
APPENDIX F

Public Comment Report

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Background for Public Comment

Overview

In its role as the Metropolitan Planning Organization for the metropolitan Atlanta Region, ARC has a distinct responsibility to the public to provide them with transportation planning information throughout any transportation planning process. This information should be shared early and often and be as clear and as understandable as possible. This report endeavors to document how that was accomplished for the Regional Transportation Plan (RTP), PLAN 2040, its associated Transportation Improvement Program for FY 2012 – 2017, and the Conformity Determination Report. All of this is being integrated with the Georgia Department of Community Affairs (DCA) required Regional Agenda and coordinated with the Area Agency on Aging programs.

This report is divided into four primary sections:

- Policy background that governs the public outreach activities at ARC
- Discussion of the outreach process that encouraged public input with accounting of the results of this process
- Section on the public comments received during the official public review and comment period along with ARC and planning partner responses
- Exhibits section with examples of outreach formats used in the process

Federal Guidance

The public participation process is guided by federal regulation for the Federal Highway Administration: 23 CFR Part 450.316: Interested parties, participation, and consultation as well as the Federal Transit Administration regulation: 49 CFR Part 613.300:

- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- Provide timely notice and reasonable access to information about transportation issues and processes;
- Employ visualization techniques to describe metropolitan transportation plans and TIPs.
- Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- Hold any public meetings at convenient and accessible locations and times;
- Demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

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- Provide an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was initially made available for public comment; and
 - When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including financial plans) as a result of the participation process or the interagency consultation process required under EPA transportation conformity regulations (40 CFR Part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

Atlanta Regional Commission Guidelines

The following guidelines are provided in the ARC document, *A Framework for Coordinating & Implementing Public Involvement Practices*, April 12, 2001:

Provide opportunities for citizens to help shape the Region's future through an active engagement process that is early, open, and accessible to decision-makers and acknowledges their insights.

- Work with community groups to create opportunities for all segments of the public to learn and become informed about issues and proposals under consideration in the planning process.
- Integrate and coordinate ARC's citizen involvement activities with state and local government's public involvement processes to increase efficiency and to broaden the base of outreach.
- Look for opportunities to seek the advice and guidance of low-income and ethnic communities that do not consistently participate in the regional planning process.

Transportation Participation Goals

ARC's Transportation Planning Division is provided guidance through the ARC Board adopted *Regional Transportation Participation Plan, 2008 Update*. The goals of the plan are as follows:

- Enhance the impact of participation on transportation decision-making. To accomplish this goal, ARC strives to:
 - Increase the number of people participating in the process.
 - Increase the number of opportunities to participate.
 - Increase the understanding of transportation planning
 - Evaluate the effectiveness of participation processes.
- Increase the coordination of participation activities between ARC, local jurisdictions and transportation agencies in the Atlanta Region to more effectively provide outreach mechanisms for:
 - Sharing activities and results

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- Implementing shared agendas
 - Communicating coordination results.

PLAN 2040 Stakeholder Involvement Program

This program is ARC's plan to meeting the requirements of both DCA for the development of the Regional Agenda and US DOT for the development of the RTP. It outlines the program's constituents groups and actions as well as participation techniques and plan development/participation schedule. It identifies the following PLAN 2040 Stakeholders:

- Policy-making elected/appointed officials from local, regional and state jurisdictions. This also includes interaction with federal officials who establish and review rules and regulations in the planning process. Public planning partner staffs, which prepare their jurisdictional plans, and can provide background information and advise officials are also targeted here.
- State and local private sector leadership and interested people within special interest groups that consistently engage in PLAN 2040 issues.

Individuals or groups that participate in ARC activities based on short-term, issue-driven concerns.

Public Outreach Process

Introduction

The PLAN 2040 process was comprehensive combining land use and transportation. It was guided by both federal requirements for transportation planning and state requirements for land use planning. This comprehensive approach provided a focus that was integral to how PLAN 2040 results were viewed, discussed, and understood. This process, however, spread beyond the tie between land use and transportation planning. It encompassed planning for several services as well: senior services, water resource planning, employment services planning and health assessment planning. This process consequentially extended to a larger stakeholder representation and expanded the interested parties to the process. In addition, the PLAN 2040 process was bookended by two major regional efforts: the visioning effort known as Atlanta Fifty Forward and the regional sales tax referendum, Transportation Investment Act of 2010 (TIA). These are linked in substantial ways to all that PLAN 2040 resulted in being.

Outreach Milestones

The community outreach process was framed around the following milestones, starting in 2008. Each milestone will be discussed highlighting major activities for that part of the planning process.

2008: Setting the Framework

- Atlanta Fifty Forward visioning forums, neighborhood forums, and working groups
- Staff charrettes including all planning disciplines at the Atlanta Regional Commission to brainstorm regional issues from those diverse perspectives: governmental services, community services, aging services, workforce development, research, environmental justice, communications and community outreach along with land use and transportation planning.

2009: Identifying the Issues

- ARC Board unified resolution to develop PLAN 2040
- Development of a needs assessment of the Atlanta region.
- Staff charrettes concluded in early 2009 with draft desired outcomes and critical issues to be considered as plan development began.
- Atlanta Fifty Forward visioning forums, neighborhood forums, and working groups
- Leadership Interviews were conducted with ARC senior staff meeting with 43 metro Atlanta leaders representing local and state governments, as well as business, economic, education, environmental and social fields of endeavor.
- Local government outreach was extensive and included different areas of planning within local government with a targeted emphasis on continuous interaction with local elected officials.

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- Youth outreach: This included high school and university age participants, particular through the Clark Atlanta Transportation Institute, ARC's MARC (Model ARC) leadership program, and a discussion group of students from Emory, Georgia State, Georgia Tech, Kennesaw, Morehouse and Oglethorpe campuses.
 - Began integration with the Lifelong Communities project of the ARC Aging Services Division.
 - Surveys and polls were undertaken by the Transportation and Land Use Committees, online surveys, and a scientific poll.
 - Stakeholder Discussions began with targeted audiences being a social equity advisory group, aging services advisory group, as well as the Urban Land Institute membership and a small group of local elected officials.
 - ARC Board Retreat is the first of several times the ARC Board has met to review plan progress and directed the outcomes of the planning process.

2010: Identifying the Goals, Objectives, Policies and Guidelines

- Atlanta Fifty Forward visioning forums, neighborhood forums, and working groups, concluding in the summer of 2010.
- Adoption of the PLAN 2040 Regional Assessment.
- Adoption of the PLAN 2040 Stakeholder Involvement Program, a required document for the Georgia Department of Community Affairs.
- Local government outreach was extensive and included different areas of planning within local government with a targeted emphasis on continuous interaction with local elected officials.
- Stakeholder Discussions with targeted audiences were heavily utilized during this year and included an Equitable Planning Workshop, NGO Briefing and Roundtable, evening with transit/bike/ped nonprofit board members. Specific stakeholder conversations are listed in the Exhibit section.
- Online Public Meetings began in March with four meetings held for availability 24/7 of 1 ½ months each.
- The Civic League Neighborhood Forums began in June with a total of four held throughout the year.
- Speaking Engagements to industry, business, leadership groups
- Online Winter 2010 Public Opinion Survey
- Youth Outreach included the Clark Atlanta Transportation Institute and the Model ARC program
- Planner Workshops: Four Joint LUCC/TCC sessions throughout 2010 in addition to two Performance Framework workshops
- ARC Board Workshop was held in mid 2010.
- PLAN 2040 website resources were available throughout the year with retooled web presence containing multiple resources and process results.

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- Health Impact Assessment discussions began through the Center for Quality Growth and Regional Development in August, 2010 to follow the PLAN 2040 process and provide recommendations in 2011.
 - Transportation Investment Act of 2010 enables a voter referendum in 2012 on a penny sales tax. Discussions with local officials began in 2010 in anticipation of development of a project list with PLAN 2040 projects as a critical resource.
 - Peer exchange with MPOs around the country on Best Practices in Livability Planning in MPOs.
 - Regional Housing Forum on new federal paradigm linking transportation, land use and housing.
 - Financing Freight Workshop
 - Environmental Consultation Process begins
 - NGO Implementation: held seven meetings with non-governmental organizations and state agencies to recognize other organizations that may partner with ARC or take lead in certain local and regional initiatives. Focus on Aging and Human Services, Conservation, Economic Development, Housing and Community Development, Transportation as well as organizations with a broader focus and CIDs.

2011: Sharing Recommendations

- Local Government/Officials outreach was conducted during the first three months of the year to sharing draft recommendations and get feedback on potential changes
- Stakeholder Briefings/Discussions continued in 2010 to bring recommendations to the groups and get comments on potential implementation strategies. This included a briefing to a joint meeting of NGOs and social equity representatives.
- Online Public Meetings #5 and #6 were held
- PLAN 2040 website resources provided draft documentation and the culmination of the process products.
- Health Impact Assessment discussions continued toward a final product and training in the summer of 2011.
- The Civic League Neighborhood Forums were held in five locations around the region.
- Public Hearings – A public hearing before the Environmental and Land Use Committee was held on the Regional Agenda (land development plan) as a requirement of the State of Georgia. (Regional Planning and Implementation partners – 81 partners. Local Government Plan Implementation – work with local governments to develop. Regional Development Guide – using the guide help. Implementation Program – key stakeholder comments reported)
- A second public hearing was held before the ARC Board on the full PLAN 2040 recommendations. A public open house was held in concert with the hearing and the Transportation Investment Act meeting of the Executive Committee.
- Transportation Investment Act discussions with local officials continued along with 12 focus groups with the University of Georgia; two quality of life poll questions on a Kennesaw State University poll, telephone town halls with AARP and 10 teletown halls with local officials, and a survey monkey that received almost 10,000 responses.

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- Environmental Consultation Process concluded with the following partners: FHWA, FTA, GDCA, GDNR, GEMA, GRTA, GWSCC, NPS, USACOE, USEPA, USFWS, GDOT
 - Final Draft RTP/TIP documentation on website on May 20, 2011
 - Beginning of the public review and comment period from May 20, 2011 – June 20, 2011.
 - Speaking Engagements on the planning process and plan recommendations.

2011: PLAN 2040 Interactive Website with focus on Implementation

After adoption of the plan, a new interactive website will be created to facilitate communication of the progress and accomplishments of the plan.

Audiences Engaged

The following Stakeholders were engaged throughout the PLAN 2040 process (for a detailed listing of specific meetings, please see the Exhibits Section):

- **Local elected officials** included the ARC Board, the additional eight counties of the MPO, and city mayors/county administrators not serving on the ARC Board. Also included was outreach with the Metropolitan Atlanta Mayors Association, Georgia Municipal Association and Association County Commissioners Georgia.
- **Local government planners** specializing in transportation, transit, land use, sustainability, the environment, water resources, historic preservation, housing, services to population groups, evacuation/hazards.
- **Local planning community:** consultants in architecture, community participation, city planning, professional organizations, nonprofit organizations around selected sites in region specializing in housing, development, transportation demand management associations, financing, maintenance and operations for roadways, services for community.
- **Federal and State planning partners** included members of the State Legislature and State Departments of Transportation, Community Affairs, and Natural Resources. Federal partners included the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency.
- **Business community** included chambers of commerce, business coalitions, professional groups, local business leadership groups, banking community, developers, insurers, community improvement districts, freight organizations
- **Schools and Universities** included the Schools and Communities working group along with University System, Board of Regents, local research councils and departments housed in the universities.
- **Special interest groups** and advocacy organizations includes environmental and energy organizations, land conservation, bicycle/pedestrians, and transit.
- **Civic leadership and community groups** included The Civic League for a Regional Atlanta that provided neighborhood forum venues to discuss regional issues, including local leadership groups around the region.

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- **Neighborhood and homeowners associations** through individual meetings, interaction via the internet.
 - **Faith organizations** including umbrella groups and partnership groups for community action.
 - **Youth** included universities programs, ARC leadership programs, and high school programs such as the Boys and Girls Clubs throughout the region.
 - **Individuals or groups** that participate in ARC activities based on short-term, issue-driven concerns through online public meetings and neighborhood forums.

Minority and Disadvantaged Populations

The following activities targeted specifically environmental justice populations to discuss and receive advice on the plan's process and recommendations:

- **Social Equity Advisory Committee** provided advice and guidance throughout the process. Composed of a diverse group of leaders representing community organizations, advocacy groups, coalitions, environmental justice groups, local governments and the ARC Board.
- **ARC Committees** received detailed briefings on the Equitable Target Areas in 2011.
- **Atlanta Fifty Forward** Forum and Working Groups on Demography and Diversity included participation of over 150 individuals.
- **Leadership Interviews** with minority business leaders, ethnic organizations, community services organizations
- **Equity Atlanta (Partnership for Southern Equity)** provided assistance and advice throughout the process.
- **Equitable Planning Workshop** was organized by the community and held in 2010. A follow-up meeting was provided the participants in concert with additional NGO participants in 2011.
- **Civic League for a Regional Atlanta** neighborhood forums throughout the region.
- **Transit Advisory Boards** were provided PLAN 2040 speaking engagements and discussions throughout the region as well as the Transit Operators Subcommittee and the Human Services Transportation Advisory Committee.
- **Social and leadership organizations** for minorities, disabilities, transit riders, housing, job training, services for low income individuals, refugees, youth, seniors, older drivers task force.

Outreach Components

Because of the diversity of audiences, the planning process needed to incorporate a variety of ways to have conversations and to get feedback. Below are the ways PLAN 2040 was accessed:

Face to Face Discussions

Interviews: Leadership interviews at the outset of the planning process with diverse leadership and ARC senior staff conducting the interviews. These results were prepared in a report to the ARC Board at its annual retreat in 2009.

Committee Framework: Existing committee structure at the Atlanta Regional Commission was utilized extensively on a recurring basis. Membership included ARC staff, planning partners and subject experts and members of the public.

- **Standing Committees:** ARC Board committees of Transportation and Air Quality Committee, Regional Transit Committee, Environmental and Land Use Committee, Aging Services Committee, and their technical committees: Transportation Coordinating Committee, Land Use Coordinating Committee, Aging Advisory Committee as well as the Atlanta Regional Workforce Board,
- **Standing Subcommittees:** ARC Committees included the Transit Operators Subcommittee, Social Equity Advisory Committee and Aging Services Advisory Committee, Bicycle/Pedestrian Task Force, Freight Mobility Task Force, Financial Planning Committee, Management and Operations Subcommittee, Public Involvement Advisory Group and the Human Services Transportation Advisory Committee.
- **Ad hoc groups:** Chairs/Co-Chairs Subcommittee was composed of the chair of the Transportation and Air Quality Committee, the Environment and Land Use Committee and the Aging Services Committee and met periodically in the first phases of the planning process. In addition, a Long Range Regional Forecast Technical Advisory Group convened economic experts from around the region.

Targeted Discussions: Targeted discussions provided input from specific population groups and modal/advocate sectors from around the region. These groups were selected so that their representation provided broad based dialogue between the general public, subject experts, and planners. These group discussions were integral to the overall process because of the increased interaction with these groups and planners. Over a third of all outreach meetings held during PLAN 2040 were in this category. A detailed listing of these discussions is provided in the Exhibits section of this document.

Stakeholder Briefings: At strategic times during the process, groups were gathered to talk together, across interests and geographies. These briefings provided a chance for planning staff to share their work to date, get input and reaction to use in the next phase of work.

ARC Board Mini-Retreats: Periodically, planning staff needed Board direction for the next phase. These mini retreats were attended by ARC Board, planning partners and stakeholders as well. They usually lasted ½ day.

Workshops: Workshops were scheduled periodically between technical planning staffs for land use and transportation planners. These workshops were extended meetings of several hours and could be attended by anyone interested. Planning products shared, next steps were debated and formulated.

Neighborhood Forums: The Civic League for a Regional Atlanta organized and held neighborhood forums across the region. These were facilitated three hour sessions of breakouts and a diverse of attendance was aggressively sought. Two of these sessions (one a year) were regional neighborhood summits in which PLAN 2040 had a session.

Speaking Engagements: ARC senior staff and planners were regularly invited to speak about PLAN 2040 and engage audiences in a question and answer discussion. The audiences ranged from professional organizations to lunch and learns to conference sessions.

Online and Interactive

PLAN 2040 online public meetings/surveys: There were six online public meetings, each lasting 1 ½ months and consisted of a voice-over presentation (sometimes 2-3 presentations), an online survey, and a list of downloadable resources.

PLAN 2040 Quick Guides: These guides were compiled to explain the PLAN 2040 process and provided live links within the two page guides. The intent of each guide was to give the basic information about each element with the links expanding on that information. The PLAN 2040 website had a composite Quick Guide report as well as the individual guide. These guides were also distributed in hard copy. Please refer to the next section to see the full listing of guides available.

PLAN 2040 Maps: The PLAN 2040 website provided progressively updated growth and system maps to illustrate the foundations of the planning process and resultant project systems.

Electronic invitations: The PLAN 2040 online public meetings, public hearings, and neighborhood forums have been distributed through a Campaigner listserv. The invitations have gone out to thousands on the ARC contacts list – which was tailored to targeted distributions.

Newsletters: PLAN 2040 information was regularly provided in Regional Planning Newsbriefs, Land Matters, and Transportation Spotlight online newsletters. The Public Involvement Advisory Group received a weekly email that updated planning partners and stakeholders about PLAN 2040 progress. These newsletters go to over 5,600 each email. In addition, a monthly publication, Regional Snapshots, compiles the latest data to explore important regional issues.

Facebook/Twitter: ARC has an agency accounts in these social media and daily posts to Facebook and Twitter. When PLAN 2040 outreach activities were available, these outlets were utilized. ARC's Facebook information goes to almost 600 recipients and Twitter has almost 100 followers.

TV Shows: For PLAN 2040 and for Atlanta Fifty Forward, the following TV Shows were created: "Plan 2040" with ARC's Tom Weyandt, The State of the Metro Atlanta Region, Improving Our Community Health, Energizing our Future, Crafting Quality Communities, the Changing Faces of Our Region, Megaregions, 10th Anniversary of ARC's Developments of Excellence Awards, and Looking Fifty Forward – Sustaining a Quality Region. These TV shows were available on the ARC website, were played on community TV stations, and were distributed on DVDs.

Printed Materials

Printed materials were provided at all forums, briefings, workshops, discussions and speaking engagements to update the audience on what the planning process was producing. The following are some more formal materials that were created for PLAN 2040.

PLAN 2040 Quick Guides: ARC provided a set of the following two-page briefs on the PLAN 2040 process. A composite booklet of these guides was distributed during the process as well as individual guides:

Understanding Regional Planning

- Forecasting for population and employment
- Travel demand modeling
- Understanding the transportation improvement program
- Financing of transportation projects
- Regional plan implementation

How Planning Affects Where You Live

- Environmental considerations in regional planning
- Regional resources
- Conservation and preservation planning
- Air quality considerations in transportation planning
- Regional housing planning
- Lifelong communities

Planning the movement of people and goods

- Connecting the RSTS with regional growth policies
- Regional bicycle and pedestrian planning
- Regional transit planning
- Regional freight planning
- Managed lanes planning

Important considerations in planning

- Planning for social equity
- Congestion management process
- Access management planning
- Transportation safety planning
- Regional Human Services Transportation planning
- Transportation Demand Management

Brochures & Briefs: The following brochures and brief were provided in English and Spanish:

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- *Creating a Path to Metro Atlanta's Successful Future* – this brochure introduced the planning process
 - *Building a Path to Metro Atlanta's Successful Future* – this brochure provided the vision, goals and objectives for PLAN 2040.
 - *Metro Atlanta's plan to accommodate economic and population growth sustainability over the next 30 years* – this brief provided an overview of proposed recommendations of PLAN 2040.

Complementary Activities

Atlanta Fifty Forward: Late in 2007, ARC launched an ambitious initiative, called "Fifty Forward: Metro Atlanta Futures Forum," to explore possible future scenarios for metro Atlanta and forge an action plan to ensure future livability, prosperity and sustainability. Over the next two years and into 2010 metro area leaders and interested residents gathered in eight regional forums and 13 neighborhood meetings to look 50 years into the future of metro Atlanta.

Each forum was charged to express a vision and to suggest strategies and actions that would lead to the vision. Each topical forum produced a report of their vision and action plans with the help of working groups of regional citizens and subject experts. These groups met from 2 to 4 times before issuing a report of their recommendations. In addition to the forums, the Civic League for Regional Atlanta conducted neighborhood meetings on the long-term future of the region focused on the same topics as the regional forums. The feedback gained through these meetings was incorporated into the forum reports. With the forums complete, Fifty Forward conducted a "Capstone" Charrette on July 29, 2010 at the Carter Center. 110 people came together to discuss eight forum reports. They provided feedback to a common vision for Metro Atlanta that emerges from the forum work. Finally, the participants recommended priorities among all the actions that had been proposed by the Forum teams: *sustainability, demography and diversity, megaregions, technology and innovation, land use and housing, transportation, energy, and community health.*

Atlanta Fifty Forward directly impacted the direction of PLAN 2040 in terms of its sustainability theme as well as many of the detailed conversations held during the PLAN 2040 process. The Atlanta Fifty Forward priorities were as follows:

1. Prioritize infrastructure that supports mixed-use and multi-modal environments. Shift the focus of the transportation system to alternative modes – transit, walking, bicycling.
2. Create additional long-term revenue sources for the region's transportation needs. Develop sustainable funding sources for the development, operation and maintenance of the region's transportation system: inclusive of equity and civil engagement.
3. Require transportation projects to be supportive of regional goals and be part of a plan that links land use & transportation improvements, use LCI as a model. Better integrate transportation & land use decision-making processes and decision makers, at all levels of government.
4. Create a community planning/design process where stakeholders from different disciplines including public health are required to interact

5. Develop and promote the region as a green energy center of excellence. The Advanced Technology Development Center of Georgia Tech could serve as a good partner in the effort by acting as a green business incubator for Georgia Tech students.

Transportation Investment Act of 2010 (TIA): The Transportation Investment Act puts the future of Georgia’s transportation in the voters’ hands. The law divides the state into 12 regions for the purpose of voting on a one percent sales tax to fund transportation projects in that region. All revenues collected in a region stay in that region. In the Atlanta region, 15 percent of funds are sent directly to local governments to fund local transportation projects, while 85 percent of funds support a list of regional projects created by local elected officials. Below is a table showing the outreach provided through the end of the PLAN 2040 review period. The projects that have been discussed in all of these activities relate back to PLAN 2040 directly and should be considered fundamental to the outreach of the long range plan:

Date	Activity	Results
Starting in March, 2011	<p style="text-align: center;"><u>RTR Website</u></p> Provides interactive mapping of projects, announcements, meeting agendas and summaries, reports presented to RTR, and an online survey to collect continuous feedback from the public.	As of June 20, 2011: Email alerts signups: 600 Survey responses: 214
March – April, 2011	<p style="text-align: center;"><u>Focus Groups</u></p> University of Georgia conducted focus groups in each of the 10 counties with 3 in Fulton (north, south and City of Atlanta). Participants were engaged in 1 ½ hour sessions on transportation. Margin of error +/- 3%	126 participants
April, 2011	<p style="text-align: center;"><u>Quality of Life Poll</u></p> Included 2 questions on Kennesaw State University poll of residents in 10 county region on the importance of transportation to their daily needs.	1100 residents
Starting in April, 2011	<p style="text-align: center;"><u>Monthly Community Briefings</u></p> Provides general and up to date information about the TIA and receive input and respond to questions from interested residents in region.	As of June, 2011: 62
April – May, 2011	<p style="text-align: center;"><u>RTR Online Survey</u></p> Created and posted a survey monkey online survey that included questions in the KSU survey and asked individuals to rate the importance of specific projects.	Responses as of June 20, 2011: 9,675
June 13 – 20, 2011	<p style="text-align: center;"><u>RTR Telephone Townhalls</u></p> Hour-long opportunities for Roundtable members to engage with several thousand residents on key issues related to the development of the project list (1 million people will be contacted) <i>Only those counties that were called within the PLAN 2040 review period are accounted for here.</i>	<p style="text-align: center;"><u>On calls in each county</u></p> Henry: 9,632 Douglas: 5,600 Cherokee: 7,190 Cobb: 16,181 DeKalb: 26,329 Fayette: 5,664 Gwinnett: 20,927
June 16, 2011	<p style="text-align: center;"><u>Clark Atlanta University Summer Transportation Institute</u></p> High school-age participants in the Institute spent a day role-playing the TIA process including taking a vote at the end of the day.	52 participants

Outreach Process Results

Activity	Number of meetings	Estimated audience numbers
Local Government Outreach	162	500
LUCC/TCC Joint Sessions	5	250
Leadership Interviews	36	36
Workshops/Briefings/Retreats	9	630
Stakeholder meetings	105	300
Civic League Forums	17	600
PLAN 2040 website total visits (2/23/10-6/20/11)		11,687
Online Public Meetings total visits	6	2,197
Public Hearings	2	2
Online Surveys Completed	6	300
Fifty Forward Forums/Discussion Groups/website/video views	35	8000
TIA Outreach (through June 20, 2011)	27	120,000



Public Review and Comment Period

Introduction

The review and comment period for PLAN 2040 occurred from May 20, 2011 through midnight June 20, 2011. During the entirety of that time, an online public meeting was posted that presented the recommendations and implementation activities of PLAN 2040 and asked the public its thoughts. Also the survey asked an initial evaluation question on the outreach process of PLAN 2040. A more extensive evaluation will be done later in 2011 as prescribed by the Regional Transportation Participation Plan (2008 Update). Also occurring during the review period was a public hearing before the ARC Board at its regularly scheduled meeting and presentations before stakeholder audiences. Below is the documentation of the results of this review period.

Receipt of Public Comment

ARC received public comments during the review and comment period through the following:

- Online public meeting – 25
- PLAN 2040 email – 7
- RTP Public Hearing – 0

These comments will be addressed below by category and ARC staff response.

Evaluation Results

On the PLAN 2040 Online Public Meeting site was a survey question that provided an initial evaluation of the outreach process. The question was:

What do you think overall of the PLAN 2040 planning process, especially in terms of connecting you to its activities? Please indicate below your opinion by activity.

The results from that survey question are shown below. Clearly the 21 responders indicated that access to resources, the online public meeting availability, and the helpfulness of the ARC staff were very much appreciated and a plus for the process. The lower rating for The Civic League neighborhood forums was due to not knowing about them or not participating in them. There was some ambivalence about the overall engagement of the region's citizens with scores spread across the board. "Having concerns heard" was highest in its neutral rating indicating that the responders were not as knowledgeable as needed to make that determination.

This evaluation is a good preliminary indication of the PLAN 2040 outreach process but not substantive enough for a true picture of its effectiveness. The forthcoming evaluation called for in the Participation Plan will strive to get a clearer knowledge of what worked and what should be retooled for the next outreach efforts.

	Good	Neutral	Needs Improvement	Don't know	Rating Average	Response Count
Engagement of the Region's citizens	38.1% (8)	28.6% (6)	19.0% (4)	14.3% (3)	0.00	21
Usefulness of PLAN 2040 website	57.1% (12)	23.8% (5)	4.8% (1)	14.3% (3)	0.00	21
Access to PLAN 2040 resources	65.0% (13)	25.0% (5)	0.0% (0)	10.0% (2)	0.00	20
Helpfulness of PLAN 2040 resources	60.0% (12)	20.0% (4)	5.0% (1)	15.0% (3)	0.00	20
Participation in PLAN 2040 online public meetings	57.1% (12)	23.8% (5)	9.5% (2)	9.5% (2)	0.00	21
Participation in The Civic League Neighborhood Forums	20.0% (4)	25.0% (5)	10.0% (2)	45.0% (9)	0.00	20
Quality of polls and surveys on PLAN 2040 elements	42.9% (9)	33.3% (7)	14.3% (3)	9.5% (2)	0.00	21
Helpfulness of ARC planning staff	57.1% (12)	9.5% (2)	4.8% (1)	28.6% (6)	0.00	21
Your concerns were heard	28.6% (6)	38.1% (8)	4.8% (1)	28.6% (6)	0.00	21

Focus of Public Interest

Transit – Broad support for increased funding to support existing transit services and expansion of rail and bus to more areas of the region.

Health – Greater emphasis needed on incorporating health into the regional planning process, project selection, recommendations, and implementation of the plan.

Implementation – The region does not implement what is included in regional plans. More attention and resources should be directed to delivering on promises.

Outreach Impacts

The PLAN 2040 development process was unique from previous regional plans. It is a true comprehensive plan combining land use and transportation and reaches out to areas not traditionally addressed in metro Atlanta's past regional plans like aging, workforce development, and health impacts. PLAN 2040 was also informed as to the priorities of the State of Georgia through the first ever Statewide Strategic Transportation Plan and updated DCA regional planning rules. PLAN 2040 benefited and was informed by other regional efforts such as recent

and ongoing local planning efforts like Comprehensive Plan updates and new Comprehensive Transportation Plans, the visioning of the Atlanta Fifty Forward effort, and the potential for new transportation funding through the Transportation Investment Act of 2010.

In order to build an efficient plan to meet needs and further regional goals with limited resources, PLAN 2040's outreach incorporated targeting stakeholders and receiving broad public input. Policy-makers and their staffs, private sector leaders and non-governmental organizations, individuals or groups that traditionally participate in ARC activities, and minority or underserved populations were the focus of outreach efforts. This was complimented by receiving broad public input from around the region through the use of a variety of formats including online public meetings and surveys. The following aspects of the plan strongly reflect what ARC and its planning partners heard from the outreach process and make of the focus of public interest:

What the Public has Said	PLAN 2040 Response
Maintain existing and expand transit services	<ul style="list-style-type: none"> ✓ Financial support of regional transit operators for preservation of existing system and state of good repair ✓ Multimodal Passenger Terminal ✓ Clifton Corridor, I-20 East Corridor, Atlanta Beltline and Streetcars ✓ Alternatives analysis for light rail projects in Cobb and Gwinnett Counties ✓ Managed lanes ✓ Human Services Transportation ✓ Livable Centers Initiative, Regional Development Guide, and Unified Growth Policy Map support needed land uses
Greater emphasis on promotion of health in development and implementation of plans	<ul style="list-style-type: none"> ✓ One of the plan's goals is to "Encourage Healthy Communities" and one of the objectives is to "Foster a Healthy, Educated, Well Trained, Safe and Secure Population" ✓ Last Mile Connectivity Program will fund new bicycle and pedestrian projects that support active transportation. ✓ Livable Centers Initiative ✓ Lifelong Communities ✓ Federal air quality goals met ✓ Recommends incorporating Health Impact Assessment findings into plan implementation and updates ✓ Air quality and greenhouse gas analysis
Improve implementation of plan recommendations	<ul style="list-style-type: none"> ✓ The Plan Management element of RTP articulates key actions that need to be taken to implement the plan, a process for tracking a reporting implementation of actions and specific projects, and identifies measures to track the impact of the plan on the Atlanta region. ✓ Comprehensive Transportation Plan Program ✓ Performance Framework used to evaluate and select projects ✓ Environmental consultation and mitigation

Detailed Public Comments and Responses

Air Quality

The existing motor vehicle emissions budget does not address air quality improvements that will be required in the near future. These forthcoming changes should be anticipated and planning for compliance with the new standard should begin today.

Response: PLAN 2040 meets all current federal air quality requirements and budgets. The point that the region must be proactive in planning for future air quality standards as future regulations are being developed in a variety of areas such as climate change and ozone is well taken. Due to the impact of land use on emissions, ARC has included an aggressive regional development strategy to address these concerns. As future federal regulations and standards become clearer, future transportation plans and programs will be adjusted to address new rules.

Plan 2040 should avoid overly optimistic transit assumptions which underestimate motor vehicle emissions. A new conformity determination should be performed whenever there is a large-scale reduction in transit service or substantial new infrastructure is opened.

Response: ARC will include any adopted changes in transit assumptions in future RTPs and Conformity Determinations. Federal planning regulations require planning assumptions to be updated, including changes in transit assumptions, during conformity-related RTP/TIP amendments and major plan updates. For example, MARTA's fare increase that was adopted in late June 2010, and associated plans to restore previously eliminated services, will be reflected in future RTP updates.

Freight

Create delivery zones in metro Atlanta

Response: Planning for and the creation of delivery zones is handled at the local government level. ARC completed the Atlanta Regional Strategic Truck Route Master Plan (ASTRoMaP) in 2009 and works with local jurisdictions and the State of Georgia to implement the recommendations. ASTRoMaP serves as a regional foundation that can be used to address localized freight planning issues.

Pursue alternative freight projects. Freight movement by truck carries significant health concerns related to traffic safety, air pollution, noise, and working conditions. Some health impacts can be mitigated by shifting freight movement to rail, water, low-speed vehicle, and other modes. There are no freight rail projects.

Response: The Multimodal Passenger Terminal project included in PLAN 2040, while primarily a transit project, will also address freight rail operations and movements in and through the downtown Atlanta. Through the Atlanta Regional Freight Mobility Plan and ongoing freight planning efforts with local, state, and federal partners, ARC works to identify key freight issues and opportunities. Funding for large-scale freight rail

improvements traditionally comes from the Federal Railroad Administration and the private sector and is not required to be included in the Regional Transportation Plan. ARC supports the goal to shift truck related long-distance freight trips to rail, where economically feasible. This shift, besides the health benefits, also holds the opportunity to reduce regional traffic congestion and supports other regional planning objectives related to economic development.

Health

Plan2040 should take a stronger stance on protecting the health of Atlanta's people by more heavily promoting use of public transit, transit-oriented communities, and provisions for walkers and cyclists

Response: PLAN 2040 supports and funds several programs promoting multimodal options, active transportation, and transit supportive land uses. The Livable Centers Initiative, regional Transportation Demand Management activities including RideSmart, Lifelong Communities, Community Choices, and the Last Mile Connectivity Program to fund bicycle and pedestrian infrastructure are just a few examples. Further, PLAN 2040 is explicit in its intent to support a healthy region in its vision, goals, and objectives. ARC will continue to increase the understanding and focus on health related issues in future RTP updates.

Projects must actually be designed from an evidence-based and context-sensitive standpoint that prioritizes actual and perceived risk reduction. Environmental and health impacts should be tracked in all projects.

Response: PLAN 2040 supports context-sensitive design in the development of all transportation projects. Programs like the Livable Centers Initiative, Comprehensive Transportation Plan Program, Community Choices, and Lifelong Communities provide funding and planning support to local jurisdiction to ensure the needs of all modes and users are met. In addition, the Plan Management element of PLAN 2040 outlines specific actions that will be taken to further integrate context-sensitivity and health considerations into the planning, design, and implementation of projects. ARC has partnered on a Health Impact Assessment of PLAN 2040 and will work to incorporate the findings from that assessment into projects and programs funded via PLAN 2040 and in future plan updates. ARC will discuss, in the coming months as part of the Plan Management process, opportunities to better track environmental and health benefits as projects are implemented.

The definition of "safety" needs to be expanded. It should include human health in general, and thus include monitoring of the negative effects from high ozone days, etc.

Response: ARC is working to better incorporate health into the regional planning process. A Health Impact Assessment of PLAN 2040 is currently underway. The recommendations from that assessment will be reviewed and shared with regional planning partners and stakeholders to determine how they can be incorporated into PLAN 2040 implementation efforts and improve the process for future plan updates.

Realign investment with objectives identified by PLAN 2040. The PLAN 2040 outreach process garnered opposition to roadway expansion, and support for healthy communities.

Response: The first decision point of the RTP Performance Framework outlined the process to allocate available funding for the RTP across program areas. At this step, regional policy makers placed an emphasis on preservation of the existing transportation system in order to support all goals and objectives of PLAN 2040. Following preservation of the existing transportation systems, funding was allocated across other multimodal project types including transit expansion, roadway operations and safety, bicycle and pedestrian expansion, programs to support transportation demand management, and roadway expansion. Almost all project types garnered a level of opposition or support from stakeholders.

Evaluate each project on health terms. All transportation projects should be evaluated to ensure that they increase connectivity, reduce barriers, and create short routes with multiple route options for pedestrians and cyclists. All road projects should meet the best practices for multimodal facilities as described above. Pedestrian connections must be implemented where street connections are abandoned.

Response: ARC fully supports the concept of better assessing, and implementing, pedestrian and bicycle connectivity with associated roadway projects. As part of the Plan Management process, ARC will closely examine what minimum standards are needed to implement this objective.

Implementation

Focus on optimizing the infrastructure we have at this time, with construction or re-construction of problem areas.

Response: Approximately \$42.8 billion or 70% of PLAN 2040's funding is allocated to projects and programs to maintain, operate, and improve the efficiency of the existing roadway and transit systems in the Atlanta region. Optimizing the existing system is critical in PLAN 2040, with increase focus on this activity relative to prior RTP's.

Monitoring and reporting doesn't imply adherence to regional plans/goals. Goals/plans are often just adjusted to meet expectation and not held firm to enforce a decision.

Response: The Plan Management element of the RTP goes beyond monitoring and reporting the implementation of PLAN 2040 by regional partners such as local governments and State of Georgia. It also identifies actions that ARC should take to implement the plan. Many of ARC's actions will undertake link future implementation support (planning assistance and project funding) to project sponsors demonstrated support of PLAN 2040's goals, objectives, and principles.

I will support legislation to give ARC additional regulatory power over the 20 country region in order to accomplish its goals. While Plan 2040 doesn't prohibit this kind of development, it doesn't do enough to curtail development in less ideal locations

Response: Planning boundaries are established based on federal, state, and local regulatory actions. The regional transportation planning boundary will be revisited once the results of the 2010 Census are received for the present Atlanta Urbanized Area.

The vision, goals, and objectives of Plan 2040 should serve to guide and be incorporated into the next Statewide Transportation Plan, Strategic Statewide Transportation Plan, and in any corridor scoping studies for the region initiated by state or federal actors.

Response: A key element in implementing PLAN 2040 will be working with state and federal planning partners to ensure the priorities of PLAN 2040 are including in all projects and plans affecting the Atlanta region. Many of the objectives of the Statewide Transportation Plan and Strategic Statewide Transportation Plan were used as input into, and are reflected in, PLAN 2040.

Land Use

The guidelines for development types are conducive to creating healthy communities but needs a stronger commitment, clearer design and policy details, quantifiable metrics, and better coordination from the transportation project list.

Response: The PLAN 2040 Plan Management element outlines actions ARC will take to coordinate land use and development with transportation investments. Examples of these actions include reevaluation and updates to the Livable Centers Initiative and Comprehensive Transportation Plan Programs to provide incentives and encourage local governments and project sponsors to accommodate all modes and users in project planning, design, and implementation.

Mixed use zoning can improve access to goods, increase safety by promoting a variety of activities at different times of the day and night, and improve walkability. Any areas located in the maturing neighborhoods, established suburbs, developing suburbs, and developing rural areas as described in the Development Guide should reflect this neighborhood street activity preference.

Response: The recommendations of PLAN 2040 will be incorporated into future ARC work activities that will help lead to this commenter's recommendation. For example, DRI reviews will use the Development Guide in making recommendations on large-scale developments.

For developing areas, the design of all newly proposed projects should include complete connectivity and multi-mode transportation options.

Response: ARC met in 2010 in joint TCC/LUCC meetings to discuss area and place policies and guidelines for proposed transportation projects. These guidelines include recommendations for coordinating land use and transportation projects in a context

sensitive manner. The recommendations include consideration of connectivity and inclusion of transportation options, as appropriate. While this is a good framework, the complexities of the minimal densities and operating funds needed to support transportation options, such as transit, often make it difficult to provide multi-modal options in all cases.

Plans should identify underperforming areas and gaps in the urban fabric that are suitable for immediate infill or redevelopment, neighborhoods where any redevelopment occurs should be gradual, and natural conservation areas that should be preserved for agriculture, greenspace, or general conservation. Transportation corridors and centers should take the highest-density development, especially where quality transit is programmed.

Response: The Unified Growth Policy Map identifies Redevelopment Corridors that are underperforming and are highly suitable for redevelopment because of their proximity to existing infrastructure. The associated Regional Development Guide provides additional detail as to the appropriate land uses and transportation infrastructure for these Redevelopment Corridors. The Regional Resource Plan and UGPM identify areas of greenspace along with guidelines for protecting and enhancing those areas. The UGPM and Regional Development Guide direct the highest densities to those centers and corridors where transportation infrastructure is already in place.

All development should include sidewalks on both sides of the street, except in rural areas with fewer than one unit per five acres. There should be clear instructions for design, installation, and maintenance of sidewalk and streetscape.

Response: The Regional Development Guide includes transportation policies and guidance for all area and place types included on the Unified Growth Policy Map, including rural areas, to ensure options for all modes and users. Infrastructure for pedestrians is recommended for all areas; however, the type of design of that infrastructure may vary depending on the context and desired land use. Through programs like the Livable Centers Initiative, Lifelong Communities, and Community Choices Program, ARC works with local governments to develop design and implementation guidelines to ensure pedestrian infrastructure meets the needs of the community.

Nearly all parking requirements should be lifted to allow actual demand to drive supply and cost.

Response: While prior research has shown the positive benefits of lifting parking requirements on creating livable centers, each circumstance must be judged on its own merits. ARC will work closely in the future with stakeholders during project level reviews and land use stakeholders to further explore the feasibility of this recommendation.

Guide the region's development with long range transportation planning. Rather than reacting to existing or projected motor vehicle congestion or volume, program investments that will promote the development goals above and increase multimodal transportation options.

Response: Future growth and desired land use were key components of the performance-based planning process used to develop the PLAN 2040 Regional Transportation Plan. Only those projects that were compatible with regional development goals were considered for federal funding. ARC supports the direction to program funding for investments that promote development goals and will continue to emphasize this as PLAN 2040 is implemented.

Planning

All planning should include sidewalks, bike paths and small community parks with easy access to public transportation, walking streets in all shopping areas, bike parking garages and peripheral auto parking. A primary goal should be safe infrastructure, easy community interaction.

Response: Bicycle and pedestrian facility investments in centers, along regional corridors, and near transit; complete streets; and context sensitive design are an important parts of PLAN 2040. The Unified Growth Policy Map and Regional Development Guide provide guidance on appropriate transportation facilities, land use mix, and greenspace for the areas and places across the Atlanta region. Further, the Livable Centers Initiative and Lifelong Communities programs provide funding and planning assistance to create healthy and vibrant communities that provide a mix of transportation options that support desired land use and community identity.

Atlanta should follow the lead of other MPOs from across the country that have made complete streets policies mandatory and have incorporated them into their project prioritization framework.

Response: The Plan Management element of PLAN 2040 calls for incorporating complete streets into projects and programs funded via PLAN 2040. ARC will be working with project sponsors, planning partners, and stakeholders to develop and refine specific requirements as it relates to complete streets. Further, the TIP/RTP Blueprint, which was adopted by the ARC Board in 2010, outlines the business rules for the programming and inclusion of projects in the RTP and calls for all projects to be designed with complete streets principles.

The Local Planning Scenario was chosen over the Concentrated Growth Scenario because it performed better under the regional congestion metric. This decision is troubling in two respects. First, selecting the Local Planning Scenario over the Concentrated Growth Scenario seems to suggest that congestion is more important than the other three measures combined. Second, this singular emphasis on congestion is a departure from the more refined analysis in IT3 and the SSTP which evaluated transportation options through the more mode-neutral lens of mobility and access to employment centers

Response: PLAN 2040's regional development strategy includes a significant focus on encouraging evolution of the region toward a sustainable framework, emphasizing development of walkable, transit-supportive centers. While it is correct that ARC must also consider local land use plans and development guidelines, the level of sustainable land use planning at the local level must not be discounted. In fact, this does not lead to

singular emphasis on congestion. PLAN 2040 seeks balance to meet all regional needs, including those for sustainable regional development and congestion mitigation.

Develop an optimal mix of projects between modes based on the Local Policy Scenario adopted as the “vision” and then seek to match funds to the optimal mix of projects as permitted by their various restrictions.

Response: PLAN 2040 sought to accomplish this objective within the context of limited funding while addressing a diverse set of needs. PLAN 2040 includes aggressive funding programs for transit, roadways, and bicycle and pedestrian projects. A challenge in increasing spending for some projects types such as transit is finding available funding to pay for operational costs associated with system improvements. ARC will continue to work on identifying funding to continue to implement a diverse array of project types.

Expand the KDP 2 policy filter to include screening out roadway expansion projects bordering rural areas or otherwise account for the induced land use impact of a project.

Response: ARC will reassess project prioritization procedures in future RTP updates. During these discussions, this recommendation will be discussed for consideration. The existing policy filter sought to eliminate capacity-adding projects that do not support regional and local growth objectives.

Consolidate managed lane projects with the road widening category when evaluating and scoring road capacity projects at KDP 3.

Response: ARC will review the evaluation procedures for projects upon completion of PLAN 2040. The current framework was reviewed and accepted by regional and local policymakers and staff. Managed lane projects were separated from other road widenings due to the having differing project purposes. However, this suggestion will be considered in updating project evaluation procedures in the future.

Include transit development potential in the economic growth criterion for all transit projects.

Response: ARC uses several criteria that help to answer the question regarding the economic growth potential for projects, including the presence of a transit project in an activity center. ARC will be applying newly acquired tools in future RTP updates to enrich this analysis, including the use of the REMI econometric model.

For transit capacity projects, the 10% scoring for passenger miles traveled should be removed and redistributed among the other categories.

Response: Based on discussion among regional stakeholders, passenger miles traveled was included for 10% scoring for transit projects. However, this commenter’s recommendation will be considered in the update of scoring criteria for the next RTP.

“Plan Level Performance Measures” do not adequately address pedestrian access, bicycle access, transportation cost, multimodal access for children and seniors, transportation costs, or the other health impacts described here excluding crash rates.

Response: A guiding principle given to ARC staff from regional policymakers and stakeholders was to have Performance Measures that were understandable and limited in number, while seeking measures as diverse as possible. Many of the existing measures do either directly or indirectly consider many of the able areas. However, ARC will review these comments and make recommendations to regional stakeholders in the future to refine existing measures.

Project selection should balance interests of the region and the local community. Project selection should address questions of the proportion of carless households, people unable to drive due to age, or households with low income and high potential transportation costs, and areas lacking in transportation alternatives.

Response: ARC fully considered and attempted to balance the needs of carless households, low income communities, and areas lacking transportation alternatives. This is a critical objective in PLAN 2040. These factors were considered throughout the development of PLAN 2040. As illustrated by the analysis of plan investments with the Equitable Transportation Analysis, investments helping these communities are a foundation of PLAN 2040.

Transportation programming must stipulate the use of best practices in accommodating multi-modal traffic.

Response: ARC and other stakeholders have identified, through the RTP/TIP Blueprint, expected actions to occur during project development. During the Plan Management phase, stakeholder discussions will occur regarding other best practices to be required to implement PLAN 2040 recommendations. These actions must be approved by regional stakeholders, however.

Transportation investments should be coordinated with existing and future land use.

Response: PLAN 2040 recognizes that transportation investments must be coordinated with existing and future land use. This is accomplished in PLAN 2040 through the close coordination between land use and transportation recommendations.

Evaluate all projects on equal grounds. Compartmentalization of projects by type might result in a tendency toward a lack of consideration for all travel modes and land use as being interrelated.

Response: Evaluating projects on equal grounds is a core consideration when crafting project evaluation procedures. Based on national research on best practices, it was determined early in the PLAN 2040 process that there is no one procedure that will achieve a fair evaluation among all project types. A decision was made, in consultation with policy and technical stakeholders, to apply different project evaluation procedures

for each project type. ARC will continue to monitor best practices, with the goal to continue to identify tools and procedures with the least amount of bias.

Expand capacity by completing the road and transit network, not widening roads.

Response: Per federal planning regulations, ARC must consider other alternatives before widening roads. However, there are many instances that in order to address a severe congestion or crash problem, a roadway widening is warranted.

Roadways

There is a need for grade separated roads that can be used as alternates to the limited regional freeway system. If commuters cannot move quickly between the spokes on the wheel, they will drive further on the spokes.

Response: PLAN 2040 includes significant investments to improve the mobility of the region's arterial roadway system. Approximately \$1.5 billion is allocated to improving existing and building new interchanges that will help to relieve bottlenecks on arterial roadways. Additionally, the plan includes several projects to grade separate several roadway intersections that are currently at-grade and sets up a roadway operations and safety program within the TIP that will fund additional projects to improve intersection efficiency and safety.

Plan 2040's continued investment in new road capacity projects will not meet the region's future needs or lay the groundwork for future opportunities.

Response: PLAN 2040 attempts to balance existing and future development goals with the transportation investments needed to support the region. PLAN 2040 includes a broad, diverse set of infrastructure strategies that include transit expansion and bicycle/pedestrian infrastructure. However, regional stakeholders have also identified congestion as a core issue to address in PLAN 2040. ARC supports a broad, balanced set of recommendations in order to meet the region's future needs versus focusing on a sole modal option.

Road projects must serve the local context as well as regional traffic.

Response: This is a critical objective of PLAN 2040 in balancing the need for regional travel versus access to local communities. This is accomplished through plan development by establishing the purposes of roadways through functional classification and special studies, such as the Regional Strategic Thoroughfare Plan.

Traffic congestion should be approached by pricing existing lanes.

Response: PLAN 2040 places increased emphasis on this strategy through the managed lanes network. PLAN 2040 includes recommendations to price existing HOV lanes by converting these to HOT lanes.

Transit

Plan 2040 seems biased towards buses, van pools and managed lanes with little mention of rail.

Response: PLAN 2040 includes \$3.5 billion in funding for rail expansion projects in the Atlanta region. These include the Multimodal Passenger Terminal, Atlanta Beltline, Atlanta Streetcars, I-20 East Corridor, and Clifton Corridor. Additionally, PLAN 2040 includes funding for alternatives analyses for light-rail projects in Gwinnett and Cobb Counties.

We need to address the needs of the majority of people, who do have cars but want choice, and those people are more likely to ride rail.

Response: PLAN 2040 includes \$3.5 billion in funding for rail expansion projects in the Atlanta region. Additionally, the plan also includes \$22.8 billion to support the operations and state of good repair of the existing regional transit systems, which includes the MARTA rail system.

I seriously question any expansion of heavy rail transit and light rail effectiveness on a cost versus performance basis.

Response: PLAN 2040 includes expansion of rail in several corridors. These recommendations were based on quantitative analysis. A consideration in this analysis is not only the congestion relief benefits of projects but also regional development benefits as well.

Policies for "Station Communities" should include inclusionary zoning, joint development agreements, soft second mortgages, shared equity programs, land banking, employer housing co-ops, preservation and rehab of existing affordable housing, and tax increment financing with a portion of bond proceeds dedicated to affordable housing.

Response: Through implementation of PLAN 2040, ARC will closely work with local governments and stakeholders to identify, examine the feasibility of, and put in place alternative financing options to encourage appropriate development and transportation investments in and around station communities. ARC is a regional partner in transit oriented development planning and through programs like the Livable Centers Initiative and Community Choices program, is providing assistance and incentives to local governments to fund recommendations included in local and regional plans.

Programs need to preserve affordability for the life of the transit systems (i.e., perpetuity), and leverage layered subsidies to provide additional support at progressive levels of poverty.

Response: Future RTPs will better evaluate this comment, including strategies to preserve the affordability of the transit system.

In the long run it is likely to be far cheaper to use rubber-tired vehicles on busways or other separated roads than to use trains. By 2040, computer driven vehicles will be readily available and preferred from a safety standpoint.

Response: The state of the practice in transit technology continues to evolve. Future RTPs will evaluate this evolution in technology and adjust future recommendations, as applicable.

Build a new Amtrak Station. Atlanta is the highest volume passenger location in the south. We should already have regional rail service.

Response: ARC will work with regional stakeholders to identify future sites and potential funding for a new Amtrak Station.

The Atlanta region must aggressively pursue new sources of transit funding. (take greater advantage of the flexibility in federal-aid programs, tax increment financing and other public-private partnerships should be aggressively pursued as sources of transit funding, ARC should seek clarification on the constitutional “restriction” on motor fuel tax receipts)

Response: ARC will consult with state partners to receive clarification on the constitutional restrictions on motor fuel receipts.

Transit projects in the Long Range category should be substituted for road capacity projects along the same corridor in the TIP. Ensure that transit expansion targets all parts of the region with long transit travel times, high transportation costs, or few travel alternatives.

Response: Due to the cost of operations for transit projects, and the differing needs met by each project, this is not a feasible recommendation. However, ARC will continue to evaluate alternatives to implement transit at the regional level.

Administrative Changes

During the 30-day public comment period, ARC received requests from GDOT and other project sponsors to make minor updates to several projects that were included in the draft constrained PLAN 2040 RTP project list. These requests included:

- minor updates to project and phase costs
- adjustments to phase years within the TIP period
- additions and correction of GDOT PI numbers
- clarification of project descriptions (no change to scopes of projects)
- updates to projects' sponsor of record

Also, in reviewing the draft constrained RTP and Aspirations project lists, ARC staff identified several typographical and data to be corrected. These included:

-
- remove “placeholder” line items from the project list for exempt programs with no funding allocation
 - correct data entry errors for project network years (no change was made to projects’ construction years)
 - update of project costs and descriptions for some transit projects included in the Aspirations element of the plan (no changes made to projects in the constrained RTP)

In consultation with state and federal planning partners, ARC determined these project modifications to be administrative in nature. Therefore, the final PLAN 2040 project lists and documentation reflect these changes. A complete list of these changes can be found on the PLAN 2040 website at www.atlantaregional.com/plan2040.

PLAN 2040 Outreach Exhibits

Public Notices on Land Development and Transportation Plans

Atlanta Regional Commission Invites Public Comment on PLAN 2040

The Atlanta Regional Commission (ARC) will open a public review and comment period on May 20, 2011 for PLAN 2040, the draft 2040 Regional Transportation Plan (RTP), draft FY 2012 – 2017 Atlanta Region Transportation Improvement Program (TIP), and the draft Conformity Determination Report (CDR).

The RTP provides a blueprint to guide the region's transportation decisions for a 25-year period. It is updated every four years, including updated forecasts of growth, travel demand, and financial projections.

The TIP provides a mechanism to allocate federal funding to specific transportation projects and programs in the region. The TIP is usually fully updated every four years, with minor modifications made on a regular quarterly basis, and plans for a four to six year period.

The CDR documents the technical procedures and results indicating that the PLAN 2040 RTP, as well as the Gainesville-Hall County 2040 RTP, and their respective FY 2012-2017 TIPs meet all federal air quality conformity requirements. The results of the RTP and TIP emissions analysis for ozone, for the 20-county metro area*, and particulate matter, for the 20-county (+2 partial counties) area, demonstrates that the planned projects will not result in emissions that violate the Clean Air Act.

Examples of the types of projects included in PLAN 2040: roadway mobility through bottleneck relief at interchanges and local bypasses, managed lanes, premium transit including bus rapid transit, light rail and commuter rail, a regional bicycle-pedestrian focus, transportation demand management, emission control and land use/transportation strategies.

The ARC public review and comment period is also being used to satisfy the public participation requirements of Section 9 of the Federal Transit Act (49 USC Section 5307). These Federal Transit Administration (FTA) requirements pertain to public involvement in the development of the Program of Transit Projects proposed for funding under the FTA Urbanized Area Formula program. The FY 2012 Program of Transit Projects is included in the TIP.

Written comments concerning PLAN 2040 are welcome and should be mailed to ARC.

Comments may also be presented orally during a public hearing to be held at the Atlanta Regional Commission offices at 40 Courtland St., NE in Atlanta on May 25, 2011 at 1:00 pm. Registration to speak occurs from 12:00 noon to 1:00 pm. The plan will also be discussed in the ARC online public meeting available from May 20, 2011 through June 20, 2011.

In addition, detailed information about the plan, including detailed recommendations, is available on the ARC website: www.atlantaregional.com/plan2040

The public review and comment period will run through June 20, 2011. ARC must receive comments postmarked by midnight June 20, 2011 in order to be considered in the official record of comments. A summary of all comments received during the period and responses to those comments will be presented to ARC's technical and policy committees and the ARC Board for their consideration before taking action on the RTP, TIP, and CDR.

Please address your written comments to:

Jane Hayse, Chief, Transportation Planning Division
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303
Fax: 404-362-3254
Email: plan2040@atlantaregional.com

All inquiries can be addressed to Judith Dovers, Atlanta Regional Commission.
jdovers@atlantaregional.com or 404-463-3272

If there is a need for alternative formats to review the plan material, please contact Judith Dovers.

*Barrow, Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Rockdale, Spalding, and Walton

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Public Notices

(30304) Public Hearing
Scheduled to publish in the Daily Report on 05/20/2011

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Please address your written comments to:

Atlanta Regional Commission Invites Public Comment on PLAN 2040

Atlanta Regional Commission Public Hearing

on

**PLAN 2040 Unified Growth Policy Map, Development Guide, Local Performance Standards,
Regional Partner Strategies and a Five-Year Work Program**

The Atlanta Regional Commission (ARC) will hold a public hearing on March 10, 2011 to receive public comments on the following PLAN 2040 documents to be submitted to the Georgia Department of Community Affairs:

Unified Growth Policy Map (UGPM) - Consolidated local and regional land use policy.

http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/lu_ugpm_nov_2010.pdf

Development Guide - Description of the Unified Growth Policy Map areas and implementation measures.

http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/PLAN2040Feb2011/lu_plan2040_development-guide_02-04-2011indd.pdf

Local Performance Standards - Minimum and Excellence performance thresholds for local governments to implement PLAN 2040.

http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/PLAN2040Feb2011/lu_plan2040_local_government_implementation_02-04-2011.pdf

Regional Partner Strategies - Identified activities that non-governmental organizations and others will undertake.

http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/lu_plan2040_regional_implementation_partners_012011.pdf

Five Year Work Program - Activities ARC will seek to undertake to implement PLAN 2040 in the upcoming five year period.

http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/lu_plan2040_implementation_program_012011.pdf

PLAN 2040 is the Atlanta Region's regional plan that seeks to anticipate and apply comprehensive approaches to accommodate economic and population growth that will occur in the Atlanta region during the next 25 years.

A full copy of each of the documents above is available on the ARC website at www.atlantaregional.com/PLAN2040 or by calling (404) 463-3272.

A public hearing will be conducted in conjunction with the regularly scheduled ARC Environmental and Land Use Committee meeting at 12:00 p.m. on Thursday, March 10, 2011. See the ARC website for directions.

Please address your questions on the proposed documents to:

Dan Reuter
Chief, Land Use Planning Division
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303
Fax: (404) 463-3254
E-Mail: plan2040@atlantaregional.com

All other inquiries related to the regional planning process should be addressed to Judith Dovers, Atlanta Regional Commission, jdovers@atlantaregional.com or (404) 463-3272.

An ALM web site
DAILY REPORT
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Public Notices
(30304) Public Hearing
Scheduled to publish in the Daily Report on 02/18/2011

Atlanta Regional Commission Public Hearing on PLAN 2040 Unified Growth Policy Map, Development Guide, Local Performance Standards, Regional Partner Strategies and a Five-Year Work Program The Atlanta Regional Commission (ARC) will hold a public hearing on March 10, 2010 to receive public comments on the following PLAN 2040 documents to be submitted to the Georgia Department of Community Affairs:

- Unified Growth Policy Map (UGPM) - Consolidated local and regional land use policy.
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http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/PLAN2040Feb2011/lu_plan2040_development_guide_02-04-2011indk.pdf
- Local Performance Standards - Minimum and Excellence performance thresholds for local governments to implement PLAN 2040.
http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/PLAN2040Feb2011/lu_plan2040_local_government_implementation_02-04-2011.pdf
- Regional Partner Strategies - Identified activities that non-governmental organizations and others will undertake.
http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/lu_plan2040_regional_implementation_partners_012011.pdf
- Five Year Work Program - Activities ARC will seek to undertake to implement PLAN 2040 in the upcoming five year period.
http://www.atlantaregional.com/File%20Library/Land%20Use/Plan2040/lu_plan2040_implementation_program_012011.pdf

PLAN 2040 is the Atlanta Region's regional plan that seeks to anticipate and apply comprehensive approaches to accommodate economic and population growth that will occur in the Atlanta region during the next 25 years. A full copy of each of the documents above is available on the ARC website at www.atlantaregional.com/PLAN2040 or by calling (404) 463-3272.

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#1652032.2/18-1sh

Online Public Meeting Reports

- PLAN 2040 Online Public Meeting #1: Vision and Goals.
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_PLAN_2040_OPM1_Report2_061110.pdf
- PLAN 2040 Online Public Meeting #2: Guiding Principles for Plan Policies.
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_PLAN_2040_OPM2_Report_081010.pdf
- PLAN2040 Online Public Meeting #3: How Should We Grow? How Should Transportation Funds be Split?
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_PLAN_2040_OPM3_Report.pdf
- PLAN 2040 Online Public Meeting #4: Focusing Our Resources; Maximizing Transportation Resources
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_PLAN_2040_OPM4_011811.pdf
- PLAN 2040 Online Public Meeting #5: Draft Transportation Plan Recommendations.
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_PLAN_2040_OPM5_Report_051311.pdf
- PLAN 2040 Online Public Meeting #6: PLAN 2040 Results and the Path Forward.
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_PLAN_2040_OPM6_Report_062211.pdf

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Online Public Meeting 6

PLAN 2040 Results and the Path Forward

Welcome to the sixth and final online public meeting for PLAN 2040. We hope you were able to visit with us throughout 2010 and 2011 at our previous online public meetings:

- *Vision and Goals*
- *Guiding Principles for Plan Policies*
- *How Should We Grow and How Should Transportation Funds be Split*
- *Focusing our Resources and Maximizing Transportation Resources*
- *Draft Transportation Recommendations.*



You can find reports on those meetings [here](#). You will see from these reports that we have been receiving very informative input and direction.

What this meeting will cover

Our sixth online public meeting will focus on two things: a brief overview of the plan itself and, very importantly, how the plan should be implemented once adopted by the ARC Board in July, 2011. The official public review and comment period lasts from May 20, 2011 through June 20, 2011. Comments we receive during that period will be part of the official record of the plan along with responses to those comments. After you have reviewed the presentation below and the resources provided, please take a moment to respond to the survey. You will be asked what you think about PLAN 2040 and to evaluate the process undertaken to develop the plan.

PLAN 2040 Results and the Path Forward

Our presentation today is by Jane Hayse, Chief of ARC's Transportation Planning Division.

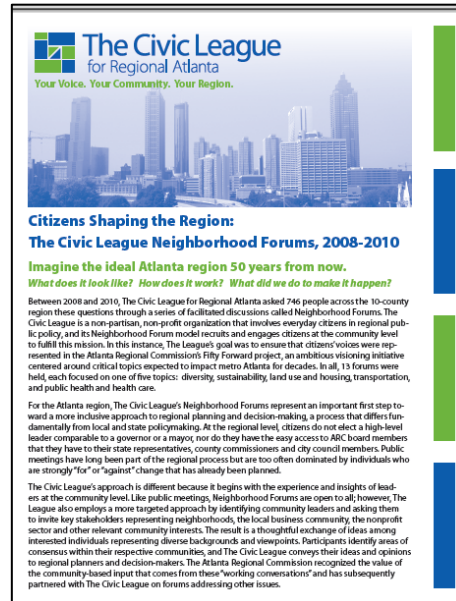
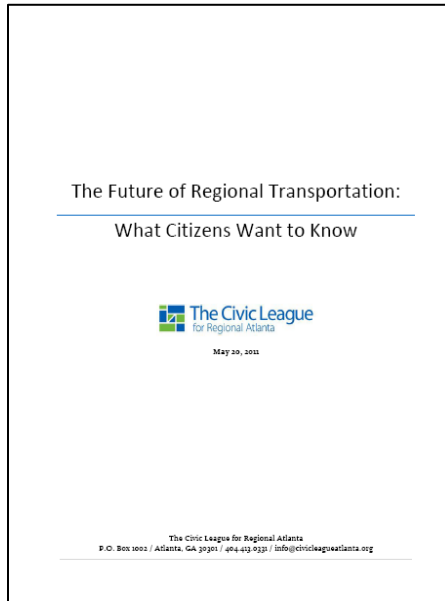



Jane Hayse, Transportation Planning Division
Chief, ARC

[Audio Transcript](#) (PDF)

The Civic League for a Regional Atlanta Reports

- The Future of Regional Transportation: What Citizens Want to Know
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_PLAN_2040_FRT_052011.pdf
- Citizens Shaping the Region: The Civic League Neighborhood Forums, 2008-2010.
www.atlantaregional.com/File%20Library/Transportation/Plan%202040/tp_plan2040_CL_CSTR.pdf



PLAN 2040 Brochures and Briefs

Initial Plan Brochure

- *Creating a Path to Metro Atlanta's Successful Future* (English)

Mid-Phase Plan Brief

- *Building a Path to Metro Atlanta's Successful Future* (English)
- *Construyendo el Camino Hacia Un Futuro Prospero para el Area Metropolitana de Atlanta* (Spanish)

Final Plan Brief

- *Metro Atlanta's plan to accommodate economic and population growth sustainability over the next 30 years* (English)
- *Plan del Area Metropolitano de Atlanta para acomodar el crecimiento economic y de la poblacion a lo largo de los proximos 30 anos* (Spanish)



PLAN 2040 Website

www.atlantaregional.com/plan2040

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PLAN 2040

PLAN 2040 is the metro Atlanta area's plan to accommodate economic and population growth sustainably over the next 30 years. In developing PLAN 2040, we have an opportunity for assessment, evaluation and possibly redirection as we develop regional policies and actions that direct resources for transportation investments and provide assistance to local governments.

WHAT'S NEW

PLAN 2040 Final Review and Comment Period Begins

The official 30-day public comment period for PLAN 2040 will run May 20, 2011 through June 20, 2011. To participate in the final online public meeting for PLAN 2040 [click here](#).

The draft PLAN 2040 Regional Transportation Plan documents are available below for review and comment. These documents were posted on May 20, 2011.

Volume I: PLAN 2040 Regional Transportation Plan (RTP)
[Full RTP document](#) (PDF) *file updated on 5/27/11*
[Chapter 1: Introduction](#) (PDF)
[Chapter 2: Trends and Forces Impacting the Future](#) (PDF)
[Chapter 3: Plan Development Framework](#) (PDF)

PLAN 2040 Brochure

Look here for plan goals, schedules and feedback. Also available [in Spanish](#).

Understanding Regional Planning

How do we deal with issues of traffic congestion, an aging population, a shrinking workforce, air quality and water quality across community and political boundaries? [Learn more](#) about how we approach these issues in the planning process.

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JOIN OUR ONLINE PUBLIC MEETING

Tell us what you think about our plan for the future of the Atlanta region.

NEWS & PRESS

- 06.06.2011 | Public Invited to Participate in Transportation Townhall Meetings
- 06.03.2011 | Ten Agencies Selected for Federal Transit Administration Funding
- 06.01.2011 | Transportation Project List Goes to Atlanta Regional Roundtable for Final Selection
- 05.25.2011 | Public Weighs in on Transportation Investment Act
- 04.15.2011 | ARC Executive Director Recruitment Underway

[View All News](#)

REGIONAL NEWSLETTERS

READ WATCH

EXPLORE YOUR REGION

Click on a county to learn more.

PLANS & PROGRAMS

- PLAN 2040
- Water Conservation
- Livable Centers Initiative
- Lifelong Communities
- Atlanta Fifty Forward

[View All Plans & Programs](#)

REGIONAL DATA & TOOLS

- Regional Snapshots
- GIS Data and Maps
- The Atlanta Region
- Source Water Assessment Project

[View All Regional Data & Tools](#)

SERVICES

- Commute Options
- Aging Resources
- Training and Education Services
- Leadership Opportunities
- Training and Leadership Development

[View All Services](#)

UPCOMING EVENTS

- 06.10.2011 | Lifelong Clayton
- 06.15.2011 | Transportation 101: Navigating the Evolving Planning & Implementation Process

[View All Events](#)

PLAN 2040 Quick Guides to Regional Planning

www.atlantaregional.com/transportation/plan-2040/quick-guides-and-other-resources

UNDERSTANDING REGIONAL PLANNING

What is regional planning?
Changes in population, jobs and economic growth impact us all — regardless of where we live, work or recreate.
How do we deal with issues of traffic congestion, an aging population, a shrinking workforce, air quality and water quality across community and political boundaries?
The Atlanta Regional Commission (ARC) and its planning partners develop and track growth-related data in order to develop plans for metro Atlanta.
The process for accomplishing regional land use and transportation plans is a collaborative effort between local, state and regional agencies, as well as the community at large. Through regional collaboration, infrastructure and human service needs and strategies across city and county boundaries are anticipated and studied for impact. The outcomes of the plan are meant to provide people access to services required for a better quality of life — including education, healthcare and retail, to name a few.

Why regional planning?
On a regular basis, it is good for communities (both local and regional) to consider their current status and re-examine their goals. This helps them better determine where they want to be in the future, both economically and in terms of quality of life.
Regional plans help public agencies identify issues to they can determine policies and investment strategies to guide the future direction of their communities and the region. Even though different planning functions have different regional boundaries, joining together collectively helps individual jurisdictions develop policies targeted at the overall common good.

Planning in Georgia
While regional planning is critical to the health and continued prosperity of the Atlanta region, it is also required by law. The federal government requires a regional transportation plan to be in place before the region can receive transportation funds.
The Georgia Planning Act requires local governments to develop plans for their future and stipulates how their plans should be developed. Those plans are taken into account in the regional planning process.

WHAT IS PLAN 2040?
PLAN 2040 is metro Atlanta's long-range planning process for land development and transportation needs through the year 2040. It will guide growth by addressing not only land use and transportation issues, but economic, environmental, housing and human services challenges, as well.

ARC
ATLANTA REGIONAL COMMISSION

UNDERSTANDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

What is a Transportation Improvement Program?
The Transportation Improvement Program is a list of priority transportation projects the region will build over a six-year period. The TIP supports the vision of the long-range Regional Transportation Plan, which articulates metro Atlanta's future transportation needs and opportunities. The TIP prioritizes highway, transit, bicycle and pedestrian, emission reduction and alternative commuting projects throughout the region. The current TIP can be found at ARC's Web site.

Why is the TIP important?
The TIP process prioritizes and allocates funding for transportation investments to match the Atlanta region's vision for mobility. The TIP provides a blueprint to metro residents and taxpayers of how federal and state dollars are spent on transportation needs.

How is the TIP created?
The Atlanta Regional Commission and its planning partners develop the federally-required TIP through a multi-step process.
1. Transportation agencies, the public and affected stakeholders identify and study transportation needs and potential solutions.
2. Local, regional and state sponsoring agencies send their priority project lists (including locations, funding sources and justification) to ARC in response to a "Call for Projects."
3. ARC scores the projects and prioritizes them according to regional goals.
4. Projects also are tested for financial feasibility and, as needed, air quality impacts.
5. The public and decision-makers review and comment on the resulting project list.
6. The TIP is approved by the State of Georgia and included in the state's transportation improvement program.

WHAT IS PLAN 2040?
PLAN 2040 is metro Atlanta's long-range plan for land development and transportation needs. It will guide growth through the year 2040 by addressing not only land use and transportation issues, but economic, environmental, housing and human services challenges, as well.

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PLAN 2040 Glossary Terms

www.atlantaregional.com/transportation/plan-2040/glossary-terms

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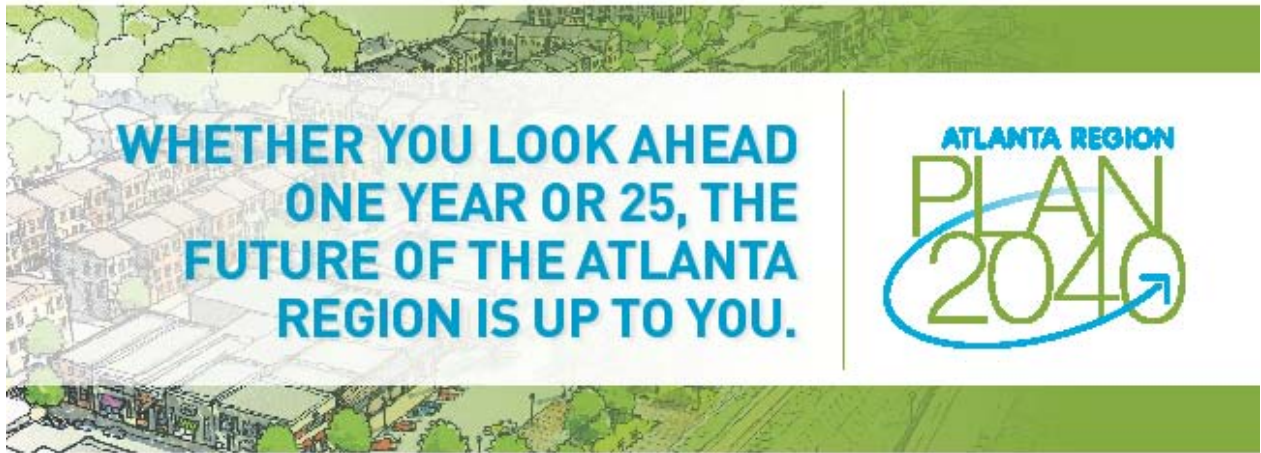
Management and Operations

PLAN 2040 Glossary Terms

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

- Airport Investment Area** – A UOPM Area that depicts the Hartsfield Jackson International Airport and the surround area.
- Agricultural Buffer** - Requires that a buffer be provided between new non-agricultural development adjacent to agricultural land.
- Agricultural Protection Zoning (also called Agricultural Districts)** - Designates areas where agriculture is the preferred land use based on various criteria. Regulations may set large minimum parcel sizes (e.g. > 10 acres), design criteria, and review procedures to ensure compatibility.
- Annexation** – The incorporation of land area into the jurisdiction of an existing city with a resulting change in the boundaries of that city.
- Americans with Disabilities Act (ADA)** – Federal legislation passed in 1990 that prohibits discrimination on the basis of disability. In addition to other public and private facilities, the act requires all transportation facilities and services must be accessible to individuals with physical handicaps.
- Areas** – See UOPM Areas.
- Arterial** – A moderate or high-capacity road or street that allows major traffic movements between major points in an urban area. These roads allow for speeds faster than collector and local streets and accommodate greater volumes of traffic. Arterial roads are immediately below a highway level of service.
- Atlanta Fifty Forward** – A 50-year visioning initiative based on open-house style forums centered around critical topics that impact metro Atlanta now and will continue to impact it for decades.
- Brownfield** – An area that was previously used for industrial purposes. These usually pose environmental challenges to new developments and must be cleaned up before they can be redeveloped.
- BRT (also Rapid Transit)** – Innovative transit service that mimics rail service. BRT is generally thought of as a fixed guide-way transit concept that operates in an exclusive right of way and loads passengers at stations that are similar to rail stations. The people mover between concourses at Hartsfield-Jackson Airport is an early example of the BRT concept.

Online Public Meeting Postcard




PLEASE JOIN THE PLAN 2040
ONLINE PUBLIC MEETING AT
ATLANTAREGIONAL.COM/PLAN2040.


PLAN 2040 Video Interview



The Civic League for a Regional Atlanta Flyer



The Civic League
for Regional Atlanta



ATLANTA REGION
PLAN
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It's Your Region: Tell Us How You See It

PLAN 2040 is a state- and federally-mandated blueprint for land development and transportation needs that will guide growth in 18 metro Atlanta counties. And it won't just address land use and transit. It also will focus on housing, economics, human services, greenspace, and water and air quality. That's why **The Civic League** and the **Atlanta Regional Commission** are inviting residents of Henry, Newton, Rockdale, S. DeKalb and Walton counties to preview the PLAN 2040 draft created with help from metro residents – and to give their feedback before the plan is finalized.

In addition to the city of Atlanta, the final plan will influence growth in these counties: Barrow, Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Rockdale, Spalding and Walton. Want to make an impact on the future? Speak up.

Neighborhood Forum on Plan 2040*

Tuesday, March 22
6:45 – 9:00 PM

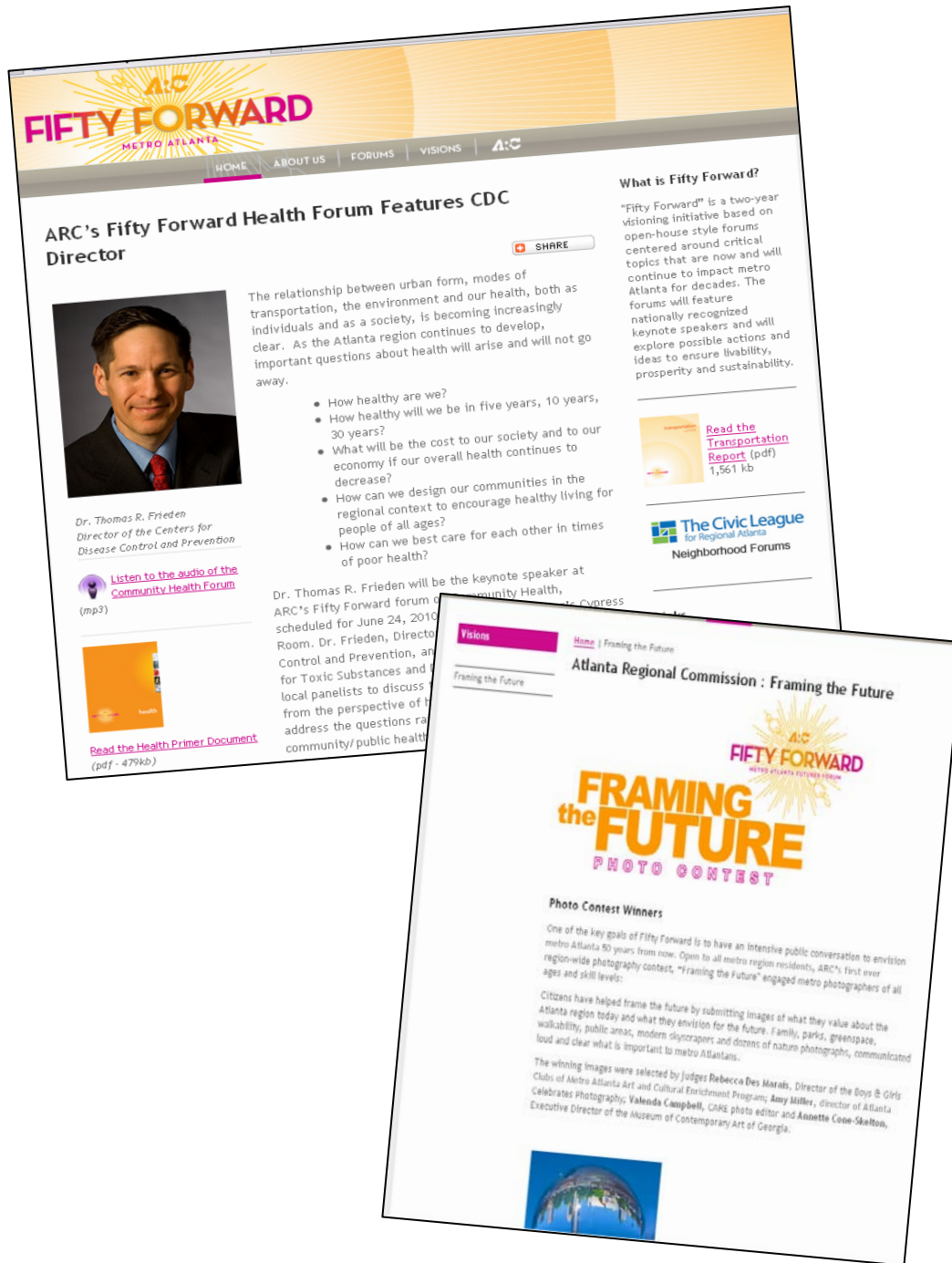
J.P. Carr Services Center Community Room
981 Taylor St. SW, Conyers, GA 30012

All Neighborhood Forums are from 6:45 p.m. to 9:00 p.m.
They are free and open to the public, though reservations are requested to ensure enough materials for all participants.
Reservations for this and other forum dates can be made at www.civicleagueatlanta.org.
To read more about Plan 2040, visit www.atlantaregional.com/transportation/plan-2040.

**This Neighborhood Forum is located for the convenience of residents and other stakeholders in southeast metro communities, including Conyers, Covington, Lithonia, Loganville, McDonough, Monroe, Stockbridge and Walnut Grove.
Forums are open to all residents of the Atlanta region.*

Atlanta Fifty Forward Reports

For all activity reports on Atlanta Fifty Forward forums and resources, link to www.atlantafiftyforward.com



Transportation Investment Act Reports through June 20, 2011

- Metro Atlanta Quality of Life Survey conducted by Kennesaw State University
www.atlantaregionalroundtable.com/docs/kennesaw_study.pdf
- Focus Group Results – March through April, 2011
www.atlantaregionalroundtable.com/docs/focus_group_results_Mar-Apr.pdf
- Public Input Presentation – March 25, 2011
www.atlantaregionalroundtable.com/docs/5-25-11_public_perceptions_and_input.pdf

**Transportation Investment Act
ATLANTA REGIONAL ROUNDTABLE**

Welcome
The Transportation Investment Act puts the future of Georgia's transportation in the voters' hands. The law divides the state into 12 regions for the purpose of voting on a one percent sales tax to fund transportation projects in that region. All revenues collected in a region stay in that region. In the Atlanta region, 15 percent of funds are sent directly to local governments to fund local transportation projects, while 85 percent of funds support a list of regional projects created by local elected officials.

■ The Atlanta Regional Transportation Roundtable
The Transportation Investment Act creates a regional roundtable in each of the state's 12 regions to that includes the county commission chair and one mayor from each of the counties. The [membership of the Atlanta Regional Roundtable](#) (PDF) also includes the mayor of Atlanta. The Atlanta region consists of 10 counties: Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale.

The Roundtable's primary task is to create the list of projects to be funded by the referendum if it passes. This list will be drafted by the [Roundtable's Executive Committee](#) based on criteria previously determined by the Roundtable. The Executive Committee's project list will be reviewed and approved by the full Roundtable before going to voters. [MORE](#)

■ Roundtable Timeline
The Atlanta Regional Roundtable met for the first time on December 17, 2010. It meets as needed to give guidance to Executive Committee members and to approve a final project list. Below are the Roundtable's accomplishments to date and a look ahead to its next steps.

Milestones / Next Steps	Date
Passage of the Transportation Investment Act of 2010	6 - 2010
Atlanta Regional Roundtable first meeting	12-17-2010
Executive Committee membership confirmed	1-13-2011
Executive Committee protocols approved	2-17-2011
First meeting of the Executive Committee	3-25-2011
Local Government Project Ideas Submitted	3- 30-2011

■ RECENT NEWS
[Unconstrained Project List](#) (PDF) updated June 8
PRESS RELEASE:
[Transportation Project List Goes to Atlanta Regional Roundtable for Final Selection](#) (PDF) posted June 1
[Metro Atlanta Quality of Life Survey conducted by Kennesaw State U.](#) (PDF)
[Focus Group Results - March through April](#) (PDF)
[View an Interactive Map of the Unconstrained Project List](#)

■ MEETINGS
Executive Committee Meeting Thursday, June 23rd
9:00-11:30 - Atlanta Regional Commission Amphitheater - [Directions](#)
Work on Draft List / Discuss Program Area #3
Full Roundtable Meeting Thursday, July 7th
9:00-11:30 - Atlanta Regional Commission Amphitheater - [Directions](#)
Update from Executive Committee

Detailed List of Meetings Held

Date	Activity
2008	
April 2008	Atlanta Fifty Forward Sustainability Forum
June 2008	Atlanta Fifty Forward Sustainability Working Group
July 2008	Atlanta Fifty Forward Neighborhood Forum – Chattahoochee Hill Country
August 2008	Atlanta Fifty Forward Sustainability Working Group
September 2008	Atlanta Fifty Forward Demography and Diversity Forum Atlanta Fifty Forward Neighborhood Forum – Stockbridge Atlanta Fifty Forward Neighborhood Forum – Roswell
October 2008	Atlanta Fifty Forward Neighborhood Forum – East Cobb Atlanta Fifty Forward Demography and Diversity Advisory Group
November 2008	Atlanta Fifty Forward Demography and Diversity Advisory Group Atlanta Fifty Forward Demography and Diversity Advisory Group Atlanta Fifty Forward Neighborhood Forum – Clarkston Atlanta Fifty Forward Megaregions Forum/State of the Region Breakfast
December 2008	Atlanta Fifty Forward Neighborhood Forum – East Central Atlanta
2009	
January 2009	Atlanta Fifty Forward Demography and Diversity Working Group Atlanta Fifty Forward Megaregions Technical Committee ARC Staff Charrettes
February 2009	Transportation and Land Use Committee Survey Atlanta Fifty Forward Technology Forum Leadership Interview – Cherokee and Fulton County Commission Chairs Leadership Interview – Henry County Commission Chair Leadership Interview – Rockdale County Commission Chair Leadership Interview – City of Alpharetta Leadership Interview – City of Norcross Leadership Interview – Mexican American Chamber Leadership Interview – 100 Black Men of Atlanta Leadership Interview – City of Peachtree City Atlanta Fifty Forward Megaregions Working Group Leadership Interview – City of Decatur Leadership Interview – Spalding County Commission Chair Leadership Interview – Cobb County and Fayette County Commission Chairs

Date	Activity
March, 2009	Leadership Interview – Douglas County and Gwinnett County Commission Chairs
	Leadership Interview – Southface
	Leadership Interview – Georgia Environmental Protection Division
	Leadership Interview – City of Woodstock
	Leadership Interview – City of Suwanee
	Leadership Interview – City of Douglasville
	Atlanta Fifty Forward Neighborhood Forum (North-Central Gwinnett County)
	Leadership Interview – City of Sandy Springs
	Leadership Interview – Atlanta Federal Reserve Bank
	Leadership Interview – City of Johns Creek
	Leadership Interview – Metro Atlanta Chamber
	Leadership Interview – Georgia University System, Board of Regents
	Leadership Interview – Barrow County
	Leadership Interview – Beltline Partnership
	Leadership Interview – City of Atlanta
	Leadership Interview - Civic Strategies
	Leadership Interview – City of Snellville
	Leadership Interview – Citizens Trust Bank
	Leadership Interview – United Americas Bank
	Leadership Interview – Atlanta Community Food Bank
	Leadership Interview – Jacoby Development
	Leadership Interview – City of McDonough
	Leadership Interview – Cousins Properties
	Atlanta Fifty Forward Neighborhood Forum – South Cherokee County
Atlanta Fifty Forward Megaregions Working Group	
Leadership Interview – Southern Company	
Leadership Interview – South East Energy Efficiency Alliance	
April 2009	Atlanta Fifty Forward Neighborhood Forum – Downtown Atlanta
	Atlanta Fifty Forward Technology and Innovation Working Group
	ARC Board Retreat
May 2009	Local Government Outreach: Forsyth County
	Local Government Outreach: Henry County
	Local Government Outreach: Rockdale County
	Local Government Outreach: Douglas County
	Local Government Outreach: North Fulton County
	Atlanta Fifty Forward Neighborhood Forum – SW Cobb County
	Local Government Outreach: South Fulton County
	Atlanta Fifty Forward Housing and Urban Development Forum
	Local Government Outreach: Cherokee County
Local Government Outreach: Cobb County	
Regionally Important Resources Briefing: Trust for Public	

Date	Activity
June 2009	Land Local Government Outreach: DeKalb County Aging Services Division Brainstorm on Outreach Atlanta Fifty Forward Sustainability Technical Committee Regionally Important Resources Briefing: Georgia Land Conservation Program Clark Atlanta Transportation Institute Atlanta Fifty Forward Housing and Land Use Working Group
July 2009	Atlanta Fifty Forward Housing and Land Use Technical Group Urban Land Institute Technical Assistance Panel Implementation Strategy PLAN 2040 Regional Poll
August 2009	Local Government Outreach – Coweta County Local Government Outreach – Newton County Local Government Outreach – Gwinnett County Local Government Outreach – Paulding County Regionally Important Resources Briefing: Georgia Historic Presentation Division Local Government Outreach – Walton County ARC Advisory Committee on Aging Discussion Group Local Officials Discussion Group Local Government Outreach – Carroll County Local Government Outreach – Spalding County Regionally Important Resources Briefing: Gwinnett County Regionally Important Resources Briefing: Georgia Battlefields Association Local Officials Focus Group
September, 2009	Atlanta Fifty Forward Boys and Girls Clubs Regionally Important Resources Briefing: City of College Park Model Atlanta Regional Commission Atlanta Fifty Forward Transportation in the 21 st Century Forum
October, 2009	Atlanta Fifty Forward Neighborhood Forum – Decatur Atlanta Fifty Forward Neighborhood Forum – N. Clayton County Leaders of Tomorrow Discussion Group Social Equity Discussion Group Regionally Important Resources Briefing: Gwinnett County Local Government Outreach: Clayton County Local Government Outreach: Barrow County Local Government Outreach: Hall County
November, 2009	Online Public Opinion Survey Atlanta Fifty Forward Transportation Visioning Roundtable ARC Board Retreat Regionally Important Resources Stakeholder Consultation – North Fulton area Regionally Important Resources Stakeholder Consultation –

Date	Activity
December 2009	South Fulton area Regionally Important Resources Stakeholder Consultation – Cobb area Regionally Important Resources Stakeholder Consultation – Henry area Atlanta Fifty Forward Energy Forum Atlanta Fifty Forward Transportation Working Group Regionally Important Resources Stakeholder Consultation – Gwinnett area Atlanta Fifty Forward Transportation Technical Working Group
2010	
January 2010	Winter 2010 Public Opinion Survey Atlanta Fifty Forward Neighborhood Forum – Norcross – Public Health and Healthcare
February 2010	Douglas County local officials Equitable Planning Workshop Atlanta Regional Workforce Board LUCC/TCC Joint Sessions
March 2010	Cobb County local officials Cherokee County local officials Cobb County local officials NGO Briefing and Roundtable Clayton County local officials Leadership Cobb Regional Night Cherokee County local officials Gwinnett County local officials Local Government Outreach: Spalding/Griffin Atlanta Fifty Forward Energy Technical Working Group UGPM Local Outreach: Cobb County GA Chapter of Transportation and Development Institute “Georgia Gets It: the Transportation and Development Connection – What’s Next?” Henry County local officials Local Government Outreach: Douglas County Atlanta Fifty Forward Energy Technical Working Group Local Government Outreach: Coweta County Local Government Outreach: Forsyth County Cobb County local officials Social Equity Advisory Committee Gwinnett Place CID Board Local Government Outreach: Cherokee North Fulton local officials Online Public Meeting #1 Local Government Outreach: Henry County Local Government Outreach: Barrow County Local Government Outreach: Atlanta Local Government Outreach: Clayton County

Date	Activity
May 2010	Georgia StandUp MARTA Local Government Outreach: Paulding County All Hazards Committee Older Driver Task Force Local Government Outreach: South Fulton County UGPM Local Outreach: Coweta County Bike/Pedestrian Task Force UGPM Local Outreach: Forsyth County Local Government Outreach: Walton County Local Government Outreach: Bartow County Local Government Outreach: Cobb County DeKalb County local officials Maintenance and Operations Committee Schools and Communities Forum Atlanta Fifty Forward Energy Technical Working Group Joint TCC/LUCC Work Session Local Government Outreach: Rockdale County Fulton County local officials Local Government Outreach: Newton County UGPM Local Outreach: Newton County Local Government Outreach: Fayette County MARTA Planning & Development Committee Local Government Outreach: North Fulton County UGPM Local Outreach: Clayton County Local Government Outreach: DeKalb County UGPM Local Outreach: Henry County UGPM Local Outreach: City of Atlanta Local Government Outreach: City of Atlanta UGPM Local Outreach: North Fulton County Video interview: The Turning Point Advisory Committee on Aging UGPM Local Outreach: Paulding County UGPM Local Outreach: DeKalb County Livable Centers Initiative Sponsors Gwinnett Municipal local officials Human Services Transportation Committee Transit Operators Committee UGPM Local Outreach: Cherokee County Financial Planning Team Central Atlanta Progress: Downtown Transportation Committee MARTA Elderly, Disabled Advisory Committee Gainesville Hall local officials UGPM Local Outreach: Gwinnett County PLAN 2040 Housing Agenda UGPM Local Outreach: Rockdale County Coalition for the People's Agenda Fulton County local officials International Right of Way Association

Date	Activity
June 2010	Cobb Transit Advisory Board/Accessibility Advisory Committee Joint meeting Metro Atlanta Association of Grants Professionals Clayton County local officials Traffic Management and Evacuation Coordination meeting Douglasville local officials Quarterly Economic Development group for local government economic development staff Coalition of Black Women, NAACP, 100 Black Men Technology Association of Georgia Rockdale County local officials Regional Business Coalition Board Freight Advisory Task Force GRTA Land Development Committee The Civic League Forum: Cobb/Cherokee/Douglas/Paulding Atlanta Fifty Forward Health Working Group Georgia Power Metro West Region MCI Housing Bicycle/Pedestrian Task Force RTP Performance Framework Workshop AHAND housing group M & O Subcommittee TOS Subcommittee Midtown Alliance Online Public Meeting #2 Fifty Forward Community Health Forum Spalding County local officials
July 2010	Clark Atlanta Transportation Institute Georgia Asian Pacific Islander Coalition Town Hall RTP Performance Framework Workshop #2 DeKalb County local officials Spalding County local officials PLAN 2040 Workshop with ARC Board M & O Subcommittee Financial Services Roundtable Civic League Community Forum – Henry/Fayette/Clayton/Rockdale/Newton/Spalding Georgia Power Metro East Region Fifty Forward Capstone event Social Equity Advisory Committee
August 2010	DeKalb County local officials Pan Asian Youth TMA/CAC Alliance Gwinnett Transit Advisory Board Sustainable Atlanta Roundtable – Georgia’s Transportation Future Thoroughfare outreach: Gwinnett County Thoroughfare outreach: Fayette County City of Atlanta local officials

Date	Activity
September 2010	<p>Star94 Interview City of Marietta work session Thoroughfare outreach: Cobb County Georgia Power Community Development – Metro LCC transit/bike/ped Board Discussion Joint LUCC/TCC Work Session Thoroughfare outreach: Coweta County Thoroughfare outreach: Douglas County Thoroughfare outreach: TOS Thoroughfare outreach: Bartow County Thoroughfare Outreach: Spalding County Online Public Meeting #3 Best Practices in Livability Planning at MPOs Georgia Power Leadership East Transportation Sales Tax (TIA) Fayette County Atlanta Regional Housing Forum Thoroughfare Outreach: Metro Chamber Thoroughfare Outreach: Barrow County Thoroughfare Outreach: Forsyth County Thoroughfare Outreach: Cherokee County Advisory Committee on Aging TIA: Gwinnett County officials LCC Transit Day RTP Local Government Outreach: S. Fulton County DeKalb Commission Retreat RTP Local Government Outreach: Paulding County RTP Local Government Outreach: N. Fulton Cities RTP Local Government Outreach: City of Atlanta Atlanta Region Freight Forum TIA: Fulton County officials RTP Local Government Outreach: Walton County RTP Local Government Outreach: Clayton County RTP Local Government Outreach: Douglas County RTP Local Government Outreach: Rockdale County RTP Local Government Outreach: DeKalb County Thoroughfare outreach: Henry County RTP Local Government Outreach: Bartow County RTP Local Government Outreach: Cherokee County Thoroughfare Outreach: Fulton County TIA: Henry County officials RTP Local Government Outreach: Spalding County RTP Local Government Outreach: Newton County RTP Local Government Outreach: Cobb County RTP Local Government Outreach: Henry County RTP Local Government Outreach: Gwinnett County RTP Local Government Outreach: Fayette County RTP Local Government Outreach: Coweta County RTP Local Government Outreach: Forsyth County Joint LUCC/TCC Work Session TIA: Regional Business Coalition/MAMA</p>

Date	Activity
October 2010	The Civic League Community Forum and Neighborhood Summit MARC Land Use and Transportation Youth Advisory Committee on Aging Social Equity Advisory Committee Prudential Georgia Environmental Consultation Joint LUCC/TCC Work Session NGO Transportation Advocates NGO Conservation NGO CIDs TIA PreRoundtable Work Session NGO Economic Development NGO General NGO Housing/Community Development NGO Aging
November 2010	TIA: Rockdale County officials North Fulton PLAN 2040 Review/Implementation Expo at Downtown Development Day State of the Region Breakfast The Civic League Community Forum Gwinnett PLAN 2040 Review/Implementation Cobb County PLAN 2040 Review/Implementation Online Public Meeting #4 Perimeter CID
December 2010	TIA PreRoundtable Work Session Financing Freight Improvements Workshop Healthy Places Research Group – Health Impact Assessment (HIA) RTP Local Government Outreach: South Fulton TIA Roundtable RTP Local Government Outreach: Gwinnett County RTP Local Government Outreach: Newton County RTP Local Government Outreach: Cherokee County RTP Local Government Outreach: Walton County
2011	
January 2011	RTP Local Government Outreach: Cobb County RTP Local Government Outreach: City of Atlanta RTP Local Government Outreach: Rockdale County RTP Local Government Outreach: Douglas County RTP Local Government Outreach: Paulding County RTP Local Government Outreach: Forsyth County RTP Local Government Outreach: Coweta County RTP Local Government Outreach: Barrow County RTP Local Government Outreach: Spalding County Community Foundation for Greater Atlanta RTP Local Government Outreach: DeKalb County RTP Local Government Outreach: Bartow County

Date	Activity
February 2011	RTP Local Government Outreach: Fayette County
	RTP Local Government Outreach: Clayton County
	RTP Local Government Outreach: N. Fulton County
	Cobb Faith Partnership
	RTP Local Government Outreach: Henry County
	RTP Local Government Outreach: S. Fulton County
	Georgia StandUp
	Local elected officials: Rockdale County
	Local elected officials: Henry County
	Local elected officials: Gwinnett County
	Local elected officials: Barrow, Newton, Walton
	Local elected officials: City of Atlanta
	Local elected officials: Cherokee County
	Local elected officials: Spalding County
	Local elected officials: Fayette County
	Local elected officials: Douglas County
	Social Equity Advisory Committee
	TIA Roundtable
	Local elected officials: Rockdale County
	HIA presentation to the ARC Board
	Local elected officials: Clayton County
	Local elected officials: Coweta County
	Local elected officials: Paulding County
Local elected officials: Bartow County	
Lifelong Communities	
Local elected officials: Cobb County	
Local elected officials: Forsyth County	
Local elected officials: Fulton County	
March 2011	TCC Briefing on Equitable Target Areas and HIA
	GRTA Briefing on PLAN 2040
	TAQC/ELUC Briefing on PLAN 2040 including ETA
	ELUC Public Hearing
	The Civic League Neighborhood Forum – S. Fulton/Fayette
	People’s Agenda
	TIA Focus Group – Rockdale County
	Local elected officials: North Fulton County
	Online Public Meeting #5
	TIA Focus Group – Henry County
	Disability Link/People First
	Community Improvement Districts (CIDs)
	M & O Committee
	TIA Focus Group – N. Fulton County
	TIA Focus Group – Cobb County
	The Civic League Neighborhood Forum – Rockdale County
	TIA Focus Group – City of Atlanta
	TIA Focus Group – DeKalb County
	MARTA Planning & Development Committee
	PLAN 2040/TIA Briefing to NGOs
	TIA Focus Group – Cherokee County
	TIA Focus Group – Gwinnett County

Date	Activity
April 2011	The Civic League Neighborhood Forum – Decatur LUCC ETA Presentation Kennesaw Quality of Life Poll TIA Focus Group – Clayton County TIA Focus Group – S. Fulton County TIA Focus Group – Fayette County Aging Services Advisory Group TIA Focus Group – Douglas County Cobb NAACP Bicycle/Pedestrian Task Force Advisory Committee on Aging – ETA The Civic League Neighborhood Forum – Gwinnett County The Civic League Neighborhood Forum – Cobb County Pan Asian Lunch and Learn
May 2011	Cobb County Accessibility Advisory Committee TIA Project Online Survey Environmental Consultation MARTA Elderly and Disabled Advisory Committee Workforce Development ETA Online Public Meeting #6
June 2011	Public Hearing before ARC Board End of Public Review and Comment

Note: County jurisdictional meetings included municipality representatives whenever possible.