

# Certification Report

## Atlanta Transportation Management Area

**Prepared by the Federal Highway Administration  
and  
the Federal Transit Administration**

**October 3, 2011**

The Atlanta Regional Commission is the transportation planning agency for the Atlanta region under Federal law as the designated Metropolitan Planning Organization for an 18-county region. The Atlanta Region is also designated as a Transportation Management Area (TMA) by the U.S. Census Bureau, given that the region has a population of more than 200,000 people. Consistent with 23 U.S.C 134 and 49 U.S.C 5305, the Federal Highway Administration and Federal Transit Administration must review and evaluate the transportation planning process for each TMA at least every four years. This Certification Review was conducted consistent with aforementioned codes.



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

Georgia Division

October 3, 2011

61 Forsyth Street  
Suite 17T100  
Atlanta, Georgia 30303  
Phone: 404-562-3630  
Fax: 404-562-3703

In Reply Refer To:  
HIP-GA

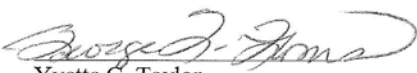
Mr. Emerson Bryan  
Acting Director  
Atlanta Regional Commission  
40 Courtland Street, N.E.  
Atlanta, GA 30303

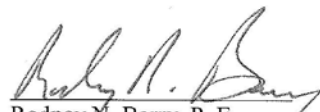
Dear Mr. Bryan:

The Federal Highway Administration and Federal Transit Administration have completed their Certification Review of the transportation planning process in the Atlanta metropolitan area as required by 23 USC 134(i)(5) and 49 USC 5305(e). The Certification Report summarizes the discussions, findings, notable strengths, and recommendations that resulted from the review held August 16-18, 2011 in Atlanta. The Federal review team did not identify any corrective actions.

In consideration of ongoing and proposed planning activities for the Atlanta region, the metropolitan planning process is certified for the next four years. If you have any questions, please contact Mr. Carlos Gonzalez, FHWA, at (404) 562-3690 or Mr. Keith Melton, FTA, at (404) 865-5614.

Sincerely,

  
Yvette G. Taylor  
Regional Administrator  
Federal Transit Administration

  
Rodney N. Barry, P. E.  
Georgia Division Administrator  
Federal Highway Administration

cc: Matthew Fowler, GDOT  
Dianna Smith, EPA Region 4  
Keith Melton, FTA

# Table of Contents

Certification Letter .....	ii
Table of Contents .....	iii
List of Acronyms .....	iv
Preface.....	1
Introduction.....	2
Executive Summary .....	4
Previous Review Highlights .....	9
2011 Review Items .....	14
I. Unified Planning Work Program (UPWP) Development.....	14
II. Air Quality .....	15
III. Study Area Organizational Structure.....	18
IV. Metropolitan Planning Area (MPA) Boundaries .....	19
V. Agreements and Contracts.....	20
VI. Self-Certification .....	20
VII. Regional Transportation Plan /Transportation Improvement Program .....	21
VIII. Transit.....	34
IX. Public Involvement.....	37
X. Civil Rights, ADA .....	38
Public Meeting and Input from Elected Officials .....	40
Conclusion .....	41
Appendices.....	42
Appendix 1: Public Meeting Notices and Public Comments.....	43
Appendix 2: Agenda .....	54
Appendix 3: Review Team .....	56
Appendix 4: List of Participants .....	57

## **List of Acronyms**

3C – Continuing, Cooperative, and Comprehensive  
AAA – Area Agency on Aging  
ADA – Americans with Disabilities Act  
ARC – Atlanta Regional Commission  
ARWB – Atlanta Regional Workforce Board  
ASTRoMaP – Atlanta Strategic Truck Route Master Plan  
CARE – Critical Analysis Reporting Environment  
DCA – Department of Community Affairs  
CDR – Conformity Determination Report  
CFR – Code of Federal Regulations  
CMAQ – Congestion Mitigation and Air Quality  
CMP – Congestion Management Process  
DOT – Department of Transportation  
EJ – Environmental Justice  
ELUC – Environmental & Land Use Committee  
EPA – Environmental Protection Agency  
EPD – Environmental Protection Division  
ETA – Equitable Target Areas  
FHWA – Federal Highway Administration  
FTA – Federal Transit Administration  
FY – Fiscal Year  
GDOT – Georgia Department of Transportation  
GHMPO – Gainesville-Hall Metropolitan Planning Organization  
GIS – Geographic Information System  
GOHS – Governor’s Office of Highway Safety  
GRTA – Georgia Regional Transportation Authority  
HOT – High Occupancy Toll  
HOV – High Occupancy Vehicle  
HST – Human Services Transportation  
ITS – Intelligent Transportation Systems  
LCI – Livable Centers Initiative  
LEP – Limited English Proficiency  
LOS – Level of Service  
M&O – Management & Operations  
MAPDC – Metropolitan Area Planning & Development Commission  
MARTA – Metropolitan Atlanta Rapid Transit Authority  
MNGWPD – Metro North Georgia Water Planning District  
MOVES – Motor Vehicle Emission Simulator  
MPA – Metropolitan Planning Area  
MPO – Metropolitan Planning Organization  
NEPA – National Environmental Policy Act  
NHS – National Highway System  
NOx – Nitrogen Oxides  
PDP – Plan Development Process

PECAS – Production Exchange Consumption Allocation System  
PEDS – Pedestrians Educating Drivers on Safety  
PIAG – Public Involvement Advisory Group  
PL – Federal Planning Funds  
PM2.5 – Particulate matter less than 2.5 micrometers in diameter  
RC – Regional Commission  
RDP – Regional Development Plan  
RSTS – Regional Strategic Transportation System  
RTC – Regional Transit Committee  
RTN – Regional Thoroughfare Network  
RTP – Regional Transportation Plan  
SAFETEA-LU – Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users  
SHSP – Strategic Highway Safety Plan  
SIP – State Implementation Plan  
SOV – Single Occupancy Vehicle  
SRTA – State Road & Tollway Authority  
SRTP – Strategic Regional Thoroughfare Plan  
SRTS – Safe Routes to School  
SSTP – Statewide Strategic Transportation Plan  
STIP – Statewide Transportation Improvement Program  
STP – Surface Transportation Program  
TAC – Technical Advisory Committee  
TAZ-D – Transportation Analysis Zone Dissagregator  
TAQC – Transportation and Air Quality Committee  
TCC – Transportation Coordinating Committee  
TDM – Transportation Demand Management  
TIA – Transportation Investment Act of 2010  
TIP – Transportation Improvement Program  
TMA – Transportation Management Area  
TOS – Transit Operators Subcommittee  
TTI – Travel Time Index  
VOC – Volatile Organic Compounds  
UAB – Urbanized Area Boundary  
UAZ – Urbanized Area  
UGPM – Unified Growth Policy Map  
UPWP – Unified Planning Work Program  
U.S.C. – United States Code  
USDOT – United States Department of Transportation  
YOE – Year-of-Expenditure

## Preface

A Transportation Management Area (TMA) is an urbanized area with a population of more than 200,000. Pursuant to 23 U.S.C. 134 and 49 U.S.C. 5305, the FHWA and FTA must jointly certify metropolitan transportation planning in TMAs at least every four years. The Certification Review Process ensures that the planning requirements in TMAs are being satisfactorily implemented.

In general, certification reviews consist of a site visit, review of planning products, and preparation of a report that summarizes the review and offers findings. The formal assessment involved in a Certification Review Process provides a higher-level stewardship assessment of the TMA's transportation planning process than day-to-day oversight. This helps ensure that major issues facing a metropolitan area are being addressed and can serve as a catalyst to improve the effectiveness and efficiency of the planning process. In addition, by identifying noteworthy practices that can be shared with other States, MPOs, and transit operators, the Certification Review Process can provide an opportunity for continued progress in expanding the art and science of transportation planning while implementing regulations.

The Certification Review Process is one of several methods used to evaluate the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for review and comment by FHWA and FTA, including Unified Planning Work Program (UPWP) approval, Regional Transportation Plan (RTP) development, Metropolitan and Statewide Transportation Improvement Program (S/TIP) findings, Air Quality Conformity Determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal reviews.

While the Certification Review Report may not fully document those many intermediate and ongoing checkpoints, the results of these other processes are considered during the Certification Review Process, and the findings listed in this report are based on cumulative review efforts.

## **Introduction**

The 2011 Certification Review of the planning process within the Atlanta TMA was conducted on August 16-18, 2011 by a team of representatives from the Federal Highway Administration (FHWA)-GA Division, Federal Transit Administration (FTA) Region IV, and Environmental Protection Agency (EPA) Region IV. The team interviewed and held discussions with staff from the Atlanta Regional Commission (ARC), the Metropolitan Planning Organization (MPO) for the Atlanta TMA. Local officials, ARC member jurisdictions, ARC staff, and members of the public also had opportunities to comment on the planning process during the review. Figure 1 on the following page shows the various boundaries with associated jurisdictions and air quality conformity standards that the ARC planning process encompasses.

As a first step, Federal team members met with ARC and GDOT staff on March 21, 2011 to identify key planning emphasis areas. Subsequently, the Federal team conducted a desk audit of ARC planning documents and studies, including the UPWP, RTP, TIP, and ARC's Participation Plan, and a site visit on August 16-18, 2011. The criteria used to evaluate the planning process and findings listed in this report are based on the provisions of 23 USC 134 and the metropolitan planning regulations found in 23 Code of Federal Regulations, Part 450 (23 CFR 450), as updated by SAFETEA-LU.

This report summarizes the results of the 2011 Certification Review Process. Due to the size limitations of this document, only a general overview and highlights of ARC's processes and products are presented. For further information on the planning process or to obtain products referenced within this report, go to ARC's website at [www.atlantaregional.com](http://www.atlantaregional.com) or contact the FHWA-GA Division or FTA Region IV planning staff.

Figure 1

**Atlanta Transportation Planning Boundaries** (Provided by ARC)



Color				
<b>Boundary Name</b>	Regional Commission (RC)	Metropolitan Planning Organization	Ozone Non-Attainment Area (8 hour standard)	Particulate Matter (PM 2.5) Non-Attainment Area
<b>Number of Counties</b>	10 counties	All of 13 counties; parts of 5 counties	20 counties	20 counties plus parts of 2 counties
<b>Planning Responsibility</b>	ARC is the State designated Metropolitan Area Planning & Development Commission (MAPDC), with the responsibilities of an RC. Every Georgia county must be a member of a RC. RCs facilitate intergovernmental coordination and provide comprehensive planning assistance and other services to constituent jurisdictions.	ARC is the designated MPO for the 18 county Atlanta area, responsible for carrying out the federally required metropolitan transportation planning process. By agreement, the Gainesville-Hall MPO conducts planning for a small area of the Atlanta urbanized area within Hall County.	In April 2004, EPA implemented a new 8-hour standard for ozone. ARC performs the required technical analyses for the entire 20 county non-attainment area to demonstrate conformity to ozone requirements. ARC coordinates with the planning activities of the Gainesville-Hall MPO, also encompassed in the nonattainment area.	EPA designated this non-attainment area in December 2004. ARC performs the required technical analyses for the entire 20+ county non-attainment area to demonstrate conformity to PM 2.5 requirements. ARC coordinates with the planning activities of the Gainesville-Hall MPO, also encompassed in the nonattainment area.

## **Executive Summary**

On August 16-18, 2011, FHWA, FTA, and EPA staff conducted a review of the metropolitan transportation planning process in Atlanta, GA. The review was carried out in accordance with 23 U.S.C. 134(i)(5) and 49 U.S.C. 5305(e) that require FHWA and FTA to certify that all metropolitan areas with a population of more than 200,000 meet the requirements of 23 CFR 450 Subpart C at least every four years. The last review in Atlanta was conducted on July 31 - August 2, 2007, with one corrective action that called for the ARC to update its “Memorandum of Agreement for Transportation Planning Coordination and Cooperation” to include the Georgia Regional Transportation Authority (GRTA). The ARC finalized a Quad Party Agreement between GDOT, ARC, MARTA, and GRTA on January 23, 2008 to address the corrective action.

The 2011 review consisted of an initial meeting with ARC and GDOT staff on March 21, 2011 to identify key planning emphasis topics, a desk audit of ARC planning products, and a three-day site visit on August 16-18, 2011. The site visit included a public meeting on August 17. The review also included a public online presentation posted on ARC’s website August 8-26 and a face-to-face conversation with ARC Board members to discuss ARC planning processes.

The review team noted various strengths and recommendations for improvement in Atlanta’s planning process. The notable strengths are areas where the Atlanta Region has done particularly well and is meeting or exceeding the “state of the practice.” The recommendations are made to improve or strengthen the planning process. The Federal review team did not identify any corrective actions.

### **Notable Strengths**

1. The ARC coordinates well with member jurisdictions to develop and report UPWP activities and accomplishments. This coordination, coupled with transparency, fosters increased understanding and participation among ARC partners and interested parties.
2. Integration of transportation planning activities with other regional planning endeavors within the ARC is commendable, as it provides strategic and organizational direction for the entire agency, not just the Transportation Planning Division.
3. The ARC effectively incorporates air quality conformity into the transportation planning process to develop positive conformity findings for the RTP and associated TIP for the Atlanta region and the Gainesville-Hall MPO.
4. The ARC has taken proactive measures to quantify the impacts of greenhouse gas emissions. ARC’s climate change scenario testing has been recognized nationally for its innovative methods to examine the effects of transportation and land use development on CO2 levels.
5. The ARC is commended for ongoing efforts to educate regional stakeholders about new AQ developments and the required transition from MOBILE6 to MOVES.
6. The ARC does a good job of coordinating meetings of the Senior Air Quality Partners, agency heads of the ICG member organizations.

7. The ARC's organizational structure successfully fosters working relationships among regional stakeholders across various disciplines. ARC staff and policy makers continually and cooperatively coordinate, often sharing resources amongst the various ARC divisions.
8. Focus on sustainability is a strong indication of adherence to the results of ARC's Regional Growth Scenario, the Urbanized Growth Policy Map and policies, and LCI program successes to maximize transportation investments and follow directives put in place through sound planning principles.
9. The ARC purchased travel time data from INRIX and has taken steps to incorporate this data to evaluate travel time reliability in the region. The ARC used 2010 CMP rankings to identify and prioritize projects in PLAN 2040. The agency's plan to use INRIX data and further employ "hours of delay" into PLAN 2040's performance measures plan management is laudable.
10. The ETA Index is a well-developed ARC tool and clearly addresses Environmental Justice principles to identify underserved populations and examine equity at the planning level. The tool can be used to evaluate benefits and burdens at the planning or project level. The geospatial component of the tool makes it a useful analytical instrument to map and evaluate transportation and socio-economic data relationships.
11. The ARC continues to advance the state of the practice when it comes to safety considerations in the planning process and has become a regional resource for data and technical advice.
12. ARC staff has embarked on various noteworthy safety initiatives since 2007 and plays an active role on two national safety committees and various SHSP task teams in Georgia.
13. Coordination between the Transportation Planning Division and other ARC divisions, and focus on the nexus between transportation and land use, are noteworthy. There is clear evidence of ongoing cooperation and resource sharing.
14. ARC's financial forecasts for PLAN 2040 and the 2012-2017 TIP were thoroughly vetted at various stages of the development process through a Financial Planning Team composed of key stakeholders. The scrutiny provided by this team at key decision points augmented the well-developed cost estimates and revenue forecasts.
15. *Chapter 6* of PLAN 2040 (Delivering the Plan) is a good step to provide additional transparency and accountability to ARC's transportation planning process. FHWA and FTA are committed to support and work with ARC and GDOT staff to further refine Plan Performance measures to evaluate RTP/TIP impacts.
16. The Regional Resource Plan and Environmental Consultation Process are examples of significant coordination among regional stakeholders. Information is shared to identify, early during the planning process, important cultural, historic, and environmental resources.
17. The ARC continues to use advanced travel demand modeling tools and broad-based coordination with local and regional partners to refine travel forecasts in the Atlanta region. ARC staff is at the forefront of modeling methods and participates on various national panels and expert task groups.

18. The use of the ASTRoMap to develop policy and project recommendations related to truck and land use ordinances is evidence of the impact of ARC's freight program and merits recognition.
19. The Freight Advisory Task Force continues to evolve and serves as a resource to identify and implement programmatic and policy recommendations. This is a noteworthy example of an effective public-private partnership.
20. The use of STP Urban funds for planning studies and coordination with jurisdictions to align county goals and policies with ARC RTP/TIP policies and processes shows ARC's commitment to plan, program, and collaborate with ARC jurisdictions to advance transportation and land use objectives.
21. The 2010 *Breaking Ground* report allows users to interactively explore ARC's annual report with implementation status of TIP projects using an online spreadsheet or an interactive map. FHWA and FTA commend ARC staff for the information within the document and ongoing innovation of this product.
22. ARC staff effectively uses technology to present information with visualization techniques such as the interactive spreadsheets/maps and the *Breaking Ground* report. These techniques enhance ARC's products and facilitate their use by policy makers and the general public.
23. The LCI program has received numerous awards over the years and continues to evolve. An example: Based on recent project implementation rates and feedback from peer MPOs, ARC has redirected focus to improve these rates by adding a scoping phase to LCI plans, re-defining the LCI's manager roles, and hiring a part-time technical review engineer.
24. Various members of ARC staff, other than those program areas mentioned in the report, participate on national level committees or task forces for: transportation planning, congestion pricing, operations, air quality, climate change, public involvement, Title VI, and Environmental Justice.
25. The quality and range of public involvement activities meets and exceeds Federal requirements. ARC's outreach and quality planning products offer a wealth of information for planning partners and the general public.
26. ARC staff continually seeks to examine the effectiveness of its public involvement opportunities and is open to feedback concerning ways to better inform and engage the public. This is commendable and promotes continual process improvements.
27. The Transit On-board Survey, with more than 50,000 returned surveys, set a new standard nationwide. Other MPOs are using this survey as a model/benchmark.
28. The ARC has provided regional leadership for transit and intermodal transportation through its work with transit operators and numerous committees and sub-committees.
29. The ARC has institutionalized the Transit Implementation Board that developed *Concept 3*. Subsequently, the Regional Transit Committee continues to work within the region's transportation planning process to identify and program transit projects. This is a major accomplishment, given the many jurisdictions and complicated inter-relations amongst these in the region.

30. The ARC continues to make positive strides to promote transit programs. Examples include: use of models to help develop transit priorities, a Best Practices transit study, a Human Services Transportation Plan that identified a regional one-call mobility center as a priority; and regional BREEZE fare media updates for regional transit providers.

## **Recommendations**

1. The ARC is encouraged to include into the UPWP the development of a map or maps with major corridor studies, transit studies, freight, LCI, access management, interchange studies, truck lanes and other major corridor/area initiatives. These could be portrayed on the ARC website to provide a visual of the numerous work activities underway in the region.
2. The ARC should account for activities in the UPWP that consume substantial staff time to support planning endeavors such as the Transportation Improvement Act.
3. The ARC should include Interagency Consultation Group protocol for review of draft project lists that include all projects (regionally significant, non-exempt, and exempt) in the RTP/TIP development process. This should take into account ample review of draft project list(s) prior to distribution of the documents for public comment.
4. The ARC is encouraged to continue monitoring 2010 Census products as these are published, include any new areas into the ARC Boundary, and incorporate these into outreach efforts.
5. When making revisions to the RTP/TIP, the ARC must identify how the proposed changes are eligible as Administrative Modifications per ARC's *Transportation Plan Amendment Process* (Appendix D of the adopted *Regional Transportation Participation Report*, 2008). Proposed changes should be clearly highlighted in some manner.
6. The ARC is encouraged to continue work on tracking 'before' and 'after' data as part of the Plan Management Process to measure the effects of projects on mobility after project implementation, including Bike/Pedestrian and LCI programs.
7. The ARC is encouraged to coordinate with GDOT, GRTA, FHWA, and FTA to further develop PLAN 2040 Plan Management measures and methodology to track and report results with focus on key performance measures.
8. The ARC should develop and implement a strategic plan for ARC Transportation Demand Management initiatives, i.e., rideshare support and activity center air quality education.
9. The ARC is encouraged to help foster environmental coordination between local jurisdictions, GDOT, and USDOT and to continue to train ARC staff and member jurisdictions on the Federal project delivery process.
10. The ARC should review and update the 2007 Atlanta Regional Bicycle Transportation & Pedestrian Walkways Plan.
11. The ARC is encouraged to ensure proper resources are allocated to bicycle and pedestrian planning for ongoing cross-jurisdictional bicycle and pedestrian planning.
12. The ARC should make certain to capture evolving public involvement protocols and processes through documentation in the updated Participation Plan.

13. The ARC is encouraged to consider restarting Public Involvement Advisory Group periodic meetings using alternate formats or technology.
14. The ARC must develop a Title VI Plan in accordance with 23 CFR Part 200, to address how the agency implements their Title VI program and ensures nondiscrimination.
15. The ARC should ensure it continues to document Civil Rights' policy statements and procedures. These should be communicated to employees on a regular basis and publicly available.
16. The ARC should include ADA considerations as it develops its regional sidewalk inventory and as it coordinates with GDOT and local jurisdictions to facilitate a compendium of regional complete streets plans and programs.
17. Concerning transit, the ARC is encouraged to:
  - Continue work developing a regional transit governance structure to enable operators to achieve broad regional guidance and state support.
  - Continue consideration of the aging, disabled and EJ communities in transit planning and consideration of rising gas prices on mode choice for all riders.
  - Continue efforts for a one-call mobility management center and toll free number for disabled and senior transportation throughout the region.
  - Continue to develop crash profiles and studies around transit stops on arterial streets where a disproportionate number of crashes occur.

# CERTIFICATION REVIEW EMPHASIS AREAS

## Previous Review Highlights

The initial part of the certification review focused on examining the previous certification review report. This included evaluation and discussion of the progress ARC and associated partners have made in addressing the findings. Below are the Notable Strengths and Recommendations, as listed in the October 2007 report and ARC's work to address the recommendations.

### Notable Strengths

1. The ARC has advanced coordination and partnership with jurisdictions during freight and multimodal corridor studies. An excellent job has also been done in reaching out and engaging the freight shippers and incorporating freight partner views in the planning process.
2. The ARC has excelled in incorporating and educating new jurisdictions on the MPO process including emphasis on data sharing and needs.
3. The ARC has advanced the inclusion of safety in the planning and project prioritization process by educating jurisdictions on the CARE software package and developing regional performance measures.
4. The study database, which is tracked quarterly, has allowed improved jurisdictional coordination and understanding of planning products.
5. The ARC has done an excellent job of integrating the federal planning factors including the use of the Regional Strategic Transportation System and Unified Growth Policy Map.
6. The ARC has excelled at incorporating air quality aspects of transportation conformity, including the Interagency Consultation Group, into the planning process and developing positive conformity findings for the Regional Transportation Plan and associated TIPs for both the Atlanta TMA and the GHMPO.
7. The ARC has done an outstanding job of integrating Environmental Mitigation and Resource activities into the RTP including information gathering and coordination with Federal, State and local resource agencies.
8. The ARC has advanced financial forecasting and cost estimating procedures, including Year-of-Expenditure dollars, through development of a cross-cutting Financial Planning Team.
9. The ARC has expanded the roll of participation in the planning process through the development of the *Regional Transportation Participation Plan* including utilization of internet based technologies.

10. The ARC has advanced the inclusion of congestion relief using the CMP including bottleneck identification and defining project prioritization methods.
11. The ARC has excelled in project tracking through the use of the online database and quarterly project administrative change reviews with local jurisdictions.
12. The ARC has advanced intermodal planning with the Bike/Ped Task Force including outreach efforts, developing a Bike/Ped Level-of-Service, and Walkable Community Workshops.
13. The ARC has expanded environmental justice considerations with outreach to those traditionally underserved and under-represented using their Global Atlanta Works projects.
14. The ARC has done an outstanding job of Managed Lane planning by collaborating and developing partnerships with Federal, State and local jurisdictions and agencies in their Managed Lane Planning Team.
15. The ARC has increased public participation techniques in the entire 18 county MPO area by utilizing the Public Involvement Advisory Group. This group is made up of government jurisdictions and members of the public interested in the planning process.

### **Recommendations with Status**

- The ARC should consider further outreach efforts in forecasting the regional growth specific to the increased urbanized area boundary, which will occur after the 2010 census.  
*Status (2011): ARC develops all forecasts for the 20-county area plus regional and small area forecasts, using committees of experts to help refine the forecasts and make them more accurate. Once the new planning area is developed, after the Census, the ARC will include all of any new area in their outreach efforts.*
- The ARC should develop a prospectus or other policy related almanac containing current policies with adoption date and how they affect previously adopted policies.  
*Status (2011): In lieu of developing a prospectus, all policies were updated and have been adopted as part of the PLAN 2040 process. This major effort incorporates the consolidation of all ARC policies into a coherent document, with full ARC policy-maker participation.*
- The ARC should list all committees in the UPWP and/or RTP that met during the calendar year and/or are ongoing and explain their function and organizational make-up.  
*Status (2011): ARC transportation-related committees, subcommittees, and task forces are listed in Appendix 1 of the UPWP. These lists are revised each year during UPWP development to reflect the dynamic planning process.*
- The ARC is encouraged to continue their performance measure pursuit of Economic Vitality benchmarks and goals.  
*Status (2011): Based on an analysis of national best practices, in 2010 ARC purchased the econometric tool REMI TranSight and used this tool to assess the impacts of PLAN 2040 investments on the regional economy. While still in the early stages of development, this tool*

*will increasingly be used in the future to evaluate the impact of both the RTP and major, region-shaping projects.*

- The ARC should continue engagement in the interagency process for PM2.5 hot-spot reviews with an emphasis on “Projects of Concern.” ARC should ensure that the planning assumptions used to develop the project level conformity analysis are consistent with those used to develop the regional emissions analysis.  
*Status (2011): ARC continues to monitor PM2.5 hot-spot “Projects of Concern” sent out through interagency e-mails.*
- The ARC should continue coordination with the GA EPD on development of the mobile source components in future ozone and PM2.5 SIPs. Additional coordination with GA EPD should be maintained when updating the Conformity SIP to include SAFETEA-LU elements and PM2.5 considerations.  
*Status (2011): ARC maintains a good working relationship with the Georgia Environmental Protection Division with respect to SIP development and conformity needs. ARC, working with GA EPD, has been testing the MOVES model, preparing for the transition away from the MOBILE6 model. In the coming months, ARC anticipates helping GA EPD prepare MOVES-based maintenance plans for both the 1997 ozone and PM2.5 standards.*
- The ARC should invite the federal partners to the TransAQ group meetings when developing assumptions for use during SIP development to streamline the process and receive early feedback.  
*Status (2011): Since the 2007 Certification, federal partners (FHWA, FTA, and EPA) have been included in the TransAQ group.*
- The ARC is encouraged to advance website ease-of-use by adding dates to posted documents and having periodic functionality reviews from partners and stakeholders.  
*Status (2011): Documents are dated online whether in an introductory sentence, a header, or post date. The functionality of the website is discussed internally through monthly Transportation Planning Division and bimonthly agency Website Team meetings. Input has been obtained from stakeholders and partners as needed and through survey questions in the PLAN 2040 online public meetings.*
- The ARC should explore ideas for informing, educating and involving the public on specific issues and insure that processes and products are interpreted correctly.  
*Status (2011): ARC spent a year developing PLAN 2040 Quick Guides that briefly provided the essential information about the processes and products for transportation planning. ARC continues to maintain a current Transportation 101 presentation that was recently used for the Community Planning Academy and youth presentations as well as other presentations in the community.*
- The ARC is encouraged to advance their efforts with local jurisdictions to regularly refine the RTP/TIP project list to assure that the project selection process is transparent and that programmed projects have timely implementation.

*Status (2011): ARC continued to focus on this item in PLAN 2040. Extensive stakeholder involvement occurred regarding project selection methodologies, resulting in modifications to existing procedures.*

- The ARC should ensure that the expenditure of transit enhancing funding is reported  
*Status (2011): As the Section 5307 designated recipient for the Atlanta area, MARTA develops and submits the required reports on transit enhancing funding expenditures to FTA. ARC is available to provide support as needed. In response to this recommendation, ARC has initiated discussions with MARTA to review the Section 5307 final quarterly progress report for the Atlanta UZA. Also, through the Transit Operators Subcommittee process, ARC will continue to provide a viable forum for regional transit operators to provide their input into the transportation planning process.*
- The ARC is encouraged to refine efforts for corridor level Travel Demand Modeling with specific emphasis on corridor level transit ridership forecasting.  
*Status (2011): ARC conducted a regional transit on-board survey in 2009-2010 to get a better understanding of transit travel behavior. The full expansion of the survey was used to make important updates to the mode choice model, and was performed to tabulate new transit targets by trip purpose, mode of access, and socioeconomic class. To improve the model's representation of the geographic nature of transit travel and better represent the split between rail and bus travel, a pedestrian environment factor was introduced to differentiate between suburban and urban locations. Refinement efforts have led to improved corridor level travel demand modeling, and resulted in enhanced corridor level transit ridership forecasting capabilities.*
- The ARC is encouraged to develop additional performance measures in the CMP, such as reliability measures, to help focus resources.  
*Status (2011): As part of the 2008-2009 CMP contract, ARC purchased 2010 travel time data from INRIX. Along with segmented travel time values, summarized in 15-minute intervals, INRIX provides a standard deviation value for each segment reported, which will suggest areas where travel time results vary. Furthermore, the CMP consultant will be developing customized Structured Query Language (SQL) database query functions to calculate travel time variability and compare such variability among the various segments of the Regional Thoroughfare Network (RTN) developed as part of the 2010-2011 Strategic Regional Thoroughfare Plan (SRTP). Ultimately, this data will be used to reflect upon the travel time reliability and will be diagnosed based on other data sources such as changes in volume and crashes.*
- The ARC should track project implementation and performance using the CMP.  
*Status (2011): ARC began a travel time data collection program in 2005. The objective of the program was to collect "before" travel time data at locations where TIP projects were soon to be implemented. There was also a schedule for collecting the "after" data once the project had been open to traffic for a reasonable period of time. Since then, the availability of private vendor data has become a more cost-effective way of collecting travel time data, and the ARC-led travel time surveys are no longer being administered. Instead, ARC purchased 2010 INRIX travel time data. ARC is currently processing the data, and will be*

*able to start evaluating project effectiveness in the near future. This however, will be an on-going program whereby future private vendor datasets are likely to be acquired.*

- The ARC should continue to further their mechanisms to evaluate the needs of low income communities.  
*Status (2011): Major efforts were made to refine the methods to evaluate the needs of low-income communities. Equitable Target Areas (ETAs) was identified as part of the PLAN 2040 process.*
- The ARC should work with partners to enhance coordination in the planning, funding and implementation of the regional vanpool program.  
*Status (2011): CMAQ funding is no longer used to support vanpools in the Atlanta region. Primary providers of vanpool service in the Atlanta region are VPSI and Enterprise, both under contract to GRTA and marketed by the providers and organizations such as the Cumberland CID, and Cherokee County Transportation Services (CATS) Van Pool. Douglas County Rideshare provides vanpool service using county-owned vehicles. All providers report service statistics to the national transit database. These statistics generate FTA Section 5307 revenue for the Atlanta UZA, which is re-invested in the vanpool services. These vanpool services are marketed and implemented by the Clean Air Campaign, TMAs, these service providers, and/or local governments. Most all of these entities rely on the regional commuter database maintained by ARC and the Clean Air Campaign, as well as ARC technical support to generate potential vanpool match lists.*
- The ARC should document a formal Title VI complaint process.  
*Status (2011): The Director of the Atlanta Regional Commission is responsible for Title VI and has designated two Title VI Officers and adopted a formal process, effective February 18, 2008. The complaint process and form were distributed to all ARC staff, posted on ARC's website and placed on each floor in public spaces.*

### **Corrective Action with Status**

The ARC should update the tri-party (GDOT, ARC, and MARTA) agreement to include the GRTA.

*Status (2011): A Quad Party Agreement between GDOT, ARC, MARTA, and GRTA was executed on January 23, 2008. The agreement satisfactorily met 23 CFR 450.314 requirements, which call for the MPO, the State, and public transportation operators serving the MPA to cooperatively determine, and clearly identify in writing, their mutual responsibilities in carrying out the metropolitan transportation planning process.*

### **Certification**

The Atlanta Regional Commission and associated planning partners continue to make considerable advances in the planning process. In consideration of current and proposed planning activities taking place in the Atlanta Region, the metropolitan planning process is hereby certified for four years.

## **2011 Review Items**

The Certification Review Process includes a review of all agencies, State DOT, MPO and transit operators, that are charged with cooperatively carrying out transportation planning. The certification review is done in the spirit of cooperation with the goal of enhancing the quality of the transportation planning process. Noteworthy strengths and recommendations listed within this report are intended to ensure continuing regulatory compliance with Federal requirements and to foster continuing, cooperative and comprehensive transportation planning practices within the Atlanta TMA. The following 10 elements are focus areas discussed during this Certification Review Process.

### **I. Unified Planning Work Program (UPWP) Development**

#### 2011 UPWP

The ARC Board adopts the UPWP annually in December. The UPWP includes transportation planning activities and goals for the upcoming year and the accomplishments of the previous year. The ARC 2011 UPWP includes the following elements: Long Range Planning, Program Administration and Maintenance, Short Range Planning, Travel Surveys, Models and Analysis, Air Quality Planning, Local Government Assistance, Transportation Demand Management, Model Applications & Analysis, Special Studies & Projects, Transportation Public Involvement, and Regional Transit Planning. The UPWP also includes a summary of ARC's planning process, ARC's Board structure, and a listing of the agency's various committees and sub-committees, as well as various memoranda and planning agreements to provide historical and planning context. Federally and non-Federally funded initiatives are listed in the UPWP. Specific corridor studies, modeling, air quality and special studies are further described within the UPWP. The UPWP appendices provide a snapshot of ongoing planning activities by work element.

ARC senior staff decides on UPWP priorities and work elements based on Federal and program priorities. ARC staff develops the UPWP using a bottom-up approach, gathering input from MPO jurisdictions. The process generally starts in August with a solicitation from ARC to all planning partners.

ARC has established a study tracking database along with a listing of accomplishments, with periodic reports shared with stakeholders who provide feedback. Surface Transportation Program (STP) funds are used as supplemental funds when needed, to the regular Federal Planning (PL) funds. A typical year will bring several amendments to the UPWP and some PL funds may be carried over to the next year, if the contract is not closed out and funds are unused.

The Georgia Department of Transportation (GDOT), area transit providers and area local governments are part of the UPWP process. Various deliverables and cost centers are described in detail within the UPWP. The funding tables and descriptions of work clearly show the sources of funding and the expected deliverables. A portion of the budget is allocated to fund the professional development of ARC's staff and these allocations are recorded in PL reports submitted to the GDOT. Furthermore, planning activities are reported in ARC's newsletter and posted on their website for public review.

Work elements in the 2011 UPWP are nested into *Plan 2040 ARC Plan Implementation Program*, which provides an overview of existing and possible work areas ARC will consider in the upcoming five-year period. The *Plan 2040 ARC Plan Implementation Program* is developed for the entire ARC organization, covering all of the agency's primary roles, including those beyond its official designation as the MPO, summarized below:

- Metropolitan Area Planning and Development Commission (MAPDC), responsible for comprehensive planning under state law.
- Regional Commission (RC), as an area of greater than 1,000,000 people, in this capacity assists local governments prepare and implement comprehensive regional plans.
- Staff support to the Metropolitan North Georgia Water Planning District (MNGWPD).
- Administrative agency for the Atlanta Regional Workforce Board (ARWB).
- Area Agency on Aging (AAA), providing services and policy guidance to address aging issues.

### ***Review Team Finding***

The UPWP continues to be a well-developed, detailed, and practical document for ARC's transportation planning activities. The document provides a good snapshot of current planning activities in support of Federal guidelines, regional priorities, and local initiatives. The format is readable and clearly explains programs and studies underway with the corresponding work elements shown. Inter-jurisdiction coordination is a hallmark of the ARC UPWP process.

### **Strengths**

- The ARC coordinates well with member jurisdictions to develop and report UPWP activities and accomplishments. This coordination, coupled with transparency, fosters increased understanding and participation among ARC partners and interested parties.
- Integration of transportation planning activities with other regional planning endeavors within the ARC is commendable, as it provides strategic and organizational direction for the entire agency, not just the Transportation Planning Division.

### **Recommendations**

- The ARC is encouraged to include into the UPWP the development of a map or maps with major corridor studies, transit studies, freight, LCI, access management, interchange studies, truck lanes and other major corridor/area initiatives. These could be portrayed on the ARC website to provide a visual of the numerous work activities underway in the region.
- The ARC should account for activities in the UPWP that consume substantial staff time to support planning endeavors such as the Transportation Improvement Act.

## **II. Air Quality**

### **Background**

On April 15, 2004, the United States Environmental Protection Agency designated 20 counties within the metropolitan Atlanta area as nonattainment under the eight-hour ozone standard.

Ozone is a primary component of smog and a powerful respiratory irritant when formed in the lower atmosphere. Ozone is not emitted directly from any source; it is formed when NOx and VOC combine in the atmosphere in the presence of sunlight. Air pollution control strategies are aimed at controlling NOx and VOC, since they are precursors to ozone formation. The eight-hour ozone nonattainment area encompasses the previous 13-county one-hour ozone nonattainment area plus seven additional "ring" counties: Barrow, Bartow, Carroll, Hall, Newton, Spalding, and Walton.

On December 17, 2004, the EPA also designated 20 whole counties and two partial counties near the metropolitan Atlanta area as nonattainment under the annual PM2.5 standard. Particulate matter is the term for particles found in the air, including dust, dirt, soot, smoke, and liquid droplets. The primary source of concern in air quality emissions analysis is direct motor vehicle PM emissions, both from the combustion process and from tire and brake wear; and a precursor to PM formation in the atmosphere, NOx. PM2.5 are referred to as "fine" particles and are believed to pose the greatest health risks. The PM2.5 nonattainment area encompasses the previous 13-county one-hour ozone maintenance area plus seven additional "ring" counties: Carroll, Bartow, Hall, Barrow, Walton, Newton, and Spalding counties; and parts of Heard and Putnam counties (See Figure 1).

#### RTP, TIP, and Conformity Determination

The ARC, as the federally designated MPO for all or portions of 18 counties within the 19-county Atlanta Urbanized Area, is directly responsible for developing a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) that conform to the air quality goals established in the SIP, according to the guidelines outlined in the Transportation Conformity Rule and Metropolitan Planning Regulations. A small portion of the Atlanta Urbanized Area extends into Hall County. The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is designated the MPO for the Gainesville Urbanized Area and the planning boundary for the GHMPO covers Hall County in its entirety. Hall County is included both in Atlanta's ozone and its PM2.5 nonattainment areas. The ARC performs the planning and technical work required by the Transportation Conformity Rule, including, by agreement with the GHMPO, the emissions modeling for Hall County, and documents the analysis in a combined Conformity Determination Report (CDR). The USDOT approves or disapproves the conformity analysis in consultation with the EPA. A positive conformity determination is required in order for the RTP and TIP to advance in both the ARC and GHMPO jurisdictions.

The Atlanta region's current RTP is PLAN 2040. This Plan and the FY 2012-2017 TIP were approved by the Transportation and Air Quality Committee (TAQC) on July 14, 2011, ARC Board on July 27, 2011 and by GRTA Board approved the TIP on August 10, 2011. The Conformity Determination letter was signed by FHWA on September 6, 2011. Prior to this recent Conformity Determination, since the 2007 Certification Review, four conformity determinations were completed. These were prompted by revisions to the region's TIP. These are presented in Table 1. Figure 1 on page 3 shows the MPO Boundary, Ozone Nonattainment Area, and PM2.5 Nonattainment Area.

**Table 1: ARC/GHMPO Recent Conformity Determinations**

<b>USDOT Approval</b>	<b>RTP//TIP</b>	<b>Pollutant</b>
10/10/2007	Envision6 (FY 2008-2013 TIP)	Ozone under the 8 hour standard; PM 2.5
6/10/2009	Envision6 (FY 2008-2013 TIP) - Amendment 4	Ozone under the 8 hour standard; PM 2.5
12/17/2009	Envision6 (FY 2008-2013 TIP) - Amendment 7	Ozone under the 8 hour standard; PM 2.5
9/9/2010	Envision6 (FY 2008-2013 TIP) - Amendment 10	Ozone under the 8 hour standard; PM 2.5
9/6/2011	PLAN 2040 FY 2012 – 2017 TIP	Ozone under the 8 hour standard; PM 2.5

Interagency Consultation Group (ICG)

The formal ICG process for the Atlanta nonattainment area was established in November 1994 in a Conformity SIP MOA between ARC, GDOT, EPD, and MARTA. The ICG comprised of the agencies listed above plus representatives from FHWA, FTA, EPA, GRTA, local transit providers and the GHMPO meet monthly, or as needed, to address transportation and air quality issues. All meetings are documented by ARC, reviewed by ICG partners, and included in the Conformity Determination Report (CDR). Interagency topics include: travel demand and emissions modeling assumptions, identification of regionally significant and exempt projects, evaluation of conformity triggers, nonattainment area boundary, updates from EPA and EPD and other topics as pertinent.

TransAQ Coordination Team

The TransAQ Coordination team, a technical subgroup of ICG, consists of management-level representatives from the ARC, GRTA, GDOT, EPD, EPA, FHWA, and FTA, who meet periodically to discuss air quality issues affecting the transportation conformity process in the Atlanta region. ARC staff facilitates the meetings. Primary issues discussed include topics such as legal challenges, coordinated public outreach, implementation of new standards, travel demand and mobile source emission modeling issues, and agency roles pertaining to air quality conformity.

MOBILE6 to MOVES

ARC staff, in conjunction with ICG partners, have been preparing for the conversion from the MOBILE6 model to the Motor Vehicle Emission Simulator (MOVES) model for emissions factor modeling by the original March 2012 deadline. Due to clean data, EPD anticipates preparing maintenance plans for the 1997 eight-hour ozone and annual PM2.5 standards in 2011. The ARC is preparing to help EPD develop mobile budgets using MOVES for use in future conformity determinations. MOVES planning assumptions and technical documentation will be routed through the ICG later this year.

### Climate Change Study

ARC staff has conducted an emissions analysis using the 20-county regional travel demand model to calculate the total mass of CO<sub>2</sub> emitted by on-road regional sources. This work has been recognized at the local and national level, with staff invited to present results at conferences and events. Climate change scenario testing conducted by the ARC has outlined a range of possible emission futures based on various regional configurations of land use and transportation systems. Some of this information has been included in PLAN 2040 and will help set realistic targets and goals in the future.

### ***Review Team Finding***

ARC's Interagency Consultation process operates within the transportation planning process. Since 2007, ARC has successfully coordinated four conformity determinations. The ARC provides cohesion among ICG members of varied professional disciplines. The ARC committee and procedural structure, such as regularly scheduled ICG meetings, a quarterly RTP/TIP amendment/modification process, and regular communications with regional stakeholders about AQ requirements have successfully managed AQ triggers and limited conformity determinations. The ARC continues to educate regional stakeholders about new AQ developments and is at the forefront of the transition from MOBILE6 to MOVES.

### Strengths

- The ARC effectively incorporates air quality conformity into the transportation planning process to develop positive conformity findings for the RTP and associated TIP for the Atlanta region and the Gainesville-Hall MPO.
- The ARC has taken proactive measures to quantify the impacts of greenhouse gas emissions. ARC's climate change scenario testing has been recognized nationally for its innovative methods to examine the effects of transportation and land use development on CO<sub>2</sub> levels.
- The ARC is commended for ongoing efforts to educate regional stakeholders about new AQ developments and the required transition from MOBILE6 to MOVES.
- The ARC does a good job of coordinating meetings of the Senior Air Quality Partners, agency heads of the ICG member organizations.

### Recommendation

- The ARC should include Interagency Consultation Group protocol for review of draft project lists that include all projects (regionally significant, non-exempt, and exempt) in the RTP/TIP development process. This should take into account ample review of draft project list(s) prior to distribution of the documents for public comment.

## **III. Study Area Organizational Structure**

The ARC study area has several different boundaries considered when implementing the federal planning requirements (See Figure 1, Page 3). ARC is the transportation planning agency for the Atlanta region under Federal law as the designated MPO for an 18-county region. As such, the ARC is responsible for developing a multi-modal, financially constrained transportation plan that meets all Federal transportation and Clean Air Act planning requirements.

The study area includes all or portions of five of the seven GDOT Districts and all or portions of nine of the 13 Congressional Districts (3, 4, 5, 6, 7, 8, 9, 11 and 13). There are over 100 cities in the ARC planning area, 18 county DOT offices, and five transit operators. State law mandates that transportation funds must be balanced by congressional district over five year periods. There is one vote per member of the ARC board with no weighted voting based on population. The eight partial counties have limited membership in the ARC for transportation planning purposes only, and have a vote as members of the TAQC. Prior to the 2007 Certification Review, the ARC incorporated the changes in the Urbanized Area (UZA) Boundary brought about by the 2000 Census and integrated those new jurisdictions into the planning process. This integration was achieved through formalized planning agreements and included education/outreach. The ARC has a formal agreement with the GHMPO, GDOT, and EPD for air quality planning in the overall ozone and PM2.5 nonattainment areas.

Under state law, the ARC is also the Metropolitan Area Planning and Development Commission (MAPDC) with responsibilities of a Regional Commission (RC) accountable for preparing and implementing regional comprehensive plans. Integration of transportation planning and comprehensive planning activities was a key component during PLAN 2040 development. This will be discussed further in the RTP/TIP section of this report.

### ***Review Team Finding***

The ARC continually seeks ways to innovate and improve the Atlanta region, as evident during the development of PLAN 2040 in which ARC Board members strategically integrated the transportation and land use plans into a unified plan, making this a key policy criterion for project selection.

#### Strengths

- The ARC's organizational structure successfully fosters working relationships among regional stakeholders across various disciplines. ARC staff and policy makers continually and cooperatively coordinate, often sharing resources amongst the various ARC divisions.

#### Recommendation

- The ARC is encouraged to continue monitoring 2010 Census products as these are published, include any new areas into the ARC Boundary, and incorporate these into outreach efforts.

## **IV. Metropolitan Planning Area (MPA) Boundaries**

The MPA Boundary defines the geographic area in which the MPO, State and transit operators have agreed to conduct transportation planning under 23 USC 134 and 49 USC 5303, 5304, and 5305. The MPA defines the area in which Federally-funded projects must be part of a financially constrained RTP and a financially constrained TIP. The main application to certification is a determination that the MPA has been established in accordance with the regulations and that the planning and program development processes cover the entire area. The Urbanized Area Boundary (UAB) and MPA were adjusted to incorporate the results of the 2000 Census. The date of the Governor's approval for the MPA was April 6, 2004. The Atlanta UZA is in portions of 19 counties; 18 counties are in the Atlanta MPA. An agreement is in place between ARC and GHMPO assigning responsibility to GHMPO for transportation planning for

the portion of the Atlanta UZA in Hall County. The Atlanta UZA only slightly extends from Gwinnett into Hall County but is expected to increase with the 2010 Census results. Functional classifications with the UZA revision were submitted to FHWA and FTA and approved. The planning process takes into account the expansion of the MPA over a 20 year forecast period. The MPA does not match the nonattainment boundaries (8-hour ozone and PM2.5 are both different) but ARC does perform the regional emissions analysis for the entire nonattainment areas including an update to the ARC Travel Demand Model incorporating all 20 counties in the 8-hour ozone area.

***Review Team Finding***

No changes since the 2007 Certification Review.

**V. Agreements and Contracts**

Federal legislation (23 USC 134) requires the MPO to work in coordination with the State and public transportation agencies in carrying out a continuing, cooperative, and comprehensive (3C) metropolitan planning process. The ARC has agreements in place that specify the responsibilities of the MPO, State, transit and air quality agencies, and member jurisdictions. Official written agreements help ensure that the 3C process is executed as intended and can be readily understood by the participants in the planning process and the public. Procedures identified in these agreements and ongoing planning efforts correspond to a continuing, cooperative, and comprehensive process.

All parties listed in ARC planning MOAs adhere to the processes identified and work collaboratively to improve transportation systems in the region. Agreements are updated as needed. To accomplish certain tasks such as local project selection, targeted public outreach, or to develop key planning documents, ARC forms ad-hoc or official subcommittees, these are generally coordinated through the TCC and TAQC.

In 2007, ARC received one corrective action to update its "MOA for Transportation Planning and Coordination and Cooperation" to include GRTA. ARC finalized a Quad Party agreement between GDOT, ARC, MARTA, and GRTA on January 23, 2008.

***Review Team Finding***

ARC has numerous agreements in place to conduct a 3C transportation planning process. Agreements are listed in the UPWP and on ARC's webpage. The completion of a Quad Party agreement on January 23, 2008 successfully satisfied the 2007 Corrective Action.

**VI. Self-Certification**

The Self-Certification process is governed by 23 CFR 450.334(a) and highlights 10 aspects of the overall planning process. This review and ongoing involvement of USDOT staff ensures the letter and spirit of regulations are met during MPO day-to-day operations and as it develops and implements plans and programs. The requirement calls for a Self-Certification to be submitted at least every four years along with the proposed TIP.

### ***Review Team Finding***

The ARC completed its “Certification of the Atlanta Metropolitan Planning Area” in July 2011 as PLAN 2040 and FY 2012-2017 TIP were finalized. This document served as ARC’s Self Certification and satisfies Federal requirements listed in 23 CFR 450.334(a).

## **VII. Regional Transportation Plan /Transportation Improvement Program**

PLAN 2040 was developed as a unified plan with two sections. Section 1 is the Regional Agenda required under State law, a regional comprehensive plan articulating land use policies and priorities. Section 2 is the Regional Transportation Plan, the official multimodal transportation plan addressing no less than a 20-year planning horizon, and TIP required under Federal law. The Environment & Land Use Committee (ELUC) adopted the Regional Agenda (Section 1) on July 14, 2011; the TAQC adopted the 2040 Regional Transportation Plan, FY 2012-2017 TIP and associated Conformity Determination Report (Section 2) on July 14, 2011; and the ARC Board adopted the unified PLAN 2040 (Sections 1 and 2) on July 27, 2011. The USDOT provided a positive Conformity Determination finding on the RTP and TIP on September 6, 2011. The ARC has summarized how PLAN 2040 conforms to SAFETEA-LU requirements as codified in 23 CFR 450.306 and 23 CFR 450.322 in Appendix D-1 of the Plan. The Plan and TIP can be found online at [www.atlantaregional.com](http://www.atlantaregional.com). The next few pages summarize key components of ARC’s transportation planning processes, PLAN 2040 and FY 2012-2017 TIP development, and related programs and activities.

### **PLANNING ASSUMPTIONS DEVELOPMENT**

#### Socio-economic Forecasts

The ARC used the Policy Insight (PI+) economic model developed by Regional Economic Model Inc. (REMI), to develop regional forecasts and assess the economic impacts of PLAN 2040. A Technical Advisory Committee (TAC) of regional economists and policy experts was formed and met five times to review and finalize regional socio-economic projections for PLAN 2040. Extensive calibration was done based on TAC input. The TranSight model, also from REMI, is currently being used to amplify PI+ outputs for use in evaluating the economic impacts of potential infrastructure investments that would accelerate or enhance elements of PLAN 2040.

ARC staff used the Traffic Analysis Zone-Disaggregator (TAZ-D) model to allocate population to small areas (TAZs) in the ARC region for purposes of transportation modeling. The small area process and review of assumptions included production of four interim forecast series, and three series of review meetings (supported by online exchanges) with local planners. The Production Exchange Consumption Allocation System (PECAS) model is under development and is targeted for use in future conformity processes. PECAS models, both economic systems and property markets, in combination with TDM outputs, should yield further understanding of the economic consequences of infrastructure planning and various other policy decisions.

#### Financial Forecasts

Financial assumptions and forecasts for PLAN 2040 and the FY 2012-2017 TIP were developed in consultation with ARC’s Financial Planning Team, composed of representatives from FHWA, FTA, GDOT, GRTA, SRTA, ARC, and MARTA. The Financial Planning Team served as a sounding board for assumptions and methodologies, and provided input on ARC’s funding

alternatives report, *Bridging the Gap 2010*, developed to evaluate and estimate potential revenues from various sources. The Financial Planning Team met between 2009 and 2011 to discuss major funding trends and issues. A key component of these discussions was identifying the level of funding available to implement PLAN 2040.

To develop a fiscally constrained PLAN 2040 and FY 2012-2017 TIP, ARC staff and the Financial Planning Team first determined an inflation rate for the TIP (2012-2017) and a separate rate for years beyond (2018-2040). Then, the team identified Federal, State and local revenue resources, forecasted project costs using ARC's costing tool, and finally applied the inflation rate to revenues and costs. This process is outlined in Chapter 5 of PLAN 2040, which includes a comparison of PLAN 2040 and FY 2012-2017 TIP revenues and costs and clearly demonstrates fiscal constraint.

## **PLANNING INPUTS**

### Congestion Management Process (CMP)

Congestion can be defined and quantified based on three dimensions: intensity, duration, and extent. These dimensions are used to rank and prioritize a list of congested facilities for potential congestion-relief projects in the future. The dimensions are a tool for transportation planners and policy makers to identify congested locations and strategies to best address the congestion in particular locations.

The ARC CMP helps identify and monitor congested locations throughout the region. The CMP also provides a variety of congestion relief strategies to enhance mobility on identified facilities. These can include: transit improvements, interchange upgrades, transportation demand management strategies such as carpooling or teleworking, operational improvements such as coordinating traffic signals, and capacity projects like adding managed lanes. The Atlanta region's CMP also explores relief of bottlenecks and incident response as a means to addressing congestion on area roadways. The ARC Management and Operations (M&O) Subcommittee helps facilitate information sharing and decision-making related to the CMP.

One specific method the ARC has used to measure and track congestion is travel time analyses on congested corridors "before" and "after" TIP improvements on corridors already scheduled for transportation improvements. Routes are identified based on the length and scope of the scheduled TIP project as well as logical termini. In 2008/2009, ARC collected travel speed data on two hundred (200) centerline miles of specific non-interstate/non-freeway roadway facilities using GPS-equipped vehicles and following the latest state-of-practice "floating car method" guidelines and techniques.

During PLAN 2040 development, ARC staff used 2010 CMP rankings to identify and prioritize projects, examining the duration of congestion using "hours of delay" as a screening tool. "Hours of delay" will be used as a measure performance to evaluate PLAN 2040.

As described in the 2007 recommendation status on page 12, the ARC purchased 2010 travel time data from INRIX. Along with segmented travel time values, summarized in 15-minute intervals, INRIX provides a standard deviation value for each segment reported. Furthermore, ARC will be developing a customized database query to calculate travel time variability and

compare such variability among the various segments of the Regional Thoroughfare Network (RTN) developed as part of the 2010-2011 Strategic Regional Thoroughfare Plan (SRTP). Ultimately, this data will be used to reflect upon the travel time reliability and will be diagnosed based on other data sources such as changes in volume and crashes.

#### Equity Analysis, Equitable Target Areas

The ARC developed the Equitable Target Area (ETA) Index to identify environmental justice communities in the Atlanta region. The index is based on five demographic and socioeconomic parameters: age, education, housing values, poverty, and race. The ETA Index was used to measure the impacts of PLAN 2040 investments and programs on ETA communities. ETA maps were overlaid with maps showing PLAN 2040 projects, Limited English Proficiency (LEP) populations, zero-car households, LCI projects, and the Unified Growth Policy Map (UGPM). Geospatial analysis allowed the ARC to evaluate PLAN 2040 per-capita investments by project type, bike & pedestrian per capita investments, and jobs-housing balance from 2010-2040 in ETA and non-ETA areas. The ETA Index was also used to evaluate Transportation Investment Act (TIA) projects and ARC jurisdictions have requested data and technical advice for local analysis. The index can be further employed for project prioritization and evaluation, resource allocation, and decision-making at the regional and corridor levels.

#### Safety

The ARC has increased their involvement in state and regional safety planning, working closely with GDOT and the Governor's Office of Highway Safety (GOHS) and reviewing the 18-county crash data by Georgia Strategic Highway Safety Plan (SHSP) Emphasis Areas, to determine how the ARC region accounts for certain types of roadway crashes overall in Georgia. Moving forward, the intent ARC's intent is to work with GOHS to create an Emphasis Area Analysis Guidebook and work with all Georgia MPO's to analyze these areas by region. Communication with GOHS and some MPO's has begun. Results will be used in future regional safety planning.

The ARC has completed 90% of updated County Crash Profiles ~ analyses years are 2006-2008. Along with profiles, data has been organized in geo-databases and will be given to county staff for their use. After the development of County Crash Profiles in 2006, ARC made a few changes and now makes additional concerted efforts to confer with county planners to verify data and determine which data is most important (redundancy/quality check incorporated into process).

The ARC completed an analysis of pedestrian crashes that occurred within 100 feet of a transit stop during years 2004-08. Results have been shared with Pedestrians Educating Drivers on Safety (PEDS). PEDS has taken the information and is conducting road audits, funded through FHWA grants, to look in more details at some of the top locations.

ARC staff has provided various agencies technical assistance with data, maps, charts, graphs, speaking engagements – Lifelong Communities, Safe Kids Cobb County, SRTS Fulton and DeKalb, Tucker Civic Association, and Atlanta Bicycle Coalition (ABC) - and ARC staff has put together a master crash geo-database in GIS. This has enabled the ARC to conduct various analyses for regional plans and for local government data requests.

For PLAN 2040, ARC staff included a safety policy filter at the beginning of the project selection process and transportation projects that did not meet specific policy requirements were removed from the project evaluation list, some exclusions were applied. PLAN 2040 also includes two safety performance measures, Highway Incident Analysis and a Transit Crash reduction measure. In addition, funding in PLAN 2040 “General Purpose roadway Operations & Safety Program” will be used to fund hotspot locations identified in county crash profiles. Furthermore, PLAN 2040 created a new funding program entitled, “Last Mile Connectivity Program”, which will fund projects at identified locations. Finally, the ARC safety planner will be working with the Human Service Transportation (HST), Bike and Pedestrian coordinator, Area Agency on Aging (AAA) staff, and ARC ETA planner responsible for ETA Index for further analyses as PLAN 2040 projects and programs are developed.

### Security

In recent years the ARC and regional partners have developed working relationships to address regional security needs. A specific focus has been on developing evacuation plans for the region, with a detailed evacuation plan prepared in 2009 and follow-up work underway. This includes ongoing coordination with the Atlanta Urban Area Security Initiative (UASI). As part of the Regional Evacuation Plan, the ARC and regional partners identified evacuation zones and pinpointed at-risk populations, with the final outcome being the development of regional evacuation routes. A second phase of this security planning effort is underway, dedicated to garner a better understanding of the transportation network enhancements needed to implement recommendations. This effort has been closely tied to the development of the Strategic Regional Thoroughfare Network, including coordination with implementing evacuation routes.

### Visioning & Goal Setting

Early in the development of PLAN 2040 ARC’s *Regional Assessment* identified key regional findings that highlight the complex planning challenges facing the region. These findings, as well as ARC Board and committee input led to the development of a Vision for PLAN 2040. In addition, the Fifty Forward visioning effort, the Statewide Strategic Transportation Plan (SSTP), and input from stakeholder and the public also contributed to development of the Vision and Goals for PLAN 2040.

The ARC Board selected the ‘sustainability’ theme for PLAN 2040 through stakeholder and ARC committee meetings. According to PLAN 2040, the overarching idea is that “sustainability balances environmental, social, and economic objectives to achieve the region’s growth vision.” Building on this objective, with the intent to strike a balance between land use decisions and transportation investments, and in line with the chosen Local Policy (UGPM/LCI) scenario, PLAN 2040 Vision and Goals were selected. These are listed below:

#### *Vision Statement*

Visionary leadership for sustainable growth by balancing environmental responsibility, economic growth and social needs while maximizing benefits to all.

### *Goals*

- Lead as the Global Gateway to the South
- Encourage Healthy Communities
- Expand Access to Community Resources

### *Strategic Focus on Critical Regional Transportation Systems*

To support the identification of specific transportation investments toward the Local Policy scenario, PLAN 2040's Vision, Goals and Objectives are translated into a working plan through identification of several critical, regional transportation systems. Similar to the UGPM, these systems are tools to help ARC staff and policy makers articulate regional priorities for future investments and establish policy for the implementation of PLAN 2040.

### *Regional Strategic Transportation System*

PLAN 2040 recommended focusing limited Federal transportation dollars on capacity expansions on the Regional Strategic Transportation System (RSTS) facilities. In 2010/2011, the RSTS route designations were updated and resulted in the development of the Regional Thoroughfare Network (RTN). The RTN will serve as a priority network for performance monitoring and to facilitate PLAN 2040 Plan Management Process.

### PLAN 2040 Performance Framework

A key component of PLAN 2040 was the development of a performance framework with four Key Decision Points (KDPs): Program-Level Scenario Analysis; Policy Filter; Project Evaluation; and Project Selection. Each of these KDPs impacts the allocation of projected transportation revenue over the plan horizon and each represents a specific point in the transportation plan development process where the ARC made some level of resource allocation decision, either funding provisions or funding restrictions.

### *Plan 2040 Investment Priorities*

Based on direction from policy makers, PLAN 2040 places an emphasis on maintaining and optimizing the existing transportation infrastructure while maintaining the ability to invest strategically in system expansion and transportation demand management. Here is the breakdown of PLAN 2040's \$61B available funding over the Plan's life: 70% (\$42.8B) for Preservation and Optimization; 26% (\$16B) for System Expansion; and 4% (\$2.1B) for Transportation Demand Management.

### *Plan Management*

PLAN 2040 includes a management plan focused on delivering the regional transportation plan. Plan management aims to answer two basic questions:

- Is the region doing what it said it would do?
- Are these actions having the desired effect?

The management plan provides a mechanism to improve implementation efforts and influence the development of future plans. For stakeholders and interested parties, addressing these questions improves the transparency and accountability.

Chapter 6 of PLAN 2040 provides details about ARC's three plan management components:

- Tracking Business Practices (Internal/Agency Success)
- Tracking Project Implementation (Regional/Interagency Success)
- Measuring Plan Impacts (External/Plan Success)

The ARC will compile the results in an Annual Regional Transportation Plan Management Report, which will monitor progress for the three tracks and present actionable strategies for revising or refining ARC's UPWP.

#### *RTP/TIP Amendments and Administrative Modifications*

The ARC has an adopted *Transportation Plan Amendment Process* that guides RTP/TIP Amendments and Administrative Modifications, Appendix D of the *Regional Transportation Participation Plan* lists the process. The ARC tries not to conduct amendments outside full RTP updates, as these affect the Conformity Determination and require much time and effort. Administrative modifications are processed by staff with no official action required by the ARC Board. MPO staff coordinates with member jurisdictions to process amendments and modifications and has established a quarterly cycle for Administrative Modifications. Special Administrative Modifications are processed when there is a pressing need to move a project forward.

#### *Land Use/Research*

As mentioned, PLAN 2040 serves as the regional transportation plan and regional comprehensive plan. It defines transportation and land use policies and investments. A key component of PLAN 2040 during development was an examination of multiple futures using a Scenario Analysis. The ARC tested eight land use patterns: Base Case, Concentrated Growth, Urbanized Area, Sprawl, Water Constrained, Southside Growth, Local Policy (UGPM/LCI), and Transit-Oriented Development. Each scenario represented a future with clear advantages and disadvantages. The Local Policy (UGPM/LCI) scenario, with its focus on regional employment and activity centers, best combined land use patterns with transportation investments and performed well on all measures, including congestion and was selected as the growth strategy for PLAN 2040.

The Scenario Analysis was coordinated with ARC Research Division, which collects data on an ongoing basis. This includes use of GIS technology, aerial photography and site-specific information to evaluate land use changes. ARC Research Division staff updates population and employment data for the 20 county area on an annual basis and provides training to local governments on GIS applications.

#### Environment

Building on *Envision6* efforts, ARC staff integrated planning-level efforts to address environmental mitigation and consultation activities into PLAN 2040.

#### *Environmental Consultation*

The environmental consultation process for PLAN 2040 consisted of two meetings with the environmental consultation group. Federal, State, and regional agencies with responsibilities

affecting the natural environment were invited to participate. The consultation process involved discussion and review of the project prioritization methodology and how environmental impact data was incorporated into the Plan. The methodology involved the use of Spatial Analyst to determine the total area of a project likely to have a physical presence within one of the six environmentally sensitive areas. Maps in Appendix D-2 of PLAN 2040 depict the constrained project list overlaid on top of each of the six sensitive areas: flood plains, green space, historic sites, significant water bodies, small area supply watersheds, and wetlands. These maps were provided to the consultation group for review.

#### *PLAN 2040 Resource Plan*

The ARC developed a Regional Resource Plan as part of the PLAN 2040 development process. The Resource Plan is designed to: enhance the focus on protection and management of important natural and cultural resources; provide for careful consideration of impacts of new development on these resources; and improve local, regional, and state level coordination in the protection and management of identified resources.

Development of the Resource Plan included a public nomination process that resulted in over 150 nominations of natural and cultural resource from local governments, non-profit agencies, and private citizens. Additional opportunities were offered for stakeholder input through public meetings and presentations. After review and input from stakeholders, three categories of resources were identified: areas of conservation and/or recreational value, historic and cultural resources, and areas of scenic and/ or agricultural value.

Using Department of Community Affairs (DCA) *Rules for Regionally Important Resources*, as well as six criteria approved by the ARC Board, resources were evaluated in regard to their value and vulnerability. The plan will be used to coordinate activities and planning of local governments, land trusts and conservation of environmental protection groups' activities in the region, and for protection and management of the identified Regionally Important Resources.

#### Travel Demand Modeling

##### *Travel Demand Model (TDM)*

The ARC travel demand model is designed to represent the state-of-the-practice in travel demand modeling and to meet all modeling requirements in the US EPA Transportation Conformity Rule (40 CFR Parts 51 and 93). Since 1990, a full consultation process, peer review and the ARC strategic travel demand model enhancement program have guided all modifications to the travel demand model.

The ARC uses a trip based travel demand model developed for the Atlanta region. The trip based travel demand model consists of a series of sub-models to estimate travel patterns throughout the region and to estimate the travel on the highway and transit transportation links in the region. The model boundary consists of 20 counties in order to meet the Federal requirements for performing conformity analysis. The ARC also has developed a process to calculate the emissions impact from the portions of Heard and Putman counties.

The main data source for the calibration of the travel demand models for PLAN 2040 was the 2001 Household Travel Survey and the 2001/2002 On-Board Transit Survey. As mentioned,

ARC will soon complete the Household Travel Survey and has updated the On-Board Transit Survey data.

#### *Transit On-Board Survey*

The ARC conducted the 2009/2010 Transit On-Board Survey to gather updated travel behavior data from transit users in the Atlanta region and satisfy FTA's New Starts requirements. The survey was funded cooperatively by the ARC, MARTA, GRTA, and GDOT (\$500K each). The data gathered will be used to recalibrate ARC's mode choice model. The data will also be shared with regional transit operators to help them gain a better understanding of how their services are being used. The survey covered all of ARC's member jurisdictions and Hall and Carroll counties. The ARC received completed surveys from more than 10% of transit boarding in the region, over 50,000 survey records.

#### *Household Travel Survey*

The ARC is currently conducting a Household Travel Survey to better understand travel patterns of Atlanta's residents. The survey will be completed in November 2011. The last Household Travel Survey was done in 2001. Results will supplement Census data and be used to update the region's travel demand model. Information collected will be summarized to describe how, why, where and when people travel and be made available to the public.

#### Livable Centers Initiative (LCI)

The LCI program encourages local governments to plan and implement strategies that link transportation improvements with enhancement of existing centers and corridors consistent with regional development practices and policies. The LCI program also provides Federal funding (L230 – STP Urban Funds) to implement transportation projects identified in LCI studies. LCI studies have been completed in 53 cities and 11 unincorporated areas of 11 counties. Project funds have been distributed to 92 projects in 55 LCI communities, with 63 projects authorized for construction or completed.

As a result of poor implementation, in 2009, ARC staff began focusing more on implementation of LCI transportation projects by adding a scoping phase, redefined the LCI manager role, and hiring a part-time technical review engineer.

In 2010, the ARC hosted a Transportation Capacity Building Peer Exchange on "Effective Practices in Planning for Livable Communities at Metropolitan Planning Organizations" to improve the LCI Program. Items from the peer exchange incorporated into the LCI work program include:

- More focus on existing LCI Study Implementation
- Develop a Small Project Funding Process
- Strengthen ties between the LCI program and PLAN 2040 implementation
- Expand Public-Private Partnerships

The ARC has published an LCI Implementation Report biennially since 2004, which provides a record of the developments and policies implemented within each LCI community to evaluate

the progress to achieve intended goals of the plan. A list of regional and national awards the LCI program has received include: the APA Planning Excellence Award, EPA Smart Growth Achievement Award, FHWA/FTA Transportation Planning Excellence Award, AMPO Noteworthy MPO Practices Award, and GPA Outstanding Innovative & Effective Planning Process Award.

### Bicycle/Pedestrian Planning

The ARC has a staff planner position that includes responsibilities to coordinate activities for the ARC Regional Bike/Pedestrian Task force, manage the development of plans and studies related to bicycle and biped mobility, and coordinate with other ARC sections and stakeholders to implement activities in this area. The position is currently vacant, ARC plans to fill it in the fall/winter of 2011/2012. Key ongoing efforts include: Establishing a “Last Mile Connectivity Program” in FY 2012-2017 TIP, with project solicitation expected in 2012, assisting with implementation of LCI projects, hosting ongoing training opportunities and webinars related to bicycle and pedestrian planning. Achievements since 2007 include:

- Outreach for the 2007 Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan
- Identification of regional priority areas within the Regional Bike/Pedestrian Plan for ARRA funded projects and TIA unconstrained list
- Elevating the conversation about complete streets principles and placing emphasis on complete streets in LCI project review and selection
- Elevating the conversation about safe routes to transit
- Cooperation with non-profits for training activities, presentations, and plan development.
- Incorporating bike/pedestrian elements into CTPs
- Collecting data for the ARC *Transportation Fact Book*, Regional Bicycle Facility Inventory and cooperating with ARC Research Division for an upstart regional sidewalks inventory

### Health Impact Assessment

ARC staff coordinated with the Georgia Tech Center for Quality Growth and Regional Development to conduct a Health Impact Assessment (HIA) to look at the relation between PLAN 2040 and the health of residents in the Atlanta region. The study examined the geo-spatial relation between transportation/environmental factors (road design, traffic volumes, connectivity, vehicle speeds) and health/environmental factors (physical activity, heart disease, diabetes rates, respiratory disease rates, air quality). The study time frame was August 1, 2010 - September 30, 2011. Final results, which are forthcoming, will be considered as ARC moves to performance-based monitoring of its RTP/TIP.

### Freight

ARC continues to advance freight planning activities. The agency has a dedicated freight planning position and coordination with the Freight Advisory Task Force is ongoing. Main objectives of ARC's freight planning efforts are to develop a framework to facilitate/enhance the movement of goods and improve the region's economic competitiveness. Key activities since 2007 include:

#### *Truck Route Master Plan (June 2010)*

This is a follow up to the 2008 Freight Mobility Plan to improve continuity of routes serving freight truck traffic. Many truck routes are not logical in that they may stop at jurisdictional boundaries or conflict with restrictions placed in adjacent communities. This plan examines these continuity issues, as well as issues pertaining to truck routing and operations. As part of this study, ARC identified a Regional Truck Route Network along with supportive project and policy recommendations.

#### *Freight Mobility Plan (February 2008)*

The Freight Mobility Plan identified and prioritized freight improvements and strategies to enhance the mobility of goods within and through the Atlanta region. This plan was data driven and policy based. The study involved data collection, a needs assessment, quantification of economic benefits, development of freight supported land-use guidelines, an examination of social and environmental impacts, and development of a regional freight action plan. This plan was used to help identify and prioritize freight-related projects for PLAN 2040.

#### *Freight Advisory Task Force (Since 2003)*

The Freight Advisory Task Force was established in 2003. Membership includes public and private-sector freight representatives, chambers of commerce, community improvement districts, TCC members, GRTA, FHWA, FTA, and GDOT. The task force meets quarterly and provides an interface venue for private sector and public/private-sector transportation agencies as well as a forum for dialogue between the freight community and the public sector. Topics discussed include identification of freight mobility characteristics and needs of the region; prioritization of freight transportation needs of the region; discussions related to freight and goods movement investment needs, and operations of the region's transportation system.

#### *Freight Improvement Program (PLAN 2040)*

ARC included a Freight Improvement Program in PLAN 2040 to enhance, quickly and efficiently, the regional freight transportation network that serves the regional economy. The focus of this plan is short term projects with high cost/benefit ratios that can be implemented without excessive delays. The rationale is that closer alignment of the planning horizons of private industry (shorter) and public organizations (generally longer) will create a collaborative atmosphere to achieve tangible program results. The Freight Improvement Program consists of a \$60 million federal set aside in the 2012 -2017 TIP. Funds will be available FY 2014 to FY 2017 and consist of: \$10 million per year CMAQ funds, \$5 million per year of L240 funds. This is a \$75 million total investment including the 20% state and local match over the 4 year time frame.

#### Supporting Activities

##### *Transportation Fact Book*

The Atlanta Regional *Transportation Fact Book* is published by the ARC and presents a summary of the most current data for the transportation system in the Atlanta region. This document provides information about the existing regional transportation infrastructure and travel patterns, as well as other transportation-related issues and provides the public with a quick and easy reference guide on the performance of the Atlanta area's transportation system.

### *TIP/RTP Blueprint*

The Blueprint serves as a user-friendly reference guide to assist project sponsors in understanding and adhering to standard practices governing how projects are programmed and documented in the ARC TIP and RTP. The *2010 TIP/RTP Blueprint* updates the original document to reflect changes in Federal and State legislation, policies and practices over the past several years, as well as expands its coverage to include the RTP. The *2010 TIP/RTP Blueprint* added a “Scoping” phase as projects are considered from RTP to TIP, with focus on costs, environmental issues, and deliverability. The *2010 Blueprint* also discusses ARC’s quarterly amendment/modification process and what happens when projects have been delayed.

### *Comprehensive Transportation Plan (CTP)*

ARC staff assists local governments with local transportation plans, helps local jurisdictions identify local priorities and community vision, establishes link between local transportation expectations with regional expectations, and helps support the development of DCA mandated CTPs. During PLAN 2040 implementation, local CTP priorities will form the basis for future local government funding submittals for the TIP.

### Visualization Applications

The ARC produces a lot of information related to planning, transportation, land use, growth, employment, housing population, and other planning topics. For PLAN 2040, ARC staff engaged in over 300 separate face to face meetings. To improve and enhance outreach, the ARC used many tools to consolidate information and allow for interaction. In order to make this information pertinent, usable, and user friendly for the general public, the ARC uses various visualization techniques. Examples include:

### *Breaking Ground Report*

Since 2003, ARC has released an annual report on the implementation status of projects found in the TIP. The most recent *Breaking Ground* report lists all project phases scheduled for implementation over the course of the fiscal year and determines whether or not each moved forward as scheduled. *Breaking Ground* summarizes this data and gives the reader useful information such as how well a particular county, city or agency is doing at keeping its projects on schedule, or how well the region as a whole is managing increasingly scarce federal transportation dollars. A ‘dashboard’ component that allows users to interactively explore the full report dataset was added to the 2010 edition of *Breaking Ground*.

### *LCI Interactive Map*

Through the LCI interactive map, one can view where LCI communities are located throughout the region. Within the interactive view, with a click on an LCI area, all funding information pertaining to that study area is displayed, as well as study documents and transportation project information.

### *2010 Census Data*

The U.S. Census Bureau released 2010 population, race and housing unit totals for the state of Georgia on March 17, 2011. ARC is currently processing these data, and will soon launch

interactive tools that show a decade of change for all counties and cities within the 20-county Atlanta region.

### ***Review Team Finding***

The ARC completed work on PLAN 2040 in July 2011. The ARC Board approved the Plan on July 27, 2011 and GRTA Board on August 10, 2011. USDOT provided a positive Conformity Determination finding on September 6, 2011. PLAN 2040 and the 2012-2017 TIP were both developed consistent with Federal planning regulations. The ARC summarized how PLAN 2040 conforms to SAFETEA-LU requirements as codified in 23 CFR 450 in Appendix D-1 of the RTP. PLAN 2040 addresses all planning factors listed in SAFETEA-LU. The 2012-2017 TIP was developed in accordance with Federal regulations and has been amended into GDOT's STIP. The ARC has an established RTP/TIP amendment process.

The use of innovative tools, an inclusive process, and extensive consultation with local jurisdictions were the modus operandi during the development of PLAN 2040. ARC staff and management consistently strive to improve technical expertise and the inclusiveness of ARC's processes. The 3C process is ongoing, as ARC routinely coordinates with and provides updates to the Transportation Coordinating Committee (TCC), Land Use Coordinating Committee (LUCC) and regional stakeholders. The ARC publishes information in readable formats with easy-to-read graphs, maps, and charts through various media. Public involvement activities are open and inclusive and seek to inform and engage a broad-based audience using a variety of methods.

The ARC continues to advance the state of the practice related to safety and freight planning. The ETA Index complements ARC's existing public involvement and environmental justice program to involve members of all population groups, including minorities and low-income persons, persons with disabilities, and the elderly. The ARC Transportation Planning Division and the Research Division continue to coordinate. This coordination is integral to the quality of transportation plans and programs.

Environmental activities for PLAN 2040 focus on identifying cultural, environmental, and historic resources through a cooperative consultation process. The Resource Plan is an additional step to protect and manage important natural and cultural resources.

### **Strengths**

- Focus on sustainability is a strong indication of adherence to the results of ARC's Regional Growth Scenario, the Urbanized Growth Policy Map and policies, and LCI program successes to maximize transportation investments and follow directives put in place through sound planning principles.
- The ARC purchased travel time data from INRIX and has taken steps to incorporate this data to evaluate travel time reliability in the region. The ARC used 2010 CMP rankings to identify and prioritize projects in PLAN 2040. The agency's plan to use INRIX data and further employ "hours of delay" into PLAN 2040 performance measures plan management is laudable.

- The ETA Index is a well-developed ARC tool and clearly addresses Environmental Justice principles to identify underserved populations and examine equity at the planning level. The tool can be used to evaluate benefits and burdens at the planning or project level. The geospatial component of the tool makes it a useful analytical instrument to map and evaluate transportation and socio-economic data relationships.
- The ARC continues to advance the state of the practice when it comes to safety considerations in the planning process and has become a regional resource for data and technical advice.
- ARC staff has embarked on various noteworthy safety initiatives since 2007 and plays an active role on two national safety committees and various SHSP task teams in Georgia.
- Coordination between the Transportation Planning Division and other ARC divisions, and focus on the nexus between transportation and land use, are noteworthy. There is clear evidence of ongoing cooperation and resource sharing.
- ARC's financial forecasts for PLAN 2040 and the 2012-2017 TIP were thoroughly vetted at various stages of the development process through a Financial Planning Team composed of key stakeholders. The scrutiny provided by this team at key decision points augmented the well-developed cost estimates and revenue forecasts.
- *Chapter 6* of PLAN 2040 (Delivering the Plan) is a good step to provide additional transparency and accountability to ARC's transportation planning process. FHWA and FTA are committed to support and work with ARC and GDOT staff to further refine Plan Performance measures to evaluate RTP/TIP impacts.
- The Regional Resource Plan and Environmental Consultation Process are examples of significant coordination among regional stakeholders. Information is shared to identify, early during the planning process, important cultural, historic, and environmental resources.
- The ARC continues to use state-of-the-art travel demand modeling tools and broad-based coordination with local and regional partners to refine travel forecasts in the Atlanta region. ARC staff is at the forefront of modeling methods and participates on various national panels and expert task groups.
- The use of the ASTRoMap to develop policy and project recommendations related to truck and land use ordinances is evidence of the impact of ARC's freight program and merits recognition.
- The Freight Advisory Task Force continues to evolve and serves as a resource to identify and implement programmatic and policy recommendations. This is a noteworthy example of an effective public-private partnership.
- The use of STP Urban funds for planning studies and coordination with jurisdictions to align county goals and policies with ARC RTP/TIP policies and processes shows the ARC's commitment to plan, program, and collaborate with ARC jurisdictions to advance transportation and land use objectives.
- The 2010 *Breaking Ground* report allows users to interactively explore ARC's annual report with implementation status of TIP projects using an online spreadsheet or an interactive map.

FHWA and FTA commend ARC staff for the information within the document and ongoing innovation of this product.

- ARC staff effectively uses technology to present information with visualization techniques such as the interactive spreadsheets/maps and the *Breaking Ground* report. These techniques enhance ARC's products and facilitate their use by policy makers and the general public.
- The LCI program has received numerous awards over the years and continues to evolve. An example: Based on recent project implementation rates and feedback from peer MPOs, ARC has redirected focus to improve these rates by adding a scoping phase to LCI plans, re-defining the LCI's manager roles, and hiring a part-time technical review engineer.
- Various members of ARC staff, other than those program areas mentioned in the report, participate on national level committees or task forces for: transportation planning, congestion pricing, operations, air quality, climate change, public involvement, Title VI, and Environmental Justice.

### Recommendations

- When making revisions to the RTP/TIP, the ARC must identify how the proposed changes are eligible as Administrative Modifications per ARC's *Transportation Plan Amendment Process* (Appendix D of the adopted *Regional Transportation Participation Report, 2008*). Proposed changes should be clearly highlighted in some manner.
- The ARC is encouraged to continue work on tracking 'before' and 'after' data as part of the Plan Management Process to measure the effects of projects on mobility after project implementation, including Bike/Pedestrian and LCI programs.
- The ARC is encouraged to coordinate with GDOT, GRTA, FHWA, and FTA to further develop PLAN 2040 Plan Management measures and methodology to track and report results with focus on key performance measures.
- The ARC should develop and implement a strategic plan for ARC Transportation Demand Management initiatives, i.e., rideshare support and activity center air quality education.
- The ARC is encouraged to help foster environmental coordination between local jurisdictions, GDOT, and USDOT and to continue to train ARC staff and member jurisdictions on the Federal project delivery process.
- The ARC should review and update the 2007 Atlanta Regional Bicycle Transportation & Pedestrian Walkways Plan.
- The ARC is encouraged to ensure proper resources are allocated to bicycle and pedestrian planning for ongoing cross-jurisdictional bicycle and pedestrian planning.

## **VIII. Transit**

### Transit Agency Roles and Responsibilities

Public transit in the metro Atlanta region is primarily operated by the Metropolitan Atlanta Rapid Transit Authority (MARTA). MARTA is the designated recipient of FTA Section 5307 funds in

the Atlanta region. MARTA operates fixed route bus, heavy rail (HRT), bus rapid transit (BRT) and ADA paratransit services in Fulton and DeKalb Counties and the city of Atlanta. Other transit operators include Cobb Community Transit (CCT), Gwinnett County Transit (GCT), Cherokee County Transit (CATS) and Emory and Georgia Tech circulators (and numerous vanpool programs). The Georgia Regional Transportation Authority (GRTA) Xpress system provides weekday express bus and commuter coach service from 12 of the metro counties. MARTA reports about 500,000 passenger boardings each weekday and operates 91 fixed bus routes and 48 miles of heavy rail service. MARTA operates about 500 bus and 318 rail vehicles. In 2009, transit providers reported about 532,000 trips per day (although this is expected to decline due to recent service cutbacks). Ridership trends are mixed with MARTA, CCT and GCT eliminating routes (as well as C-Tran which discontinued service in Clayton County in March 2010) due to economic conditions. Prior to 2009, CCT, GCT and GRTA reported bus ridership to downtown/midtown employment centers had increased by 37% as bus transit became more accessible to outlying counties. However, about 70% of the 10-county metro area has no fixed route bus service.

For MARTA, its largest source of funding is a local 1% sales tax dedicated to transit in Fulton and DeKalb Counties and the city of Atlanta. MARTA has a \$ 600.0 million plus annual operating and capital budget with about \$ 320.0 million plus coming from the sales tax annually. For CCT, GCT and GRTA, local funding sources include general operating funds (property taxes) and state government budgets (GRTA). Other funding sources include the Federal Transit Administration (FTA), farebox recovery, other Federal grants (including the “flexing” of Surface Transportation Program (STP) funds to transit and grants for the elderly and disabled). Indeed, ARC recently provided several large Surface Transportation Program (STP) and CMAQ fund “flexes” to MARTA for Preventive Maintenance and BREEZE Smart Card updates.

### Transit Funding

Generally, transit agencies report their biggest challenge is the lack of adequate funding for operations. While MARTA has a dedicated source of funding for public transit in two counties and the city of Atlanta, the recent economic downturn has resulted in sales tax, service and staff reductions. Further, MARTA has historically been constrained by a state law that requires them to spend 50% of their sales taxes on capital – even in the face of service cutbacks. Indeed, all major transit agencies in the region recently raised their fares. One of the major goals of the region is to develop a dedicated source of funding for transportation and public transit beyond the core service area of MARTA. The ARC is working closely with area jurisdictions and the State DOT to craft a Transportation Investment Act sales tax list for a vote of the 10 county region in 2012.

### ARC and Regional Coordination

ARC staff coordinates work with transit operators through numerous committees and sub-committees to support transit activities. Extensive committee interaction includes the *Transit Operators SubCommittee (TOS)*; the *Transportation & Air Quality Committee (TAQC)*; the *Regional Transit Committee (RTC)* and the *Transportation l Coordinating Committee* of the MPO. The RTC succeeds the Transit Implementation Board (TIB) which developed a 30 year transit vision for the region called “Concept 3”. ARC has institutionalized this work in the region’s planning process and leads efforts to coordinate ongoing coordination and

implementation of transit efforts. For the first time, Atlanta has a regional transit “aspirations plan” with staff weighted project selections for the 2040 Regional Transportation Plan (RTP) and TIP now possible as funds materialize.

Recently, the Transportation Investment Act (TIA) sales tax team has relied on ARC staff to do extensive work utilizing ARC modeling and analytical tools to assess the feasibility of transit projects. State of Good Repair and transit expansion proposals are included in both *Plan 2040* and the TIA list of projects. The ARC has placed several transit expansion projects in either the cost feasible or aspirations *Plan 2040*. Clearly local and state leaders rely on ARC staff for prioritizing and assessing these project options.

Other key accomplishments include: Transit On-Board Survey (OBS) with more than 50,000 returned surveys and shared costs of \$ 2.0 million from among GRTA, GDOT, ARC and others; use of models to help develop plan priorities; a Best Practices transit study with Cambridge Systematics; a Human Services Transportation Plan (HSTP) that has identified a regional one call mobility center as a priority; and regional BREEZE fare media updates for regional transit providers which may one day become the basis for distance based transit fares.

### ***Review Team Finding***

The level of cooperation and collaboration among the ARC, GDOT and the various transit operators and local stakeholders in developing plans for transit is well developed and clearly evident. ARC routinely works with local and state governments and others to instill a regional vision, shared transit plan, and cooperative spirit.

### **Strengths**

- The Transit On-board Survey, with more than 50,000 returned surveys, set a new standard nationwide. Other MPOs are using this survey as a model/benchmark.
- The ARC has provided regional leadership for transit and intermodal transportation through its work with transit operators and numerous committees and sub-committees.
- The ARC has institutionalized the Transit Implementation Board that developed Concept 3. Subsequently, the Regional Transit Committee continues to work within the region’s transportation planning process to identify and program transit projects. This is a major accomplishment, given the many jurisdictions and complicated inter-relations amongst these in the region.
- The ARC continues to make positive strides to promote transit programs. Examples include: use of models to help develop transit priorities, a Best Practices transit study, a Human Services Transportation Plan that identified a regional one-call mobility center as a priority; and regional BREEZE fare media updates for regional transit providers.

### **Recommendations**

- The ARC is encouraged to continue work developing a regional transit governance structure to enable operators to achieve broad regional guidance and state support.
- The ARC is encouraged to continue consideration of the aging, disabled and EJ communities in transit planning and consideration of rising gas prices on mode choice for all riders.

- The ARC is encouraged to continue efforts for a one-call mobility management center and toll free number for disabled and senior transportation throughout the region.
- The ARC is encouraged to continue to develop crash profiles and studies around transit stops on arterial streets where a disproportionate number of crashes occur.

## **IX. Public Involvement**

ARC staff uses multiple formats to inform and engage interested parties as part of the planning process and programs. Public involvement and outreach opportunities include face-to-face meetings, online information, online surveys, hard copy mailings, interactive opportunities to interface with staff and elected officials, e-mail notifications, telephone surveys, blogs, presentations and speaking engagement outreach with the public including school-aged children, and public comment periods at all TCC and TAQC meetings. ARC's public involvement and community outreach process seeks to involve diverse audiences including elected officials, the private sector, citizens and advocacy groups, civic and neighborhood groups, minority and low-income persons, persons with disabilities, elderly and any area residents with general interest in the transportation planning process. To increase and improve civic-engagement networks, ARC partners on a regular basis with local governments, civic organizations, advocacy groups, and the private sector to disseminate information and receive input. The ARC also uses the Public Involvement Advisory Group (PIAG) listserv and ongoing coordination with the Area Agency on Aging, human services networks, and workforce development staff to disseminate information and gather input.

Public involvement activities since 2007 include: A comprehensive PLAN 2040 Program for Stakeholder Involvement; online public meetings; multiple regional forums for PLAN 2040 at various stages of development in partnership with the Civic League for Regional Atlanta; Atlanta Fifty Forward regional visioning, working group meetings, drawing and photography contests; telephone town hall meetings with local officials for the Transportation Investment Act, and ongoing online communications using ARC's website, social media, and electronic newsletters *Transportation Spotlight* and *Regional Snapshot*.

Programs and information tools deployed since 2007 include: PLAN 2040 Quick Guides for Planning; PLAN 2040 brochures and briefs; PLAN 2040 website; utilization of Twitter and Facebook; a series of educational DVDs; Transportation 101 training (ARC Community Planning Academy); youth outreach through Clarke Atlanta University's Summer Transportation Institute; youth outreach through ARC's Model Atlanta Regional Commission; and ongoing coordination with diverse groups in the region through Global Atlanta Works.

### *Participation Plan (September 2008)*

The Regional Transportation Participation Plan was developed in 2007 with a 45 day public comment period. This plan was developed with emphasis on interactions with parties and individuals using multiple communication platforms.

### *Review Team Finding*

The ARC continues to expand and improve its methods to inform and engage Atlanta region residents. Public involvement activities include outreach to multiple stakeholders, using various

means of communication, and seeking to involve diverse audiences. ARC staff regularly collaborates with other divisions within ARC and with organizations throughout the region to expand participation and/or education opportunities.

#### Strengths

- The quality and range of public involvement activities meets and exceeds Federal requirements. ARC's outreach and quality planning products offer a wealth of information for planning partners and for the general public.
- ARC staff continually seeks to examine the effectiveness of its public involvement opportunities and is open to feedback concerning ways to better inform and engage the public. This is commendable and promotes continual process improvements.

#### Recommendations

- The ARC should make certain to capture evolving public involvement protocols and processes through documentation in the updated Participation Plan.
- The ARC is encouraged to consider restarting Public Involvement Advisory Group periodic meetings using alternate formats or technology.

## **X. Civil Rights, ADA**

The ARC continues to address Title VI and related requirements in its plans and programs. Key activities and programs in place include: the Social Equity Advisory Committee, PLAN 2040 Outreach, the ETA Index, and ongoing use of various resources and tools to provide and receive information from minority and low-income persons and advocacy groups, persons with disabilities, and the elderly.

#### *Social Equity Advisory Committee*

The Social Equity Advisory Committee provides input and guidance on needs, concerns, and potential impacts of transportation projects and programs on Environmental Justice communities. The committee meets quarterly. A sampling of members includes: ARC Board citizen member, Henry County Branch NAACP, GA Division Aging Services, Latin American Association, Atlanta Transit Riders, MARTA Elderly and Disabled Access Advisory Committee, Clarke Atlanta University Environmental Justice Resource Center, Coalition of 100 Black Women, and the Center for Pan-Asian Community Services. In addition to quarterly meetings, this committee provided extensive outreach support during the development of PLAN 2040 and continues to outreach with minority and low-income populations to expand ARC's influence and build support for policies and programs.

#### *PLAN 2040*

During PLAN 2040 development the Social Equity Advisory Committee provided input on goals, objectives, and policies, performance framework, and on the draft list of projects. The committee assisted ARC staff with a comparative GIS analysis, organized the Equitable Planning Workshop, and helped host various listening sessions, forums, and display opportunities.

### *Resources and Tools*

The Global Atlanta Works is a collaborative program, designed to raise awareness about ethnic minority, immigrant and/or otherwise disengaged population groups in the Atlanta region.

The ARC hosted a Demography and Diversity Forum during the Fifty Forward initiative to document demographic changes in the Atlanta region past, present, and future. The event served as a forum to discuss complex global, national, and regional demographic trends as these relate to the Atlanta region and future planning efforts.

ARC staff continues to engage in partnerships such as the one with Clarke Atlanta University in support of the Summer Transportation Institute and ongoing cooperation with various groups, such as the Partnership for Southern Equity, Henry County Diversity Committee, and the Cobb Latino Initiative.

### ***Review Team Finding***

The ARC has an established program to address Title VI and related requirements. The agency has a Title VI Complaint Process in place and the Title VI Manager has direct access to ARC's Executive Director. The agency continues to seek ways to improve coordination and education for and with underrepresented populations with the Social Equity Advisory Committee and through ARC's public involvement program. During PLAN 2040 development, the Social Equity Advisory Committee played a key role to review information and provide feedback to ARC staff. The ETA Index is a noteworthy accomplishment. The Global Atlanta Works program continues to serve as a means to raise awareness about minority and under-represented population groups in the region.

### Recommendations

- The ARC must develop a Title VI Plan in accordance with 23 CFR Part 200, to address how the agency implements their Title VI program and ensures nondiscrimination.
- The ARC should ensure it continues to document Civil Rights' policy statements and procedures. These should be communicated to employees on a regular basis and publicly available.
- The ARC should include ADA considerations as it develops its regional sidewalk inventory and as it coordinates with GDOT and local jurisdictions to facilitate a compendium of regional complete streets plans and programs.

## Public Meeting and Input from Elected Officials

### Online Public Presentation

FHWA and FTA coordinated with ARC staff to develop an online PowerPoint presentation and audio in English and Spanish, posted on the ARC website from August 8-26, 2011. The online materials aimed to provide information about the planning process in general and serve as a vehicle to receive input from interested parties concerning ARC planning processes. Comments received are included in Appendix 1.

### Public Meeting

A public meeting was held during the Certification Review Process on August 17, 2011 at 5 p.m. at the Auburn Avenue Research Library Auditorium in Atlanta. Comments were received during the public meeting and through written correspondence during the review comment period - August 8-26, 2011. Figures 2 and 3 are the announcements for the meeting in English and Spanish. These announcements were sent electronically through ARC Public Information Advisory Group and ARC's e-mail list serve. Announcements and comments received during the public meeting are included in Appendix 1.

### Meeting with ARC Board Members

As part of the of the Certification Review Process, FHWA staff attended an ARC Executive Committee Meeting on August 24, 2011 to solicit input from elected officials within ARC's jurisdiction for suggestions to improve ARC's transportation planning process and other areas. The entire 39-member ARC Board was invited and many attended. The Executive Committee is comprised of ARC's Chairman Tad Leithead and sixteen key stakeholders including the City of Atlanta's mayor, Kasim Reed. To help facilitate a productive discussion, ARC staff distributed a memorandum to the attendees that contained relevant questions and topics for the meeting. The memorandum included questions such as "Does the ARC provide ample and adequate opportunities for the public to participate in the MPO planning process?" for discussion purposes. The feedback received from the attendees was positive. A wide range of topics were discussed at the meeting, including: the recent telephone town hall meetings, increased collaboration for transportation modeling, and ARC's enhanced public outreach mechanisms. During the meeting, the ARC received praises for their knowledgeable and engaging staff, effective decision-making tools, and comprehensive public participation program. A few comments from the meeting include:

- Ken Steele (Mayor; Fayetteville, GA) – *"ARC, outstanding job; pleased with process."*
- Tad Leithead (ARC's Chairman) – *"Telephone town halls are excellent; especially participation by elected officials."*
- Kasim Reed (Mayor; Atlanta, GA) – *"ARC's staff is terrific. High level of confidence when region is stepping up. Should be recognized."*

## **Conclusion**


The Atlanta Regional Commission and associated planning partners continue to make considerable advances in the transportation planning process. In consideration of current and proposed planning activities taking place in the Atlanta Region, the metropolitan planning process is hereby certified for four years.

## **Appendices**

## Appendix 1: Public Meeting Notices and Public Comments

Figure 2

# What do YOU think about the Atlanta Region's Transportation Planning Process?



**The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) invite you to share your thoughts and comments regarding the transportation planning process for the Atlanta region.**

The FHWA and FTA will jointly review the Atlanta Region's transportation planning process to see if it meets all federal requirements. FHWA and FTA are required by federal law to conduct a review (at least every 4 years) of metropolitan transportation planning processes. The Atlanta Region's transportation decision making is based on this process as well as what transportation projects are planned, selected and prioritized for implementation.

Please join us at the following public meeting to provide your comments to representatives from FHWA and FTA.  
(This meeting will not address any specific plans or projects.)

**Wednesday, August 17, 2011**  
**5:00 - 7:00 pm**  
Auburn Avenue Research Library  
101 Auburn Avenue, NE  
Atlanta, GA 30303  
404-730-4001

*(Free parking available behind the library and accessible from Courtland Street. If free spaces are taken, park in the United Way parking deck accessible from Auburn Avenue. Bring parking deck ticket to meeting to be stamped for free parking.)*

Or submit your comments to:

Mr. Carlos Gonzalez  
Federal Highway Administration  
61 Forsyth Street, Suite 17T100  
Atlanta, GA 30303  
[Carlos.A.Gonzalez@dot.gov](mailto:Carlos.A.Gonzalez@dot.gov)

For further information or for special accommodations, please contact Judith Dovers, Atlanta Regional Commission at 404-463-3272, TTY 404-463-3272, or [jdovers@atlantaregional.com](mailto:jdovers@atlantaregional.com) by August 12, 2011

Figure 3

## ¿Qué opina sobre el proceso de planificación de transporte en la región de Atlanta?



La Administración Federal de la Carreteras (FHWA por sus siglas en inglés) y la Administración Federal del Tránsito (FTA por sus siglas en inglés) le invitan a compartir su opinión y sus comentarios sobre el proceso de planificación de transporte en la región de Atlanta.

FHWA y FTA están revisando el proceso de planificación de transporte para el área metropolitana de Atlanta para ver si cumple con todos los requisitos federales. De acuerdo con la ley, el gobierno federal debe evaluar el proceso de planificación para regiones con más de 200,000 habitantes por lo menos cada 4 años. La toma de decisiones para el sistema de transporte en la región de Atlanta se basa en este proceso, así como los proyectos de transportación que se planifican y se seleccionan.

Le invitamos a la siguiente reunión pública para dar sus comentarios a los representantes de FHWA y de FTA. (Durante la reunión no se hablará de planes o proyectos, solo del proceso de planificación)

**miércoles 17 de agosto de 2011**  
**5:00 a 7:00 p.m.**  
Auburn Avenue Research Library (*biblioteca*)  
101 Auburn Avenue, NE  
Atlanta, GA 30303  
404-730-4001

*(Estacionamiento gratis disponible detrás de la biblioteca y accesible por la calle de Courtland. Si no hay espacios libres, estacione en el estacionamiento cubierto de United Way accesible por la avenida Auburn. Traiga el boleto de estacionamiento a la reunión para obtener estacionamiento gratis.)*

O envíe sus comentarios a:

Carlos Gonzalez  
Federal Highway Administration  
61 Forsyth Street, Suite 17T100  
Atlanta, GA 30303  
[Carlos.A.Gonzalez@dot.gov](mailto:Carlos.A.Gonzalez@dot.gov)

Para más información o acomodaciones especiales, por favor comuníquese con Judith Dovers, *Atlanta Regional Commission* al 404-463-3272, TTY 404-463-3272, o [jdovers@atlantaregional.com](mailto:jdovers@atlantaregional.com) en o antes del 12 de agosto del 2011.

## Public Comments

FHWA and FTA received comments during the public comment period, August 8-26, 2011, and during the Certification Review Public Meeting held at the Auburn Library on August 17, 2011.

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**Name:** Sally Flocks, Pedestrians Education Drivers on Safety

**Date:** August 17, 2011 // August 26, 2011

**Subject:** Pedestrian Facilities & Safety // Equitable Transportation Funding in Atlanta Region

### Comments (Comments at Public Meeting & Via E-mail):

As President of Pedestrians Educating Drivers on Safety, a nonprofit organization dedicated to making metro Atlanta safe and accessible for all pedestrians, I appreciate this opportunity to provide feedback on the Atlanta Regional Commission's transportation planning process. I attend nearly all meetings of the region's Transportation Coordinating Committee, Maintenance and Operations Subcommittee, and Bike-Ped Task Force, as well as special meetings focused on Plan 2040 or other regional transportation priorities.

The Atlanta Regional Commission provides numerous opportunities for public input. I often wonder, however, whether decision makers take this input seriously. When presented with a summary of public input collected during an online "virtual" meeting that called for increased investment in transit, bicycle and pedestrian facilities, an ARC board member commented that these comments were from "advocates" – as if this meant they weren't representative of what real people here want. At meeting after meeting, public participants have called for increased investment in facilities that serve people who walk, ride bicycles or use transit. Yet very little of the transportation funds available to the region are "flexed" to pedestrian facilities.

Plan 2040, the region's 25-year plan, focuses on sustainability. Yet early in the process of developing the plan, ARC board members determined what share of the region's funds would be allocated to various pots of money, including road capacity expansion, road maintenance, transit capacity expansion, transit maintenance, and pedestrian and bicycle projects. After making that decision, the region filtered projects within each of these pots to select the ones that best met the sustainability goals. The region might have developed a better plan if the first decision point had been based on reaching goals, such as achieving a better jobs/housing balance, reducing Vehicle Miles Traveled, or increasing share of trips via modes other than Single Occupant Vehicles.

During the past decade, the state has gradually exerted more and more influence over ARC's planning process. These changes have had negative impacts on the City of Atlanta and elsewhere in Fulton and DeKalb counties. These jurisdictions have a higher proportion of low-income, transit-dependent residents, as well as others who get around on foot. Unlike most of metro Atlanta, these jurisdictions have planned and implemented rezoning and transportation projects that enable transit-supportive density along high growth corridors. To mitigate congestion on roads while serving the needs of their residents, these jurisdictions seek to invest in multi-modal projects, including transit, bicycling and pedestrian facilities.

Two changes the state forced ARC to adopt have been especially detrimental to the counties whose land use is most suitable for walking, bicycling and using transit:

- Prior to 2003, Congestion Mitigation Air Quality funds were programmed by ARC and served as a primary source for investments in pedestrian and bicycle facilities. In 2003 the Georgia Department of Transportation and other state agencies took control of CMAQ funds and prohibited their use for bicycle and pedestrian projects. ARC's Bike-Ped Task Force was not even notified of this change until after it had been approved by the state agencies and ARC.
- In 2006, the Governor implemented the Congestion Mitigation Task Force, whose recommendations required ARC to increase the weight of the congestion factor to 70 percent when prioritizing projects for funding. This replaced far more balanced criteria that gave equal weighting to safety, environment, land use and other factors. It also rewarded sprawling jurisdictions whose congestion was caused by a poor correlation between land use and transportation investments.

Although ARC no longer follows the Congestion Mitigation Task Force recommendations, the region's project selection process, like that of the Georgia Department of Transportation, continues to favor building highway corridors, state arterials, and other multi-lane roadways. Through numerous planning programs and prioritization tools, ARC has favored investments in long-distance travel:

- The Congestion Management Process prioritizes longer distance arterials and major collectors.
- The Regional Strategic Transportation System, adopted in 2007 as part of Envision 6, prioritizes principal arterials that provide continuous, cross-regional mobility.
- The truck route plan prioritizes longer distance arterials and major collectors.
- The Regional Strategic Thoroughfare Plan, adopted in 2011 as part of Plan 2040, prioritizes investments in an even smaller number of selected roads, all of which would be managed in ways that favor long-distance travel over the need of local users.

These programs favor motorists who live long distances from employment centers. While this may fit the needs of suburban and exurban counties, it does not meet the needs of DeKalb, Fulton, and the City of Atlanta.

The regional and state programs both favor regional efficiency over local needs. Operating roads for efficiency often means increased vehicle speeds, wide, multi-lane roads, infrequent crossing facilities, and long delays for pedestrians at signals. The prioritization of long-distance travel has also prevented the region from investing in increased street connectivity, an essential element of creating walkable cities.

Atlanta, Fulton and DeKalb are additionally burdened by other regional and state policies that create transportation inequities.

- Residents of these jurisdictions pay a penny sales tax to support MARTA, the core of the region's transit system. This tax causes them to reach the maximum level of sales tax allowed under state law. As a result, they cannot pass a local SPLOST to maintain transportation facilities not prioritized by ARC or to fund bicycle and pedestrian projects.
- Although most of the region's major employment centers are located in these jurisdictions, ARC does not support the maintenance of many roads that are worn down by regional commuters who live outside the core area.

- ARC allows regional funds to be used only to pay for preliminary engineering and construction costs. Yet right of way costs are far more expensive in urban areas than in suburban or exurban ones, reducing these jurisdictions' ability to implement projects.

ARC's bias toward funding long distance travel may stem from the disproportionate representation of suburban and exurban counties on ARC's Board of Directors. State legislation gives small counties the same number of votes as those with much higher populations. As a result, the low density exurban counties, where walking, bicycling and transit are less feasible as transportation modes, have more than a fair share of votes.

Several changes to the region's project selection process could address the needs of underserved populations and improve future transportation planning efforts. These include:

- Considering health factors when selecting projects;
- Creating a regional task force focused on developing and implementing guidelines that ensure safe pedestrian access to transit;
- Allocating a lump sum toward retrofitting multi-lane transit corridors with medians and median refuge islands;
- Allocating a lump sum toward ADA upgrades that improve access for people with disabilities;
- Devoting more attention and staff resources to the Bike-Ped Task Force, whose meetings are frequently cancelled.
- Directing an increased share of the region's transportation funds to areas participating in its award-winning Livable Centers Initiative. To the benefit of the region, 107 communities now participate in LCI. The \$500 million currently allocated to LCI projects over 25 years is not sufficient to meet the needs of these communities;

Thank you for considering these comments and recommendations.

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**Name:** Rebecca Serna, Atlanta Bicycle Coalition

**Date:** August 17, 2011 // August 25, 2011

**Subject:** Bike/Pedestrian Planning // Separation of Bicycle & Pedestrian Planning

**Comments (Comments at Public Meeting & Via E-mail):**

Thank you for the opportunity to provide public comment at the ARC review last week. I enjoyed hearing everyone's perspective.

My comments are summarized below:

1. The Atlanta Regional Commission does not currently have a bike and pedestrian planner, nor have they posted the position for hiring. While I understand the uncertainty around the federal transportation bill reauthorization has a lot to do with that, I've heard from other staffers there are people internally who could be assigned to this important area.
2. Bicycle and pedestrian infrastructure, safety, and program needs are different, and should not be lumped into one pot for funding and policy.

Funding should be specific as to whether it will address bicycle or pedestrian needs, or both, as in the case of multi-use trails. Funding for each should take into account existing facilities or the lack thereof, populations who could potentially benefit from facilities and/or programs, travel distance needs, and the existence of transit.

The bike/ped meetings should be split into two parts. If topics span both modes, there could be a joint portion of the meeting, and of course everyone interested in both could attend both.

3. The Bike/Ped Task Force as it currently exists is not a task force, it is an interest group. We recommend formalizing the structure, responsibilities, and authority of the group, and creating a more meaningful role within ARC's committee structure.

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**Name:** Flora M. Tommie, PCA/Perkerson Civic Association

**Date:** August 17, 2011

**Subject:** Equity in Planning Process

**Comments (Summary Bullets of Verbal Comments at Public Meeting):**

- o There is limited public transportation in the Atlanta region.
- o Disabled persons are not at the planning table. This is not ARC's fault. "There's too much power put in the hands of programming the wrong way."
- o Meeting times are a challenge. People can't go during working hours. Children have a stake.
- o ADA and safety regulation do not have enough teeth. Examples: signals for crossing streets, old systems, old state routes, left behind 50 years of projects – "We are creating poverty."
- o Work with ARC to address.
- o The big wigs don't ride transit. EJ. 85% of transit in Atlanta is African American women, and children.
- o MPO staff members have their hands tied.
- o Environmental concern: There's no plan to pick up trash from Interstates.

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**Name:** Laurel Paget-Seekins, PhD, Partnership for Southern Equity

**Date:** August 25, 2011

**Subject:** Equity Concerns about the Atlanta Transportation Planning Process

**Comments (Comments at Public Meeting):**

The Partnership for Southern Equity is a broad dynamic network of organizations and individuals committed to promoting equitable development and shared prosperity in the Atlanta metropolitan region. We are very interesting in ensuring that the transportation planning process in Atlanta serves the needs of all of the residents of the region.

PSE has four areas of concern about how the current planning process limits the benefits of federal transportation funds to low-income and minority communities. The first concern is focus on congestion relief in the planning process, the second is the transportation model itself, the third is how funding restrictions impact DeKalb, Fulton, and the City of Atlanta, and the fourth is how not all transit projects benefit the transit dependent.

## **1. Focus on Congestion Relief**

While the ARC states they are no longer using the 70 percent weighting for congestion relief adopted in 2006, we are still concerned about the focus on congestion relief in the decision making process.

The emphasis on congestion relief explicitly prioritizes the transportation needs of peak-hour, high volume corridor drivers, who tend to originate in higher income block groups, over the transportation needs of the transit dependent, low-income, people of color, elderly, disabled, and youth populations. While buses do travel on congested roadways, congestion relief without improved transit service will not significantly benefit transit dependent populations. Even if new transit is part of the congestion relief solution, the existing demographic divide between express bus and MARTA riders in Atlanta demonstrates that transit built to relieve congestion does not serve the needs of low-income transit riders.

The decision-making process for prioritizing transportation projects needs to give equal value to all trips and all trip-makers.

## **2. Transportation Model**

The current transportation modeling system prioritizes longer and faster trips instead of the universal benefit of accessibility. Benefits of transportation projects should be measured by the number of trips and not the miles traveled. Likewise, overall accessibility improvements should be the priority, not just travel time savings.

The model is based on past transportation behavior which continues to ignore unmet, as well as future mobility needs. Low-income and transit dependent households take fewer trips, but it is not necessarily by choice. This reflects unmet mobility needs that are not measured in the model. This creates a cycle where the needs of those already taking more trips are prioritized.

## **3. Limitations for DeKalb, Fulton and the City of Atlanta**

Fulton, DeKalb, and the City of Atlanta face different challenges than the rest of the region and should be able fund their needs within the ARC project prioritization process.

They have higher levels of low-income and transit dependent populations and have higher densities. These jurisdictions are planning for multi-modal transportation and need more funding for bicycle, pedestrian, and transit projects. In addition, they face the burden of paying for the wear and tear costs from commuters into the urban core, while unable to have their own transportation SPLOST due to funding MARTA instead.

The regional and state planning process is geared around funding highways and major arterial projects. The CMP, SRTS, and truck route plan all focus on long distance arterials and collectors. The transportation model doesn't even include local streets, which serve an important role in the denser urban areas. The urban core also faces the challenge of maintaining older and heavily used infrastructure. This requires more funding for state of good repair instead of increased capacity projects.

DeKalb, Fulton, and the City of Atlanta need to be able to fund more bicycle and pedestrian and transit projects through the regional plan, especially since they don't have their own SPLOST funds. The restriction on using regional funds for Right Of Way impedes these projects because of the higher costs for ROW in denser areas.

The ARC should consider how their planning process can be changed to accommodate the different transportation needs in the urban core. This includes a higher priority for multi-modal projects.

#### **4. Not all Transit Projects are Created Equal**

Public transit projects are generally considered to contribute to equity. However, not all transit projects are created equal in their ability to increase the accessibility of both people and places with limited access. This checklist is a simple tool that ARC could use to measure the equity properties of a proposed transit project.

##### ***Transit Project Equity Checklist***

1. Is the project designed to allow and encourage non-motorized access at both the origin and destination ends of the service?
2. Will the project serve multiple trip types and operate in off-peak hours and on weekends?
3. Does the project provide increased access to places and people currently underserved by transit?
4. Does it serve the Equity Target Areas identified by the ARC?
5. Does it connect to opportunities areas (high employment centers, colleges/universities, health centers, etc)?
6. How long will it take for this project to be increasing accessibility? Will it be improving access in a relatively short time frame?

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**Name:** Doug Joiner, SRTS Regional Network

**Date:** August 24, 2011

**Subject:** Regional Comment for including Children in Transportation Planning/Implementation

##### **Comments (Via E-mail):**

My name is Doug Joiner – I work with the Safe Routes to School (SRTS) Regional Network – a non-profit advocacy group working to address childhood obesity by supporting walkable and bikeable communities for children as they travel to and from school.

Though the SRTS effort speaks specifically about children, the results of those efforts impact the entire community. And as important, SRTS does so through connecting health and transportation with its many elements related to the built environment and community development.

One observation, though so much resonated with what is good for children’s health and safety was the absence of children as a specific element in the transportation framing and implementation of the Regional Transportation Plan and PLAN 2040.

The Atlanta Regional Commission (ARC) and all 10 counties, through the Executive Roundtable, have been made aware of this absence. However, there is currently no mechanism in place to ensure children’s safety be address by ARC or the jurisdictions in PLAN 2040.

We support children as a specific element of transportation planning with the goal of creating healthy habits and growth at a young age. We are attempting to draw together a coalition of organizations who share elements of SRTS concepts; all of which are reflected in ARC's programs and services. We expect to work closely with ARC and the jurisdictions in the plan to ensure children's safety and health.

SRTS has two goals:

1. Establish a partnership within the region that ensures children walking and bicycling safely to school as a specific element of transportation planning and its implementation and
2. Participate in a collaborative transportation, community development process emphasized in PLAN 2040.

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**Name:** Not Provided

**Date:** August 12, 2011

**Subject:** I-20 Train

**Comments (Via E-mail):**

These are comments for Mr. Carlos Gonzalez of the Federal Highway Administration for the jointly review of the Atlanta Region's transportation planning process, decision making as it relates to transportation projects that are planned, selected and prioritized for implementation under HB 277.

## Update on the I-20 Train

By John Burl Smith

For 40 years South DeKalb County residents have been riding a merry-go-round trying to get a commuter train that runs out I-20. They were promised one after agreeing to pay the one-cent Metropolitan Atlanta Rapid Transit Authority (MARTA) sales tax in 1969. However, predominately white politically powerful North DeKalb and the Atlanta Regional Commission (ARC) never allowed the I-20 train idea to leave the station until last year. Back on Oct. 26 2010, MARTA began expressing interest in a rail line out I-20 to Stonecrest Mall, once the Transportation Investment Act of 2010 passed. MARTA held several meetings in South DeKalb --DeKalb Medical at Hillandale, East Lake and at the Gallery at South DeKalb-- to discuss a new I-20 East Transit Initiative.

As 10 years ago, the ride started out smoothly, with MARTA painting a rosy picture of a train rolling down I-20 to Stonecrest. Back in 1999, what began like a spin on a carousel was turned into a roller coaster ride by then-Gov. Roy Barnes. DeKalb residents had climbed aboard efforts for a MARTA rail line to Turner Hill Road, only to have their hopes derailed by Barnes' behind-the-scenes maneuvering. He steam-rolled a change in MARTA's leadership and engineered changes on the MARTA Board, effectively killing the \$1.4 million 18-mile rail project which would have served 400,000 DeKalb residents and brought untold economic development to predominantly black South DeKalb.

While a member of the ARC, Barnes fought consistently to block economic development in South DeKalb. He claimed that, "There was not enough growth in that part of metro Atlanta to justify a train." He wanted to focus rail expansion on a west line to benefit the Fulton Industrial Park area, and a north line up Ga. 400 to Alpharetta. Barnes' approach was seen as racially motivated in South DeKalb.

Fast forward to Oct. 26, 2010, MARTA, DeKalb County government and the Federal Transit Administration (FTA) all became involved in the new I-20 study. MARTA officials said the new initiative would identify and summarize the transportation and environmental impacts associated with completion of new east-west transit service from downtown Atlanta to the Mall at Stonecrest in Lithonia. Skepticism regarding this new plan was voiced by DeKalb NAACP President John Evans, who attended these meeting, as well as others in attendance who referred back to efforts that were killed by Barnes 11 years ago. "We've been through this process before and nothing has come out of them. Somebody needs to assure us that we will at least get a shot at it this time."

This study was prepared in compliance with the Transportation Investment Act of 2010 by MARTA's director of development and regional coordination, Dr. John Crocker, who said at the time, "In order to get the I-20 East project on the list we must have certain documentation, such as the locally preferred alternative or a completed environmental impact statement." Crocker said it's up to the community to continue to talk and convince DeKalb and regional officials that the project is something that the community needs.

A shortened commute to downtown Atlanta will help lure thousands of South DeKalb, Rockdale and Newton county drivers off I-20. Rail stations at major interchanges like Gresham Road, Candler Road, Wesley Chapel Road, Panola Road and Evans Mill Road would open up the whole southwest end of DeKalb for development of large tracts of undeveloped land along I-20 and in the Lithonia Industrial Park. The need for an I-20 rail line is all too obvious, if one has a futuristic vision for this region.

On Aug. 4 South DeKalb's hopes for an I-20 rail system were dashed once again when the I-20 rail line was passed over for two other rail projects in predominately white North DeKalb by the Atlanta Regional Roundtable's Executive Committee. By a 3-2 vote, they decided on a MARTA line to Emory University, a line from the Arts Center station to Cumberland in Cobb County, and part of the Atlanta Beltline even though these transit alternatives are far more costly than an I-20 line.

The Atlanta Regional Roundtable's Executive Committee completely disregarded the total cost involved in acquiring the right-of-ways to complete these lines. These lines will go though some of the most developed commercial and residential communities in DeKalb and Fulton Counties, which have very little potential for future development. Moreover, the Roundtable is assuming that property owners in these exclusive areas will embrace a rail line running through the heart of their community, which will require closing streets, blocking access to others and re-routing traffic though pedestrian friendly areas. Lawsuits will abound and the construction process could be delayed as much as 5 to 10 years.

Complicating matters, the amounts suggested for the transit projects are not enough to fully fund construction according to state estimates, and state Transportation Planning Director Todd Long said that concerned him. "If you've put Clifton for \$700 million and you can't deliver it for \$700 million, what do you have at the end of the day?" Another boondoggle on the present list of projects is a \$100 million I-85 northeast corridor preliminary study and planning grant for a "possible" light-rail transit line to Gwinnett County, which has no existing rail transit lines. It is not clear whether any of these projects on the list have the documentation, such as the locally preferred alternative or a completed environmental impact statement, as the I-20 proposal received under MARTA' supervision.

Funding for the Georgia Regional Transportation Authority (GRTA) Xpress buses (\$180 million), Atlanta to Cumberland northwest corridor to Cobb County, possibly light rail (\$825 million) and I-85 northeast corridor, (\$100 million) for preliminary study and planning of a light-rail line into Gwinnett, reveal the obvious racist nature of how the ARC is implementing HB 277. The ARC is funding projects to go into Cobb and Gwinnett which have voted not to pay the MARTA one-cent sales tax in order to get MARTA rail service. While simultaneously, DeKalb and Fulton county residents are being asked to pay 2 cents to fund transportation improvements that will not benefit them directly.

Residents of South DeKalb have been riding a merry-go-round, while predominately white North DeKalb residents are getting a free ride. Malva Hubbard, a Lithonia resident, expressed the sentiments of most South DeKalb residents, "I would like to see this project get done because it would be beneficial to DeKalb County. If we have more rails and transportation options it will attract more businesses, which means more jobs, which is something we really need these days."

Echoing the consensus of DeKalb's elected officials, District 5 Commissioner Lee May said, "If I-20 rail is not on the [final] list, I will not support the referendum. If it is included, the referendum will pass; if not, it will not pass. Support for the I-20 project is non-negotiable."

**Appendix 2: Agenda**

FHWA/FTA - Quadrennial Certification Review  
 Atlanta Transportation Planning Process  
 A G E N D A

**Tuesday, 8/16/11**

<b>Tentative Time</b>	<b>Topic</b>	<b>Lead(s)</b>
8:00-8:10	<b>Welcome and Introductions</b>	ARC
8:10-8:30	<b>Review Overview</b>	FHWA
8:30-9:00	<b>ARC Overview &amp; Atlanta Transportation Planning Process Status Update</b>	ARC
9:00-10:00	<b>2007 Certification Review Discussion</b>	FHWA
10:00-11:00	<b>UPWP</b>	FTA
11:00-12:00	<b>Air quality – Conformity, Interagency</b>	FHWA/EPA
Noon-1:00	<i>Lunch</i>	<i>All</i>
1:00-3:00	<b>RTP/TIP Development</b> <u>Planning Assumptions Development</u> <ul style="list-style-type: none"> <li>• Socio-econometric Forecasts – Process, Tools</li> <li>1. Fiscal Constraint - Revenue Forecasts, Cost Estimates</li> </ul>	FHWA
3:00-3:15	<i>Break</i>	<i>All</i>
3:15-4:15	<b>RTP/TIP Development (continued)</b> <u>Planning Inputs Overview</u> <ul style="list-style-type: none"> <li>• CMP</li> <li>• Equity analysis, Equitable Target Areas</li> <li>• Safety and Security</li> <li>• Systems Definition – RSTS, SRTP/RTN, other efforts</li> <li>1. Visualization Applications</li> </ul>	FHWA

**Wednesday, 8/17/11**

<b>Tentative Time</b>	<b>Topic</b>	<b>Lead(s)</b>
8:00-10:00	<b>RTP/TIP Development (continued)</b> <u>Visioning &amp; Goal Setting</u> <ul style="list-style-type: none"> <li>○ Planning framework development – goals development, performance measures</li> <li>○ Scenario development</li> <li>○ Stakeholder participation</li> </ul> <u>Plan strategy development</u> – system modernization, demand management, TDM, system expansion, plan management and implementation, environmental consultation process	FHWA
10:00-10:15	<i>Break</i>	<i>All</i>
10:15-11:15	<b>RTP/TIP Development (continued)</b> <ul style="list-style-type: none"> <li>• Model development, surveys</li> </ul>	FHWA

<b>Tentative Time</b>	<b>Topic</b>	<b>Lead(s)</b>
11:15-12:00	<b>Supporting activities</b> <ul style="list-style-type: none"> <li>Local jurisdiction participation / planning assistance - CTP program, land use coordination, LCI program and coordination, livability/sustainability</li> </ul>	FHWA
Noon-1:00	<i>Lunch</i>	<i>All</i>
1:00-2:00	<b>Supporting activities (continued)</b> <ul style="list-style-type: none"> <li>TIP/RTP Blueprint, Breaking Ground, Regional Snapshot, Spotlight, Factbook, MAP Report, other reports and initiatives</li> <li>Self certifications</li> </ul>	FHWA
2:00-2:45	<b>Transit</b> <ul style="list-style-type: none"> <li>Transit agency roles and responsibilities</li> <li>RTP/TIP transit element including financials</li> </ul>	FTA
2:45-3:00	<i>Break</i>	<i>All</i>
3:00-4:00	<b>Transit (continued)</b> <ul style="list-style-type: none"> <li>Regional coordination – RTC and Concept 3, Transit Governance Study Commission</li> <li>Human Services Transportation – regional and statewide</li> <li>JARC, New Freedom</li> </ul>	FTA
5:00-	<i>Public meeting</i>	FHWA/FTA

**Thursday, 8/18/11**

<b>Tentative Time</b>	<b>Topic</b>	<b>Lead(s)</b>
8:00-9:00	<b>Other focus areas:</b> <ul style="list-style-type: none"> <li>Public involvement</li> <li>Title VI, ADA, DBE, EEO, etc.</li> </ul>	FHWA/FTA
9:00-10:00	<b>Other focus areas (continued)</b> <ul style="list-style-type: none"> <li>Freight activities</li> <li>Bike/Ped</li> <li>Planning and NEPA</li> <li>ITS, management &amp; operations</li> <li>Health Impact Assessment</li> </ul>	FHWA/FTA
10:00-10:15	<i>Break</i>	<i>All</i>
10:15-11:00	<b>Unfinished items</b>	Review Team
11:00-12:00	<b>Team discussion</b>	Review Team
Noon	<i>Lunch</i>	<i>All</i>
1:00-1:30	<b>Team discussion (continued)</b>	Review Team
1:30-2:30	<b>ARC closeout</b> <ul style="list-style-type: none"> <li>Preliminary impressions</li> <li>Schedule for final staff closeout</li> <li>Schedule for ARC Board presentation</li> </ul>	Review Team

### **Appendix 3: Review Team**

#### FHWA GA Division

Carlos Gonzalez, Transportation Planner – Lead  
Andrew Edwards, Planning Team Leader  
Vanessa Ross, Civil Rights Specialist  
Ann-Marie Day, Transportation Planer  
Scott Allen, SCEP Intern  
Steve Luxenberg, Director of Program and Project Development

#### FTA Region IV

Keith Melton, Community Planner

#### EPA Region IV

Dianna Smith, Environmental Scientist – Air Quality and Transportation

#### Appendix 4: List of Participants

<b>ARC</b>	<b>Jane Hayse</b>	<b>Lead – Transportation Planning Division(TPD)</b>
	Emerson Bryan	ARC Acting Director
	Susie Dunn	TPD – External Relations
	John Orr	TPD – Policy & Intermodal Planning
	Michael Kray	TPD – Policy & Intermodal Planning
	David Haynes	TPD – Programming
	Jean Hee Park	TPD – Programming
	Patrick Bradshaw	TPD – Programming
	Kenyata Smiley	TPD – Programming
	Kyung Hwa Kim	TPD – Model Application & Analysis
	Alia Awwad	TPD – Model Application & Analysis
	David D’Onofrio	TPD – Model Application & Analysis
	Kofi Wakhisi	TPD – Model Application & Analysis
	Talya Trudell	TPD – Model Application & Analysis
	Cain Williamson	TPD – Transit Planning and TDM
	Regan Hammond	TPD – Transit Planning and TDM
	Judy Dovers	TPD – Public Involvement
	Mike Alexander	ARC Research Division
	Jim Skinner	ARC Research Division
	Guy Rousseau	TPD – Travel Demand Model Development
	Claudette Dillard	TPD – Travel Demand Model Development
	Steve Lewandowski	TPD – Travel Demand Model Development
	Dan Reuter	ARC Land Use Division
	Jared Lombard	ARC Land Use Division
	Carolyn White	Office of the Director
	Julia Janka	ARC – Urban Area Security Initiative
	Rodney Rancifer	ARC – Urban Area Security Initiative
	Angelique Dumas Edwards	ARC – Urban Area Security Initiative
	Carolyn Rader	ARC – Aging Services
	Mara Cooke	ARC – Human Resources

**List of Participants (continued)**

<b>GDOT</b>	<b>Matthew Fowler</b>	<b>Lead - Planning</b>
	Henry Green	Planning
	Ulysses Mitchell	Planning
	Phil Peevy	Planning - AQ
	Kyle Mote	Planning
	Habte Kassa	Planning
	Dave Cox	Planning
	Jason Crane	Planning

<b>GRTA</b>	<b>Brian Borden</b>	Lead - Transportation Planning
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<b>MARTA</b>	<b>Don Williams</b>	Lead - Planning
	Greg Floyd	Planning
	Tonya Saxon	Planning
	John Crocker	Planning
	Joyce Brown	Civil Rights
	Cathy Gesick	Finance
	Johnny Dunning, Jr.	Planning

- Nothing Follows -