PM<sub>2.5</sub> budgets for the 20 county (plus 2 partial county) nonattainment area. All counties will be considered in maintenance of the 1997 PM<sub>2.5</sub> standard.

## **2. Conformity Determination Process**

A federal conformity determination is required for all RTP/TIP updates and amendments within the nonattainment area. For the Atlanta nonattainment area, there are now 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**

Federal Conformity Determination	ARC Action	Regional Emissions Analysis Required?	Nonattainment Areas			1997 Standard – 22 counties
			OZONE			
			1997 Standard – 20 counties	2008 Standard – 15 counties	2015 Standard – 7 counties	
9/6/11	PLAN 2040 RTP and FY 2012-2017 TIP	Yes	Yes	N/A		Yes
12/14/12	TIP Amendment #1	Yes	Yes	Yes		Yes
---	TIP Amendment #2	No		N/A		N/A
9/23/13	TIP Amendment #3	No		Yes		Yes
4/30/14	PLAN 2040 RTP Update / FY 2014-2019 TIP	Yes		Yes		Yes
9/29/14	TIP Amendment #1	Yes		Yes		Yes
6/02/15	CDR Update for GHMPO	Yes		Yes		Yes
9/28/15	TIP Amendment #2	Yes		Yes		Yes
2/24/16	The Region’s Plan, 2040 RTP and FY 2016-2021 TIP	Yes		Yes		Yes
5/25/16	TIP Amendment #1	No		Yes		Yes
2/22/17	TIP Amendment #2	No		Yes		Yes
9/15/17	TIP Amendment #3	Yes		Yes		
2/28/2018	TIP Amendment #4	Yes		Yes		
6/27/2018	TIP Amendment #5	Yes	Yes*	Yes		
12/5/2018	TIP Amendment #6	No	Yes	Yes		
5/22/2019	TIP Amendment #7	Yes	Yes	Yes		
Anticipated March 2020	The Atlanta Region’s Plan, 2050 RTP and FY 2020-2025 TIP	Yes	Yes**	Yes	Yes	

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

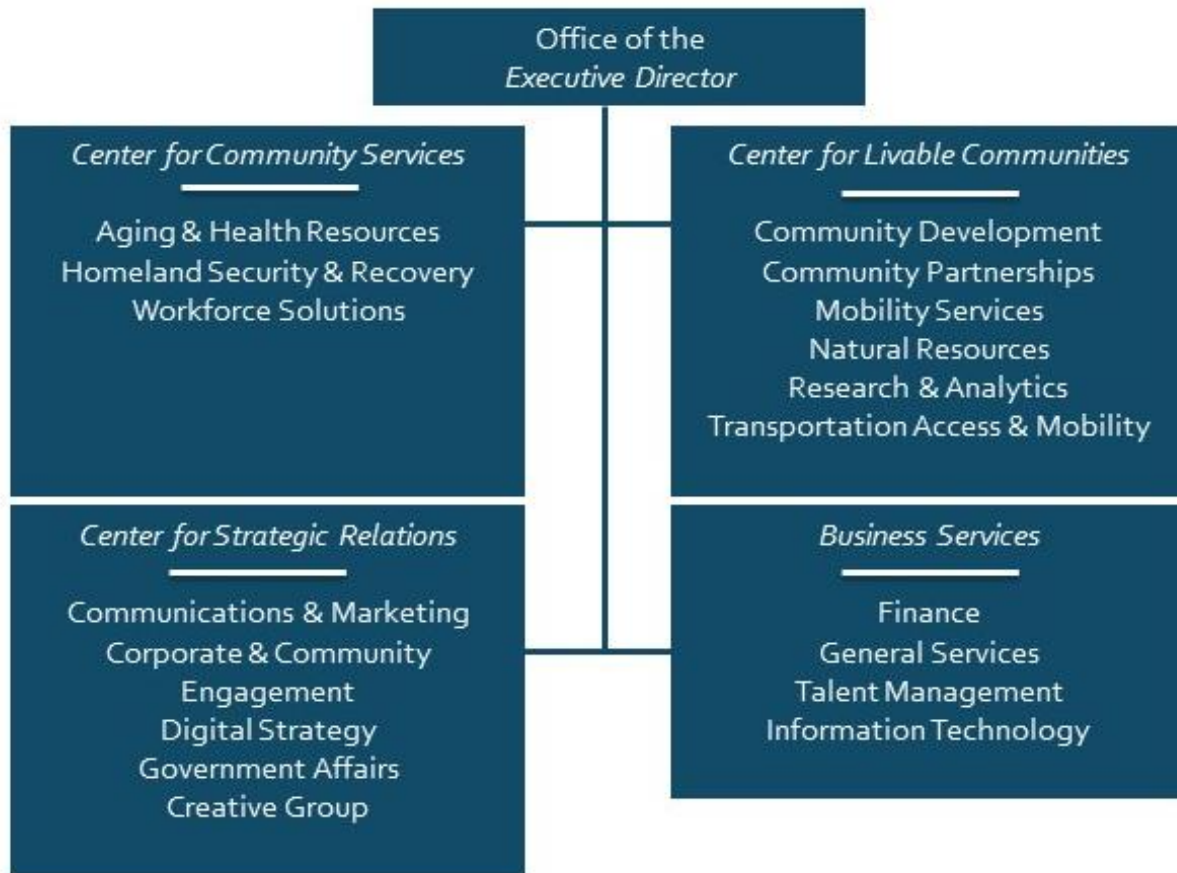
\*\* Pursuant to EPA’s November 2018 guidance on the South Coast II decision, 5 counties are now considered ‘partial orphan maintenance areas’ that require all components of the conformation process *except for emissions analysis*.

**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 Community Engagement Manager in the Center for Strategic Relationships will provide support agency-wide in the areas of community engagement, environmental justice, social equity.

**Figure 4: ARC Organizational Chart**



### D. ARC Transportation Access and Mobility Group Structure

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

**Figure 5: Transportation Access & Mobility Group Organizational Chart**



### **III. REGIONAL TRANSPORTATION PLANNING STRUCTURE**

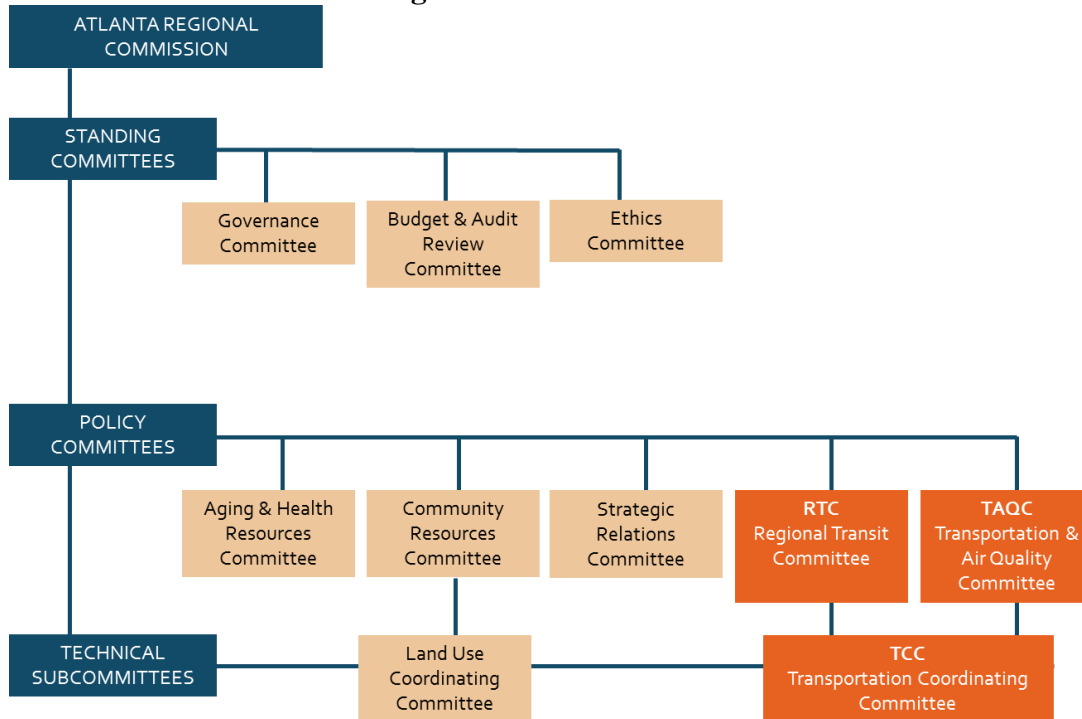
ARC collaborates with the region's local governments, the Georgia Department of Transportation, the Atlanta-region Transit Link Authority, the Georgia Regional Transportation Authority, the Metropolitan Atlanta Rapid Transit Authority, other regional transit providers, local governments, community improvement 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 (Fixing America's Surface Transportation) and the Clean Air Act Amendments of 1990 (CAAA). Together, these two pieces of legislation promote a transportation system that maximizes mobility and accessibility and promotes the protection of the human and natural environments. The metropolitan transportation planning process emphasizes the link between improved planning and better decisions and provides the tools for comprehensive planning, which incorporate land use, development, environmental, and transportation considerations.

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

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

**Figure 6: ARC Committee Structure**

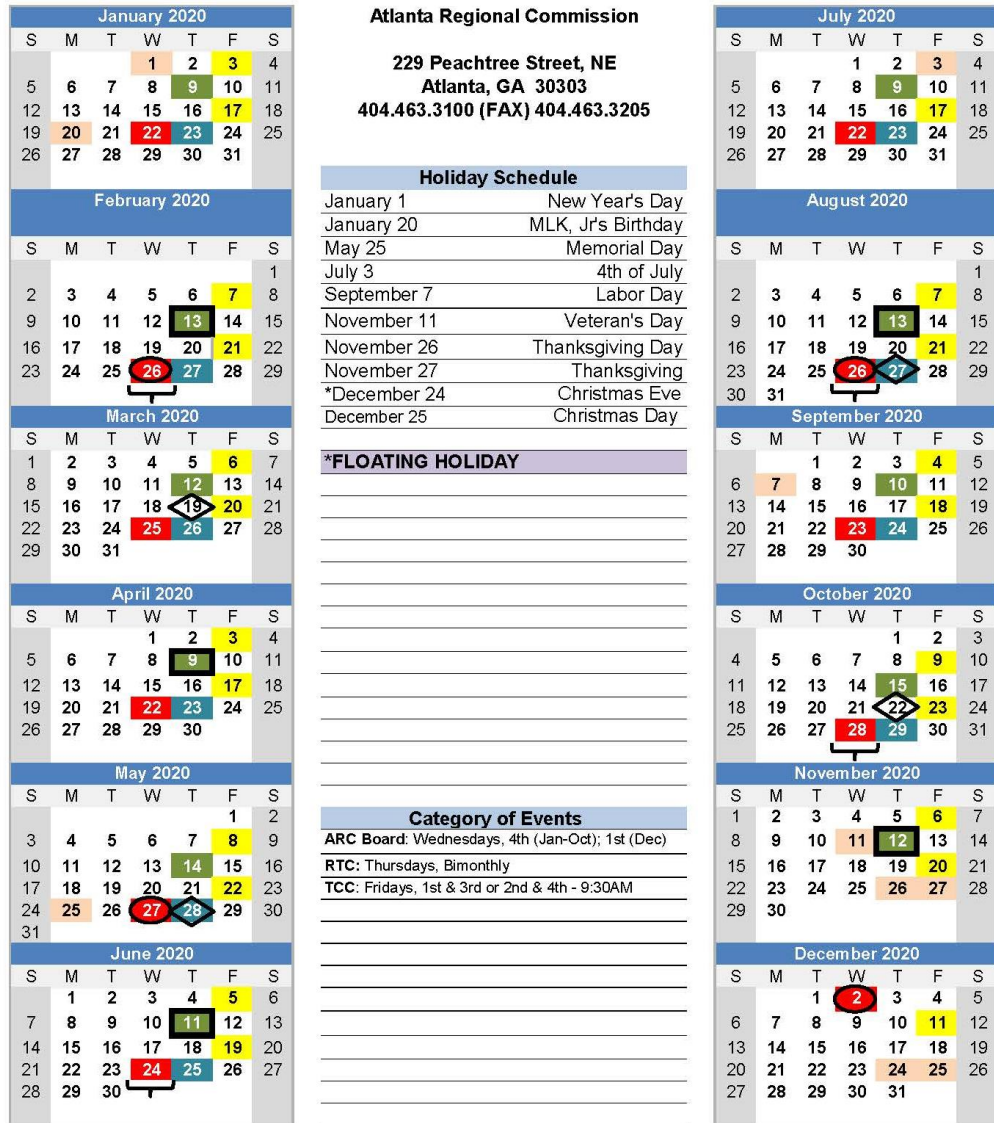


The 2020 schedule for meetings of the ARC Board, the Transportation & Air Quality Committee, the Regional Transit Committee and the Transportation Coordinating Committee is shown on the following page.

**A. Atlanta Regional Commission Board**

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

### Figure 7: ARC Meeting Schedule 2020



<p><span style="background-color: #f96; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Holiday - Office Closed</p> <p><span style="background-color: #f96; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Atlanta Regional Commission Board</p> <p><b>Committees:</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Aging &amp; Independence Services (AISC)</li> <li><span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Community Resources (CRC)</li> <li><span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Strategic Relations (SRC)</li> <li><span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Transportation &amp; Air Quality (TAQC)</li> <li><span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Regional Transit Committee (RTC)</li> <li><span style="background-color: #ffff00; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Transportation Coordinating Committee (TCC)</li> <li><span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Land Use Coordinating Committee (LUCC)</li> </ul>	<p><span style="border-top: 1px solid black; border-bottom: 1px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> Budget &amp; Audit (BARC)</p> <p><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Workforce Development Board</p>	<p><span style="border: 1px solid black; border-radius: 50%; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Water District Board</p>
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Last Updated: 11/4/19 v.1 -cmw/f

## B. Transportation and Air Quality Committee (TAQC)

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

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

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



In 2018, the State of Georgia defined a new transit governance entity called the Atlanta-region Transit Link (ATL) Authority. ARC will work with the ATL Board on an ongoing basis to determine the most appropriate way for the agency to be represented on TAQC and other committees.

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

- Categories 1 through 4: If the TAQC member is unable to participate in a meeting, they are encouraged to send a representative. The representative will not count towards the Committee’s quorum and cannot vote on TAQC action items.
- Categories 5, 6 and 7: Co-members may be designated at the discretion of the member’s organization, with only one vote per membership.

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

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

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

### **C. Regional Transit Committee (RTC)**

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

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

RTC meets bimonthly starting in February. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at [www.atlantaregional.org/rtc](http://www.atlantaregional.org/rtc).





#### D. Transportation Coordinating Committee (TCC)

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

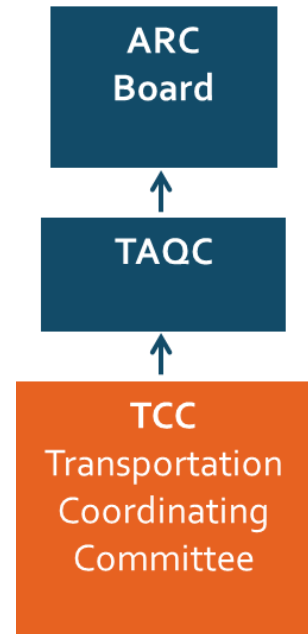
Representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), GDOT Intermodal, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and other municipalities in the region, interest groups and the general public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

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

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

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

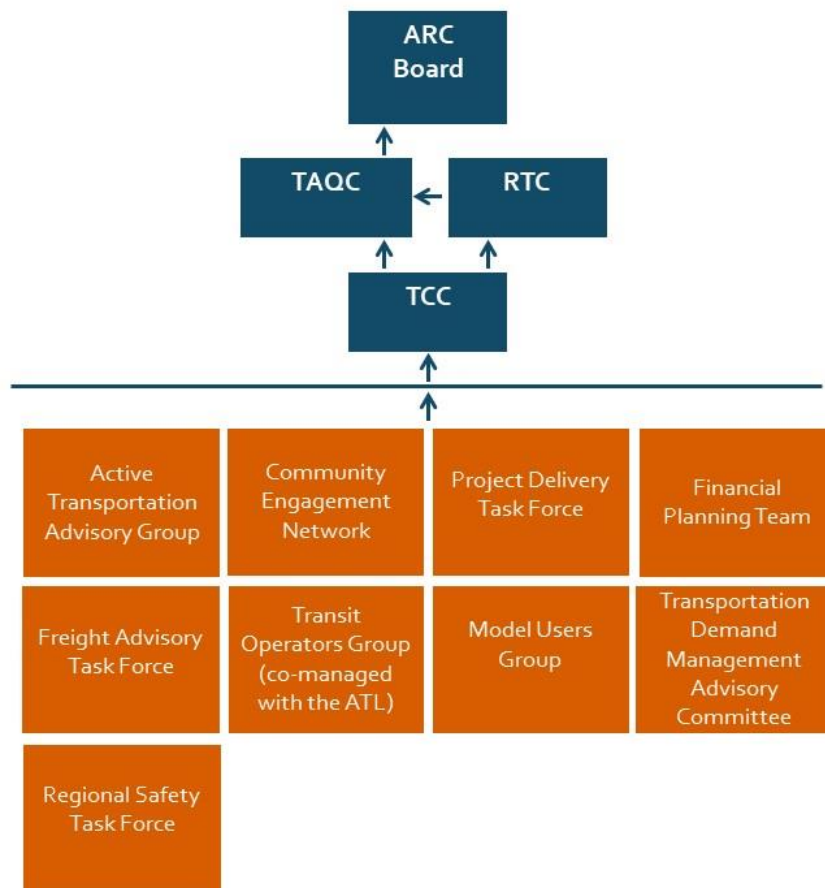
TCC typically meets twice monthly, except only once in December. The first TCC meeting of the month is a formal meeting; the second monthly meeting is a working session. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at [www.atlantaregional.org/tcc](http://www.atlantaregional.org/tcc).



**E. TCC Task Forces / Subcommittees**

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

**Figure 8: TCC Task Force and Subcommittee Structure**



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

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

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

- f. Model Users Group – In 1999, the Model Users Group (MUG) was formed as a subcommittee of the TCC to provide a forum to foster, develop and aid in coordinating the design and implementation of travel demand models among local governments. The group also serves as an advisory council in these matters and meets on a quarterly basis. Additional details can be found at [www.atlantaregional.com/mug](http://www.atlantaregional.com/mug).
- g. 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. Specifically call meetings are held when time sensitive issues arise.
- h. Transportation Demand Management (TDM) Advisory Committee - As called for in the TDM plan adopted in 2013; the TDM advisory committee will provide direct input into setting the region’s goals, policies, strategies and funding allocations for TDM, while also coordinating the overall messaging, marketing, and outreach. Committee membership will be comprised of the Georgia Department of Transportation and partners such as boards of health, employer representatives, GRTA/SRTA, regional transit providers and the Douglas County vanpool program. The TDM Advisory Committee would also include staff from related ARC programs, including workforce, transportation, and community development.
- i. Regional Safety Task Force- The Task Force will provide 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.
- i. Ad Hoc Subcommittees – During each year, additional ad hoc groups will be formed to support the transportation planning process as needed.

## **F. Other Applicable ARC or ARC-Facilitated Groups**

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

**Figure 9: ARC’s Transportation-Related Facilitated Groups**



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

- c. Agency Heads & Agency Directors – Formed in early 2008 to address the requirements of a December 2007 MOU on Transportation Project Prioritization between ARC, GDOT, GRTA/SRTA and MARTA, the Agency Heads and Directors (Executive Directors and Board Chairs of the four agencies) meet monthly to discuss transportation issues and coordinate activities.
  
- d. Long Range Regional Forecast Technical Advisory Group (TAG) – The TAG, comprised of volunteer academic and private sector professionals with technical expertise, assists ARC staff in the production of all regional control forecasts for the Atlanta Nonattainment Area as a whole. The small area forecasts derived using these controls directly support the development of regional transportation plans and associated air quality forecasts. Every three to four years, the TAG advises regarding inputs to the regional econometric model (from REMI, Inc.) used to produce the regional control forecasts. The TAG reviews results of the model calibration runs, reviews model output and suggests revisions, and endorses the final results for adoption.
  
- e. Interagency Consultation Group – The Clean Air Act requires intergovernmental consultation for the development and submittal of applicable State Implementation Plan revisions and before findings of conformity of transportation plans, programs and projects within the SIP, in airsheds designated as nonattainment. To fulfill this requirement, an Interagency Consultation Group facilitated by ARC, was established and meets on a monthly basis to discuss and resolve matters relative to air quality and transportation. Formal membership in this Group includes ARC, GDOT, GRTA, EPD, EPA, FHWA, FTA, MARTA, and ARC counties receiving federal transportation funding to provide transit services (Cobb, Douglas and Gwinnett). Additional agencies participate including the State Road & Tollway Authority (SRTA), the Gainesville-Hall MPO (GHMPO) and the Cartersville-Bartow MPO (CBMPO).

## **IV. REGIONAL PLANNING PROCESS**

### **A. General Process**

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

additional opportunity for public comment; therefore, to minimize this potential, ARC staff keeps committees and the Board involved throughout the planning process to address comments or concerns prior to the approval cycle.

## **B. Plans and Programs**

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

### **1. Atlanta Regional Transportation Plan (RTP)**

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

*The Atlanta Region’s Plan* RTP has been amended seven times since original adoption: once in 2016, twice in 2017, three times in 2018, and one time in 2019. (See [www.atlantaregionsplan.com](http://www.atlantaregionsplan.com).)

### **2. Atlanta Transportation Improvement Program (TIP)**

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

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

The 2016-2021 TIP was amended in 2016 and again in 2017. It was updated and extended to cover 2018-2023 in August 2017, a process which occurred concurrent TIP Amendment #3. The TIP has since been updated three times in 2018 and one time in 2019. Quarterly administrative modifications have also been made since the original TIP was adopted in Feb 2016. (See [www.atlantaregionsplan.com](http://www.atlantaregionsplan.com).)

### **3. Unified Planning Work Program (UPWP)**

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

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

### **C. Key Components of the Atlanta Region's Plan**

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



**Figure 10: Modal Planning Coordination**



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

**Table 3: ARC’s Current Plans and Studies**

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

**D. Formal Agreements**

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

- **Transportation Planning**
  - *Transportation Planning Coordination and Cooperation (Quad Party Agreement), 1/23/08* – Memorandum of Agreement between the Atlanta Regional Commission, the

Georgia Department of Transportation, the Georgia Regional Transportation Authority and the Metropolitan Atlanta Rapid Transit Authority. This was an update of a 1997 agreement to include GRTA.

- Quad Party Agreement Amendment, 12/2/09 – Revision adds roles and responsibilities for the four signatories with respect to the new Regional Transit Committee.
- Transportation Planning Coordination and Cooperation with Limited Member<sup>1</sup> Counties
  - Memorandum of Agreement between the Atlanta Regional Commission and -
    - Coweta County, 6/14/04
    - Forsyth County, 6/18/04
    - Paulding County, 5/11/04
  - Memorandum of Agreement between the Atlanta Regional Commission, Georgia Department of Transportation and
    - Barrow County, 3/31/05
    - Carroll County, in process
    - Dawson County, 5/7/15
    - Newton County, 3/31/05
    - Pike County, 7/27/15
    - Spalding County, 5/12/04
    - Walton County, 6/14/04
- Transportation Planning & Air Quality Planning Coordination - Portion of Atlanta Urbanized Area in Hall and Jackson Counties, and portion of Gainesville Urbanized Area in Forsyth and Gwinnett Counties, 6/4/14– Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall Metropolitan Planning 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-

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

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

- *Transportation Planning Coordination and Cooperation with Bartow County, 3/16/2016*– Memorandum of Agreement between the Atlanta Regional Commission, the Cartersville-Bartow MPO, Georgia Department of Transportation and the Georgia Environmental Protection Division for transportation planning coordination and cooperation in the Atlanta Nonattainment Areas. In this MOA, the Cartersville-Bartow MPO assumes responsibilities for the portions of the Atlanta urbanized area within Bartow County.
  
- **Transit Planning**
  - *Transit Planning Coordination and Cooperation, 2008* – Letters of Agreement referenced in the Quad Party Agreement, between the Atlanta Regional Commission and
    - Cherokee County Board of Commissioners (new Cherokee Area Transit System - CATS), 6/6/08.
    - Cobb County Board of Commissioners (CCT), 6/16/08
    - Douglas County Board of Commissioners (Douglas Vanpool), 10/21/08
    - Gwinnett County Board of Commissioners (Gwinnett Transit - GCT), 9/24/08.
  
  - *Regional Transit Planning Coordination and Cooperation, 2011* – ARC executed individual agreements with the City of Atlanta, Cherokee County, Cobb County, DeKalb County, Douglas County, Fulton County, Gwinnett County, Henry County, Rockdale County, GRTA, MARTA, and the Metro Atlanta Mayor’s Association, defining the roles and responsibilities of the ARC and the signatory in transit planning and coordination activities for the Atlanta Region with respect to the Regional Transit Committee.
  
- **Air Quality**
  - *State Conformity Rule and Georgia Department of Natural Resources Transportation Conformity Manual, 2010* - The Department of Natural Resources adopted this rule and manual which superseded the 1999 Interagency Transportation Conformity (SIP MOA) between the Atlanta Regional Commission, Georgia Department of Transportation, Environmental Protection Division, Metropolitan Atlanta Rapid Transit Authority, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency. With this action, any new agencies not previously covered by the conformity rule are automatically covered. This applies not only to existing nonattainment areas but also newly designated nonattainment areas.

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

## **E. Planning Process Update**

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

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

## **F. 2020 ARC Work Activities**

The Atlanta Regional Commission annual work program, *Strategy 2020*, was adopted in December 2019. 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 2020 are detailed in Element 6 of *Strategy 2020*. 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 2020.

**Appendix 4** contains the ARC adopting resolution for the “*2020 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.. 9**

**6D - Performance Analysis & Monitoring .....11**

**6E - Special Studies..... 13**

**6F - Administration & Support ..... 18**

The element and subelements in this appendix reflect the transportation work activities of the ARC for calendar 2020.

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  
2020 WORK PROGRAM**

**ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY**

**MISSION**

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

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

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

**GOALS**

- Prepare a draft update to the Regional Transportation Plan (RTP) which must be completed by February 2020.
- Modernize planning project database software tools, which have not been updated since 2013.
- Complete work activities for the Regional Transportation System Management and Operations (TSM&O) Vision and Regional ITS Architecture Update.
- Complete work activities for the Chattahoochee Corridor Plan.
- Respond to critical freight needs and deficiencies through outreach and jurisdiction support, including identification of the federally required urban freight network.
- Support regional transit expansion initiatives through technical support and assistance with communication of plan strategies.

### **2020 WORK PROGRAM HIGHLIGHTS**

- During the first quarter of 2020, complete the update of the Regional Transportation Plan, extending the planning horizon year to 2050 and meeting federal planning requirements.
- Complete the update to the Regional Transportation System Management and Operations (TSM&O) Vision and Regional ITS Architecture, including a major update to respond to connected and autonomous vehicle technologies.
- 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.
- Complete the Transit On-Board Transit Survey. In anticipation of multiple projects entering the federal new starts process in the coming years, ARC and regional partners will complete the transit on-board transit survey.
- Effectively manage transportation committees such as the Transportation Coordinating Committee, Transportation & Air Quality Committee, and other subcommittees and task forces.
- Conduct a Major Update to the Regional Transit Vision (Concept 3).

### **2020 WORK PROGRAM SUBELEMENTS**

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

### **2020 ACCOMPLISHMENTS**

- Successfully completed technical work activities to prepare a major RTP update for public review in November, including the analyses necessary to release a Conformity Determination Report (CDR).
- Began a major TIP solicitation, incorporating up to approximately \$450 million in STBG, TAP and CMAQ funds.
- Through the SHRP2 grant program, leveraged national experts and regional stakeholders to apply an exploratory scenario approach to long-range planning. Using national drivers of change as a foundation, the scenarios will set the groundwork for the next scheduled RTP update in 2020.
- Established a project prioritization framework that emphasizes federally required performance metrics and targets to assist with the development of future TIPs that align with strategic goals and federal, state, and regional standards.

- Reviewed and responded to new federal transportation rulemaking and reporting requirements. Coordinated with the Georgia Department of Transportation (GDOT), GRTA, SRTA, MARTA, other MPOs, and relevant stakeholders to develop responses to draft rules and begin implementation of final regulations.
- Successfully completed a regional truck parking study, identifying options to address truck parking needs for the region.
- Successfully completed a bicycle and safety action plan, emphasizing policies and procedures to ensure a safer network.
- Recalibrated the Activity Based Model (ABM) to reflect the latest 2015 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. Major updates of the RTP and TIP were completed and adopted in May 2019. The updated RTP constitutes the transportation element of *The Atlanta Region's Plan* and meets all federal planning requirements.

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

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

**DELIVERABLES**

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

- Coordinate with the Georgia Department of Transportation (GDOT), Gainesville Hall MPO, Cartersville Bartow MPO, transit operators and other stakeholders on responding to federal FAST Act rulemaking and reporting requirements on transportation performance targets.
- Continue execution of LCI program activities, including working with agency partners to update LCI program and project selection criteria, conducting project performance evaluation, and provide ongoing technical support.
- Continue integration of equitable transportation planning principles into the regional planning process and support the Transportation Equity Advisory Group (TEAG).
- Monitor and serve as a technical resource for federal, state, regional and local initiatives on transportation legislation and funding alternatives, including COVID-19 financial relief programs.
- Host multi-use trail and other workshops for communities; and fund scoping studies or RSAs (Roadway Safety Audits).
- Continue on-going work activities to update networks of roadways identified as regionally significant for commuter and freight traffic.
- Analyze changes in regulations for air quality and update planning partners on transportation related emissions and air quality analyses, including any related to COVID-19 travel reductions.
- Perform the necessary technical evaluations for conformity for the Atlanta Nonattainment Area for ozone in support of any updates or amendments of the Atlanta MPO, Gainesville MPO and Cartersville MPO RTPs and TIPs.
- Conduct a Regional Transportation Technology Summit (ConnectATL).
- Facilitate meetings of the Regional Transportation Technology Advisory Committee.
- Coordinate regional transportation resiliency policy development.

### **PARTNERSHIPS**

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

**COST CENTERS**

- 006ALR Long Range Planning
- 006ALT Long Range Transit Planning
- 006AAQ Air Quality Planning
- 006AAT 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 2023 and was amended in May 2019 in conjunction with an RTP Amendment. A new TIP is scheduled to be adopted in February 2020 and will cover the fiscal years 2020 to 2025.

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 2020, Sub-Element 6B will focus on: (1) programming the TIP in accordance with the most recent federal rules and regulations; (2) accelerated TIP project delivery; and (3) implement efforts to educate and engage local sponsors, planning partners, and the general public on the TIP process.

**DELIVERABLES**

- Carry out TIP amendments/administrative modifications to reflect the most up to date project phase schedules and cost estimates, including any shifts required due to COVID-19 related funding issues.
- Produce quarterly reports on project delivery rates for STBG-Urban, TAP, and CMAQ 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. Also see Subelement 6E.
- Improve automation and data quality of the environmental screening tool.



- 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* business rules to reflect current policies and procedures.
- Develop materials and informal training course to GDOT staff and local jurisdiction staff on TIP procedures.
- Administration and maintenance of the Regional Transportation Planning Study Program as referenced in Subelement 6E.
- Incorporate the Transit Program of Projects (POP) into the TIP when updated by the ATL Authority.
- The CMAQ evaluation tool will be updated to reflect the latest emissions factors and congestion relief metrics associated with transportation projects. This update is required to assist in developing metrics associated with FAST Act planning and reporting requirements.
- Coordinate with the Community Development Group and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.

## **PARTNERSHIPS**

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

## **COST CENTERS**

- 006BSR Program Implementation
- 006BST Program Implementation - Transit
- 006BLG Partner Assistance
- 006BGT 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.
- Conduct the transit on-board survey, including survey design and initial survey work. In anticipation of multiple projects entering the federal new starts process in the coming years, ARC and regional partners will conduct a transit on-board transit survey (see section 6E for additional details).
- SHRP2 Model Research- I-85 Bridge Collapse - ARC will use a SHRP2 Implementation Assistance Program grant to assess the multimodal impacts of the I-85 bridge collapse incident in 2017 (see section 6E for additional details).
  - Continue work to execute recommendations from prior SHRP2 grant that integrates roadway travel time reliability in the ARC transportation models, to better serve the Region. ARC was selected by FHWA to develop a Proof of Concept Pilot aimed at incorporating roadway travel time reliability in simulation and planning models,

- under Round 7 of the SHRP2 Implementation Assistance Program (SHRP2 L04). This is a logical continuation of the work already underway via our current SHRP2 C10 award, which consists in integrating our regional activity-based travel demand model with dynamic traffic assignment.
- ARC will use internal resources to focus on incorporating roadway travel time reliability into its multi-resolution modeling framework.
  - Continue work to integrate the activity-based model with dynamic traffic assignment.
  - Maintain, update and pursue innovative enhancements of the Regional Activity-Based (ABM) Travel Demand Model via model calibration and validation. Integrate with other model update efforts, e.g., land use model, air quality model, etc.
  - Continue the interdisciplinary education of the modeling staff; conduct one-on-one model training. Continue to provide technical support and ABM training to planning partners and stakeholders
  - Conduct quarterly meetings of the Model Users Group.
  - Continue to participate in the multi-year AMPO Consolidated Travel Model Software Platform Development & Enhancement project, to develop a common modeling platform for the MPO Partners – SANDAG, MTC, PSRC, SFCTA, SEMCOG and ARC.

### **PARTNERSHIPS**

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

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

### **COST CENTERS**

- 006CDM      Model Development & Support
- 006CDT      Model Development & Support – Transit
- 806CTS      On Board Transit Survey
- 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.

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

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

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

#### **DELIVERABLES**

- Successfully complete an evaluation of proposed plan projects using the latest evaluation methodologies, emphasizing projects considered for inclusion to the plan as part of the TIP project solicitation.
- Monitor targets and report performance in accordance with FAST Act rulemaking and develop processes to track and report on transportation system performance over time, including use of “real-time” data to monitor COVID-19 related travel behavior changes.
- Refine project evaluation procedures and tools, building upon “real world” data methodologies, including the FHWA developed HERE data, the INRIX Analytics data and implementation of state-of-the-practice tools and methodologies to evaluate the impacts of projects.

- Continue to improve the evaluation of management and operations (M&O) projects by using macro- and meso-level modeling software.
- Develop evaluation procedures for active mode and transit projects, including procedures to evaluate transit projects via VISSUM.
- Improve performance measurement by using the activity based model (ABM) and coding a transit network into a mesoscopic software to use in future project evaluations of transit and vehicle modes.
- Emphasize improvements in the reporting and accuracy of crash data by working with all other relevant state agencies. Work with the Traffic Incident Management Enhancement Task Force to refine the measurement of clearance times using INRIX Analytics data.
- As part of the Congestion Management Process, continue to refine analysis networks, explore new data, tools and methodologies, and assess conditions in support of the next plan update scheduled in 2020.
- Continue to gather and analyze public feedback on Ladders of Opportunity and incorporate into updated ETA analyses, including disparities in health and accessibility impacts across various population related to COVID-19.

### **PARTNERSHIPS**

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

### **COST CENTERS**

- 006DCM      Performance Analysis
- 006DCT      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 2020 is the reassessment of procedures to update managed lane modeling procedures and other processes redesign efforts to speed model run times. (\$260,000 federal; \$65,000 local)
- 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 2020 will include final zonal structures to the census tract level and development of forecasts for 2050. (\$100,000 federal; \$25,000 local)
- Project Database (PlanIt) Modernization and Redesign – The existing transportation project database is based on a design and software configuration from 2011. 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 (\$80,000 federal, \$20,000 local)

- Regional Plan Implementation Assistance – Regional Plan policy enhancements will be identified, including assistance with translating complex regional planning recommendations into communication strategies understandable to a layperson – including innovative visualization and graphical communication techniques. Other needs include assistance with the communication of technical analyses for plan concepts, implementation assistance in meeting federal and state planning requirements, and sharing information related to COVID-19’s impacts on transportation, agency revenues, and other regional planning considerations . (\$200,000 federal, \$50,000 local)
- Regional HST Paratransit Brokerage Study – This study will recommend strategies to more cost effectively deliver human services transportation paratransit trips. Desired outcomes of the study include implementing recommendations from the Human Services Transportation (HST) plan, including better serving trips across various jurisdictions with multiple transportation providers. A study team will be developed to provide input on the study and close coordination will occur with statewide initiatives evaluating paratransit issues. (\$320,000 federal, \$80,000 local)
- Regional Transportation Plan Community Engagement Implementation – To implement the recommendations of the community engagement plan, focused outreach will occur with environmental justice and Title VI communities to better understand needs and improvements for these areas. This initiative will devote resources to reaching traditionally underserved communities, particularly via virtual means in response to COVID-19 restrictions on traditional engagement methods, and seek focused input on plan development activities. (\$56,000 federal, \$14,000 local)
- Tri-State Megaregional Goods Movement Planning - ARC will partner with the Birmingham and Chattanooga MPOs – as well as TDOT – to conduct a corridor study of truck parking needs along the I-75 and I-20 corridors. TDOT is the lead on the project with FHWA acting as the federal funding partner. (\$5,000 local)
- GTFS and GTFS Real Time Coordination- ARC will develop capacity and workflows that facilitate the creation of uniform and standardized GTFS and GTFS-real time feeds for the region’s transit operators and to develop recommendations for the regional hosting of GTFS and GTFS real-time data.
- Regional Safety Action Plan – Based on the initial work of the Regional Safety Task Force in 2019, ARC will conduct planning to improve safety conditions in the Atlanta region. Planning activities will include including Walk & Bike Friendly Community Workshops, Roadway Safety Audits. Additional emphasis will be placed on transportation disadvantaged communities that experience significant issues with safety. (\$400,000 federal, \$100,000 local)
- SHRP2 Model Research- I-85 Bridge Collapse - ARC will use a SHPR2 Implementation Assistance Program grant to assess the multimodal impacts of the I-85 bridge collapse

incident in 2017 and mitigation responses on travel demand and transportation system performance. (\$125,000 federal grant)

- Regional Transportation System Management and Operations (TSM&O) Vision and Regional ITS Architecture Update – In preparation for the rapid advances occurring in technology that impact the region’s transportation infrastructure (traffic signals, connected vehicles, etc.), the ITS Architecture will be updated to reflect the latest industry evolution occurring around connected and autonomous vehicles. Per the August 2016 Peer Exchange with state and federal resource staff, the ITS Architecture will also be updated to incorporate a unified TSM&O vision to assist state and local partners with in identifying and coordinating ITS projects. Last updated in 2011, ARC, GDOT and other regional partners will develop a Regional Strategic Deployment Plan that will incorporate the latest advances in connected vehicle technologies (DSRC, cellular, 5G) and assess the communications framework necessary for implementing autonomous vehicles technologies. The system update will be closely coordinated with the overall State ITS vision. A two-year timeframe is anticipated. (\$500,000 federal, \$125,000 local)
- Transit On-Board Transit Survey – In anticipation of multiple projects entering the federal new starts process in the coming years, ARC and regional partners will conduct a transit on-board transit survey. This project will lead to travel demand model updates that reflect the latest travel characteristics for regional residents. Expected to be a two-year project, the survey will be conducted in 2019. The goal will be to collect 38,000 completed surveys. (\$1,400,000 federal, \$350,000 local)
- Chattahoochee River Greenway Study- ARC will lead an effort to reassess the region’s relationship to the Chattahoochee River and create a new vision for the river’s future that will raise public awareness, improve connections and access, and identify potential areas for protection or investment. The study will include both a greenway plan for the river corridor and a pilot project that will demonstrate detailed review and concept design. (\$1,200,000 federal; \$300,000 local)
- Regional Resiliency and Durability Project- This project aims to integrate the threats of extreme weather on transportation assets and users into the transportation planning and engineering process. The project seeks to accomplish this by integrating resilience and durability into ARC practices and by using ARC’s regional version of FHWA’s Vulnerability Assessment Framework to carry out a vulnerability and high-level risk assessment of the transportation system in the Atlanta region. (\$200,000 federal; \$50,000 local)
- Regional Remix Transit Planning Software License – Remix is a web-based transit planning software used for transit project development and evaluation. ARC, along with MARTA, Gwinnett County, Cobb County, and Henry County will enter into a regional licensing agreement with Remix for route planning, project evaluation, and regional coordination. (\$428,869 federal; \$107,217 local)



**Special Studies – ARC Facilitated**

- County Transportation Plan (CTP) Program – The CTP program was established to ensure the transportation infrastructure has a positive impact on strengthening our economy and communities at both the local and regional levels. It accomplishes this by providing financial assistance for counties and their constituent municipalities to develop joint long-range transportation plans. These plans, while focused on local issues and needs, also serve as the foundation for updates to the RTP/TIP. ARC will continue to participate in several ongoing updates to existing plans. ARC will directly lead project contract oversight for the Southern Fulton CTP and the DeKalb County CTP.
- Freight Cluster Area Planning Program – The Freight Cluster Area Planning Program was established to assist local jurisdictions with developing subarea plans in locations with the most significant freight activity to identify first mile and last mile projects to improve freight mobility in the region. These plans and projects serve as part of the foundation for updates to the RTP/TIP.
- Regional Transportation Planning Study Program – The Regional Transportation Planning Study Program was established to assist local governments and Community Improvement Districts in the development of transportation plans, corridor studies, and feasibility studies that support the goals and objectives of the Atlanta Region’s Plan. The purpose of these studies is to develop project concepts that improve safety, mobility, and access to all roadway users, while also preparing them for advancement to scoping and/or PE phases in future TIP project solicitations.
- 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.
- 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.
- CPACS 5307 JARC Grant – ARC will support the Center for Pan Asian Community Services, Inc. for maintenance and expansion of their transportation shuttle service to employment and job training, marketing and outreach and transportation educations for low-income, limited English proficient residents of DeKalb County, including the City of Clarkson. ARC currently acts as the direct recipient for federal transit funds. In the coming year, ARC will work with CPACS to identify an alternative direct recipient and operating plan.
- Fulton County HSCR Grant – ARC will support Fulton County with its efforts to expand and improve public transportation services for seniors in need of more responsive, less cumbersome mobility options by utilizing transportation network companies through FTA’s Human Services Coordination Research Grant opportunity.

## **PARTNERSHIPS**

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

## **COST CENTERS**

- 806ECP County Transportation Plan (CTP) Program
- 906ECP County Transportation Plan (CTP) Program
- 006ECP County Transportation Plan (CTP) Program
- 806ECR Chattahoochee River Corridor Plan
- 806ERD Regional Resilience and Durability Project
- 906EFL FTA Section 5307 Capital (CPACS)
- 906EFO FTA Section 5307 Operations CPACS
- 806EFS Freight Cluster Plan Program
- 906EGM GAMPO Financial Management
- 806EIT TSM&O and ITS Architecture Study Update
- 806ERR Regional Remix License
- 906EST Spalding County Section 5307 Transit Feasibility Study
- 806ESM SHRP2 Model Research- I-85 Bridge Collapse
- 806ETS Regional Transportation Planning Study Program
- 906ETS Regional Transportation Planning Study Program
- 006ETS Regional Transportation Planning Study Program
- 906CTS On Board Transit Survey
- 006CMS ABM Support and Development
- 906ELM Land Use Model Development
- 006ELM Land Use Model Development
- 906EHT Regional HST Paratransit Brokerage Study
- 006ESA Regional Safety Action Plan
- 006ESS Fulton County HSCR Access and Mobility Grant

## ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

### 6F – ADMINISTRATION & SUPPORT

#### PURPOSE

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

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

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

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

Administration – During 2020, an emphasis area is the completion of the region’s largest project solicitation in history, potentially exceeding \$450 million. This project 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**

- Complete the community engagement necessary for the update to *The Atlanta Region's Plan* RTP and TIP, targeted for adoption in early 2020. Conduct outreach in support of any amendments of the currently adopted TIP, with emphasis on virtual means in response to COVID-19 restrictions on traditional engagement methods .
- Expand external partnerships and facilitate the Community Engagement Network.
- Enhance social equity outreach through the Equitable Target Area research and quarterly meeting of an advisory group.
- Enhance the transportation interactive, community-based website for input into the planning process and distribution of transportation planning and regional COVID-19 response information.
- Prepare and conduct an update to the *Regional Community Engagement Plan* to reflect agency evolution, federal transportation policy and best state of practice.
- Continue on-going evaluation and implementation of public involvement techniques to remain on the leading edge of community involvement and planning, with emphasis on virtual means in response to COVID-19 restrictions on traditional engagement methods.

### **Program Administration & Maintenance**

- Monitor and update where necessary, existing planning agreements with partner agencies (GDOT, MARTA, GRGA/SRTA, CBMPO, GHMPO and potentially the ATL) to address FAST Act planning requirements.
- Manage the 2020 Unified Planning Work Program and develop the 2021 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.
- Facilitate and support committees, subcommittees, task forces, etc., associated with the ARC Transportation Access & Mobility Division and Mobility Services Group work scopes as detailed in the UPWP.
- Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.
- Successfully complete the quadrennial federal certification process.

## **PARTNERSHIPS**

Internal coordination is required within all aspects of Element 6. External coordination is also very important for this Subelement. Primary external coordination will be with local governments, interest groups, general public and appropriate state and federal agencies, such as the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of

Natural Resources Environmental Protection Division (EPD), Georgia Regional Transportation Authority (GRTA), State Road & Tollway Authority (SRTA), the ATL, the Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, intercity bus operators, the travel and tourism industry, and a wide spectrum of other business, environmental, civic, and citizen interest groups.

**COST CENTERS**

- 006FAM Program Support & Administration
- 006FAT Program Support & Administration - Transit
- 006FPI Community Engagement
- 006FPT Community Engagement - Transit

APPENDIX 2  
OTHER SUPPORTING ARC WORK ACTIVITIES

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

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

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

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

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

### **1A - ESTIMATES AND FORECASTS**

#### **PURPOSE**

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

The data and analyses the 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 2020, the Group will work to refine land use modeling by exploring additional platforms and will coordinate with the transport modeling teams to ensure even better integration.

#### **DELIVERABLES**

- Develop major jurisdiction-level estimates of population as of April 1, 2020 for the Region, its counties, and the City of Atlanta. Provide 2020 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
- Support regional decision-making by maintaining the REMI Policy Insight/TranSight regional forecast model(s) and by acquiring/ updating/ developing other models as needed.
- Maintain, update and enhance the PECAS spatial economic allocation model for use in policy scenario analysis, as well as in forecast development.
- Explore other small area land use models and techniques.
- Develop visualizations and give presentations about the Series 16 forecasts that will adopted along with the Region's Plan in February 2020.



- Continually explore and track acquisition of outside data series (from third-party vendors) across divisions and department to identify new opportunities to drive policy debate and leverage effective application of data in existing policy discussions.
- Serve as the go-to regional resource for demographic and economic analysis by updating existing *Regional Snapshot* reports and producing other custom analyses. Maintain and update the 33 Degrees North blog (and other social media outlets) with those and other products, including weekly posts and special features. Produce *The Quarter and 33 Degrees North-e*-newsletters. Integrate elements of blog post data with the Open Data Portal and What’s Next website.
- Continue to refine existing strategies for marketing and performing fee-for-service work to external clients; analysis “tools” involve REMI and third-party data products.

### **PARTNERSHIPS**

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

### **COST CENTERS**

- 001AA Estimates & Forecasts
- 001AT Estimates & Forecasts – Transit

## ELEMENT 1– RESEARCH & ANALYTICS

### 1B – GEOSPATIAL TECHNOLOGY AND ANALYSIS

#### PURPOSE

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

#### DELIVERABLES

- Refine innovative new tools to store, manipulate, disseminate and display data, such as maintaining the Spatial Database Engine (SDE) enterprise data management system, enhancing our state-of-the-practice Open Data Portal and developing complex geospatial automations through Esri ModelBuilder and Python scripting.
- Support, in partnership with the Georgia Association of Regional Commissions (GARC), of the Federal Highway Administration’s MAP-21 program. Assist GARC, acting as subcontractor to the Information Technology Outreach Services (ITOS) and Georgia Department of Transportation (GDOT) contract, in providing management of, and technical development for, the validation and verification of statewide street attributes.
- 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).
- Continue working with Neighborhood Nexus to seed the technologies used in providing custom insights to clients.
- Update LandPro, a key element of our abse data that feeds our modeling work.
- Collaborate with key stakeholders for shared learning and to position ARC as a go-to resource for spatial data and application development, including continued outreach efforts through the Atlanta Region Geospatial Community.

- Support agency-wide technology and analysis goals through research, testing and application of geospatial hardware, software and processes as well as installation and support of Esri software.

### **PARTNERSHIPS**

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

### **COST CENTERS**

- 001BA GIS Administration
- 001BE GIS Enterprise
- 001BT GIS Transportation
- 001BS 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 three local governments in 2020 to complete their Comprehensive Plan. Community Development launched a new technical assistance program for municipalities in 2018 and will continue to work with additional communities in 2020.

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 will work with individual cities and counties to implement the Regional Housing Strategy.

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 2020.

**DELIVERABLES**

- Upon request complete basic Local Comprehensive Plans.
- General technical assistance to support local implementation of The Atlanta Region's Plan.

- Conduct Developments of Regional Impact (DRI) reviews.
- Provide technical assistance through the Community Development Assistance Program (CDAP).
- 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, Aging and Independence, and Workforce Development, and the Georgia Department of Community Affairs.

### **COST CENTERS**

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

**ELEMENT 2 – COMMUNITY DEVELOPMENT  
2B –REGIONAL PLAN IMPLEMENTATION**

**PURPOSE**

This subelement provides for maintenance of metro Atlanta’s Regional Plan. ARC develops the Regional Plan under Georgia DCA rules adopted in 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 will adopt an update to the Atlanta Region’s Plan in 2020 along with creation of a 5-year program to guide implementation activities.

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

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

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

**DELIVERABLES**

- Promulgate the Atlanta Region’s Plan through meetings and coordination with local governments, non-profits and state departments.
- Update the Atlanta Region’s Plan as per DCA requirements.

- Support RTP process and development of forecasts.
- 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.
- Update the Regional Resource Plan.
- 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**

- 002BAP CD Technical Assistance Program
- 902BAP CD Technical Assistance Program
- 002BPL Regional Development Plan Implementation
- 002BTP Land Use and Transportation Planning Coordination
- 002BTT Land Use and Transit Planning Coordination
- 702BTA TransFormation Alliance
- 802BTG TranFormation Alliance- Grant
- 802BTD TransFormation Alliance- Projects

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

**PURPOSE**

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

As the MPO, ARC annually allocates \$1,800,000 for planning studies and has committed \$500 million of transportation project funds through 2040 for the LCI program. The program has been very successful as evidenced by national awards and biannual LCI Implementation Reports. Since 1999, LCI plans have been undertaken in 122 communities and an additional 142 supplemental studies have been awarded to LCI communities to help implement their plans.

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

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

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

\$238 million of LCI funds have been distributed to 116 transportation projects in 62 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**

- 902CAS Livable Centers Initiative (Subgrants)
- 002CAT Livable Centers Initiative (Program Management)
- 002CAS 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. ARC views its TDM activities largely as implementation mechanisms for The Atlanta Region's Plan.

#### **DELIVERABLES**

- Manage and administer the Georgia Commute Options (GCO) Program.
- Maintain TDM information for commuters, employers, and property managers.
- Administer current travel behavior change incentives programs. Analyze these programs processes and implement a refined incentives program.
- Evaluate and redesign Guaranteed Ride Home.
- Launch new regional rideshare database and supporting technologies.
- Administer Transportation Management Association TDM service contracts.
- Facilitate the implementation of TDM-based construction mitigation strategies.
- Produce non-SOV modal based programs to encourage the use of these modes.
- Update and execute regional marketing, public relations and advertising campaigns for the GCO Program.
- Manage the TDM Coordinating Committee (Advisory Committee) for the region to provide research, resources and support for the regional TDM program.
- Update the regional TDM Plan.
- Implement Regional TDM Evaluation Measures.

#### **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), ARC leadership, transit providers, transportation services vendors, educational institutions, the national Association for Commuter Transportation, transportation services consultants, and a wide spectrum of business, environmental, civic, and citizen interest groups.

**COST CENTERS**

- 605AGC Georgia Commute Options Program
- 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**



**2020 UNIFIED PLANNING WORK PROGRAM  
for the Atlanta Region**

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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
<b>Element 1: Research &amp; Analytics</b>										
1A - Estimates & Forecasts - 001AA ,001AT	X			X		X	X			
1B - Geospatial Technology & Analysis - 001BT, 001BS						X	X	X	X	X
<b>Element 2: Community Development</b>										
2A - Comprehensive Planning & Review - 002ARC, 002ART	X			X	X	X	X	X	X	X
2B - Regional Plan Implementation - 002BPL, 002BTP, 002BTT	X			X	X	X	X	X	X	X
2C- Livable Centers Initiative- 002CAT, 902CAS, 002CAS	X	X		X	X	X	X	X	X	X
<b>Element 5: Mobility Services</b>										
5A - Transportation Demand Management - 005ACC, 005AES, 605AGC, 005AGC	X	X		X	X	X	X	X		X
<b>Element 6: Transportation Access &amp; Mobility</b>										
6A - Regional Planning - 006ALR, 006 ALT, 006AAQ, 006AAT	X	X	X	X	X	X	X	X	X	X
6B - Implementation & Partner Services - 006BSR, 006BST, 006BLG, 006BGT	X	X	X	X	X	X	X	X	X	X
6C- Travel Demand Model Development & Support- 006CDM, 006CDT, 006CTS, 806ESM	X	X	X	X	X	X	X	X		X
6D - Performance Analysis & Monitoring - 006DCM, 006DCT				X	X	X	X			
6E - Special Studies - 006ECP, 806ECP, 906ECP, 806EIT, 806CTS, 806ECR, 806EFS, 806ERD, 806ETS, 906ETS, 006ETS, 006CMS, 906ELM, 006ELM, 906EHT, 806ERR, 006EFL, 006EFO, 906EST, 006ESA	X				X	X	X		X	
6F - Administration & Support - 006FAM, 006FAT, 006FPI, 006FPT	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 STP	To match UAF			
<b>ARC Transportation Division</b>													
006ALR	6A	\$ 947,710							\$ 236,927				\$ 1,184,637
006ALT	6A		\$ 421,895				\$ 52,737			\$ 52,737			\$ 527,369
006AAQ	6A	\$ 110,884							\$ 27,721				\$ 138,605
006AAT	6A		\$ 126,991				\$ 15,874			\$ 15,874			\$ 158,739
006BSR	6B	\$ 420,641							\$ 105,160				\$ 525,801
006BST	6B		\$ 238,929				\$ 29,866			\$ 29,866			\$ 298,661
006BLG	6B	\$ 232,255							\$ 58,065				\$ 290,320
006BGT	6B		\$ 187,035				\$ 23,379			\$ 23,379			\$ 233,793
006CDM	6C	\$ 397,902							\$ 99,476				\$ 497,378
006CDT	6C		\$ 177,966				\$ 22,246			\$ 22,246			\$ 222,458
006CMS	6C				\$ 260,000						\$ 65,000		\$ 325,000
806CTS	6C				\$ 600,000			\$ 150,000					\$ 750,000
006DCM	6D	\$ 281,606							\$ 70,401				\$ 352,007
006DCT	6D		\$ 120,423				\$ 15,053			\$ 15,053			\$ 150,529
806ECP	6E				\$ 240,000			\$ 60,000					\$ 300,000
906ECP	6E				\$ 500,000			\$ 125,000					\$ 625,000
006ECP	6E				\$ 260,000			\$ 65,000					\$ 325,000
806ECR	6E				\$ 500,000			\$ 125,000					\$ 625,000
806EFS	6E				\$ 500,000			\$ 125,000					\$ 625,000
906EFL	6E		\$ 40,000					\$ 10,000					\$ 50,000
906EFO	6E		\$ 264,471					\$ 264,471					\$ 528,942
906EHT	6E				\$ 304,000					\$ 76,000			\$ 380,000
806EIT	6E				\$ 180,000					\$ 45,000			\$ 225,000
906ELM	6E				\$ 80,000					\$ 20,000			\$ 100,000
006ELM	6E				\$ 100,000					\$ 25,000			\$ 125,000
806ERR	6E		\$ 144,512					\$ 34,517		\$ 1,611			\$ 180,640
006ESA	6E				\$ 160,000					\$ 40,000			\$ 200,000
006ESS	6E		\$ 242,778					\$ 122,922					\$ 365,700
906EST	6E		\$ 155,987					\$ 38,996					\$ 194,983
006ENT	6E		\$ 285,931					\$ 71,483					\$ 357,414
806ETS	6E				\$ 640,000			\$ 160,000					\$ 800,000
006ETS	6E				\$ 480,000			\$ 120,000					\$ 600,000
906ETS	6E				\$ 560,000			\$ 140,000					\$ 700,000
906FAM	6F	\$ 1,022,528							\$ 255,632				\$ 1,278,160
906FAT	6F		\$ 140,494				\$ 17,562			\$ 17,562			\$ 175,618
906FPI	6F	\$ 249,549							\$ 62,387				\$ 311,936
906FPT	6F		\$ 108,955				\$ 13,619			\$ 13,619			\$ 136,193
<b>Other ARC Functions Supporting the Transportation Division</b>													
001AA	1A	\$ 1,163,495							\$ 290,874				\$ 1,454,369
001AT	1A		\$ 189,039				\$ 23,630			\$ 23,630			\$ 236,299
001BT	1B	\$ 747,649							\$ 186,912				\$ 934,561
001BS	1B		\$ 174,099				\$ 21,762			\$ 21,762			\$ 217,623
002ARC	2A	\$ 205,202							\$ 51,300				\$ 256,502
002ART	2A		\$ 55,163				\$ 6,895			\$ 6,895			\$ 68,953
002BPL	2B	\$ 658,708							\$ 164,677				\$ 823,385
002BTP	2B	\$ 493,122							\$ 123,281				\$ 616,403
002BTT	2B		\$ 150,976				\$ 18,872			\$ 18,872			\$ 188,720
<b>Total</b>		\$ 6,931,251	\$ 2,091,965	\$ 1,133,679	\$ 5,364,000	\$ -	\$ 261,495	\$ 1,612,389	\$ 1,732,813	\$ 261,495	\$ 272,611	\$ -	\$ 19,661,698
<b>Other Sources</b>													
002CAS	2C				STP/LOCAL								
902CAS	2C				STP/LOCAL								
002CAT	2C				STP/LOCAL								
005AES	5A				CMAQ								
005ACC	5A				CMAQ								
605AGC	5A				CMAQ								
005AGC	5A				CMAQ								
005ATP	5A				STP/ARC								
806ERD	6E				FHWA/ARC								
806ESM	6E				FHWA/SHRP2								

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 2020 UPWP - December 4, 2019**

**USDOT Approval – TBD**





**2020 UNIFIED PLANNING WORK PROGRAM  
for the Atlanta Region**

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ATLANTA REGIONAL COMMISSION

**A RESOLUTION ADOPTING THE  
2020 UNIFIED PLANNING WORK PROGRAM AND AUTHORIZING  
THE FILING OF AN APPLICATION TO THE GEORGIA  
DEPARTMENT OF TRANSPORTATION, FOR A GRANT UNDER  
TITLE 49 U.S.C. SECTION 5303**

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

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

**WHEREAS**, the **2020 Unified Planning Work Program (UPWP)** was developed pursuant to federal requirements in a cooperative manner with the State, public transit operators and other planning partners; and

**WHEREAS**, the 2020 UPWP includes the following:

- Excerpts from “Strategy 2020,” to be adopted by ARC on December 4, 2019, that describe ARC’s transportation-related work activities for calendar 2020;
- 2019 transportation-related accomplishments and 2020 transportation-related goals and objectives from each of the counties within the planning area as well as the City of Atlanta, public transit operators, and state planning partners; and
- Applicable studies programmed in the FY 2018-2023 TIP.

**NOW, THEREFORE, BE IT RESOLVED** that the Atlanta Regional Commission adopts the 2020 Unified Planning Work Program and Section 5303 grant application; and

**BE IT FURTHER RESOLVED** that the ARC authorizes staff to take all necessary administrative actions to administer and implement the 2020 Unified Planning Work Program; and

**BE IT FURTHER RESOLVED** that Douglas R. Hooker, ARC Executive Director, is authorized to execute and file an application on behalf of the Atlanta Regional Commission with the Georgia Department of Transportation, to aid in the financing of a technical study grant pursuant to Section 5303 of the Federal Transit Act, and in accordance with all state and federal requirements associated with use of those funds, to implement specific items of the FY 2020 ARC Unified Planning Work Program.

**I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on December 4, 2019.**



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Charissa White-Fulks, ARC Board Secretary



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

**Georgia Division**

December 9, 2019

61 Forsyth Street, SW  
Suite 17T100  
Atlanta, Georgia 30303  
Phone: 404-562-3630  
Fax: 404-562-3703  
[www.fhwa.dot.gov/gadiv](http://www.fhwa.dot.gov/gadiv)

In Reply Refer To:  
HIP-GA

Mr. Douglas R. Hooker  
Executive Director  
Atlanta Regional Commission  
229 Peachtree St NE, Suite 100  
Atlanta, GA 30303

Dear Mr. Hooker,

The following is in response to our receipt of the Atlanta Regional Commission's Final Calendar Year 2020 Unified Planning Work Program (UPWP). Upon our review of the subject document, the Federal Highway Administration and Federal Transit Administration have determined that the document satisfies the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 and 420, 2 CFR Part 200, and other pertinent legislation, regulations, and policies and hereby approve the CY 2020 UPWP.

The CY 2020 UPWP reflects \$6,931,251 of programmed PL Funds. These funds are available upon an approved authorization. The CY 2020 UPWP 5303 funds are consistent with the distribution of FTA 5303 funds as identified by the Georgia Department of Transportation (GDOT) and are available upon award and execution by GDOT of a TEAM planning grant.

Expenditure invoicing and progress reports should be submitted quarterly and/or annually, with copies to the FHWA and FTA. Expenditures incurred without prior authorization will not be reimbursed. If you have any questions, please contact Tamara Christian at 404-562-3690 or Mr. John Crocker at 404-865-5624.

Sincerely,

Moises Marrero  
Division Administrator

cc: Charles Robinson, GDOT  
Phil Peavy, GDOT  
Keith Melton, FTA

**APPENDIX 5  
PROGRAMMED PLANNING ACTIVITIES & STUDIES**

Appendix 5 contains a detailed listing of planning activities and studies of ARC's planning partners; it includes the planning activities and studies that are currently underway and all programmed planning activities for 2020. It reflects all planning activities and studies that are programmed in the current Transportation Improvement Program using FHWA or FTA funds that have work occurring in 2020. 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 2020 should funding or staff support become available.

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**2020 UNIFIED PLANNING WORK PROGRAM  
for the Atlanta Region**

**APPENDIX 5  
PLANNING ACTIVITIES AND STUDIES 2020**

Key:

CTP = comprehensive transportation plan

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

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

<b>Ongoing Planning Activities/Studies</b>									
<b>Jurisdiction</b>	<b>Sponsor</b>	<b>Study</b>	<b>Programmed Year</b>	<b>Schedule</b>	<b>Deliverable/Brief Scope of Work</b>	<b>Fund Type</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
Cobb	Cobb County	Cobb County CTP 2050	2018	Q1-2021 Conclusion of Work	Development of a comprehensive transportation plan that assesses the multi-modal conditions and needs of the county; identifies performance measures to evaluate and monitor the transportation system; supports economic commerce, and establish policy guidelines	STBGP	\$1,000,000	\$250,000	\$1,250,000
Forsyth	Forsyth County	Regional Transp. Planning Study (SR 9 corridor from SR 306 to SR 369)	2018	Q2 2020- Conclusion of work	The purpose of this study is to develop viable, multimodal, and cost-effective mobility solutions and to study the feasibility of short- and long- range alternatives in improving efficiency, operations, and safety of the SR 9 corridor.	STBGP-Urban	\$309,200	\$77,300	\$386,500



**2020 UNIFIED PLANNING WORK PROGRAM  
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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
N/A	GA EPD	MPO-related Air Quality Attainment Work	2019	Ongoing	To complete removal of TCMs, except for intersection upgrade, coordination & computerization, from the SIP through the publication of a final rule in the Federal Register approving a technical 110(I) demonstration; complete baseline year emissions inventory SIP for 2017 for the 7 county Atlanta nonattainment area for the 2015 ozone NAAQS including inventory of on-road and non-road emissions estimates; work with partners in promoting and deploying a full range of strategies that collectively improves air quality towards attaining the 2015 ozone NAAQS; complete review and recommendations for new version of EPA mobile emissions model.	N/A	N/A	Staff time	N/A
N/A	GDOT Planning	Downtown Connector Planning Study	2015	August 2020-conclusion of work	Study will explore, evaluate, and document a wide range of possible options for reducing congestion and improving operations on the Connector.	State Planning and Research (SPR)	\$3,554,136	\$888,534 (state)	\$4,442,670





**2020 UNIFIED PLANNING WORK PROGRAM  
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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
N/A	GDOT Planning	Tara Blvd Planning Study	2015	November 2020- Conclusion of Work	An extensive evaluation of the Tara Blvd corridor will build upon existing planning work and will explore a range of feasible options focused on reducing congestion, improving operations, and enhancing connectivity along the corridor.	State Planning and Research (SPR)	\$800,000	\$200,000 (state)	\$1,000,000
Gwinnett	GDOT Planning	I-85 Corridor Study between I-285 and I-985	2019	December 2023- conclusion of work	the I-85 Corridor PEL study will explore, evaluate and document a wide range of possible options for improving operations and reducing congestion along I-85 from I-285 to I-985.	State Planning and Research (SPR)	\$4,000,000	\$1,000,000 (state); \$5,000,000 (local)	\$10,000,000
N/A	GDOT Planning	SR 54 Reliever Feasibility Study	2019	Conclusion of Work- January 2020	This corridor study is to evaluation the feasibility of an extension from TDK Blvd to McIntosh Trail near Atlanta Regional Airport- Falcon Field in Fayette County to alleviate traffic along SR 54 from SR 34/Col Joe M. Jackson Medal Honor Hwy to SR 74/Joel Cowan Parkway	Z550 (IDIQ Contract) SPR	\$102,802		\$102,802



**2020 UNIFIED PLANNING WORK PROGRAM  
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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Gwinnett County	Gwinnett County/ Sugarloaf CID/ Gwinnett Place CID/ Gateway 85 CID	Jimmy Carter Blvd- Sugarloaf Pwky BRT Corridor Study	2019	Conclusion of work- October 2020	Study is to prepare a plan with sufficient specificity and strategies to further implementation of existing LCI communities and prepare the corridor for BRT services. The study will address both land use and transportation issues to support development that will support a multi-modal environment and optimize utilization at the proposed BRT stations	STBGP (LCI)	\$400,000	\$400,000	\$800,000
Gwinnett County	Gwinnett County/ Sugarloaf CID	Infinite Loop Trail Scoping Study	2019	Conclusion of work- August 2020	Scoping study will examine the feasibility of a trail connection that follows the Satellite Blvd corridor between western Gwinnett Bikeway/Suwanee Creek Greenway and McDaniel Farm Park and other potential extensions.	STBGP-Urban	\$100,000	\$25,000	\$125,000



**2020 UNIFIED PLANNING WORK PROGRAM  
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Planning Activities/Studies Programmed in 2020									
Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Atlanta	ATL/ Central Atlanta Progress	Parking and Transportation Demand Management Plan for Grady Hospital Downtown Medical Campus	2020	Q4 2020- RFP Release, Q1 2021- NTP, Q4 2021- Conclusion of Work	The TDM Plan will offer a roadmap for leveraging TDM strategies to lower SOV and reduce parking demand on the Grady Hospital downtown medical campus. Restructured commuter benefit policies and recommended campus infrastructure improvements may address some of the mobility barriers faced by both low-income employees and patients.	FTA	\$80,000	\$20,000	\$100,000
Cobb County	Cobb County	Allatoona Creek Greenway Plan	2020	Q1 2020- NTP; Q1- 2021- Conclusion of Work	Develop plan for Allatoona Creek Greenway from existing trails on ACOE property south to Price Park on Stilesboro Road. Alignment, trail typicals, and cost estimates will be developed.	N/A	N/A	\$80,000	\$80,000



**2020 UNIFIED PLANNING WORK PROGRAM  
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Jurisdiction	Sponsor	Study	Programmed Year	Schedule	Deliverable/Brief Scope of Work	Fund Type	Federal	Local	Total
Cobb County	Cobb County	Marietta Maintenance Facility Expansion Study	2020	Q1 2020-NTP; Q4 2020 Conclusion of Work	The study will determine the program of needs for expanding the CobbLinc Marietta Maintenance Facility. A joint project with SRTA, three expansion alternatives will be explored. This effort will feed into preliminary engineering for the project.	FTA	\$200,000	\$50,000	\$250,000
Henry County	ATL, Henry County	Henry County Transit Master Plan	2020	Q2 2020-RFP Release, Q4 2020- NTP, Q4 2021- Conclusion of Work	The TMP will assist the County in identifying short, mid, and long range plans for Henry County Transit (HCT), including future development and capital priorities. The TMP will serve as a tool to inform Henry County officials and its residents about future public transportation needs, the projects that address those needs, and the cost and benefits of those project;; based on an evaluation of potential funding sources.	FTA	\$520,000	\$130,000	\$650,000



**2020 UNIFIED PLANNING WORK PROGRAM  
for the Atlanta Region**

<b>Proposed &amp; Unfunded Planning Activities/Studies</b>									
<b>Jurisdiction</b>	<b>Sponsor</b>	<b>Study</b>	<b>Programmed Year</b>	<b>Schedule</b>	<b>Deliverable/Brief Scope of Work</b>	<b>Fund Type</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
Cobb County	Cobb County	Cobb County CTP 2050 Additional Scope	2018	Q1 2021- Conclusion of Work	Development of a comprehensive transportation plan that assesses the multi-modal conditions and needs of the county; identifies performance measures to evaluate and monitor the transportation system; supports economic commerce; and establish policy guidelines	STBG	\$400,000	\$100,000	\$500,000
Gwinnett County	Gwinnett County/ City of Tucker/ Tucker Summit CID	Jimmy Carter Blvd/ Mountain Industrial Blvd Corridor Study	2020	TBD	Analyze the existing and future multimodal operational and capacity needs of the corridor. Recommendations and projects developed will address existing and future transportation and mobility needs of the corridor. The study will focus on identifying operational and safety projects which can be implemented in the near term, as well as provide recommendations for the corridor to address long-term needs.	N/A	N/A	TBD	TBD