

2015 UPWP

UNIFIED PLANNING WORK PROGRAM

for the
**Atlanta
Metropolitan
Transportation
Planning Area**



ATLANTA REGIONAL COMMISSION

www.atlantaregional.com

Adopted by ARC on December 3, 2014

Approved by USDOT on December 5, 2014

Appendix 1, Subelement 6E and Appendix 3 Table 3B updated 6/30/15 to incorporate SHRP2 Grant



regional impact + local relevance

From the ARC Title VI Program & Plan adopted 8/28/13 –

The Atlanta Regional Commission, as a federal grant recipient, conforms to Title VI of the Civil Rights Act of 1954 and its amendments. Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits or, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency.

ARC is committed to enforcing the provisions of Title VI and to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its programs.

The contents of this work program reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the official views or policies of the Department of Transportation of the State of Georgia. This report does not constitute a standard, specification, or regulations.



2015 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

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Table of Contents

	Page
I. FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING	1
A. Metropolitan Planning Factors.....	1
B. Planning Emphasis Areas (PEAs).....	2
C. Public Involvement	2
D. Transportation Plan.....	2
E. Transportation Improvement Program (TIP).....	3
F. Transportation Management Area (TMA).....	3
G. Air Quality Conformity Process	4
II. ARC OVERVIEW	4
A. Atlanta MPO Area	7
B. Atlanta Nonattainment Areas.....	8
1. Atlanta Ozone Nonattainment Areas	8
2. Atlanta Particulate Matter 2.5 Nonattainment Areas.....	9
3. Conformity Determination Process.....	9
4. Recent and Upcoming Conformity Determinations	10
C. ARC Structure.....	11
D. ARC Transportation Division Structure	12
III. REGIONAL TRANSPORTATION PLANNING STRUCTURE	13
A. Atlanta Regional Commission Board	14
B. Transportation and Air Quality Committee (TAQC).....	16
C. Regional Transit Committee (RTC).....	17
D. Transportation Coordinating Committee (TCC).....	18
E. TCC Task Forces / Subcommittees.....	19
F. Other Applicable ARC or ARC-Facilitated Groups	22
IV. REGIONAL PLANNING PROCESS.....	24
A. General Process.....	24
B. Plans and Programs.....	25
1. Atlanta Regional Transportation Plan (RTP).....	25
2. Atlanta Transportation Improvement Program (TIP)	25
3. Unified Planning Work Program (UPWP)	26
C. Formal Agreements.....	26
D. Planning Process Update.....	29
E. 2014 ARC Work Activities.....	31
F. Planning Partner Work Activities / Accomplishments	33



2015 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Figures:

1 – ARC Transportation Planning Boundaries	5
2 – Counties within the ARC Transportation Planning Boundaries	6
3 - ARC 2015 Meeting Schedule	15

Appendices:

1 – ARC Transportation Work Program for CY 2015	
2 – Other Supporting ARC Work Activities for CY 2015	
3 - A - Cross Reference of Work Activities with Planning Factors	
B - Planning Funds Distribution	
4 - ARC Adopting Resolution / FHWA and FTA Approvals	
5 – Programmed Planning Activities & Studies, FY 2014-2019 TIP	
6 – Planning Partners Accomplishments & Goals	

UNIFIED PLANNING WORK PROGRAM FOR THE ATLANTA REGION

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

I. FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

MAP-21 in concert with the Clean Air Act as Amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

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

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

A. Metropolitan Planning Factors

MAP-21, the current transportation reauthorization, requires that the metropolitan planning process must explicitly consider and analyze, as appropriate, eight factors defined in federal legislation that reflect sound planning principles.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

B. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate FHWA/FTA planning emphasis areas (PEAs). For 2015-2016, these include:

- **Models of Regional Planning Cooperation:** promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means.
- **Access to Essential Services:** As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity.
- **MAP-21 Implementation:** transition to Performance Based Planning and Programming to be used in decisionmaking. The MPO must develop and use transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. It also included the use of scenario planning by MPOs as part of developing metropolitan transportation plans. Also, the MPO must integrate the goals, objectives, performance measures and targets described in other State transportation plans and transportation processes, into the metropolitan transportation planning process.

C. Public Involvement

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

D. Transportation Plan

The long range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

E. Transportation Improvement Program (TIP)

The metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrated how the TIP can be implemented.
- Descriptions of each project in the TIP.

F. Transportation Management Area (TMA)

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

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

G. Air Quality Conformity Process

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

II. ARC OVERVIEW

The Atlanta Regional Commission (ARC), now entering its 68th year, is the regional planning and intergovernmental coordination agency for the Atlanta area. As the state designated comprehensive planning agency for the Atlanta region, ARC coordinates planning efforts for ten member counties (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale) in the areas of aging, community services, environmental planning, governmental services, job training, land use and public facilities, as well as transportation planning. Under state code (*Georgia Code 50-8-82*), ARC is a Metropolitan Area Planning & Development Commission (MAPDC) with the responsibilities of a Regional Commission (RC). The 39-member ARC Board membership is defined in state code (*Georgia Code 50-8-84*) and is required to be a combination of elected public officials and citizens.

Under the requirements of the MAP-21 (Moving Ahead for Progress in the 21st Century), signed into law by the President on July 6, 2012, and extended in August 2014 until May 31, 2015, the ARC serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for the 19-county Atlanta metropolitan transportation planning area. In addition to transportation planning, ARC also provides transportation demand management within the planning area and for citizens either living or working in the Atlanta area.

The multiple Atlanta boundaries for which ARC has a transportation planning role (MAPDC, RC, MPO, Nonattainment Areas) are shown on page 5.

Figure 1 - ARC Transportation Planning Boundaries



REGIONAL COMMISSION (RC)	ARC is a State designated Metropolitan Area Planning & Development Commission (MAPDC) for the Atlanta area with the responsibilities of an RC. Each of Georgia's 159 counties is a member of one of the 12 Georgia RCs. RCs facilitate intergovernmental coordination and provide comprehensive planning assistance and other services to constituent jurisdictions. <i>10 full counties</i>
METROPOLITAN PLANNING ORGANIZATION (MPO)	ARC is the designated MPO for the Atlanta area, responsible for carrying out the federally required metropolitan transportation planning process. By agreement, the Gainesville-Hall MPO will conduct planning for small areas of the Atlanta urbanized area within Hall and Jackson counties, and the new Cartersville-Bartow MPO will conduct planning for the small area of the Atlanta urbanized area within Bartow County. <i>13 full counties; 6 partial counties</i>
PARTICULATE MATTER 2.5 NONATTAINMENT AREA 1997 Annual STD	In April 2005, EPA designated this nonattainment area. ARC performs the required technical analysis for the entire Atlanta pm2.5 nonattainment area to demonstrate conformity to requirements. <i>20 full counties; 2 partial counties</i>
OZONE NONATTAINMENT AREA, 2008 8-hr STD	In July 2012, EPA designated this third ozone nonattainment area as <i>Marginal</i> . ARC performs the required technical analysis for the entire Atlanta ozone nonattainment area to demonstrate conformity to requirements. <i>15 full counties</i>

- Ozone Nonattainment Areas - History
 - Designated in 1989, the initial Atlanta Nonattainment area was 13 full counties (ARC's 10 plus Coweta, Forsyth and Paulding). The Atlanta NAA was designated *Severe*, then in 2005 as a Maintenance Area and the regulation was withdrawn.
 - The second Atlanta Nonattainment Area for ozone was 20 full counties and designated as *Moderate*. In 2013, the NAA was designated as Maintenance and the regulation was withdrawn.
- Particulate Matter - Upcoming - In December 2013, Georgia proposed a new pm2.5 NAA of zero counties. EPA and Georgia have been negotiating during 2014. A new designation is anticipated by 2014 year end.

Figure 2 - Counties within the ARC Transportation Planning Boundaries

County	All or portions in Atlanta Urbanized Area		Atlanta Regional Commission		Atlanta Nonattainment Areas	
	2000 Census	2010 Census	ARC Member	ARC Limited Member	8-Hr Ozone, 2008 Std	Particulate Matter 2.5
Cherokee	X	X	X		X	X
Clayton	X	X	X		X	X
Cobb	X	X	X		X	X
DeKalb	X	X	X		X	X
Douglas	X	X	X		X	X
Fayette	X	X	X		X	X
Fulton	X	X	X		X	X
Gwinnett	X	X	X		X	X
Henry	X	X	X		X	X
Rockdale	X	X	X		X	X
Barrow	X	X		X		X
Bartow	X	X		(1)	X	X
Coweta	X	X		X	X	X
Forsyth	X	X		X	X	X
Newton	X	X		X	X	X
Paulding	X	X		X	X	X
Spalding	X	X		X		X
Walton	X	X		X		X
Carroll		X		TBD		X
Dawson		X		X		
Hall	X	X				X
Jackson		X				
Pike		X		X		

(1) Following the 2010 Census, a new Cartersville-Bartow MPO was designated

A. Atlanta MPO Area

1. 2010 Census Urbanized Area Designation

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

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

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

- Metropolitan Planning Area (MPA)

On February 11, 2013, the Governor of Georgia designated a new MPO, the Cartersville-Bartow MPO, for the new Cartersville Urban Area. ARC is tied to the transportation planning activities of the new CBMPO and the Gainesville-Hall MPO due to intertwining of urbanized areas (the Atlanta UA goes into both Bartow and Hall counties) and to air quality nonattainment (ARC, CBMPO and GHMPO have areas in the Atlanta Nonattainment Area for ozone and/or for particulate matter).

For the Atlanta area, on August 27, 2014, ARC adopted a revised 19-county metropolitan planning area (MPA) boundary based on the new 23-county Atlanta UA designation. On September 4, 2014, the Governor of Georgia approved this expanded planning boundary.

- Nineteen counties are included in the revised boundary in total or in part.
 - Total counties include the 10-counties in the Atlanta regional commission and the counties of Coweta, Forsyth and Paulding.
 - Partial counties include Barrow, Dawson Newton, Pike, Spalding, and Walton.
- Carroll County, although identified in the 23 counties, was not included in this action due to their ongoing discussions with the Census Bureau about this designation.
- The portions of the Atlanta urbanized area in the remaining three counties have been assigned to adjacent MPOs.

- Bartow County – assigned to the new Cartersville-Bartow MPO
- Hall and Jackson counties – assigned to the Gainesville-Hall MPO

For the Atlanta MPA, next steps include (1) development of new or updated formal agreements with each outlying counties and adjacent MPOs, and (2) incorporation of new areas into a long range transportation plan and short range transportation improvement program by March 27, 2016.

B. Atlanta Nonattainment Areas

In addition to the approved 19 county transportation planning area, the following EPA-designated Atlanta Nonattainment areas as shown on Page 5 and 6, must be addressed in the transportation planning process with respect to the ARC, Gainesville-Hall MPO and the new Cartersville-Bartow MPO transportation planning activities.

Since 2004, ARC has performed the technical evaluation to demonstrate conformity for the entire Atlanta nonattainment area(s), supporting the Atlanta RTP and TIP and the GHMPO RTP and TIP. The CBMPO will join this process with the ARC technical evaluation for conformity that covers their initial RTP/TIP which must be adopted by March 27, 2016.

GHMPO and ARC have worked closely to coordinate schedules for TIP and RTP development under the umbrella of conformity requirements for the Atlanta nonattainment area since 2004. The new CBMPO joined this collaboration in 2013.

1. Atlanta Ozone Nonattainment Areas

- **Previous Nonattainment Areas**

- **1-Hour Standard, 1979 – 13 counties**

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

- **8-Hour Standard, 1997 – 20 counties**

In late 2003, a 20-county Atlanta nonattainment area for ozone was designated as *marginal* under this standard. This was raised to a *moderate* designation in 2008.

As of July 2013, this Atlanta nonattainment area was classified by EPA as a "maintenance area, redesignated from nonattainment."

- **8-Hour Standard, 2008 – 15 counties**

In 2011, EPA made the decision to designate nonattainment areas using the 2008 Ozone standard instead of revising it. On July 20, 2012, a new 15-county Atlanta Ozone Nonattainment Area was designated and classified as *marginal*. This new nonattainment area includes the former 20-county ozone nonattainment area except for the counties of Barrow, Carroll, Hall, Spalding and Walton, which have now been classified as in attainment of the new 2008 ozone standard. (This nonattainment area includes Bartow County, now in the Cartersville-Bartow MPO.)

2. **Atlanta Particulate Matter 2.5 Nonattainment Areas**

- **1997 Standard – 20+ counties**

In late 2004, an Atlanta nonattainment area for particulate matter was designated which includes the 20 counties in the 8-hour ozone area under the 1997 standard plus small areas of Heard and Putnam Counties. In 2005, ARC worked closely with the Gainesville-Hall MPO, and state and federal partners to develop processes to accomplish the required technical analysis for transportation plans and programs for the new nonattainment PM2.5 area. (This nonattainment area includes Bartow County in the CBMPO and Hall County in the GHMPO.)

- **2012 Standard - TBD**

By 2013 year end, the Governor of Georgia recommended to EPA that no Georgia counties be included in a nonattainment area for particulate matter. As of September, this request is being evaluated by the U. S. Environmental Protection Agency, with a designation anticipated by 2014 year end.

3. **Conformity Determination Process**

A federal conformity determination is required for all RTP/TIP updates and amendments within the nonattainment area. For the Atlanta nonattainment area, there are now three applicable MPOs. In 2013, ARC further formalized the conformity determination process for amendments through implementation of a three step process.

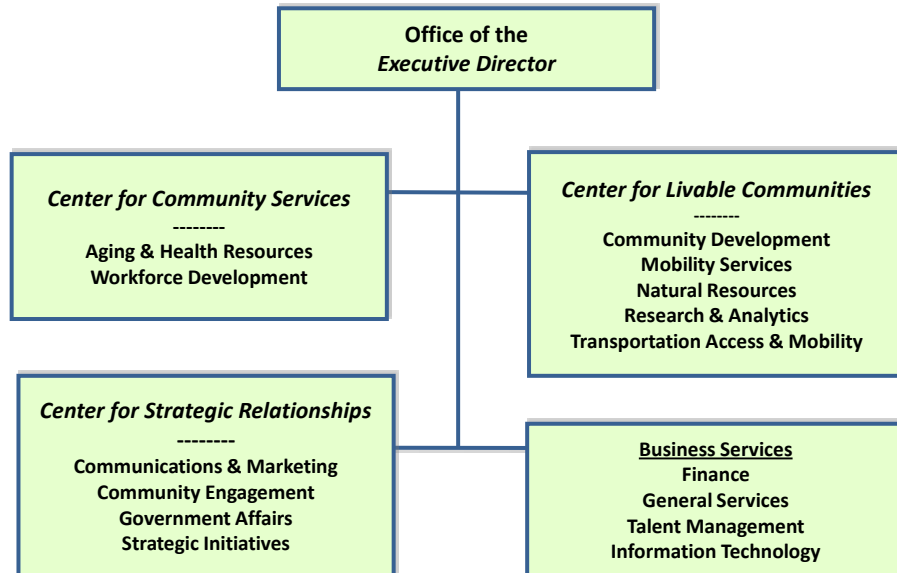
1. *MPO Conformity Determination* – For all RTP/TIP amendments, ARC will make an initial conformity determination that classifies the RTP/TIP amendment as either:
 - An amendment requiring a new technical evaluation for conformity, or
 - A planning action consistent with the most current federal conformity determination and thus not requiring a new technical analysis.

2. *Interagency Concurrence* - Prior to the formal public comment period, concurrence with the MPO conformity determination must be received from the Atlanta Interagency Consultation Group, which includes representation from FHWA, FTA, EPA, GDOT, GRTA, EPD, ARC, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and others.
3. *Federal Conformity Determination* - Following ARC adoption of the RTP/TIP amendment, a federal conformity determination will be requested from USDOT in consultation with EPA. Accompanying the ARC request must be a formal action by the Gainesville-Hall MPO either (1) adopting an amendment/update of their RTP/TIP and stating that this amendment/update is consistent with the technical evaluation for conformity or (2) stating that no amendment/update of their RTP/TIP has occurred and their RTP/TIP is consistent with the new technical evaluation for conformity. (This requirement will also apply to CBMPO beginning in 2016.)

4. Recent and Upcoming Conformity Determinations

Federal Conformity Determination	ARC Action	Technical Evaluation Required?	Nonattainment Areas		
			OZONE		PM 2.5
			1997 Standards – 20 counties	2008 Standards – 15 counties	1997 Standards – 22 counties -
9/6/11	PLAN 2040 RTP and FY 2012-2017 TIP	Yes	Yes	N/A	Yes
12/14/12	TIP Amendment #1	Yes	Yes	Yes	Yes
---	TIP Amendment #2	No		N/A	N/A
9/23/13	TIP Amendment #3	No		Yes	Yes
4/30/14	PLAN 2040 RTP Update / FY 2014-2019 TIP	Yes		Yes	Yes
9/29/14	TIP Amendment #1	Yes		Yes	Yes
Est. 4/1/15	TIP Amendment #2	Yes		Yes	Yes

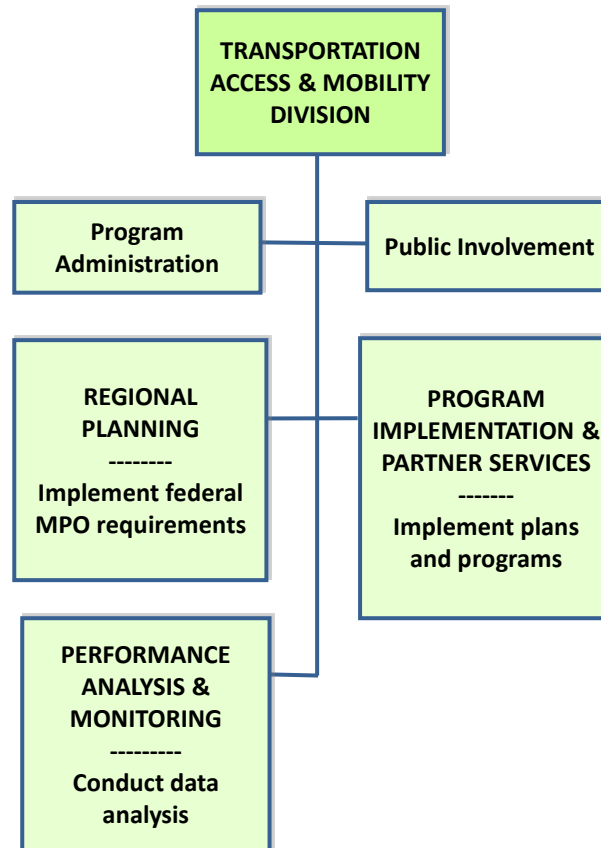
C. ARC Structure



In mid-2011, ARC adopted a new 5-year Strategic Plan that refreshed the purpose, vision and mission of the 67 year old organization and revisited values. In December 2012, ARC adopted a new staff evolution plan to support realization of the Strategic Plan. The staff plan is a change in mindset and culture to help ARC meet the current and future needs of the Atlanta region.

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

D. ARC Transportation Division Structure



Two functions formerly in the transportation division, now reside in other Center for Livable Communities divisions:

- Model development is in the Research & Analytics Division as of 2013.
- Transportation services became a new Mobility Services Division as of 2014.

Although the structure has been revised, the responsibilities with respect to transportation planning remain unchanged.

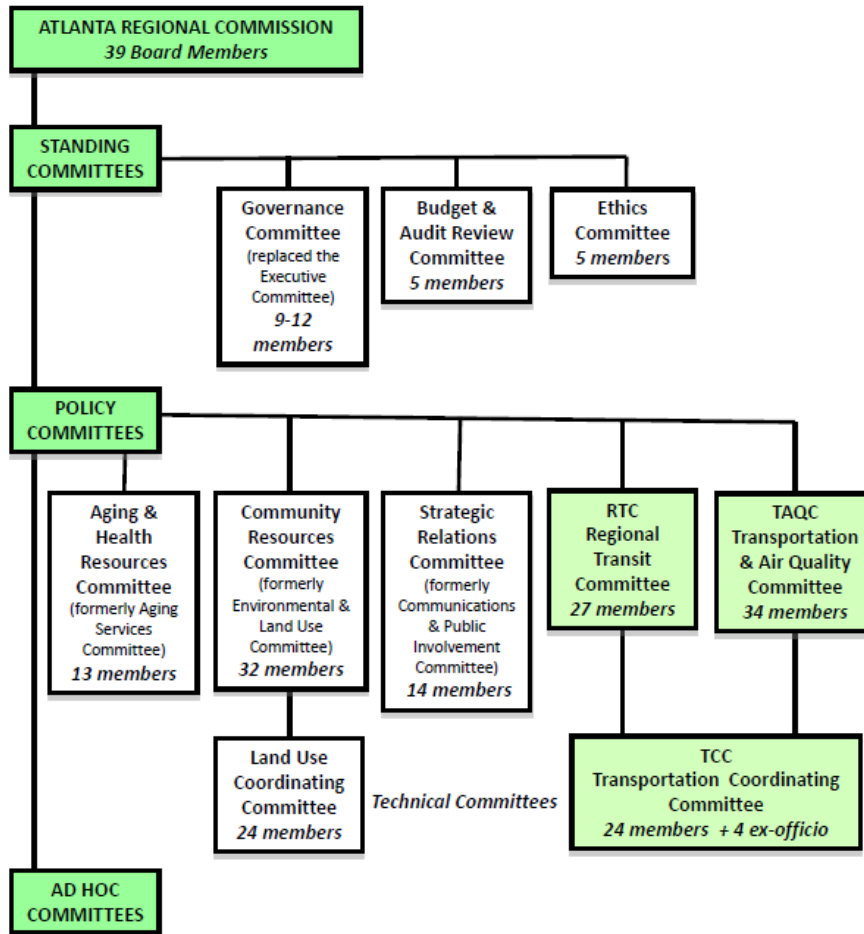
III. REGIONAL TRANSPORTATION PLANNING STRUCTURE

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

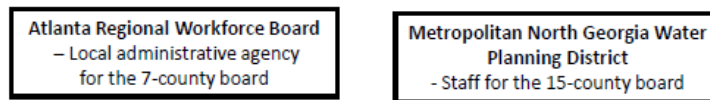
The mission of the transportation planning process is to improve transportation facilities and services in the Region through an integrated planning process that continues to meet the requirements of MAP-21 (Moving Ahead for Progress in the 21st Century) and the Clean Air Act Amendments of 1990 (CAAA). Together, these two pieces of legislation promote a transportation system that maximizes mobility and accessibility and promotes the protection of the human and natural environments. The metropolitan transportation planning process emphasizes the link between improved planning and better decisions and provides the tools for comprehensive planning, which incorporate land use, development, environmental, and transportation considerations.

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

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



ARC also serves the following functions:



The 2015 schedule for meetings of the ARC Board, the Transportation & Air Quality Committee, the Regional Transit Committee and the Transportation Coordinating Committee is shown on the following page.

A. Atlanta Regional Commission Board

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

Figure 3 – ARC Meeting Schedule 2015

2015 SCHEDULE

FOR TCC, TAQC AND ARC BOARD MEETINGS

- Atlanta Regional Commission Board - Wednesdays, 1:00 PM, Amphitheatre
- + Transportation & Air Quality Committee (TAQC)- monthly, Thursdays, 10:00 AM, Amphitheatre
- Regional Transit Committee (RTC) - bimonthly, Thursdays, 11:45 AM, Executive CTR
- Transportation Coordinating Committee (TCC) - Fridays, 9:30 AM, Amphitheatre or Other
- ARC Holiday

JANUARY 2015							FEBRUARY 2015							MARCH 2015						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28
25	26	27	28	29	30	31								29	30	31				

APRIL 2015							MAY 2015							JUNE 2015						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4						1	2		1	2	3	4	5	6
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
26	27	28	29	30			24	25	26	27	28	29	30	28	29	30				
							31													

ARC Board Work Session in Savannah, 5/20-22

JULY 2015							AUGUST 2015							SEPTEMBER 2015						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4						1		1	2	3	4	5		
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28	29	27	28	29	30			
							30	31												

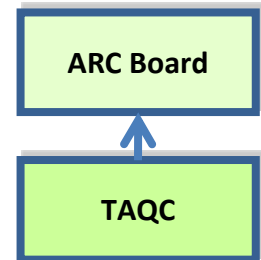
OCTOBER 2015							NOVEMBER 2015							DECEMBER 2015						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	1	2	3	4	5	6	7		1	2	3	4	5	
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
25	26	27	28	29	30	31	29	30						27	28	29	30	31		

12/8/14
TAQC and RTC Start Times Changed
RTC Location Changed

2015 SCHEDULE

B. Transportation and Air Quality Committee (TAQC)

The 34 member TAQC is the transportation and air quality policy committee of the ARC. The primary function of TAQC is to develop consensus recommendations among ARC (members and limited members), including the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA) and the Georgia Environmental Protection Division (EPD) regarding metropolitan or multi-jurisdictional transportation related policy matters.



The current membership of TAQC, as defined in ARC bylaws, includes representation from the 19 county planning area as follows:

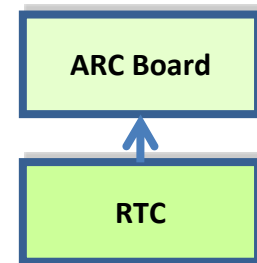
- County Commission Chair or CEO of each of the 10 counties in the ARC, regional commission
- Commission Chair or designated Commissioner from each of the 8 limited membership counties
- Mayor of the City of Atlanta
- Board member from each of the MARTA, GDOT and GRTA boards,
- Representative from the Georgia EPD.
- Additional appointees by the ARC Chair. For 2014 this included the GDOT Planning Director, the Chair of the Metro Atlanta Mayors Association (MAMA), seven additional representatives from the ARC Board (3 mayors and 4 citizen district members), and a non-voting representative of the Metro Atlanta Chamber of Commerce.

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

TAQC meets each month except December. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.com/taqc.

C. Regional Transit Committee (RTC)

In January 2010, the Regional Transit Committee was established as a function of the Atlanta Regional Commission on an interim basis until a standalone organization is legally constituted. A key mission of the RTC is implementation of Concept 3, the consensus vision and guiding document for future transit investments in the Atlanta region which will be used in upcoming RTP and TIP development. Concept 3 was developed by the predecessor of the RTC (the Transit Planning Board) and adopted by ARC in 2008. In 2010, ARC adopted a reaffirmation supporting development of a permanent regional transit governance structure and the implementation of Concept 3.



A background on the evolution of the RTC is as follows:

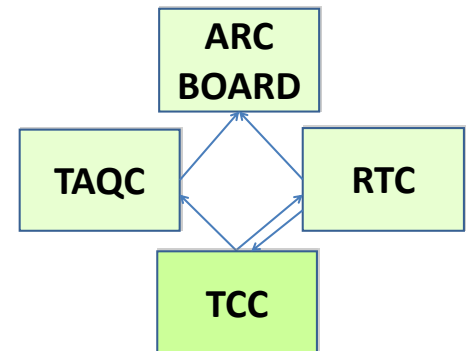
- 2005, Regional Transit Institutional Analysis (RTIA) - ARC led the study which examined the region’s current organizational structure with respect to planning, financing, and service delivery of public transportation. This study resulted in the creation of the Transit Planning Board.
- 2006, Transit Planning Board – The TPB was created for a two year period by joint resolution of ARC, GRTA and MARTA.
- 2008, Transit Implementation Board - ARC adopted a resolution in December 2008 authorizing creation of an interim ad-hoc committee, the TIB, within the ARC consistent with the intent of the TPB and with the same membership as the TPB.
- 2010, Regional Transit Committee - The RTC was implemented following the sunset of the TIB in December 2009 with membership specified by the TIB.

The RTC, 27 members in 2014, has the lead role in providing transit planning input in the regional transportation planning process. All RTC transit policy planning recommendations that impact RTP/TIP development or the regional federal/state legislative agenda will feed through the TCC and TAQC as part of the “bottoms up” planning process. Other actions of the RTC that are more operational in nature, will feed directly to the ARC Board or to transit operating agency boards, as appropriate.

RTC meets each bi-month. Current and past agendas, meeting summaries and other meeting materials are posted on the ARC website at www.atlantaregional.com/rtc.

D. Transportation Coordinating Committee (TCC)

In addition to the ARC transportation staff and local government staffs, the 24 member Transportation Coordinating Committee (TCC) is responsible for providing technical advice and recommendations to TAQC on transportation issues. TCC is comprised of the Manager of ARC's Transportation Access & Mobility Division and a representative (typically the planning or transportation director) from MARTA, GDOT, GRTA, EPD, the City of Atlanta and the counties in the Atlanta transportation planning area. Representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), GDOT Intermodal, the Gainesville-Hall MPO, the Cartersville-Bartow MPO and other municipalities in the region, interest groups and the general public typically attend and participate in TCC meetings.



TCC is also responsible for providing transportation technical advice and recommendations to the RTC on transit related issues, and for receiving input from RTC for consideration in the transportation planning process.

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

E. TCC Task Forces / Subcommittees

Task forces and subcommittees of the TCC provide additional planning support for specific transportation-related issues.

- a. Bicycle and Pedestrian Advisory Committee - Created in 1993, the Advisory Committee has membership from local (city and county) transportation, planning, and recreation departments within the Atlanta region, as well as representatives from state and federal agencies and advocacy groups. Committee meetings are open to any interested individual or group to attend. The committee meets to advise ARC on actions related to bicycle, pedestrian, non-motorized transportation, and livability planning issues as part of the long- and short-range transportation planning process. Ongoing consideration is given to helping the Advisory Committee advance discussions on the wide ranging issues facing bicyclists and pedestrians across the region while continuing to address common goals related to transportation and transit accessibility and safety. The group meets bi-monthly or more frequently if needed.



- b. Community Engagement Network (CEN) (formerly the Public Involvement Advisory Group - PIAG) – The group, formed in 1999, is a network for coordinating public engagement and other activities in the region, sharing public participation techniques, and providing resources information on Title VI and environmental justice guidance as well as other regulatory standards. The CEN recommends engagement strategies and tools for the ARC planning efforts and encourages and supports new approaches to community engagement that promote equity and ongoing system change in decision making on publicly funded projects in the Atlanta region. The CEN meets on an as-needed basis.
- c. Project Delivery Task Force - One of the MAP-21 National Goals is to accelerate project delivery and reduce delays. In 2014, ARC established the Project Delivery Task Force (PDTF), a multi-disciplinary, multi-modal, and multi-agency group to identify project delivery issues and challenges, and recommend improvements. The group is the first of its kind in the Atlanta region - it includes transportation professionals associated with every aspect of project delivery, including planning, design, environmental review coordination,

and program delivery management. The PDTF will provide recommendations to the TCC and TAQC in November 2014 and likely continue as a group beyond 2014.

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

In 2015, the FTP will focus on the financial forecasts that will be used for the upcoming RTP and will meet on a monthly basis. After consensus is reached, the FTP will provide guidance in ensuring that the plan is fiscally constrained, making sure that the sum of all costs do not exceed expected available revenues over the long-range period.

- e. Freight Advisory Task Force – Established in 2002, the Task Force is comprised of freight community and public sector including representatives from railroads, airports, ports, trucking industry, chambers, and GDOT. Private sector participants include those from the supply chain industry including shippers, carriers, third-party logistics provider (3PLs), and land brokers. In 2011, the Task Force assisted in the development PLAN 2040, including the Freight Improvement Program, and also provided input into the Regional Thoroughfare Network and funding policy. In late 2011 and 2012, the Task Force focused on the implementation of the Freight Improvement Program of the TIP and assisting in State Freight Plan recommendations. In 2013 Task Force changed format and now consists of appointed members with others attending at their discretion. These changes will allow the Task Force to help set agendas and report progress back to the formal ARC committee structure.
- f. Human Services Transportation Advisory Committee – Reconvened in December 2008, the HST AC is comprised of organizations such as public and private transportation providers, human service agencies, planning agencies, community-based organizations, disability advocates, job training and placement agencies, and riders. This committee helps ARC implement short range action items recommended in the 2010 Coordinated HST Plan. This committee continues to assist ARC with identifying HST stakeholders, establishing HST goals and objectives, and helps guide the coordinated planning process. This committee generally meets on Transit Fridays (the last Friday of each month).
- g. Management & Operations Subcommittee – An ITS Subcommittee composed of all ARC planning partners involved in Intelligent Transportation Systems (ITS) technology planning and deployment in the region, provided technical support for the development of the Atlanta Regional ITS Architecture in 2004. In 2010, this subcommittee was reincarnated as the Regional Management and Operations Subcommittee. This new subcommittee folds activities

of *existing* regional ITS and M&O groups^[1] or projects into the regional transportation planning process, provides ongoing input into the development of the RTP and TIP, and provides a forum for information exchange. The subcommittee will also serve other related functions, including technical review of M&O project evaluation and planning for operations. In 2013, this committee was temporarily folded into the Roadway Operations and Capacity Subcommittee - one of three ad hoc TCC subcommittees focused on update of the PLAN 2040 RTP/TIP. This group did not meet in 2014, however is expected to reconvene as part of the upcoming plan update that is underway and continue through first quarter of 2016.

- h. Model Users Group – In 1999, the Model Users Group (MUG) was formed as a subcommittee of the TCC to provide a forum to foster, develop and aid in coordinating the design and implementation of travel demand models among local governments. The group also serves as an advisory council in these matters and meets on a quarterly basis. Additional details can be found at www.atlantaregional.com/mug.
- i. Regional Breeze Policy Group - This group includes membership from the region’s transit providers to coordinate regional fare policy and the implementation and operations of the regional *Breeze* fare collection system. The *Breeze* system collects fares using smart cards instead of tokens or magnetic stripe cards and features entry gates, vending machines, “tap-and-go” card readers, and a computer system that links everything together. This group meets on an as needed basis.
- j. Regional Safety Planning Group – New in 2012, the group consists of federal, state, regional and local safety stakeholders; with the main purpose of reducing motor vehicle crashes, fatalities and serious injuries on public roads in the Atlanta region. The group will help identify the contributing causes to crashes in the region, and develop countermeasures that would address safety issues through the four safety Es (education, engineering, enforcement and emergency medical services). The group will also facilitate further integrating safety policies and strategies into the transportation planning and implementation process. This group meets on an as needed basis.
- k. Service Coordination Council - Comprised of staff representing the region’s transit providers, this group identifies, discusses, and makes recommendations on service coordination issues and opportunities affecting the operations of the regional transit systems

^[1] ARC was involved in implementation of, and participates on, two regional task forces that focus on planning and implementation of several ITS elements. The Traffic Incident Management Enhancement (TIME) Task Force, established by GDOT in 2002, focuses on improving roadway incident management by safely reducing incident response and clearance time, as well as reducing the risks for secondary accidents. The Regional Traffic Operations Task Force, established in 2004 by ARC, GRTA and GDOT, provides technical oversight of the GDOT Regional Traffic Operations Program dedicated to enabling active signal management on primary arterials and providing on-going signal maintenance. Both of these task forces meet on a regular basis in addition to participating on the M&O Subcommittee.

to ensure efficiency and coordinated public transportation service in the Atlanta region. This group meets on an as needed basis.

- l. Transit Operators Subcommittee (TOS) - Created in 1998, the Transit Operators Subcommittee includes membership from agencies eligible to receive FTA Section 5307 funding and entities currently providing or scheduled to provide public and/or demand response transportation (MARTA; Cherokee, Cobb, Coweta, Douglas and Gwinnett and Henry Counties; and GRTA). Additionally, agencies with transit funds programmed in the TIP for future transit projects and studies as well as other interested parties are invited to participate. The mission of the TOS is to discuss, evaluate and coordinate regional transit policy, funding, and issues for presentation to the RTC and TCC and incorporation into the regional transportation planning process. This subcommittee generally meets on the third or fourth Friday of each month.

- m. Ad Hoc Subcommittees – During each year, additional ad hoc groups will be formed to support the transportation planning process as needed.

F. Other Applicable ARC or ARC-Facilitated Groups

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

- a. Land Use Coordinating Committee
– Implemented in 2000, LUCC makes recommendations to the Community Resources Committee (formerly the Environment and Land Use Committee (ELUC)), the ARC policy committee on sustainability and land use related issues. Membership includes planning directors or titled equivalents from the planning departments of the counties in the ARC MPO planning area, the City of Atlanta, cities with mayors currently on the ARC Board, and categorical members such as urban planning-related non-profit organizations and educational institutions. Developers, architects, designers and consultants frequently attend LUCC meetings as well. LUCC meets monthly to review, discuss and make recommendations on the implementation of PLAN 2040 policies, review progress and make recommendations on the Livable Centers Initiative (LCI), and discuss issues affecting local governments, including land use, sustainability, economic



development, historic preservation and quality of life. LUCC and TCC meet together periodically to discuss interrelated land use and transportation issues.

- b. Poverty Committee - A subcommittee of the Community Resources Committee (formerly the Environmental & Land Use Committee), this group was preceded by the Social Equity Committee, formed in 1999 to assist in the integration of environmental justice into the regional transportation planning process consistent with Title VI of the Civil Rights Act of 1964, Executive Order 12898 and subsequent federal and local guidance. This group meets to assist in the identification of key issues, recommend strategies and policies and serve as an ongoing link to the impacted communities in the Atlanta region. The Poverty Committee meets bimonthly.

An Equitable Target Area Advisory Group meets under the umbrella of the Poverty Committee to consider impacts on low-income, minorities and other traditionally underserved populations (including the elderly and persons with disabilities) in the regional planning process. The group is chaired by an ARC board member and composed of stakeholders representing grassroots/community-based organizations, environmental groups, educational institutions, civic and advocacy organizations, and the faith-based community. The Equitable Target Area Advisory Group meets quarterly, or more often, when needed.

- c. Airport Area Task Force - Created in 2012 as a subcommittee of the Land Use Coordinating Committee, this group is focused on improving the Hartsfield Jackson Atlanta International Airport area and comprised of local government staff, local businesses, property owners, and members of three chambers of commerce. The purpose of the Task Force is to advance the discussion on possible strategies and solutions to improving the airport area's aesthetics, economic development prospects, as well as other infrastructure improvements. In 2015 this group will continue its discussions on the airport area and support the newly formed Atlanta Aerotropolis Alliance. During 2015, the task force may be folded into the efforts of the alliance.
- d. Agency Heads – Formed in early 2008 to address the requirements of a December 2007 MOU on Transportation Project Prioritization between ARC, GDOT, GRTA and MARTA, the Agency Heads (Executive Directors and Board Chairs of the four agencies plus SRTA) meet quarterly to discuss transportation issues and coordinate activities.
- e. Long Range Regional Forecast Technical Advisory Group (TAG) –The TAG, comprised of volunteers with technical expertise, assists ARC staff in the production of regional control forecasts for the Atlanta Nonattainment Area as a whole. The small area forecasts derived using these controls support the development of regional transportation plans. Every three to four years, the TAG advises regarding inputs to the regional econometric model (from REMI, Inc.) used to produce the regional control forecasts. The TAG reviews results of the model calibration runs, reviews model output and suggests revisions, and endorses the final results for adoption.

The PLAN 2040 forecast, adopted in 2009, was updated over the 2013/2014 period, with TAG assistance. The TAG met several times in late winter/spring of 2013 to review and assist in developing an updated regional forecast for the PLAN 2040 Transportation Update (Plan2040TU). The new TranSight economic model from REMI was used to develop the Plan2040TU series. This updated forecast “seeded” associated small-area modeling efforts, in late 2013. The regional and small-area forecasts were adopted by the ARC Board in March 2014.

The Plan2040TU small area employment data were revised in mid-2014, to produce the series used in the Needs Assessment scenario work of fall 2014. This Needs Assessment work will begin the 2015/2016 RTP full update process. In early 2015, the TAG will be reconvened to be guide the development of another regional forecast series that will be used in fiscally constrained modeling (to occur in mid to late 2015) for the 2016 RTP update (The Regional Plan).

- f. Interagency Consultation Group – The Clean Air Act requires intergovernmental consultation for the development and submittal of applicable State Implementation Plan revisions and before findings of conformity of transportation plans, programs and projects within the SIP, in airsheds designated as nonattainment. To fulfill this requirement, an Interagency Consultation Group facilitated by ARC, was established and meets on a regular basis to discuss and resolve matters relative to air quality and transportation. Formal membership in this Group includes ARC, GDOT, EPD, EPA, FHWA, FTA, MARTA, and ARC counties receiving federal transportation funding to provide transit services (Cobb, Douglas and Gwinnett). Additional agencies participate including GRTA, the State Road & Tollway Authority (SRTA), the Gainesville-Hall MPO (GHMPO) and the Cartersville-Bartow MPO (CBMPO).

IV. REGIONAL PLANNING PROCESS

A. General Process

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

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

B. Plans and Programs

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

1. Atlanta Regional Transportation Plan (RTP)

The RTP reflects environmental, land use and intermodal considerations and provides a financially balanced vision of future transportation investments for the transportation planning area. The current Atlanta RTP is PLAN 2040, a unified plan developed in two sections and adopted by ARC in March 2014. Section 1 is the state required Regional Agenda and Section 2 is the federally required 2040 RTP and a FY 2014-2019 TIP.

In August 2014, ARC adopted Amendment #1 to the RTP/TIP and the Gainesville-Hall MPO adopted an amendment to their TIP. ARC performed the associated technical analysis for air quality supporting the ARC and GHMPO amendments which demonstrated conformity for the Atlanta Nonattainment Area under both the 2008 8-hour standard for ozone and the 1997 annual standard for PM2.5. A conformity determination by USDOT in consultation with USEPA was made on September 29, 2014.

2. Atlanta Transportation Improvement Program (TIP)

The program of projects, known as the TIP, serves as a strategic management tool that accomplishes the objectives of the RTP. As stated above, a PLAN 2040 FY 2014-2019 TIP was adopted in March 2014. In April 2014, the Atlanta TIP was approved by the Georgia Regional Transportation Authority on behalf of the governor. The TIP meets MAP-21 requirements, the federal reauthorization legislation under effect at that time. A conformity determination was made by USDOT in consultation with USEPA on April 30, 2014.

By 2014 year end, the PLAN 2040 TIP has been amended once and approved by GRTA for the Governor. (See www.atlantaregional.com/plan2040.)

3. Unified Planning Work Program (UPWP)

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

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

C. Formal Agreements

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

- **Transportation Planning¹**
 - *Transportation Planning Coordination and Cooperation (Quad Party Agreement)* - Memorandum of Agreement between the Atlanta Regional Commission, the Georgia Department of Transportation, the Georgia Regional Transportation Authority and the Metropolitan Atlanta Rapid Transit Authority, 1/23/08. This was an update of a 1997 agreement to include GRTA.
 - *Quad Party Agreement Amendment* – Revision adds roles and responsibilities for the four signatories with respect to the new Regional Transit Committee, 12/2/09
 - *Transportation Planning Coordination and Cooperation with Limited Member² Counties*

¹ At 2014 year end, new and updated agreements are in process relative to the revised Atlanta Metropolitan Planning Area which includes outlying counties and the Gainesville and Cartersville MPOs.

² ARC bylaws were revised on 3/24/04 to provide the eight outlying counties limited membership to the Atlanta Regional Commission for transportation planning purposes only

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

- Memorandum of Agreement between the Atlanta Regional Commission, Georgia Department of Transportation and –
 - Barrow County, 3/31/05
 - Bartow County, 3/31/05
 - Newton County, 3/31/05
 - Spalding County, 5/12/04
 - Walton County, 6/14/04

- Transportation Planning & Air Quality Planning Coordination - Portion of Atlanta Urbanized Area in Hall and Jackson Counties, and portion of Gainesville Urbanized Area in Forsyth and Gwinnett Counties - Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville-Hall Metropolitan Planning Organization, the Georgia Department of Natural Resources Environmental Protection Division, and the Georgia Department of Transportation for transportation planning and air quality planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portion of the Atlanta urbanized area in Hall and Jackson Counties, to the ARC assuming the responsibilities for the portion of the Gainesville urbanized area in Forsyth and Gwinnett Counties, and to the 22 county nonattainment area for pm2.5, 6/4/14.

- Transportation Planning Coordination and Cooperation with Jackson County – Memorandum of Agreement between the Atlanta Regional Commission, the Gainesville Hall MPO, Hall County, Hall Area Transit and the Georgia Department of Transportation for transportation planning coordination and cooperation with respect to the Gainesville-Hall MPO assuming responsibilities for the portions of the Atlanta urbanized area and Gainesville urbanized area within Jackson County. 4/23/14

- **Transit Planning**
 - Transit Planning Coordination and Cooperation – Letters of Agreement referenced in the Quad Party Agreement, between the Atlanta Regional Commission and –
 - Cherokee County Board of Commissioners (new Cherokee Area Transit System - CATS), 6/6/08.
 - Clayton County Board of Commissioners (C-TRAN), 7/2/08.
 - Cobb County Board of Commissioners (CCT), 6/16/08

- Douglas County Board of Commissioners (Douglas Vanpool), 10/21/08
- Gwinnett County Board of Commissioners (Gwinnett Transit - GCT), 9/24/08.
- Regional Transit Planning Coordination and Cooperation –Individual agreements executed in 2011 with the ARC by the City of Atlanta, Cherokee County, Cobb County, DeKalb County, Douglas County, Fulton County, Gwinnett County, Henry County, Rockdale County, GRTA, MARTA, and the Metro Atlanta Mayor’s Association, defining the roles and responsibilities of the ARC and the signatory in transit planning and coordination activities for the Atlanta Region with respect to the Regional Transit Committee.
- FTA JARC and New Freedom Programs – Joint agreement between the Atlanta Regional Commission and the Metropolitan Atlanta Rapid Transit Authority regarding FTA Section 5316, Job Access Reverse Commute, and Section 5317, New Freedom Programs for the Atlanta Region, 4/14/08
- **Air Quality**
 - State Conformity Rule and Transportation Conformity Interagency Consultation Manual - In 2009, the Department of Natural Resources adopted this rule and manual which superseded the 1999 Interagency Transportation Conformity (SIP MOA) between the Atlanta Regional Commission, Georgia Department of Transportation, Environmental Protection Division, Metropolitan Atlanta Rapid Transit Authority, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency. With this action, any new agencies not previously covered by the conformity rule are automatically covered. This applies not only to existing nonattainment areas but also newly designated nonattainment areas.
 - Atlanta Nonattainment Area Responsibilities - Memorandum of Understanding between the Atlanta Regional Commission and the Georgia Regional Transportation Authority with respect to each agency’s transportation, land use and air quality responsibilities for the Atlanta Nonattainment Area, 9/11/02
- **Other**
 - Transportation Project Prioritization – Agreement between ARC, GRTA and GDOT regarding adoption of a Congestion and Mobility Strategy; prioritization criteria in project selection; evaluation of tools, data and assumptions; project prioritization administration and schedules; congressional balancing; and the Quad Party Agreement, 12/5/07.
 - Framework Agreement on Certain Transportation & Redevelopment Issues in the Atlanta Region – Agreement between ARC, GDOT, GRTA, MARTA, National Railroad

Passenger Corporation, City of Atlanta, Atlanta Development Authority regarding the Decatur Belt Line, development of a state rail plan, design update of the Multimodal Passenger Terminal and coordination of multimodal planning, 4/22/09

- *Development of an Atlanta Multi-Model Passenger Terminal* – Agreement between ARC, COA, GDOT, GRTA, and MARTA, regarding cooperation and support of development, construction and maintenance of the MMPT, 2010.MOA

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

D. Planning Process Update

Over the past few years, the transportation planning process in the Atlanta Region has continually adapted to address major issues and challenges on the federal, state and local levels. Key activities from recent years are as follows:

2011

- **Unified Plan for the Atlanta Region** – Begun in 2007, ARC completed and adopted PLAN 2040 in the summer of 2011. PLAN 2040 included multiple elements, including a Regional Agenda for future land use, development and growth, as well as a \$61 billion Regional Transportation Plan which included the FY 2012-2017 Transportation Improvement Program. The plan focused on a framework for the built environment and infrastructure to support a thriving region. On September 6, 2011, an associated conformity determination was made on the RTP/TIP by FHWA and FTA in consultation with EPA.
- **ARC Strategic Plan** – In June 2011, the Commission adopted its internal Strategic Plan to achieve “Regional Impact – Local Relevance.” The plan addresses high-level strategic elements affecting the ARC (Purpose, Values, Vision and Mission), then addressed more specific elements within the organization (Objectives and Strategies). The Strategic Plan serves as a consistent framework to focus resources and efforts most efficiently on the region’s most critical needs. .
- **Federal Certification** – In August 2011, the Federal Highway Administration and Federal Transit Administration conducted a certification review of the Atlanta transportation planning process. This review is required at least every 4 years. No corrective actions were identified. The review team identified many notable strengths and several recommendations for improvements to the process.
- **Transportation Investment Act – Potential New Funding Source** – In 2011, ARC continued with activities associated with the *Transportation Investment Act of 2010 (TIA)*

which provided the opportunity for a statewide vote in 2012 on a 1% sales tax to be used for transportation projects. ARC staff supported the GDOT Director of Planning and the Atlanta Roundtable in carrying out their duties under the *TIA*³, including development of the required constrained project list for adoption by the 10-county Atlanta Regional Roundtable prior to the vote.

2012

- **Transportation Investment Act** - The statewide referendum vote on July 31, 2012, as required by this Act, passed in only three of the 12 special districts – River Valley, Heart of Georgia, and Central Savannah River – none of which impact the Atlanta transportation planning process.
- **New Federal Requirements** - Several major milestones occurred during 2012 that will impact transportation planning in 2013:
 - **Urbanized Areas from 2010 Census** – On March 23, 2012, the US Census Bureau released urbanized area designations from the 2010 Census, increasing the Atlanta UA from parts of 19 counties to parts of 23. ARC will be required to (1) adjust the Urban Area Boundary by June 2014 and (2) expand the Metropolitan Transportation Planning Area by March 2016.
 - **Transportation Reauthorization** – On July 6, 2012, the President signed a new transportation reauthorization bill, MAP-21, a two year bill that contains additional requirements that will impact transportation planning. ARC will incorporate these requirements on an ongoing basis as interim guidance and regulations become available.
 - **Atlanta Ozone Nonattainment Area Designation** – On July 20, 2012, a new 15-county Atlanta Ozone Nonattainment Area was designated.

2013

- **Urbanized Area Boundary** – In January, ARC developed and adopted a revised Atlanta Urban Area Boundary based on the 2012 designation of the new Atlanta urbanized area from the 2010 Census. This was approved by FHWA in October.

³ The majority of ARC work activities relative to the *Transportation Investment Act* were consistent with, and incorporated into, the ongoing transportation planning process and thus included in the UPWP. For other TIA-related activities, as ARC is the Regional Commission for the 10-county Atlanta area with a TIA role as one of the 12 special districts in Georgia, those work activities, whether by Transportation staff or other ARC staff, were performed using local funding.

- **Project Solicitations** – During the year, conducted two project solicitations for projects to be funded under the Transportation Alternatives Program and the Congestion Mitigation & Air Quality Program.
- **Title VI Program & Plan** – During the year, ARC developed and adopted a Title VI Program and Plan.

2014

- **Update of Unified Plan for the Atlanta Region** – ARC completed and adopted an update of PLAN 2040 in March 2014. This unified plan included an update of the 2040 Regional Transportation Plan and a new FY 2014-2019 Transportation Improvement Program. On April 30, 2014, an associated conformity determination was made on the RTP/TIP by FHWA and FTA in consultation with EPA. In August 2014, ARC developed and adopted Amendment #1 to the PLAN 2040 RTP/TIP; an associated conformity determination was made on September 29, 2014.
- **Updated Metropolitan Planning Area (MPA)** – In August 2014, ARC adopted an updated MPO area which includes all or parts of 19 counties. In September, the Governor approved this update.
- **Functional Classification Review** – In August 2014, ARC adopted the results of a Functional Classification Review of Principal Arterials in the new Urban Area Boundary. A second phase adoption for facilities lower than principal arterial will be completed by 2014 year end/early 2015.
- **Community Engagement Plan Update** – in July 2014, ARC adopted a minor update to the Community Engagement Plan, primarily to incorporate consistency with State STIP amendment requirements. A major update of the CEP is targeted by 2016.

E. 2014 ARC Work Activities

The Atlanta Regional Commission annual work program, *Strategy 2015*, was adopted in December 2014. This work program details the following elements for the Center for Livable Communities (formerly the Comprehensive Planning Department):

- 1 – Research & Analytics
- 2 – Center for Livable Communities
- 3 – Natural Resources
- 6 – Transportation Access & Mobility and Mobility Services

Transportation funds are allocated to work activities under Element 6 and to some subelements under Elements 1 and 2. As ARC continues to implement the *Strategic Plan* adopted in 2011 and continues to strategically integrate and coordinate work activities across the agency, work activities and products from other Elements and subelements will continue to be combined or incorporated into the transportation function where possible.

Element 6 (see Appendix 1) – ARC transportation work activities for calendar 2015 are detailed in Element 6 of *Strategy 2015*. The goal of this element is to improve transportation facilities and services in the region through an integrated process that meets the federal transportation and air quality requirements. This element provides a comprehensive approach to transportation planning, incorporating land use, development and environmental concerns into transportation planning decision making and establishing linkages encouraged in the metropolitan planning process. Transportation subelements of Element 6 include:

- 6A - Regional Planning** (implementation of federal MPO requirements)
- 6B - Program Implementation & Partner Services** (implementation of plans and programs)
- 6C - Transportation Services** (support of regional TDM as well as mobility management and transit)
- 6D - Performance Analysis & Monitoring** (conduct of data analysis)
- 6E - Special Studies**
- 6F - Administration & Support** (public involvement, program administration)

Other ARC Subelements Providing Support (see Appendix 2) – Additionally, other ARC Work Programs outside the Transportation program provide support for the transportation process. The subelements shown below receive some transportation funding with the exception of Subelement 21P1 which is included for informational purposes.

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

1B - Geographic Information Systems - Maintains and expands ARC's geographic information system delivering extensive capabilities for the display and analysis of spatial data

1D - Travel Demand Model Development & Support - Provides for the continual enhancement of the travel demand models used to forecast regional travel demand and mobile source emissions used for the Regional Transportation Plan (RTP).

2A – Comprehensive Planning & Review - Provides coordination of regional and local planning efforts. ARC conducts reviews of local comprehensive plans and Developments of Regional Impact (DRIs). Such coordination with the local governments in the region enables ARC to stay abreast of activities within each local jurisdiction related to transportation planning issues and help ensure that these are adequately considered and coordinated through the transportation planning process.

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

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

Appendix 3A contains a cross reference of ARC cost centers as shown on each subelement in Appendices 1 and 2 to the eight metropolitan planning factors as defined in MAP-21. **Appendix 3B** contains a cross reference of these cost centers to a breakdown of federal, state and local funding budgeted to accomplish the ARC transportation work program for 2015.

Appendix 4 contains the ARC adopting resolution for the “*2015 Unified Planning Work Program for the Atlanta Region*” as well as the UPWP approval letters from the Federal Highway Administration and the Federal Transit Administration.

Appendix 5 contains a detailed listing of planning activities and studies as programmed in the current TIP.

F. Planning Partner Work Activities / Accomplishments

In addition to the activities being undertaken by ARC, other transportation and air quality related planning activities are conducted by various ARC partner agencies involved in transportation planning. These transportation planning activities being done by other agencies are listed in the Unified Planning Work Program (UPWP). **Appendix 6** contains the 2015 goals and 2014 planning and implementation accomplishments by planning partners.



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

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APPENDIX 1
ARC TRANSPORTATION WORK PROGRAM

Appendix 1, Page

Element 6 – Transportation Access & Mobility1

Subelements:

6A - Regional Planning	5
6B - Program Implementation & Partner Services	9
6C - Transportation Services	11
6D - Performance Analysis & Monitoring	15
6E - Special Studies.....	17
6F - Administration & Support	21

The element and subelements in this appendix reflect the transportation work activities of the ARC for calendar 2014.

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

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

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**ATLANTA REGIONAL COMMISSION
2015 WORK PROGRAM**

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

MISSION

Transportation and service delivery planning in the Atlanta Region is coordinated by the ARC, the designated Metropolitan Planning Organization (MPO) for the 19-county Atlanta Region, pursuant to federal and state rules and regulations. Work activities supporting the organization’s mission are outlined in the annual Unified Planning Work Program (UPWP). ARC transportation plans must respond to federal, state and regional planning objectives. Close coordination is required with the public and other stakeholders in meeting this mission.

ARC is responsible for leading system-wide long-range planning activities, including facilitating the implementation of plans and programs through work with local governments, state, and regional planning partners. For these transportation access and mobility planning activities, focus is placed on supporting the movement of the travelling public through innovative programs, including the coordination of regional transit and human service transportation (HST) systems; supporting the Regional Transit Committee; and employing Transportation Demand and Mobility Management strategies and techniques.

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

GOALS

- Prepare a Regional Transportation Plan (RTP) that incorporates the latest Metropolitan Planning Area (MPA) as signed by the Governor in September 2014.
- Effectively begin implementation of the MAP-21 planning requirements.
- Support regional innovative, including acting as an “innovation hub” for transportation technology for the region.
- Holistically implement a regional transportation planning process that provides transportation mobility options and enhances economic vitality for the citizens of the region and State.
- Build on past successes in monitoring the implementation of PLAN 2040 by collaborating with ARC Divisions to develop an information system that provides feedback on the state of the region, including the use of regional opinion surveys.

2015 WORK PROGRAM HIGHLIGHTS

- Prepare a major update of the Regional Transportation Plan and the Transportation Improvement Program that supports the overall agency evolution and emphasis areas. The Regional Plan will respond to applicable MAP-21 planning objectives, reflect the latest MPA, and be adopted by March 2016.
- Create a Transportation Innovation Working Group to identify opportunities to lead the region in adopting state-of-the-practice technological solutions for transportation challenges.
- Maintain the current FY 2014-2019 TIP through amendments, as required, and respond to associated requests for conformity determinations for the Atlanta Nonattainment Area. Incorporate results of STP-Urban and TAP project solicitation conducted in late 2014.
- Incorporate air quality designation changes into the planning process as these are identified. Coordinate air quality requirements with respect to transportation planning with the additional two MPOs in the Atlanta Nonattainment Area.
- Conduct analysis of transportation reauthorization proposals as information becomes available, including impacts on program eligibility, funding levels, and reporting requirements.
- Effectively manage transportation committees such as the Transportation Coordinating Committee, Transportation & Air Quality Committee, Regional Transit Committee, and other subcommittees and task forces.
- Partner with the Aging & Health Resources Division on development of human services transportation call center software.
- Coordinate aspects of the region's transit service delivery that are of significance to multiple transit operators.
- Support behavior change efforts aimed at reducing single occupant vehicle use for the purpose of reducing congestion and improving air quality.
- Develop and maintain databases and technological tools that simplify and support travel planning by the general public.

2015 WORK PROGRAM SUBELEMENTS

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

2014 ACCOMPLISHMENTS

- In March 2014, adopted an update of the PLAN 2040 RTP and TIP with a conformity determination approved in April 2014. Developed and adopted RTP/TIP Amendment #1 in August 2014 with a conformity determination made in September 2014.
- Adjusted the Atlanta Metropolitan Planning Area (MPA) and received approved by the Governor of Georgia in September 2014. Began incorporation of this area into the major update of the RTP/TIP targeted for ARC adoption by March 2016.
- Updated the regional Functional Classification System based on the Atlanta Urban Area Boundary adopted in January 2013. Phase 1, principal arterials, was adopted and forwarded to GDOT in August. Phase 2, adjusting classifications below principal arterials, is targeted for submittal by 2014 year end.
- Created a Project Delivery Task Force to research best practices for improving project implementation. Recommendations are to be complete by November 2014.
- Conducted a RTP/TIP project solicitation for projects to be funded under the Surface Transportation Program Urban and the Transportation Alternatives Program. Selected projects will be programmed in the TIP in 2015.
- Partnered with the Aging & Health Resources Division on development of human services transportation call center software.
- Updated the Community Engagement Plan. A major update is targeted in early 2016.
- Continued development and enhancement of the Activity Based Model in anticipation of using the ABM for analysis in update of the PLAN 2040 RTP/TIP.
- Completed the implementation of a web based transit trip planning tool.
- Successfully executed the third annual bike challenge.
- Completed a regional fare collection and efficiency study.
- Completed the development of bus stop signage design for multi-operator stops.



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY
6A – REGIONAL PLANNING

PURPOSE

ARC, as the Metropolitan Planning Organization (MPO) for the Atlanta region, is required by federal regulation to develop and maintain a long range Regional Transportation Plan (RTP) for the 19-county area and a short-range Transportation Improvement Program (TIP), which meets requirements of the current federal transportation reauthorization bill. A major update of the RTP, including an update of planning assumptions, was completed in March 2014. This RTP meets all federal planning requirements.

An update of the RTP/TIP will occur in early 2016 in conjunction with an update and rebranding of the Regional Plan. This major update will address changes to the metropolitan planning area boundary approved during 2014, enhance technical tools and evaluation procedures, and respond to federal MAP-21 policy priorities, performance measurement, and reporting requirements.

A variety of subarea and modal planning activities will be undertaken throughout 2015 to provide input to the 2016 RTP update. ARC will work with local governments, transit operators, state agencies and other stakeholder agencies to ensure their priorities and proposed projects are considered during the update. Several work activities will require consultant assistance.

ARC will facilitate regional transit planning by fostering collaboration and coordination among the region's transit providers in the planning, financing, construction, operation, and maintenance of the region's transit system.

In addition to the deliverables listed below, other key deliverables that support the regional planning process include updates of the Regional Bicycle Transportation & Pedestrian Walkways Plan, the Metro Atlanta Freight Mobility Plan, Comprehensive Transportation Plans, the Aerotropolis Blueprint and other studies as shown in Subelement 6E.

DELIVERABLES

- Monitor ongoing discussions between Carroll County and the U.S. Census Bureau regarding the portion of the Atlanta Urban Area identified within Carroll County. If necessary, adjust the Metropolitan Planning Area (MPA) boundary.
- Prepare a major update of the RTP/TIP, for adoption by March 2016, in conjunction with the Regional Plan.

- Coordinate with the Gainesville Hall MPO and Cartersville Bartow MPO on responding to MAP-21 planning requirements, including those for transportation plans and programs and the development of performance planning metrics.
- Monitor and serve as a technical resource for federal and state initiatives on transportation legislation and funding alternatives.
- Implement Health Impact Assessment (HIA) procedures into regional planning efforts, including those for corridor assessments and activities impacting the aging population.
- Strengthen relationships with stakeholders in the bicycle and pedestrian community through the Bicycle and Pedestrian Task Force, including feedback and input in the update of the Bicycle and Pedestrian Plan.
- Emphasize the role of the MPO in furthering innovation through the establishment of a Transportation Innovative Work Group. This group will identify opportunities to implement technological solutions in addressing transportation needs, including those for the implementation of autonomous vehicles.
- Support economic competitiveness through the update of regional goods movement strategies, including a focus on understanding the needs of export-oriented businesses.
- Assertively participate during the development of MAP-21 rulemaking, including the implementation of the performance planning framework.
- Undertake subarea planning initiatives where such an approach efficiently supports the overall regional plan development process.
- Analyze transportation infrastructure resiliency and travel behavior in response to applicable federal policies on climate change and extreme weather events.
- Prepare for and participate in a successful quadrennial MPO certification process.
- Analyze changes in regulations for air quality and update planning partners, as applicable.
- Perform the necessary technical evaluations for conformity for the Atlanta Nonattainment Area for ozone (15 counties) and for particulate matter (22 counties), in support of updates or amendments of the Atlanta RTP/TIP, as well as those of the Gainesville-Hall MPO and Cartersville-Bartow MPO.

PARTNERSHIPS

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

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

COST CENTERS

- 506ALR Long Range Planning
- 506ALT Long Range Transit Planning
- 506AAQ Air Quality Planning
- 506AAT Air Quality Planning – Transit



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY
6B – PROGRAM IMPLEMENTATION & PARTNER SERVICES

PURPOSE

ARC will work cooperatively with federal, state and local transportation agencies and other project sponsors to deliver projects and programs included in the region's long range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP). ARC will ensure that the TIP is advancing the goals, objectives and priorities of the RTP. The current TIP covers fiscal years 2014 through 2019 and was adopted in conjunction with a major 2040 RTP update in March 2014.

Program Implementation involves monitoring the status of the projects and programs and being proactive in identifying and addressing related issues so that they remain on schedule and on budget. It also involves evaluating and reporting the effectiveness of projects and programs, both individually and collectively, and providing this information for use by transportation agencies, elected officials and the general public. This information is used to assess internal agency business practices, working relationships and data sharing protocols between agencies, and the effectiveness of various strategies in addressing the region's mobility, safety and accessibility needs. The analysis is then used as input back into the plan development process so that appropriate adjustments in policy direction can be made.

An emphasis area in 2015 is to continue designing and executing an action plan that leads to accelerated project delivery. ARC staff will continue to work proactively and collaboratively with local, state, and federal partners to improve delivery rates. A continued emphasis for 2015 will be placed on providing more strategic local government engagement and improved customer service for local and state planning efforts.

DELIVERABLES

- Begin a major update of the TIP, in conjunction with a major RTP update, incorporating the revised Metropolitan Planning Area. Facilitate TIP amendments as required.
- Identify potential PlanIt upgrades or project database alternatives to help support the following programming activities: on-going FTA program of projects listings, project sponsor interface enhancements for TIP funding requests, financial planning and budget scenario planning capabilities and integrated geo-spatial project data management. Any improvements identified can be implemented on an on-going or interim basis.
- Efficiently manage TIP project changes by conducting quarterly administrative modifications

and periodic amendments.

- Support the implementation of livability programs through coordination with the ARC Community Development Division and state agencies, including programming and project development activities associated with the LCI program.
- Begin a CMAQ funding solicitation in 2015.
- Improve project delivery by: (1) continuing the efforts of the Project Delivery Task Force (PDTF) and executing the 2014 action plan; (2) updating the *TIP Blueprint*; and (3) improving the TIP solicitation business rules.
- Inform policymakers and stakeholders of project implementation successes by publishing the *Breaking Ground 2014* report and other dash boards and project monitoring measures identified by the PDTF.
- Coordinate with the Community Development Division and GRTA in reviewing DRI applications and incorporation of related data into the transportation planning process, as appropriate.
- Effectively communicate key agency activities to stakeholders and the public by publishing regular updates to the *Transportation Spotlight* blog.
- Provide state-of-the-practice customer service by refocusing staff resources to increase jurisdictional support. Through jurisdiction liaison assignments, provide effective planning and provide implementation support to local governments and state partners.

PARTNERSHIPS

Internal coordination is required within all aspects of Element 6, Transportation. External coordination is also very important for this Subelement. Primary external coordination will be with the Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Atlanta Rapid Transit Authority (MARTA) and other transit service providers, Georgia Department of Natural Resources Environmental Protection Division (EPD), State Road & Tollway Authority (SRTA), U.S. Environmental Protection Agency (EPA), municipal and county governments, community improvement districts, transportation management associations, advocacy groups, neighborhood planning units, business organizations and other transportation stakeholders.

COST CENTERS

- 506BSR – Program Implementation
- 506BST – Program Implementation – Transit
- 506BLG Partner Assistance
- 506BGT Partner Assistance – Transit

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6C – MOBILITY SERVICES

PURPOSE

The goal of Mobility Services is to facilitate the movement of the travelling public within and through the metropolitan Atlanta Region. This is accomplished by supporting and coordinating the regional transit and human service transportation (HST) systems, supporting the Regional Transit Committee, and by employing Transportation Demand and Mobility Management strategies and techniques. (Transit planning is also an activity performed in support of the regional transportation planning process as reflected in Subelement 6A, Regional Planning.)

- Human Service Transportation (HST) System Support and Coordination – Collaboration with the ARC Aging & Health Resources Division and the Workforce Solutions Division as well as numerous external partners to maintain and update the regional HST Plan and to identify and fund projects and services consistent with the policy direction set by the HST Plan. In 2015, the HST Plan will be updated.
- Regional Transit System Support and Coordination – Technical support of the Regional Transit Committee (RTC) and its supporting technical committees for the purpose of fostering collaboration and coordination among the region’s transit providers in the planning, financing, construction, operation, and maintenance of the region’s transit system. Decisions made by the RTC will, as appropriate, feed into the federally mandated multi-modal regional transportation planning process.
- Transportation Demand Management (TDM) – Increase the use of alternatives to single occupancy vehicle travel in order to reduce vehicle miles traveled, relieve traffic congestion, improve air quality, and increase the efficiency and effectiveness of the region’s transportation infrastructure as well as its transit and HST systems.
- Transportation Technology – Development and maintenance of state-of-the-practice databases, technologies and communication mechanisms as well as actual dissemination of information regarding the operation of the region’s transportation system to support the ability of the traveling public to make appropriate choices about how and when to travel around and through the region.

DELIVERABLES

- Update the HST Plan and coordinate the planning process with other applicable ARC divisions.

- Facilitate the RTC and its supporting technical committees to foster collaboration and coordination among the region's transit providers in the planning, financing, construction, operation and maintenance of regional transit.
- Implement regional objectives related to reducing SOV travel by maintaining a one-stop TDM information shop for the region, administering the Guaranteed Ride Home Program, and supporting other Georgia Commute Options programs and projects.
- Provide technical and policy support to the ARC Aging & Health Resources Division in implementation of a regional mobility management function.
- Increase the accuracy of TDM program support tools through a comprehensive validation process to verify and maintain the regional rideshare database.
- Administer existing and negotiate new Transportation Management Area TDM service contracts.
- Complete an analysis of the Regional Breeze Clearinghouse and negotiate new cost and revenue sharing arrangements among the region's transit operators to support continued operation of the clearinghouse.
- Facilitate the implementation of a new multi-agency bus stop signage design.
- Develop a regional approach to marketing transit services.
- Implement TDM-based construction mitigation strategies developed in 2014.
- Produce the regional Bike Challenge.
- Maintain and enhance the regional transit data warehouse as well as the on-line transit and HST trip planning functionalities implemented in 2014.
- Host quarterly forums for software developers.

PARTNERSHIPS

The Mobility Services Division works closely with Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), Georgia Environmental Protection Division (EPD), regional Transportation Management Associations, , Federal Highway Administration (FHWA), Federal Transit Administration (FTA), ARC leadership, transit providers, transportation vendors, educational institutions, the national Association for Commuter Transportation, The Georgia Transit Association, advocacy groups for older adults and disabled people, transportation services consultants, and a wide spectrum of business, environmental, civic, and citizen interest groups.

COST CENTERS

- 406CTB Regional Transit Implementation
- 306CCC Regional Transportation Demand Management (TDM)
- 406CES Employer Services Program
- 406CTE TDM Evaluation



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

ELEMENT 6 - TRANSPORTATION ACCESS & MOBILITY

6D – PERFORMANCE ANALYSIS & MONITORING

PURPOSE

The Performance Analysis & Monitoring Section provides for the continual enhancement of the application of the travel demand model and real observed “mega-data” to understand regional transportation needs and to analyze project performance. The travel demand models are series of complex and integrated computer and mathematical programs, and their output data are used to analyze the impact of major transportation improvements on travel and development patterns, as well as the effect on mobile source emissions levels for the Atlanta Nonattainment Area. The development of analytical methods and tools requires significant data processing, quality control procedures, and sophisticated computer techniques.

The application of the tools and data will be used in regional needs assessment, scenario testing, project evaluation, transportation emissions analysis and regional performance monitoring. This supports the MAP-21 performance measurements requirements, the Atlanta Region’s transportation planning program, air quality planning, TDM analysis, and RTP/TIP update activities.

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

DELIVERABLES

- Refine the project evaluation procedures and tools, building upon “real world” data methodologies, including the FHWA developed HERE data, and implement state-of-the-practice tools and methodologies to evaluate projects.
- Begin to develop comprehensive data collection and management program that will supplement the HERE data, and will support travel demand modeling, project performance evaluation, project effectiveness, and routine traffic monitoring.
- Improve the evaluation of management and operations (M&O) projects by using macro- and mezo-level modeling software, such as PTV Vissum and Vistro.

- Refinement the Equitable Target Areas (ETAs) by working with various stakeholders. In addition, the ETAs will be incorporated into the planning process to identify needs in transportation access and mobility.
- Incorporate WEAVE into public communication of performance measures and public outreach to the identified ETAs.
- Address safety planning needs by coordinating with multidisciplinary safety committees and agencies to formally integrate safety planning into the transportation planning process. Further research and develop safety performance measures, especially by working with the Traffic Incident Management Enhancement Task Force in identifying a methodology to identify primary and secondary crashes, and their effects on non-recurring traffic delays, and effects on highway reliability.
- Identify transportation connectivity gaps in access to essential services, including those for housing, employment, health care, schools/education, and recreation.

PARTNERSHIPS

Internal coordination will be closely coordinated with Element 6 Work Programs. The GIS linkage of the transportation networks will be coordinated with the Research Division activities.

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

COST CENTERS

- 506DCM Performance Analysis
- 506DCT Performance Analysis - Transit

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY

6E - SPECIAL STUDIES

PURPOSE

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

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

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

DELIVERABLES

Special Studies - ARC-Led

- Regional Bicycle Transportation and Pedestrian Walkways Plan Update – This update of the 2007 Plan will result in inclusion of a greenway trail vision, enhanced technical analysis of existing conditions and latent demand, and funding priorities based on MAP-21 and PLAN 2040 goals and emphasis areas.
- Metro Atlanta Freight Mobility Plan Update – Increase regional economic competitiveness, while improving safety and congestion relief, by updating the Atlanta Regional Freight Mobility Plan. Key emphasis areas include 1) addressing MAP-21 planning requirements, 2) responding to the Regional Economic Competitiveness Strategy recommendations, and 3) coordinating regional freight strategies with the State Freight & Logistics Plan and State Rail Plan.
- Regional Mobility Management Call Center Software – The Transportation Access and Mobility Division will continue to support refinement and maintenance of the one-click software developed in 2014 under the Veteran’s Community Living Initiative through a grant

jointly managed by the ARC Mobility Services Division and ARC Aging & Health Resources Division.

- Eco-Logical Regional Ecosystem Framework Project – ARC received an FHWA grant in 2013 to develop protocols, in coordination with the City of Atlanta, linking economic factors with infrastructure ecology to enhance environmental, land use and transportation decision-making within the Proctor Creek Environmental District. This work is being managed by the ARC Natural Resources Division.
- Aerotropolis Blueprint - ARC is serving as support staff for the newly formed Aerotropolis Alliance, which seeks to improve the economic vitality and infrastructure in the general vicinity of Hartsfield Jackson Atlanta International Airport. A first step in 2015 towards development of a longer-term holistic Blueprint for the area is conducting an inventory and market analysis of existing infrastructure and economic conditions.
- Regional Vision Development – Using a SHRP-2 grant awarded in Fall 2015, ARC will enhance the long range transportation planning process through development of a regional vision and development of recommended performance measures and procedures for project evaluation.

Special Studies – ARC Facilitated

- County Transportation Plan (CTP) Program – The *Mobility 2030* RTP, approved in 2004, supported development of county transportation plans as a regional objective to improve the identification of needs and priorities. This program, continued under the *Envision6* and *PLAN 2040* RTPs, helps fund county-level comprehensive transportation plans in the 19-county Atlanta region. CTPs are expected to take approximately 18 months to complete, with results from these plans used to help update future RTPs.
- Atlanta Beltline –ARC will continue to support Atlanta Beltline, Inc. and the City of Atlanta’s planning activities as additional environmental work continues, including participation in meetings and providing technical information, as appropriate.

Major Regional Studies - GDOT-Led, ARC Participating

- Revive285 Top End – Major work will occur on finalizing recommendations in 2015, leading to the development of a record of decision (ROD) submittal. ARC will work with state planning partners to incorporate recommendations, including RTP/TIP amendments, as appropriate, into the Atlanta RTP/TIP.
- Public Private Partnerships (P3s) Program - ARC will participate in studies and discussions initiated as a result of P3 proposals issued by GDOT for the Atlanta Region.
- Interstate Risk Assessment Study - The goal of Georgia Interstate Risk Assessment project is to improve how Georgia DOT makes decisions regarding the preservation of the interstate

system. This project will assist Georgia DOT in developing a preservation prioritization process that combines asset management techniques with risk management concepts.

Major Regional Studies – MARTA Led, ARC Participating

- GA 400 Corridor Transit Initiative – MARTA is conducting an Alternatives Analysis that involves investigating the need for high-capacity transit connections between the Perimeter Center area near the interchange of I-285 and GA 400 in the City of Sandy Springs and McGinnis Ferry Road in northern Fulton County. The study will result in the identification of a specific alignment and technology that best meets the transit needs for the corridor. ARC will continue supporting the planning process through participation in meetings and providing technical information, as appropriate.

PARTNERSHIPS

This Work Program will be coordinated with other subelements within Element 6, Transportation. Overall activities will also be coordinated with the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA), the Metropolitan Atlanta Rapid Transit Authority (MARTA), other transit operators, local governments and private interests. For special studies conducted by ARC, consultant support will be used.

COST CENTERS

- 306ECP County Transportation Plan (CTP) Program
- 406ECP County Transportation Plan (CTP) Program
- 506ECP County Transportation Plan (CTP) Program
- 406EBL Atlanta Beltline Project
- 506ESH – SHRP-2 Planning



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

ELEMENT 6 – TRANSPORTATION ACCESS & MOBILITY
6F – ADMINISTRATION & SUPPORT

PURPOSE

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

Transportation Community Engagement – Community Engagement is an integral part of the transportation planning process as defined in MAP-21. The framework for the Atlanta Regional Commission’s transportation-related community engagement activities is outlined in the 2014 Regional Community Engagement Plan (CEP). The CEP includes a feedback mechanism for public comments and a process to evaluate the effectiveness of the community engagement activities.

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

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

Administration - The main objective of this work program task is to carry out the general coordination, administrative and management tasks essential to maintain the 19-county Atlanta Transportation Management Area. These activities are structured by federal regulations, most notably the transportation reauthorization bill, professional planning standards, and an ethic of collaborative decision-making. Specific activities include regular support to the formal transportation planning process, and management and coordination of Unified Planning Work Program activities. This work task also encompasses information management both to the public and ARC’s planning partners.

DELIVERABLES

Transportation Community Engagement

- Begin initial work for the full update of the Community Engagement Plan scheduled for 2016.
- Conduct public outreach for amendments and updates to the Regional Plan RTP and TIP, with a major update targeted for adoption in early 2016.
- Expand external partnerships and facilitate the Community Engagement Network.
- Enhance social equity outreach through the Equitable Target Area research and quarterly meeting of an advisory group hosted in tandem with the Poverty Subcommittee of the Community Resources Committee (formerly Environmental and Land Use Committee).
- Enhance the transportation interactive, community-based website for input into the planning process and distribution of transportation planning information.
- Continue on-going evaluation and implementation of public involvement techniques to remain on the leading edge of community involvement and planning.

Program Administration & Maintenance

- Manage the 2015 Unified Planning Work Program and develop the 2016 UPWP. Provide detailed reports on work activities covered under grants and contracts as required.
- Facilitate and support committees, subcommittees, task forces, etc., associated with the ARC Transportation Access & Mobility Division and Mobility Services Division work scopes as detailed in the UPWP.
- Incorporate new areas in the Atlanta metropolitan transportation planning boundary as approved by the Governor in August 2014, into the federal transportation planning process.
- Administer and maintain the Atlanta Region Functional Classification System and the Atlanta Intermodal Connectors.
- Prepare for and support the conduct of a 2015 Planning Process Certification Review by the FHWA/FTA Team.
- Facilitate staff development through participation or attendance in national, state and local organizations and participation in educational opportunities.

PARTNERSHIPS

Internal coordination is required within all aspects of Element 6, Transportation.

External coordination is also very important for this Subelement. Primary external coordination will be with the Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Atlanta Rapid Transit Authority (MARTA) and other transit service providers, Georgia Department of Natural Resources

Environmental Protection Division (EPD), State Road & Tollway Authority (SRTA), U.S. Environmental Protection Agency (EPA), municipal and county governments, community improvement districts, transportation management associations, advocacy groups, neighborhood planning units, business organizations and other special interests.

COST CENTERS

- 506FPI Community Engagement
- 506FPT Community Engagement - Transit
- 506FAM Program Support & Administration
- 506FAT Program Support & Administration - Transit



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

APPENDIX 2
OTHER SUPPORTING ARC WORK ACTIVITIES

	<u>Appendix 2, Page</u>
Subelements:	
1A - Estimates and Forecasts	1
1B - Geographic Information Systems	3
1D Travel Demand Model Development & Support	5
2A - Comprehensive Planning & Review	7
2B - Regional Plan Development	9
2C - Livable Centers Initiative (LCI)	11

The subelements in this appendix reflect the work activities to be performed in calendar 2014 by other divisions of the ARC in support of the Transportation Access & Mobility Division.

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

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



2015 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

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ELEMENT 1 - RESEARCH & ANALYTICS

1A - ESTIMATES AND FORECASTS

PURPOSE

This work provides a broad and consistent base of demographic, economic and land-related information to support the Commission's comprehensive and specific functional plans, implementation strategies, and policies and enable the role of the agency as an innovation hub for our region. ARC-provided estimates and forecasts are an important element in the transportation, land use, and natural resources planning processes and serve as an asset for economic development programs. The resulting statistical profile of the Atlanta Region is also widely used by other public agencies, local governments and the private sector.

Overall, the data and analyses from the data help directly define the assets of the region, assist in accurate community self-identification, provide the foundation for creation of a regional identity, and reduce barriers for cohesive regional planning efforts. In 2015, the Division will continue to take a regional leadership role in innovative data visualization.

DELIVERABLES

- Develop major jurisdiction-level estimates of population as of April 1, 2015 for the Region, its counties, and the City of Atlanta. Develop 2014 small-area estimates of population and housing for the Region, its counties, cities, Superdistricts, census tracts and traffic analysis zones (TAZs) as needed.
- Develop small area employment estimates for the State of Georgia for planning use.
- Continually explore and track acquisition of outside data series (from third-party vendors) across divisions and department to identify new opportunities to drive policy debate and leverage effective application of data in existing policy discussions.
- Support regional decision-making by maintaining the REMI Policy Insight/TranSight regional forecast model(s) and by updating/ developing other models as needed.
- Maintain, update and enhance the PECAS spatial economic allocation model for use in forecasting and RTP development.
- Serve as the go-to regional resource for demographic and economic analysis by updating existing *Regional Snapshot* reports and producing new reports. Produce the *2015 Cities and Towns Report* and *The Quarter* e-newsletter.



2015 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

- Explore collaborative (internal) development of a work program for offering and marketing fee-for-service work to external clients; analysis “tools” could involve REMI and third-party data products.

PARTNERSHIPS

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

COST CENTERS

- 501AA Estimates & Forecasts
- 501AT Estimates & Forecasts – Transit

ELEMENT 1– RESEARCH & ANALYTICS

1B – GEOGRAPHIC INFORMATION SYSTEMS (GIS)

PURPOSE

The Research & Analytics Division maintains and enhances ARC’s geographic information systems (GIS), a key tool in turning data into information by allowing decision-makers to visualize data. ARC’s GIS capabilities continue to innovate as more and more of our GIS resources are being disseminated online as easy-to-use interactive tools. Our online visualization tools will further enhance ARC’s standing as a leader in data visualization and analysis by building new state of the art tools, to include other custom web portals and mobile web applications.

DELIVERABLES

- Maintain and develop digital inventories of key regional infrastructure, including LandPro, up-to-date city boundaries, community facilities, new annexations and vast amount local government spatial data necessary for the development of regional planning, forecasting and modeling efforts (ABM, PECAS).
- Develop and deploy innovative new tools to store, disseminate and display data, such as ESRI’s Spatial Database Engine (SDE) enterprise data management system and implementing state-of-the-practice open data portal.
- Collaborate with key stakeholders for shared learning and to position ARC as a go to resource for spatial data, including continued outreach efforts through the Atlanta Region GIS Users Group (ARGIS), and the ongoing Cooperative Aerial Imagery Purchase Program

PARTNERSHIPS

Atlanta Region GIS Users Group, the State GIS Coordinating Committee, the Georgia Association of Regional Commissions and local governments.

COST CENTERS

- 501BA GIS Administration
- 501BT GIS Transportation
- 501BE GIS Enterprise
- 501BS GIS - Transit



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

ELEMENT 1 - RESEARCH & ANALYTICS

1D – TRAVEL DEMAND MODEL DEVELOPMENT & SUPPORT

PURPOSE

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

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

DELIVERABLES

- Deploy an updated air passenger model for the Hartsfield Airport. Incorporate new data (from surveys and new datasets) into the modeling process.
- Refine long range and short range project evaluation methodology, including the incorporation of mesoscopic & microscopic (dynamic traffic assignment {DTA}) modeling analysis tools. DTA innovation will be supported by a \$700K SHRP grant, for which ARC was selected, as part of a competitive, national application process.
- Maintain, update and pursue innovative enhancement of the Travel Demand Model via model calibration and validation. Complete transition to the Activity Based Model. Integrate with other model update efforts, e.g., PECAS, MOVES, etc.
- Continue the interdisciplinary education of the modeling staff; conduct one-on-one model training.
- Conduct quarterly meetings of the Model Users Group.

PARTNERSHIPS

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

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

COST CENTERS

- 501DM Model Development & Support
- 501DT Model Development & Support – Transit
- 501DS SHRP2 Model Development

ELEMENT 2 – COMMUNITY DEVELOPMENT
2A – COMPREHENSIVE PLANNING & REVIEW

PURPOSE

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

ARC is required to provide assistance for local governments to complete the required Comprehensive Plans under DCA rules for the Georgia Planning Act. ARC has completed plans for the City of Douglasville, Douglas County, City of Lake City, City of Duluth and City of Berkeley Lake. Community Development has provided Planning Assistance Teams to a number of local governments in recent years. Currently work is underway with local governments in Fayette County, South Fulton County and the City of Atlanta.

ARC undertakes regional planning responsibilities for many issues including coordination with local governments, Regional Resource planning, historic preservation, housing/foreclosure issues and local Comprehensive Plan assistance. ARC has undertaken a quarterly Regional Housing Forum event since 2003 with a group of partner organizations. ARC has also supported local governments dealing with issues from housing foreclosures through the regional Piece by Piece initiative.

The Regional Resource Plan was completed in 2010 and implementation began in 2011. ARC has undertaken activities to provide new resources and assistance to local governments to further goals in the Resource Plan including strategies for managing development in rural areas, protection of historic resources and acquiring greenspace.

A key element of PLAN 2040 and Georgia DCA rules is providing assistance to local governments to meet the Minimum Performance Standards of PLAN 2040. ARC has received Assessments from half of the region's local governments to determine the actions, training or assistance that will further PLAN 2040 and document local implementation.

DELIVERABLES Upon request complete basic Local Comprehensive Plans.

- General technical assistance to support local implementation of PLAN 2040.
- Conduct Developments of Regional Impact (DRI) reviews.
- Annual DRI and Comprehensive Plan Workshops.
- Administer Planning Assistance Teams upon request of local governments
- Activities and technical assistance to implement the Resource Plan.
- Regional Housing Forums and support to regional housing foreclosure efforts.
- Conduct Area Plan Reviews (APR).
- Coordinate as necessary historic preservation forums and issues.

PARTNERSHIPS

This subelement will be coordinated with local government officials, other Regional Commissions, ARC staff and the Georgia Department of Community Affairs.

COST CENTERS

- 502ARC Review and Comment
- 502ART Review and Comment
- 502AAM DCA – Planning Implementation Strategy for Region
- 502AWP DCA – Regional Planning and Priorities
- 502API DCA – Regional Plan Implementation
- 502APR DCA – Local Plan Preparation
- 502ADR DCA – Review and Consultation
- 502AIG DCA – Mapping
- 502APC DCA – Planning Capabilities
- 602AAM DCA – Planning Implementation Strategy for Region
- 602AWP DCA – Regional Planning and Priorities
- 602API DCA – Regional Plan Implementation
- 602APR DCA – Local Plan Preparation
- 602ADR DCA – Review and Consultation
- 602AIG DCA – Mapping
- 602APC DCA – Planning Capabilities

ELEMENT 2 – COMMUNITY DEVELOPMENT
2B – REGIONAL PLAN DEVELOPMENT

PURPOSE

This subelement provides for maintenance of metro Atlanta’s Regional Plan. ARC develops the Regional Plan under Georgia DCA rules adopted in 2008 to promulgate the 1989 Georgia Planning Act. ARC as the Regional Commission completes a Regional Plan and ensures the plan is coordinated with the Regional Transportation Plan (RTP) as well as local government planning activities. This subelement will include a substantial amount of work updating PLAN 2040 and the implementation strategy - Regional Agenda.

The ARC Board adopted the PLAN 2040 “Regional Plan” in June of 2011. ARC is required to update the Regional Plan and specifically outline through a 5-year work program, local government implementation and through partner organizations. ARC will also outline and evaluate annually how the agency and local governments have undertaken implementation.

This subelement supports coordination with the RTP, updates to the PLAN 2040 forecast coordination with local governments and other planning activities. The Community Development Division supports the monthly Land Use Coordinating Committee (LUCC) meeting of local government planning staff and provides primary support to the Community Resources Committee (formerly Environment and Land Use Committee (ELUC)) of the ARC Board.

ARC leads a transit oriented development (TOD) “Collaborative” to improve the capacity for MARTA rail stations to accommodate new growth. The TOD Collaborative includes MARTA staff as well as the Urban Land Institute, Partnership for Southern Equity, etc. The TOD Collaborative has a broad work program and has received financial support from the Ford Foundation.

The PLAN 2040 Resource Plan provides the framework for ARC’s work undertaking natural, cultural and historic resource protection activities. Updates to the Unified Growth Policy Map (UGPM) and Development Guide provide coordination with local governments and direction on the types of development that are encouraged in various locations across the region.

DELIVERABLES

- Updated PLAN 2040 Regional Agenda, UGPM, Development Guide, Local Implementation and Partner organization work program documents.
- Support RTP process and development of forecasts.

- Tracking of local government greenspace and preservation activities including GIS data.
- Implementation of PLAN 2040 through local governments and non-profit organizations.
- Support TOD related work including the “TOD Collaborative”
- Administration and program development in support of LUCC.
- Support and administration of the Community Resources Committee (formerly Environment and Land Use Committee (ELUC)).

PARTNERSHIPS

This subelement will be coordinated with local government officials, general public, ARC staff, CRC (formerly ELUC) and the LUCC.

COST CENTERS

- 502BPL Regional Development Plan Implementation
- 502BTP Land Use and Transportation Planning Coordination
- 502BTT Transit Oriented Development Planning
- 502BGS Greenspace Planning
- 502BTC TOD Collaborative
- 502BHP Historic Preservation Project

ELEMENT 2 – COMMUNITY DEVELOPMENT

2C – LIVABLE CENTERS INITIATIVE (LCI)

PURPOSE

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

As the MPO, ARC has annually allocated \$800,000 for planning studies (\$1 Million including local match) and committed \$500 million of transportation project construction funds through 2040 for the LCI program. The program has been very successful as evidenced by national awards and semi-annual LCI Implementation Reports. Since 1999, 116 LCI study areas have undertaken a plan and 93 supplemental studies completed.

The LCI program planning funds are directed to local governments to encourage redevelopment in areas with existing infrastructure as well as create new housing and transportation accessibility in regional centers and select corridors. LCI studies have been conducted in all of the primary employment centers and urban locations of the Atlanta region.

Community Development has produced six (6) LCI Implementation Reports between 2004 and 2013. The reports demonstrate that local government's value and implement the LCI program. The LCI Implementation Reports document substantial progress in building new development and transportation projects in LCI areas.

The LCI program is the region's primary support to undertake Transit Oriented Development (TOD). Nine transportation projects valued at \$33 million have been directed to TOD area in 2012. These projects will be flexed to the Federal Transit Administration (FTA) and the time required for pre-construction activities cut by half. ARC also coordinates extensively with MARTA, local governments and other partner organizations to undertake TOD planning.

ARC provides substantial support to local governments to build transportation projects funded through the LCI Program. ARC has a full-time staff person working directly with local governments and Georgia DOT on permitting and coordinating all aspects of project development. ARC has assisted local governments and developed a good understanding of project construction issues through the LCI program. The transportation project support work through LCI is documented in the LCI Breaking Ground Reports.



2015 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

LCI funds have been distributed to 106 transportation projects in 63 LCI communities (74 LCI projects completed or under construction). A call for projects will be held in Fall 2014 for projects that have been identified in LCI plans.

DELIVERABLES Study documents, information, resources and training to implement new strategies in corridors, activity and town centers.

- Specific implementation support including planning and regulatory assistance as well as transportation projects in LCI communities.
- Completed LCI transportation projects, new development and supportive local actions.

PARTNERSHIPS

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

COST CENTERS

- 402CAS Livable Centers Initiative (Subgrants)
- 502CAT Livable Centers Initiative (Program Management)
- 502CAS Livable Centers Initiative (Subgrants)

APPENDIX 3

**3A - CROSS REFERENCE OF WORK ACTIVITIES AND
METROPOLITAN PLANNING FACTORS**

3B - PLANNING FUNDS DISTRIBUTION

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APPENDIX 3A
CROSS REFERENCE OF WORK ACTIVITIES AND METROPOLITAN PLANNING FACTORS

Metropolitan Planning Factors in MAP-21

- 1 - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- 2 - Increase the safety of the transportation system for motorized and nonmotorized users;
- 3 - Increase the security of the transportation system for motorized and nonmotorized users;
- 4 - Increase the accessibility and mobility of people and for freight;
- 5 - Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7 - Promote efficient system management and operation; and
- 8 - Emphasize the preservation of the existing transportation system.

Subelement - Title - Applicable Cost Center(s)	Metropolitan Planning Factor							
	1	2	3	4	5	6	7	8
Element 1: Research & Analytics								
1A - Estimates & Forecasts - 501AA, 501AT	X			X		X	X	
1B - Geographic Information Systems - 501BT, 501BS						X	X	X
1D - Model Development & Support - 501 DM, 501DT, 501DS	X	X	X	X	X	X	X	X
Element 2: Community Development								
2A - Comprehensive Planning & Review - 502ARC, 502ART	X			X	X	X	X	X
2B - Regional Plan Development - 502BPL, 502BTP, 502BTT	X			X	X	X	X	X
Element 6: Transportation Access & Mobility								
6A - Regional Planning - 506ALR, 506 ALT, 506AAQ, 506AAT	X	X	X	X	X	X	X	X
6B - Implementation & Partner Services - 506BSR, 506BST, 506BLG, 506BGT	X	X	X	X	X	X	X	X
6C - Mobility Services - 306CCC, 406CTB	X	X	X	X	X	X	X	X
6D - Performance Analysis & Monitoring - 506DCM, 506DCT				X	X	X	X	
6E - Special Studies - 306ECP, 406ECP, 506ECP, 406EBL	X				X	X	X	
6F - Administration & Support - 506FAM, 506FAT, 506FPI, 506FPT	X	X	X	X	X	X	X	X

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**APPENDIX 3B
PLANNING FUNDS DISTRIBUTION**

Cost Center	Sub-Element	Federal Funds				State Funds		From Local Govt	ARC Funds				Total
		PL	MP	UAF	STP	To match PL	To match MP		To match PL	To match MP	To match STP	To match UAF	
ARC Transportation Division													
506ALR	6A	\$ 1,270,062							\$ 317,515				\$ 1,587,577
506ALT	6A		\$ 257,665				\$ 32,208			\$ 32,208			\$ 322,081
506AAQ	6A	\$ 48,270							\$ 12,067				\$ 60,337
506AAT	6A		\$ 45,911				\$ 5,739			\$ 5,739			\$ 57,389
506BSR	6B	\$ 251,989							\$ 62,997				\$ 314,986
506BST	6B		\$ 138,096				\$ 17,262			\$ 17,262			\$ 172,620
506BLG	6B	\$ 222,096							\$ 55,524				\$ 277,620
506BGT	6B		\$ 185,322				\$ 23,165			\$ 23,165			\$ 231,652
406CTB	6C			\$ 639,007								\$ 159,752	\$ 798,759
506DCM	6D	\$ 249,678							\$ 62,420				\$ 312,098
506DCT	6D		\$ 128,118				\$ 16,015			\$ 16,015			\$ 160,148
306ECP	6E				\$ 800,000			\$ 200,000					\$ 1,000,000
406ECP	6E				\$ 400,000			\$ 100,000					\$ 500,000
506ECP	6E				\$ 200,000			\$ 50,000					\$ 250,000
406EBL	6E			\$ 800,000				\$ 200,000					\$ 1,000,000
506FAM	6F	\$ 747,006							\$ 186,751				\$ 933,757
506FAT	6F		\$ 128,720				\$ 16,090			\$ 16,090			\$ 160,900
506FPI	6F	\$ 228,022							\$ 57,005				\$ 285,027
506FPT	6F		\$ 102,009				\$ 12,751			\$ 12,751			\$ 127,511
Other ARC Functions Supporting the Transportation Division													
501AA	1A	\$ 1,019,970							\$ 254,993				\$ 1,274,963
501AT	1A		\$ 194,374				\$ 24,297			\$ 24,297			\$ 242,968
501BT	1B	\$ 473,306							\$ 118,327				\$ 591,633
501BS	1B		\$ 198,355				\$ 24,794			\$ 24,794			\$ 247,943
501DM	1D	\$ 723,818							\$ 180,955				\$ 904,773
501DT	1D		\$ 204,813				\$ 25,602			\$ 25,602			\$ 256,017
502ARC	2A	\$ 74,197							\$ 18,549				\$ 92,746
502ART	2A		\$ 49,577				\$ 6,197			\$ 6,197			\$ 61,971
502BPL	2B	\$ 591,014							\$ 147,754				\$ 738,768
502BTP	2B	\$ 216,223							\$ 54,056				\$ 270,279
502BTT	2B		\$ 245,006				\$ 30,626			\$ 30,626			\$ 306,258
Total		\$ 6,115,651	\$ 1,877,966	\$ 1,439,007	\$ 1,400,000	\$ -	\$ 234,746	\$ 550,000	\$ 1,528,913	\$ 234,746	\$ -	\$ 159,752	\$ 13,540,781

Other Sources		
502CAT	2C	STP / Local
306CCC	6C	CMAQ
406CES	6C	CMAQ
406CTE	6C	CMAQ
403BEC	3B	FHWA/SHRP2
501DS	1D	FHWA/SHRP2
506ESH	6E	FHWA/SHRP2

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

Revised 6/30/15 to include 506ESH - SHRP2 grant for \$300,000

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APPENDIX 4

ARC Adoption of the 2015 UPWP - December 3, 2014

USDOT Approval – December 5, 2014

By agreement with the Federal Transit Administration Region 4, the Federal Highway Administration Georgia Division approves the UPWP on behalf of both groups.

Andy Edwards, Planning Team Leader, FHWA Georgia Division, 12/5/14



**2015 UNIFIED PLANNING WORK PROGRAM
for the Atlanta Region**

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ATLANTA REGIONAL COMMISSION

**A RESOLUTION ADOPTING THE
2015 UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the Atlanta Regional Commission is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Atlanta Metropolitan Area Boundary which includes all or portions of 19 counties; and

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

WHEREAS, the **2015 Unified Planning Work Program (UPWP)** was developed pursuant to federal requirements in a cooperative manner with the State, public transit operators and other planning partners; and

WHEREAS, the 2015 UPWP includes the following:

- Excerpts from “Strategy 2015,” adopted by ARC on December 3, 2014, that describe ARC’s transportation-related work activities for calendar 2015;
- 2014 transportation-related accomplishments and 2015 transportation-related goals and objectives from each of the counties within the planning area as well as the City of Atlanta, public transit operators, and state planning partners; and
- Applicable studies programmed in the FY 2014-2019 TIP.

NOW, THEREFORE, BE IT RESOLVED that the Atlanta Regional Commission adopts the 2015 Unified Planning Work Program; and

BE IT FURTHER RESOLVED that the ARC authorizes staff to take all necessary administrative actions to administer and implement the 2015 Unified Planning Work Program.

I do hereby certify that the foregoing resolution was adopted by the Atlanta Regional Commission on December 3, 2014.



Robin Rutherford, ARC Assistant Secretary

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

Georgia Division

December 5, 2014

61 Forsyth Street
Suite 17T100
Atlanta, Georgia 30303
Phone: 404-562-3630
Fax: 404-562-3703
Georgia.fhwa@fhwa.dot.gov

In Reply Refer To:
HPE-GA

Mr. Douglas R. Hooker
Executive Director
Atlanta Regional Commission
40 Courtland Street
Atlanta, GA 30303

Dear Mr. Hooker:

The following is in response to our receipt of the Atlanta Regional Commission's Final Calendar Year 2015 Unified Planning Work Program (UPWP). Upon our review, we have determined that the document satisfies the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 420, 49 CFR Part 18, and other pertinent legislation, regulations, and policies.

The Final Calendar Year 2015 UPWP reflects \$6,115,651 of programmed PL Funds for planning activities for the Atlanta Regional Commission. These funds are available upon an approved authorization. Expenditure invoicing and progress reports should be submitted quarterly, with copies to the Federal Highway Administration. Expenditures incurred without prior authorization will not be reimbursed.

If you have any questions please contact Ms. Tamara N. Christion at 404-562-3690.

Sincerely,

Rodney N. Barry, P.E.
Division Administrator

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**APPENDIX 5
PROGRAMMED PLANNING ACTIVITIES & STUDIES,
PLAN 2040 FY 2014-2019 TIP**

Appendix 5 lists planning activities and studies that are programmed in the current Transportation Improvement Program using **Federal Highway Administration (FHWA)**, state or local funds.

Allocation of available **Federal Transit Administration (FTA)** funds to regional planning partners was shown in this appendix in prior years, however, this information is no longer included as it is available as an appendix to the Transportation Improvement Program. The TIP appendix also provides details of how the allocated funding is used. See the link “Transit in the TIP Appendix” at www.atlantaregional.com/tip to access FY 2014-2019 TIP Appendix A-5, Transit Program of Projects.

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**APPENDIX 5
PROGRAMMED PLANNING ACTIVITIES AND STUDIES
with Federal, State and Local Funds**

Key: SFY = State of Georgia fiscal year, July 1st to June 30th
 FFY = Federal fiscal year, October 1st to September 30th
 STP Urban = surface transportation program urban funds, (M230), administer by FHWA

Project #	Study	Lead	SFY	Cost, \$000	Deliverable	Completion Date
AR-004 series	County Comprehensive Transportation Plan (CTP) Assistance Program	Atlanta Regional Commission	2015 2016 2017 2018 2019	625 2,187 1,875 2,500 2,500 (STP Urban)	Provides funding to local governments to augment the transportation elements of their Comprehensive Plans for a comprehensive evaluation and selection of projects within the cities and the county. Funds were allocated as follows: <ul style="list-style-type: none"> • 2008 - Barrow, Fayette, and Rockdale • 2009 - Forsyth and North Fulton • 2011 - DeKalb and South Fulton • 2012 - Cobb, Coweta, Henry and Paulding • 2013 - Barrow, Bartow, Cherokee, Spalding and Walton • 2014 – Atlanta, Gwinnett, Clayton and Newton • 2015 –Douglas, Rockdale 	12/31/08 - 12/31/19
AR-001 series	Livable Centers Initiative (LCI) Planning Program	Atlanta Regional Commission	2015 2016 2017 2018 2019	1,250 1,250 1,250 1,250 1,250 (STP Urban)	Provides funding of the ARC's successful Livable Centers Initiative program geared toward the study of transportation investments that would link land-use and transportation.	12/31/19



2015 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

Project #	Study	Lead	SFY	Cost, \$000	Deliverable	Completion Date
AT-268	US 41 (Northside Drive) from Whitehall Street/ I-20 to I-75	GDOT	2017	5,000 (STP - Statewide)	This project will collect data for the US 41/Northside Drive corridor including traffic analysis, initial environmental screenings, survey, utilities information, and public input as well as collect all the previous planning studies regarding this area. The project team will consider many improvements for the corridor and analyze potential impact on traffic, cost, and the environment. The outcome will be a recommendation for the Department to consider moving forward with a select group of improvements in the short term, medium term, and long term.	

**APPENDIX 6
PLANNING PARTNER
2014 Accomplishments & 2015 Goals**

Table of Contents

TRANSIT OPERATORS.....	1
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA)	1
CHEROKEE AREA TRANSPORTATION SYSTEM (CATS).....	14
COBB COMMUNITY TRANSIT (CCT)	15
DOUGLAS COUNTY RIDESHARE	15
GRTA VANPOOL.....	16
GRTA REGIONAL XPRESS SYSTEM.....	16
GWINNETT COUNTY TRANSIT (GCT)	17
CITIES.....	19
ATLANTA, FULTON & DEKALB COUNTIES	19
JOHNS CREEK, FULTON COUNTY.....	21
ROSWELL, FULTON COUNTY	22
SANDY SPRINGS, FULTON COUNTY	23
COUNTIES.....	25
BARROW COUNTY	25
BARTOW COUNTY.....	26
CHEROKEE COUNTY.....	27
CLAYTON COUNTY	28
COBB COUNTY	30
COWETA COUNTY	32
DEKALB COUNTY.....	35
DOUGLAS COUNTY	36
FAYETTE COUNTY	38
FORSYTH COUNTY.....	40
FULTON COUNTY	42
GWINNETT COUNTY	43
HENRY COUNTY	44
NEWTON COUNTY.....	45
PAULDING COUNTY	46
ROCKDALE COUNTY	49
SPALDING COUNTY	50
WALTON COUNTY.....	51



2015 UNIFIED PLANNING WORK PROGRAM for the Atlanta Region

STATE AGENCIES.....	53
GEORGIA DEPARTMENT OF NATURAL RESOURCES, ENVIRONMENTAL PROTECTION DIVISION (EPD).....	53
GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT).....	54
GDOT PLANNING	54
GDOT INTERMODAL	56
GDOT MAINTENANCE	58
GDOT TRAFFIC OPERATIONS	58
GDOT TRANSPORTATION DATA.....	59
GEORGIA REGIONAL TRANSPORTATION AUTHORITY (GRTA)	60
STATE ROAD & TOLLWAY AUTHORITY (SRTA).....	62

**APPENDIX 6
PLANNING PARTNER
2014 Accomplishments & 2015 Goals**

Calendar **2014 Accomplishments** and **2015 Goals & Objectives** for Atlanta Region planning partners, which includes both transportation planning and implementation, are provided in this appendix. In addition, planning partners will support the activities related to Livable Center Initiative (LCI) grants awarded to town centers or activity centers within their jurisdictions. Planning partners will also participate in the development of the Regional Development Plan.

TRANSIT OPERATORS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA)

2014 Accomplishments– MARTA

- Regional Transportation Planning
 - Participated in regional transit related activities with ARC, GRTA, GDOT, and local jurisdictions.
 - Participated in support activities associated with the Regional Transit Committee.
 - Coordinated with major stakeholders.
 - Participated in other regional transportation initiatives/planning studies.
- Expansion Studies
 - Continued, as directed by the MARTA Board of Directors, the development of expansion corridors.
 - Initiated the Clifton Corridor Transit Initiative - Environmental Review.
 - Continued the I-20 East Corridor Transit Initiative – Environmental Review.
 - Completed the GA 400 Corridor Transit Initiative - Alternatives Analysis.
- Service Planning and Scheduling
 - Continued to address On Time Performance (OTP) issues throughout the system in conjunction with Operations, to increase OTP from 76% to 78% in the coming year. OTP is currently over 78%.
 - Prepared a plan and started implementing service in December 2013 to invest \$4 M into the rail and bus service to restore ridership and encourage choice riders. Rail service improvements were implemented in December 2013. Bus service improvements increased midday and weekend bus service.

- Identified efficiencies in service delivery and acted upon findings, i.e., identified routes that can afford a reduced non-peak direction frequency and adding trips to the peak direction without costing additional vehicles.
- Insured that three General Mark-ups were successfully completed in FY 2014.
- Continued to more fully utilize the Trapeze Blockbuster software to improve runcut efficiency.
- Improved collaboration between Service Planning/Scheduling and Operations through monthly coordination meetings and a regular review of needs by both parties.
- Continued to reach out to jurisdictions to be more involved in zoning and development approvals as they pertain to transit needs.

- Transit Oriented Development Initiatives
 - Secured agreements for public use of MARTA Park & Rides as it pertains to MAP 21. The MARTA Board adopted a policy of “Reasonable Access to MARTA Intermodal Facilities” on June 5, 2014.
 - Coordinated with ARC’s Livable Centers Initiatives.

- Bus Stop/Benches & Shelters
 - Integrated bus stops into new streetscapes and streetcar operations along the Atlanta Streetcar alignment (effective in May 2014 mark-up).
 - Initiated plan reviews to integrate bus stops into roadway improvement projects on Ponce de Leon Avenue, Joseph E. Boone Boulevard, Northlake Mall area, Old National Highway, and Peachtree Road.
 - Worked jointly with GRTA and the City of Atlanta to integrate bus stops into the Peachtree Center Avenue cycle track proposal.
 - Continued working with Trapeze to finalize Bus Stop Manager customizations and SOW.
 - Participated in ARC’s Unified Bus Stop Signage Design Project Committee as a team member and technical advisor.
 - Continued to evaluate and identify the need for additional shelters.
 - Purchased and installed 17 bus shelters and 7 benches.

- Long Range Capital Improvement Planning
 - Continued to refine the inventory and condition assessment of existing assets.
 - Continued implementing the tools, systems and processes necessary to integrate the asset inventory and condition assessment with the long-range capital improvement program.
 - Continued to develop a long-range capital improvement program to maintain and improve the transit system, comply with regulatory requirements, enhance and expand the system.
 - Continued studies to expand the transit system.

- Capital Projects
 - Continued construction of two pedestrian bridges at the Buckhead Station North Entrance.
 - Continued design-build efforts for the Brady Mobility Facility.
 - Continued design efforts on the Hamilton Bus Facility.
 - Continued installation of AC Track Circuits and Train Alert Lights.
 - Continued replacement of running rails in trackway and switch cross-ties at MARTA's rail yards and mainline.
 - Continued replacement efforts for all System-wide Tunnel Lighting.
 - Continued design efforts for Uninterrupted Power Supply (UPS) and Traction Power Substation projects.
 - Selected final proponents; negotiated payment and contract terms for Best and Final Offer; for the AVIS (Audio Visual Information Systems) contract.
 - Continued to implement the Fire Protection System Upgrade project.
 - Continued the construction of the CCTV Expansion Project.
 - Continued installation of CCTV Camera on all bus vehicle fleets.
 - Completed construction of the IOC (Integrated Operations Center) and associated EOC (Emergency Operations Center). Began supporting activities relating to move-in effort.
 - Continued design efforts for the Rehabilitation of Tunnel Ventilation Fans.
 - Continued the installation of the CNG Protection System.

- Community Outreach
 - Conducted public hearings and public meetings to meet requirements for citizen input.
 - Conducted community exchange meetings in the service sub-areas to receive community service needs, establish community buy-in for service proposals, and to provide information on MARTA in general.
 - Addressed community concerns regarding service as needed.
 - Researched and prepared policy recommendations, as requested, on matters that impact the Authority.
 - Participated in regional planning partner community outreach efforts.
 - Continued community education program to educate and raise awareness regarding MARTA services.

- Financial Planning Activities
 - Continued activities related to financial analysis, organizational assessment, cost containment strategies, long-term/short-term financial decisions, alternative funding sources and support, strategic planning, developers impact planning, pollution prevention planning, safety and health planning, long range capital improvement planning, security activities/planning, marketing strategy, grant planning, organizational planning and facilities utilization planning.
 - Developed the new Fare Policy.

- Involved APTA in the benchmarking process and obtained peer agency support for benchmarking purposes on a continual basis.
- Facilitated monthly Senior Staff/CEO Team organizational performance reviews.
- Maintained and updated the Balanced Scorecard toolset.
- Validated performance data Authority-wide.
- Managed the Strategic Key Performance Indicators (KPIs), in accordance with the Authority's Strategic Plan.
- Conducted various Performance Optimization and Efficiency studies.
- Forecasted passenger and revenue, monthly and annual.
- Analyzed and validated passenger and revenue statistical trending.
- Integrated service-level statistics.
- Performed pricing strategy analysis.
- Provided financial support for transit oriented development (TOD) activities.
- Provided planning/strategy development for the long-term/short-term energy program.
- Continued activities related to business transformation program implementation/transition.
- Continued planning, strategic development, and execution of the short/long term debt programs and cash/investment portfolio management.
- Converted variable rate debt program to floating rate note mode.
- Replaced letter of credit based debt issues with debt types not requiring letters of credit support.
- Performed financial planning and support effort for expansion studies.
- Performed financial planning and support effort for Regional Transit Committee activities.
- Continued to participate in planning and review of financial impacts of proposed. Reauthorization legislation for transportation funding bill being developed by Congress.
- Continued to participate in the financial planning subcommittee activities for the regional transportation planning effort.
- Continued to coordinate with the State, the Federal Transit Administration (FTA), and other regional partners for joint grant funding project planning.
- Mystery Customer Program Survey & Studies
 - Facilitated 10 ADA compliance meetings during fiscal year 2014, with the Mystery Customer Contractor, middle management, and front-line employees to increase ADA compliance in bus, rail and mobility. The results of these meetings yielded:
 - An extensive review of ADA announcements on rail due to insufficient time for rail operators to make all required ADA announcements between Rail stops;
 - Exploring the possibility of uploading the ADA Bus announcements into the National Transit Database (NTD) system to ensure all bus operators have access to the correct announcement sheets.
 - Increased bus/rail ride checks by the Mystery Customer Program staff.

- Educated front-line employees through one-on-one counseling; attending safety meetings and providing technical assistance and guidance to middle management resulted in an 18% increase in MARTA's overall program compliance during fiscal year 2014.
- Completed a multi-year solicitation for the Mystery Customer Program in December 2013. Once the bidding took place, the proposals were reviewed by the Source Evaluation Panel (SEP) on April 30, 2014. As a result of bids received, solicitation will be repeated to secure a more diverse pool of prospective bidders and to garner a true competition. The current contract will be extended for nine (9) months to allow for this re-solicitation.
- A Mystery Customer Program on-board training kit was designed to ensure minimum interruption between contractors. This training kit was utilized during FY 2014 and reduced the on-boarding time by 50%.
- During FY 2014, Mystery Customer Program staff performed reviews. Front-line employees identified as failing to comply with the ADA and Consent Decree requirements were disciplined in accordance with the Consent Decree. One hundred eighty or 26% of front-line employees who were "shopped" received a Written Warning which is the first step in the progressive discipline. Only 13 or 2% of employees who were "shopped" progressed to the second step in the progressive discipline and received a Written Final Warning plus individualized training from Mystery Customer staff. All information provided during the training sessions, is intended to correct the behavior of such front-line employees with respect to ADA compliance and educate them on their roles and responsibilities under the ADA and the Consent Decree.
- Service Monitoring Unit
 - Completed data collection, processing, and reporting of FY 2014 NTD Bus Mode (Average Trip Distance Length Report) alternate day 3/4 trips for MARTA's annual submission to FTA.
 - Continued to provide Title VI Assessment ridership analysis (by Mark-Up) including the supplemental reports to stakeholders (Ridership by Route, Stop, Trip, Trip and Stop, and Wheelchair Usage).
 - Continued to support Automated Vehicle Locator (AVL) Sustainability, Route Management, System Health Monitoring (SHMT) Teams, OTP Taskforce and OTP Consultant with diagnostic reports, resolution of system issues, Transit Master corrective measures, and root-cause analysis. Continued to assess system performance, track issues and provide recommendations for improvements.
 - Continued to analyze and report daily, weekly, monthly, and quarterly Bus On-Time Performance Reporting - assessment/root cause analysis of missed time-points, trend line analysis of underperforming routes to meet the FY 2014 target of 76%. Provided assistance to the OTP consultant, performed special analysis of Underperforming Routes, and validated AVL data with manual data in partnership with stakeholders including Bus Operations, Planning and IT. Updated 100% Deadhead mileage in the Transit Master/Route Manager.

- Conducted quarterly (weekday) and semi-annually (Saturday and Sunday) Rail maximum load location passenger checks in order to determine line loads, load factors and crush-load to support service adjustments and mark-up changes. Completed line-load trend analysis requested by the Rail Operations and Fleet Management Study.
- Conducted manual data collection of North/South maximum load location stations to determine impact of the 10-minute headway effective May 17, 2014.
- Continued to process ridership information thru RSM software and provide core ridership information to stakeholders for public hearings, mark-up changes and new service initiatives.
- Transit Analysis Unit
 - Performed monthly calculation and analysis of Bus and Rail Service Supplied (revenue and total miles and hours) in support of monthly and annual NTD submissions and in support of internal KPIs.
 - Calculated annual Bus and Rail Fixed Guideway Service Level splits in support of annual NTD submission.
 - Calculated/analyzed monthly Bus and Rail Service Consumed (Unlinked Passenger Trips, Passenger Miles Traveled, and Passenger Revenue) in support of monthly and annual NTD submissions, in support of internal KPIs, and in support of Budget process.
 - Annual external audit performed of office procedures for developing and reporting Rail and Bus Service Consumed, Service Supplied, and Fixed Guideway splits for NTD data submission, in support of maintaining MARTA's federal funding. Produced annual submission of responses to Issues produced by federal NTD data tracking system. During FY 2014, provided information and expertise in support of Triennial Review site visit conducted by FTA contractors.
 - Performed semi-annual analysis and presented ridership trends in conjunction with trends in service calendar pass usage, weather events, special events, unemployment rate, and gas price, to the MARTA Board Planning & External Relations Committee.
 - Maintained and used the Patronage Forecasting Model to produce forecasts of ridership and passenger revenue, in support of Budget process, in support of Fleet Management Plan baselines, and in support of detailed projections for internal KPIs.
 - Maintained and used the Fare Elasticity Model to assess effects of proposed changes in fare structure, as well as to provide input to Title VI Assessment of proposed fare changes.
- Transit Research Unit
 - Used the Passenger Environmental Study (PES) program in the audit of stations, buses, and rail cars. The information assists stakeholders with monitoring cleanliness, appearance, customer information, equipment functionality and the overall station operation.

- Tracked changes in customer perception through the Quality of Service Survey (QOS) including Mobility and Half-Fare. It also assists in designing initiatives and setting priorities for future service improvement programs.
- Developed a QOS Demographic Profile of MARTA Riders by station which summarizes who our riders are for each of the 38 Rail Stations.
- Performed a Systemwide Factors Study which provides information related to customer travel patterns, transfer activity, and fare payment. These reports allow the Transit Analysis unit to estimate ridership by fare payment method which is reported to FTA and APTA.
- Performed a Rail Parking Count which is used by TOD, Planning and other departments to assess customers parking needs at MARTA rail stations.
- Performed an AVL Bus Automatic - Analysis of Bus route announcements as required by of FTA ADA Compliance, which is used to validated operator's guidelines and procedures for mandatory announcements made by either operators or the PA system.
- Performed an Analysis of Rail announcements as required by FTA ADA Compliance. Data is used to validated operator's guidelines and procedures for mandatory announcements made by either operators or the PA system.
- Safety & Quality Assurance Program and Environmental Protection
 - Reviewed and revised as appropriate the System Safety Program Plan, Hazard Management Plan, and Accident/Incident Investigation Plan.
 - Developed, implemented, and managed a comprehensive Department of Safety and Quality Assurance (DSQA) corrective action database, perform trend analysis and data reporting.
 - Promoted an internal safety culture to provide a safe environment for MARTA employees, passengers, and the general public.
 - Began the development of a comprehensive Environmental Inspection Program Plan, which integrates the principles of hazard management in all environmental compliance programs.
 - Partnered with Operations to identify strategies to reduce accident/incident rates through hazard management, training and safety awareness programs.
 - Reviewed MARTA Emergency Response Spill plans, the MARTA System Safety Program Plan, the MARTA Distraction Avoidance Policy, and the MARTA Accident/incident Investigation Management Procedure, and revise as appropriate.
 - Facilitated internal and external audits and reviews.
 - Executed MARTA's 2014 Safety Award Program for safe operator recognition.
 - Completed the ISO 14001 Certification of the MARTA Armour Yard Rail Car Facility.
 - Ensured regulatory compliance with the GDOT Program Standard for Rail Safety and Security Oversight.
 - Continued safety certification and quality assurance of the Train Control Systems Upgrade and Fire Protection Upgrade projects.

- o Improved the process of the Bus/Rail receiving inspections of life/safety and critical components by partnering with internal stakeholders.

2015 Goals and Objectives – MARTA

- Regional Transportation Planning
 - o Participate in regional transit related activities with ARC, GRTA, GDOT, and local jurisdictions.
 - o Participate in support activities associated with the Regional Transit Committee.
 - o Coordinate with major stakeholders.
 - o Participate in other regional transportation initiatives/planning studies.
- Expansion Studies
 - o Continue, as directed by the MARTA Board of Directors, the development of expansion corridors.
 - o Continue the Clifton Corridor Transit Initiative - Environmental Review.
 - o Continue the I-20 East Corridor Transit Initiative – Environmental Review.
 - o Initiate the GA 400 Corridor Transit Initiative – Environmental Review.
 - o Based on voter and MARTA Board approval initiate planning activities for implementation of commuter rail or high capacity rail in Clayton County.
- Service Planning and Scheduling
 - o Continue to address On Time Performance (OTP) issues throughout the system in conjunction with Operations, to maintain OTP over 78% in the coming year.
 - o Continue a Comprehensive Operations Analysis (COA) of the MARTA service and identify efficiencies in service delivery and route alignment and act upon findings over the next 10 years as funding allows.
 - o Work with GRTA to insure MARTA service restructure (COA) will complement GRTA Comprehensive Operation Analysis findings that are also ongoing.
 - o Work with City of Atlanta to reduce congestion at the Five Points MARTA station
 - o Insure that three General Mark-ups are successfully completed in FY 2015.
 - o More fully utilize the Trapeze Blockbuster software to improve runcut efficiency.
 - o Reduce service cost per hour by 5%.
 - o Continue work between Service Planning/Scheduling and Operations through a review of needs by both parties.
 - o Investigate utilization bus to block procedures.
 - o Regularly attend Safety Committee meetings and analyze comments and recommendations
 - o Reach out to jurisdictions to be more involved in zoning and development approvals as they pertain to transit needs.
 - o Based on voter approval and MARTA Board approval, implement new transit service in Clayton County starting in FY 2015.

- Establish a Transit Development Plan (TDP) including a ten-year unconstrained plan and a five-year financially constrained plan.
- Transit Oriented Development Initiatives
 - Support any infrastructure needs such as replacement parking structures to support the Joint Development initiatives at Avondale, Brookhaven / Oglethorpe University, Edgewood / Candler Park, King Memorial, and other stations in coordination with the Office of TOD and Real Estate.
 - Continue to coordinate with ARC's Livable Centers Initiatives.
- Bus Stop/Benches & Shelters
 - Support start of service in Clayton County by locating and coordinating installation of bus stops along new routes.
 - Complete work with Trapeze and installation of Bus Stop Manager software.
 - Start comprehensive system-wide inventory of bus stops and surroundings.
 - Start system-wide replacement of bus stop signage using a design based on the RTC Unified Bus Stop Signage Design Project recommendation.
 - Continue to engage local governments and conduct plan reviews to properly integrate bus stops into roadway and streetscape construction projects.
 - Standardize signage and improve service information at stops in the Five Points area.
 - Continue to evaluate and identify the need for additional shelters.
 - Purchase and install up to 10 to 15 new non-advertising bus shelters per year.
- Long Range Capital Improvement Planning
 - Continue to refine the inventory and condition assessment of existing assets.
 - Continue implementing the tools, systems and processes necessary to integrate the asset inventory and condition assessment with the long-range capital improvement program.
 - Continue to develop a long-range capital improvement program to maintain and improve the transit system, comply with regulatory requirements, enhance and expand the system.
 - Continue studies to expand the transit system.
- Capital Projects
 - Complete all supporting efforts for the newly opened pedestrian bridges at the Buckhead Station North Entrance project.
 - Continue design-build efforts for the Brady Mobility Facility.
 - Advertise the contract for the Hamilton Bus Facility.
 - Continue installation of AC Track Circuits and Train Alert Lights.
 - Continue replacement of running rails in trackway and switch cross-ties at MARTA's rail yards and mainline.
 - Continue replacement efforts for all System-wide Tunnel Lighting.
 - Continue design efforts for UPS and Traction Power Substation projects.

- Award the AVIS (Audio Visual Information Systems) contract and start Implementation activities.
- Continue to implement the Fire Protection System Upgrade project.
- Continue the construction of the CCTV Expansion Project.
- Continue installation of CCTV Cameras on all bus vehicle fleets and begin rail car installation.
- Complete all supporting efforts for the IOC (Integrated Operations Center) and associated EOC (Emergency Operations Center), and turnover to the TCSU (Train Control System Upgrade) project for installation and testing.
- Award contract for the Rehabilitation of Tunnel Ventilation Fans.
- Continue the installation of the CNG Protection System.

- Community Outreach
 - Conduct public hearings and public meetings to meet requirements for citizen input.
 - Conduct community exchange meetings in the service sub-areas to receive community service needs, establish community buy-in for service proposals, and to provide information on MARTA in general.
 - Address community concerns regarding service as needed.
 - Research and prepare policy recommendations, as requested, on matters that impact the Authority.
 - Participate in regional planning partner community outreach efforts.
 - Continue community education program to educate and raise awareness regarding MARTA services.

- Financial Planning Activities
 - Continue activities related to financial analysis, organizational assessment, cost containment strategies, long-term/short-term financial decisions, alternative funding sources and support, strategic planning, developers impact planning, pollution prevention planning, safety and health planning, long range capital improvement planning, security activities/planning, marketing strategy, grant planning, organizational planning and facilities utilization planning.
 - Develop and communicate the Fare Change Strategy for the next fiscal year.
 - Involve APTA in the benchmarking process and obtain peer agency support for benchmarking purposes on a continual basis.
 - Facilitate monthly Senior Staff/CEO Team organizational performance reviews.
 - Maintain and update the Balanced Scorecard toolset.
 - Validate performance data Authority-wide.
 - Manage the Strategic Key Performance Indicators, in accordance with the Authority's Strategic Plan.
 - Conduct various Performance Optimization and Efficiency studies.
 - Forecast passenger and revenue, monthly and annual.
 - Analyze and validate passenger and revenue statistical trending.

- Integrate service-level statistics.
- Perform pricing strategy analysis.
- Provide financial support for TOD activities.
- Provide planning/strategy development for the long-term/short-term energy program.
- Continue activities related to business transformation program implementation/transition.
- Continue planning, strategic development, and execution of the short/long term debt programs and cash/investment portfolio management.
- Convert variable rate debt program to floating rate note mode.
- Replace letter of credit based debt issues with debt types not requiring letters of credit support.
- Perform financial planning and support effort for expansion studies.
- Perform financial planning and support effort for Regional Transit Committee activities.
- Continue to participate in planning and review of financial impacts of proposed Reauthorization legislation for transportation funding bill being developed by Congress.
- Continue to participate in the financial planning subcommittee activities for the regional transportation planning effort.
- Continue to coordinate with State, FTA, and other regional partners for joint grant funding project planning.
- Mystery Customer Program Survey & Studies
 - Implement a multi-year Mystery Customer Program contract and have the contractor functioning with minimum interruption to the program.
 - Identify, target and educate front-line employees failing to comply with the ADA mandates.
 - Conduct quarterly Mystery Customer Program outreach sessions for front-line personnel, educating personnel on the importance of the ADA/CD, Service Policies and their role in the successful improvement of ADA compliance and Service Policies.
 - Develop a recognition program to acknowledge front-line employees who exhibit outstanding ADA compliance and Customer Service.
- Service Monitoring Unit
 - Complete data collection, processing, and reporting of FY 2015 NTD Bus Mode (Average Trip Distance Length Report) alternate day 3/4 trips for MARTA's annual submission to FTA.
 - Continue to conduct year-long validation of automated systems – TrapezeITS, AVL/Automated Passenger Counter (APC) and *Breeze* system; continue to validate new series buses.
 - Continue to support AVL Sustainability, Route Management, System Health Monitoring (SHMT) Teams and OTP Committee with data analysis, diagnostic reports and corrective measures for Transit Master/Route Manager. Continue to resolve issues posted in the Data Issue Repository (DIR). Continue to assess system performance, track issues and provide recommendations for improvements.

- Continue to analyze and report daily, weekly, monthly, and quarterly Bus On-Time Performance Reporting - assessment/root cause analysis of missed time-points, trend line analysis of underperforming routes to meet FY 2015 target of 76%. Provide Benchmark Study update and perform special studies/analysis and validation of AVL data with manual data. Continue to work in partnership with stakeholders including AVL Team, Bus Operations, Planning and IT. Conduct information sessions at garages and share with operators and supervisors critical issues impacting On Time Performance.
- Conduct quarterly systemwide parking capacity and usage (by tag registration) for MARTA and non-MARTA service areas. Continue to respond to stakeholders' request for parking capacity as well as usage information.
- Conduct the quarterly reciprocal ridership update for GRTA, Cobb, and Gwinnett; continue to track new locations for out-of-county boarding and alighting activity.
- Conduct quarterly (weekday) and semi-annually (Saturday and Sunday) Rail maximum load location passenger checks in order to determine line loads, load factors and crush-load to support service adjustments and mark-up changes. Provide special line-load trend analysis for Rail Operations, Planning, and Police; Provide support to Fleet Management Team.
- Transit Analysis Unit
 - Perform monthly calculation and analysis of Bus and Rail Service Supplied (revenue and total miles and hours) in support of monthly and annual National Transit Database (NTD) submissions and in support of internal KPIs.
 - Perform annual calculation of Bus and Rail Fixed Guideway Service Level splits in support of the annual NTD submission.
 - Perform monthly calculation and analysis of Bus and Rail Service Consumed (Unlinked Passenger Trips, Passenger Miles Traveled, and Passenger Revenue) in support of monthly and annual NTD submissions, in support of internal KPIs, and in support of the Budget process.
 - Perform an annual external audit of office procedures for developing and reporting Rail and Bus Service Consumed, Service Supplied, and Fixed Guideway splits for NTD data submission, in support of maintaining MARTA's federal funding. Provide annual responses to Issues produced by federal NTD data tracking system.
 - Perform semi-annual analysis and presentation of ridership trends in conjunction with trends in service calendar, pass usage, weather events, special events, unemployment rate, and gas price, for presentation to MARTA Board Planning & External Relations Committee.
 - Maintain and use Patronage Forecasting Model to produce forecasts of ridership and passenger revenue, in support of Budget process, in support of Fleet Management Plan baselines, and in support of detailed projections for internal KPIs.
 - Maintain and use the Fare Elasticity Model to assess effects of proposed changes in fare structure, as well as to provide input to Title VI Assessment of proposed fare changes.

- Transit Research Unit
 - Continue the Passenger Environmental Study (PES) program to audit stations, buses, and rail cars. The information assists stakeholders with monitoring cleanliness, appearance, customer information, equipment functionality and the overall station operation.
 - Perform a Quality of Service Survey (QOS) including Mobility and Half-Fare which provides a tracking instrument to examine changes in customer perception. It also assists in designing initiatives and setting priorities for future service improvement programs.
 - Develop a demographic report, QOS Demographic Profile of MARTA Riders by station, which summarizes who are riders are for each of the 38 Rail Stations.
 - Perform a Systemwide Factors Study to gather information related to customer travel patterns, transfer activity, and fare payment. These reports allow the Transit Analysis unit to estimate ridership by fare payment method, which is reported to FTA and APTA.
 - Gather Rail Parking Counts which are used by TOD, Planning and other departments to assess customers parking needs at MARTA rail stations.
 - Perform analyses of Bus and Rail announcements as required for ADA Compliance. Data is used to validated operator's guidelines and procedures for mandatory announcements made by either operators or the PA system.
 - Perform weekly monitoring and reporting of AVL / APC system KPIs in support of transition to system usage in the Bus Route Announcements Evaluation process.
 - Continue to provide internal consulting support to various major Authority departments, including the GM's Office, Executive Management Team, Training, Legal, Finance *Breeze* Committee, DEO Title VI, Human Resources, Rail, Bus Operations, Communications and External Affairs, among others.

- Safety & Quality Assurance Program and Environmental Protection
 - Continue to promote an internal safety culture to provide a safe environment for MARTA employees, passengers, and the general public.
 - Make organizational changes to the Office of Safety to streamline processes and improve efficiencies.
 - Complete the establishment of a comprehensive Environmental Inspection Program Plan, which integrates the principles of hazard management in all environmental compliance programs.
 - Continue to partner with Operations and Risk Management to identify strategies to reduce modal accident/incident rates and employee injuries through hazard management, training and safety awareness programs.
 - Develop handbooks for System Safety Programs positions.
 - Review MARTA Emergency Response Spill plans, the MARTA System Safety Program Plan, the MARTA Distraction Avoidance Policy, and the MARTA Accident/incident Investigation Management Procedure, and revise as appropriate.
 - Facilitate internal and external audits and reviews.
 - Execute MARTA's 2014 Safety Award Program for safe operator recognition.
 - Begin the ISO 14001 Certification of the MARTA Laredo Bus Facility.

- Ensure regulatory compliance with the GDOT Program Standard for Rail Safety and Security Oversight.
- Continue safety certification and quality assurance of the Train Control Systems Upgrade and Fire Protection Upgrade projects.
- Improve the process of the Bus/Rail receiving inspections of life/safety and critical components by partnering with internal stakeholders.
- Provide test documentation in support of system safety certification.
- Review and revise as appropriate Quality Assurance, Configuration Management, and Test program plans and associated procedures.
- Conduct a minimum of 12 internal quality audits.
- Continue stringent Quality Assurance oversight over the Train Control SCADA Upgrade (TCSU) project and all appropriate Capital Projects.
- Fill Office of Safety vacancies to improve the efficiency of the safety programs.
- Fill Quality Assurance vacancies and improve the Quality Assurance coverage of Capital Contract Oversight.
- Develop and implement a Quality Assurance Engineer syllabus.
- Review and revise as appropriate the System Safety Program Plan, Hazard Management Plan, and Accident/Incident Investigation Plan.
- Review and revise as appropriate the Joint Health and Safety Committee Administrative Guidelines.
- Develop, implement, and manage a comprehensive Department of Safety and Quality Assurance (DSQA) corrective action database, perform trend analysis and data reporting.

CHEROKEE AREA TRANSPORTATION SYSTEM (CATS)

2014 Accomplishments – CATS

- Increased the number of vanpools using the new provider in the CATS vanpool program.
- Worked with GRTA to maintain the existing *Xpress* routes.
- Maintained the two existing CATS fixed routes.
- Maintained the existing CATS demand response program.

2015 Goals – CATS

- Continue to increase the number of vanpools using the CATS vanpool program.
- Work with GRTA to maintain the existing *Xpress* routes.
- Maintain the two existing CATS fixed routes.
- Maintain the existing CATS demand response program.

COBB COMMUNITY TRANSIT (CCT)

2014 Accomplishments – CCT

- Upgraded the camera system on the CCT campus.
- Implemented service changes for Routes 20 and 30.
- Implemented FLEX/on demand service for south Cobb County.
- Upgraded *Breeze* on bus load process.
- Renovated CCT cash room and other renovations/improvements to the CCT complex that included new wayfaring signage.
- Repaired and replaced roof of CCT administration facility

2015 Goals & Objectives – CCT

- Initiate comprehensive operations analysis.
- Initiate asset management plan.
- Renovate the fuel island and bus wash facilities.
- Renovate the operator offices/facilities.
- Purchase 31 fixed route replacement buses.
- Implement Route 10X, including purchase of new buses for service delivery (total number of buses to be determined following completion of Route 10X Implementation Plan – see Cobb County Planning).
- Implement Route 25, including purchase of 4 new buses for service delivery.
- Install sidewalks along the north side of SR 120/South Marietta Parkway with a HAWK signal at the Marietta Transfer Center (in coordination with the City of Marietta).
- Purchase replacement vehicles:
 - 10 replacement buses for Paratransit.
 - 6 replacement supervisor vehicles (2 ADA vans, 4 supervisor vehicles).
 - 1 replacement parts truck and 2 maintenance service vehicles.
 - 2 replacement administrative vehicles.
- Implement AVL upgrades

DOUGLAS COUNTY RIDESHARE

2014 Accomplishments – Douglas County Rideshare

- Started five new vanpool routes.
- Successfully completed an FTA Drug and Alcohol Audit.
- Revised the FTA-required DBE program.
- Completed essential repairs to the Transportation Center.
- Entered into partnership with Georgia Commute Options.
- Senior adult and disabled Transportation Voucher program became fully functional.
- Initiated Transportation Services Study.

- Assisted county's Senior Citizens program in securing four 21-passenger buses.

2015 Goals & Objectives – Douglas County Rideshare

- Complete a Transportation Services Study.
- Reduce age of vanpool fleet with 10 new vans.
- Identify a mobile fare collection system for Voucher Program for implementation in 2016.
- Add five new vanpool routes.
- Secure dedicated van for dialysis patients who are part of Transportation Voucher program.
- Identify land for West Douglas park and ride lot and complete environmental assessment.
- Begin developing a plan to rebrand *Rideshare* to *Douglas Connect*.
- Work with the Risk and Safety department to develop vanpool driver training video.

GRTA VANPOOL

2014 Accomplishments– GRTA Vanpool

- Received approval to use the recently enacted MAP-21 “passenger fares as match” vanpool provision to improve the long-term financial sustainability of the Regional Vanpool Program.
- Engaged in discussions with regional partners and evaluated vanpool contract opportunities identified in the ARC Transportation Demand Management Plan. Made strategic changes to 2014 contracts based on these discussions and TDM Plan recommendations.

2015 Goals & Objectives – GRTA Vanpool

- Conduct a peer review and compare GRTA's performance against comparable regions. Use results to determine strategic changes for 2016 vanpool contracts.
- Participate in the regional Vanpool Subcommittee to ensure regional subsidy program and vendor activities are coordinated with efforts of regional partners.

GRTA REGIONAL XPRESS SYSTEM

2014 Accomplishments– GRTA Regional Xpress

- Began development of an enterprise Asset Management Program to encompass fleet, facility and technological needs.
- Updated the Capital Plan by year end to reflect the first phase findings of the Asset Management Program.
- Began a Comprehensive Operations Analysis to optimize ridership and revenue within current resource levels. Portions completed include a system-wide ride check and on-board survey of existing customers; an operations contract evaluation; development of a set of proposed service standards; development of a marketing video; start-up of a Technical

Advisory Committee of local governments transportation staff and focus groups with targeted geographic stakeholder input.

- Began project delivery on the South *Xpress* Operating Facility.
- Achieved 100% on-time scheduled preventive maintenance inspections. Initiated a scheduled PMI program for HVAC systems, an ongoing coolant hoses replacement campaign, in-house transmission replacements, and an upholstery cleaning program. Reduced transmission and differential gear oil sampling interval to identify excessive wear prior to failure.

2015 Goals & Objectives – GRTA Regional *Xpress*

- Complete the design phase and start construction of the South *Xpress* Operating Facility.
- Continue development of an enterprise Asset Management Program to encompass fleet, facility and technological needs.
- Complete the Comprehensive Operations Analysis to optimize ridership and revenue within current resource levels, including development of a *Xpress* Service Plan incorporating performance targets, operations management adjustments, market analysis results, connections to partner transit operators and GDOT's Managed Lanes Implementation Plan.
- Evaluate each coach's repair history for related failures and take appropriate corrective action. Initiate campaigns that address coach reliability and customer satisfaction. Incorporate all repairs into the PMI program for continued improvement in fleet performance.

GWINNETT COUNTY TRANSIT (GCT)

2014 Accomplishments– Gwinnett Transit

- Completed implementation of ARRA transit projects including the Transit CAD/AVL and Camera Security System and pedestrian access enhancements to bus stops on Lawrenceville Highway, Boggs Road, Buford Highway, and Oakland Park Boulevard.
- Completed design and bid documents for improvements to the Sugarloaf park-ride lot/transit center.
- Prepared task and cost estimates for state of good repair projects for Gwinnett Place Transit Center and I-85/Indian Trail and US78/Hewatt Road park-ride lots.
- Completed installation of non-advertising bus shelters.
- Solicited proposals and expect to award new contract by year end, for next 10-year Bus Shelter Advertising, Installation and Maintenance Services.
- Exercised 4th of 4 option years on current transit service contract.
- Prepared scope of work and RFP documents for next 5-year service contractor solicitation for Transit System Operation and Maintenance Services.
- Participated with regional transit partners to implement regional transit website.
- Participated with regional transit partners on *Breeze* fare collection system improvements.

- Prepared 2015 capital and operating budgets for Gwinnett County DOT Transit Division.
- Prepared new FTA Section 5307 grant application for transit assistance; prepared and submitted to FTA quarterly MPRs and FFRs on existing grants; prepared and submitted monthly and annual NTD reports; and prepared and submitted other various FTA and other federal required annual reports.
- Completed 2014 FTA Triennial Review.
- Continued oversight and performance monitoring of transit service and service contractor.
- Continued to promote and market transit service to increase ridership and revenue.

2015 Goals & Objectives – Gwinnett Transit

- Select contractor and begin construction on Sugarloaf park-ride lot/transit center improvements.
- Select contractor and begin construction on state of good repair projects for Gwinnett Place Transit Center and I-85/Indian Trail and US78/Hewatt Road park-ride lots.
- Select service contractor for Transit System Operation and Maintenance Services and initiate new contract on July 1, 2015.
- Begin purchase of replacement local buses as participants in Athens-Clarke County joint bus procurement.
- Participate with regional transit partners to audit *Breeze* clearinghouse costs.
- Participate with regional transit partners on *Breeze* fare collection system improvements.
- Prepare 2016 capital and operating budgets for Gwinnett County DOT Transit Division.
- Prepare new FTA Section 5307 grant application for transit assistance; prepare and submit to FTA quarterly MPRs and FFRs on existing grants; prepare and submit monthly and annual NTD reports; and prepare and submit other various FTA and other federal required annual reports.
- Participate in developing and evaluating the transit element of the Gwinnett County CTP.
- Continue oversight and performance monitoring of transit service and service contractor.
- Continue to promote and market transit service to increase ridership and revenue.

CITIES

ATLANTA, FULTON & DEKALB COUNTIES

2014 Accomplishments– City of Atlanta

- **Planning**
 - Adopt 5-year update to the *West Lake LCI Study*
 - Adopt 10-year updates:
 - *Bolton Road-Moores Mill Road LCI Study*
 - *Greenbriar LCI Study*
 - *HE Holmes Station LCI Study*
 - *West End LCI Study*
 - Adopt/Complete:
 - *Atlanta Streetcar Expansion Strategy (SES)*
 - *Cargo Atlanta: A Citywide Freight Transportation Strategy*
 - *Collier Village Plan*
 - Continue proactive rezoning efforts along the Atlanta BeltLine and adjacent to MARTA Rapid Rail stations to encourage transit oriented development
 - Coordinate with ARC in the implementation of PLAN 2040.
 - Coordinate with the Atlanta Beltline, Inc.
 - Coordinate with GRTA, MARTA and RTC on local and regional transit issues.
 - Coordinate with MARTA on the Atlanta BeltLine EIS, Clifton Corridor Transit Initiative and I-20 East Corridor Transit Initiative.
 - Coordinate with GDOT, FTA, and ARC in managing federal grants, state aid, and local funding for transportation projects.
 - Coordinate with GDOT, MARTA, ADID/CAP, and ARC on the planning and implementation of the Georgia Multi-Modal Passenger Terminal (MMPT).
 - Coordinate with public and private rail planning interests in order to enhance multi-modal options and preserve passenger rail services within the city.
 - Coordinate with ARC, GDOT, and the Federal Aviation Administration as it relates to accommodating future growth in aviation demand for the metropolitan Atlanta area.
- **Implementation**
 - Complete construction:
 - Atlanta Streetcar TIGER II-funded segment (and begin operations)
 - Adams Drive Bridge
 - Ansley Park Traffic Calming
 - Bolton Road-Marietta Boulevard Intersection Improvement
 - High-Priority Bicycle Projects
 - JE Lowery Boulevard (Ashby Street) – West End LCI
 - Memorial Drive Sidewalk Phases 2 and 3
 - RD Abernathy Boulevard – West End LCI projects

- Begin construction on the Atlanta BeltLine – Southwest segment
- Continue right-of-way on the Atlanta BeltLine Trail – Southeast segments
- Continue to advance, implement and refine the *Connect Atlanta Plan* through various funding programs and sources.

2015 Goals & Objectives – City of Atlanta

- Begin Atlanta Streetcar revenue service.
- Begin construction of the Atlanta BeltLine Westside Trail.
- Begin construction of the Atlanta BeltLine Eastside Trail extension.
- Conduct EA work on the Atlanta Streetcar system expansion and extension of the Downtown Atlanta Streetcar.
- Implement Bicycle Sharing within the City of Atlanta.
- Continue to advance, implement and refine the *Connect Atlanta Plan* through various funding programs and sources.
- Continue design and construction of Cycle Atlanta Phase 1.0
 - Implement cycle tracks on Peachtree Center Avenue.
 - Implement cycle track on John Portman Boulevard.
- Continue design:
 - Atlanta BeltLine City Hall East Bike and Pedestrian Plaza.
 - DL Hollowell Parkway Streetscape – Bankhead LCI.
 - Moreland Avenue at Glenwood Avenue Intersection Improvement – South Moreland LCI.
 - ML King Jr Drive Streetscape – Vine City LCI.
 - Memorial Drive Corridor Improvements projects .
 - Juniper Street Complete Street – Midtown LCI.
 - ML King Jr Drive Complete Street – Vine City LCI.
 - Peachtree Road Complete Street – Buckhead CID.
 - Ponce de Leon Avenue Complete Street – Ponce de Leon Avenue LCI.
 - Various Last Mile Connectivity, Freight Safety & Operations and Traffic Safety and Operations projects.
- Perform advance planning and design necessary to implement future phases of the Atlanta BeltLine and Streetcar network.
- Begin:
 - Citywide zoning code update
 - Revitalization of Urban Enterprise Zone Program
 - *Walk Atlanta: A Citywide Pedestrian Study*
- Coordinate with GRTA, MARTA and RTC on local and regional transit issues.
- Coordinate with MARTA on the Atlanta BeltLine EIS, Clifton Corridor Transit Initiative and I-20 East Corridor Transit Initiative.
- Coordinate with GDOT, FTA, and ARC in managing federal grants, state aid, and local funding for transportation projects.

- Coordinate with GDOT, MARTA, ADID/CAP, and ARC on the planning and implementation of the Georgia Multi-Modal Passenger Terminal (MMPT).
- Coordinate with public and private rail planning interests in order to enhance multi-modal options and preserve passenger rail services within the city.
- Coordinate with ARC, GDOT, and the Federal Aviation Administration as it relates to accommodating future growth in aviation demand for the metropolitan Atlanta area.

JOHNS CREEK, FULTON COUNTY

2014 Accomplishments – City of Johns Creek

- Finalized construction of intersection improvements along Jones Bridge at Waters Road, Buice Road and Morton Road.
- Constructed ITS improvements along Jones Bridge and Old Alabama Roads.
- Completed Concept Designs:
 - ITS improvements along State Bridge Road, Abbotts Bridge Road and McGinnis Ferry Road
 - Capacity additions along SR120 / Kimball Bridge Road from State Bridge Road to Jones Bridge Road.
 - Operation improvements along SR120 / Abbotts Bridge Road from Parsons Road to Medlock Bridge Road.
- Coordinated with GDOT on the concept design for capacity improvements along SR120 / Abbotts Bridge Road from Medlock Bridge Road to Peachtree Industrial Boulevard.
- Purchased right-of-way to construct:
 - A roundabout at the intersection of Bell and Boles Roads.
 - Two bridge replacements on Bell Road over Cauley Creek and Parson Road over Johns Creek.
 - Capacity improvements on Jones Bridge Road from State Bridge Road to SR 120/Abbotts Bridge Road
 - Operational improvements along SR 120/Abbotts Bridge Road from Jones Bridge Road to Parsons Road
- Began construction of a roundabout at the intersection of Bell and Boles Roads.
- Began construction of an additional lane southbound on SR 141/Medlock Bridge Road between Old Alabama and State Bridge Road.
- Began construction of capacity improvements on Jones Bridge Road from State Bridge Road to SR 120/Abbotts Bridge Road.
- Began constructing expansion of a TCC.
- Began Design of ITS improvements –Phase IV.
- Constructed improvements along Jones Bridge Road from Old Alabama to Waters Road.
- Constructed improvements along Old Alabama Road from Jones Bridge Road to Nesbit Ferry Road.

- Designed additional lane southbound on SR 141/Medlock Bridge Road between Old Alabama and State Bridge Road.
- Completed concept design for trail and operation improvements along Barnwell Road.
- Began scoping study for SR 141/Medlock Bridge Road between Old Alabama Road and SR 120/Abbotts Bridge Road.
- Complete design and construction of varies sidewalk / trail connections.

2015 Goals & Objectives – City of Johns Creek

- Complete construction:
 - A roundabout at the intersection of Bell and Boles Roads.
 - Additional lane southbound on SR 141/Medlock Bridge Road between Old Alabama and State Bridge Road.
 - Capacity improvements on Jones Bridge Road from State Bridge Road to SR 120/Abbotts Bridge Road
 - Expansion of TCC.
- Construct:
 - Operational improvements along SR 120/Abbotts Bridge Road from Jones Bridge Road to Parsons Road.
 - ITS improvements –Phase IV.
- Design ITS improvements along State Bridge Road, Abbotts Bridge Road and McGinnis Ferry Road.
- Completed design and begin construction of ITS improvements along State Bridge Road, Abbotts Bridge Road and McGinnis Ferry Road.
- Complete design to add capacity along SR120 / Kimball Bridge Road from State Bridge Road to Jones Bridge Road.
- Complete design for operation improvements along SR120 / Abbotts Bridge Road from Parsons Road to Medlock Bridge Road.
- Coordinate with GDOT on the construction of capacity improvements on Old Alabama Road from Buice Road to SR 141/Medlock Bridge Road.
- Coordinate with GDOT on the design for capacity improvements along SR120 / Abbotts Bridge Road from Medlock Bridge Road to Peachtree Industrial Boulevard.
- Submit for engineering funds for trail and operation improvements along Barnwell Road, and, in coordination with Duluth, construction funds for a trail across the existing Rogers Bridge over the Chattahoochee River

ROSWELL, FULTON COUNTY

2014 Accomplishments – City of Roswell

- Completed the Holcomb Bridge Road Multi-Use Path.
- Completed the Old Alabama Road/Old Alabama Road Connector Turn Lane.

- Completed the SR 120 Lane Diet (river to square trail).
- Constructed the Eves Road Orange Loop (Complete Street).
- Constructed SR 92/140 ATMS.
- Constructed the Holcomb Bridge Road/Warsaw Road turn lane.
- Constructed the westbound through lane on Holcomb Bridge Road.
- Constructed the northbound offramp improvements/Old Alabama Road trap lane removal.
- Constructed aesthetic improvements along the Holcomb Bridge Road corridor.

2015 Goals & Objectives – City of Roswell

- Begin construction of the Houze Road/Hembree Road Roundabout.
- Begin construction the Hardscrabble Road Green Loop (Complete Street).
- Begin construction on the SR 400 “Early Offramp”.
- Begin construction of Sun Valley Road, Phase 1.
- Continue design of the SR 9 Chattahoochee River Pedestrian Bridge.
- Continue design of the SR 9/Historic Gateway improvements.

SANDY SPRINGS, FULTON COUNTY

2014 Accomplishments – City of Sandy Springs

- Completed the Sandy Springs Bicycle, Pedestrian and Trail Plan.
- Installed eight bus shelters within the City Center area of Roswell Road.
- Stabilized and reconstructed Lake Forrest Road
- Constructed:
 - Abernathy linear park and greenway, Phase 4
 - Glenridge Drive sidewalks and roadway improvements, High Point Road to Royervista Drive
 - Mt. Paran Road sidewalks, Long Island Drive to Roswell Road
 - Roswell Road pedestrian enhancements and ADA upgrades from Northridge Road to Roberts Drive
- Completed design of:
 - Morgan Falls Road pedestrian enhancements
 - Roswell Road ATMS, City of Atlanta limits to Abernathy Road
 - Sandy Springs Circle, Phase 2 streetscape and sidewalk
 - Windsor Parkway Intersection realignment at Roswell Road/SR 9

2015 Goals & Objectives – City of Sandy Springs

- Complete design of:
 - Hammond Drive pedestrian enhancements
 - Hammond-Glenridge-Peachtree Dunwoody Road ATMS
 - Johnson Ferry improvements

- Mt. Vernon Highway, Bluestone Extension
- Roswell Road at Carpenter Drive realignment
- Sandy Springs Circle, Phase 1 streetscape and sidewalk
- Complete environmental assessment and design Chattahoochee River Bicycle/Pedestrian Bridge at Roswell Road/SR 9 (joint project with the City of Roswell).
- Construct:
 - Mt. Vernon Highway and Spalding Drive intersection realignment
 - Riverside Drive and Johnson Ferry Road intersection realignment and slope stabilization
 - Roswell Road ATMS, City of Atlanta limits to Abernathy Road
 - Roswell Road/SR 9 Sidewalk and streetscape from Johnson Ferry Road to Abernathy Road
 - Roswell Road/SR 9 Sidewalk and streetscape from Cliftwood Drive to Hammond Drive
 - Windsor Parkway at Roswell Road/SR 9 intersection realignment

COUNTIES

BARROW COUNTY

2014 Accomplishments– Barrow County

- Continued design work for the West Winder Bypass. Construction is proposed for Phase 1 in 2018. Phase 2 in 2018-2021, and Phase 3 for 2019-2021 and beyond.
- Continued engineering work and railroad coordination for the intersection improvements for Ed Hogan Road @ SR 8. Construction is proposed for late 2015.
- Completed LMIG patching and resurfacing of 5 county roads totaling 7.30 miles.
- Completed additional patching and resurfacing of 7 county roads totaling 13.57 miles.
- Continued maintenance of county dirt roads.
- Continued repair and maintenance of roadway drainage structures and facilities.
- Repaired and maintained bridges on various county roads.
- Upgraded signage and traffic control devices along various county roads.
- Conducted traffic studies for needed roadway improvements.
- Continued general maintenance along county roads.
- Continued roadway traffic line re-striping and pavement markings on county roads.
- Continued roadway signage upgrades and striping associated with GDOT's Off System Safety Improvement Project.
- Started update of the Barrow Comprehensive Transportation Plan.
- Started planning of a proposed road for Business Park 53, off SR 53 south near SR 316.

2015 Goals & Objectives – Barrow County

- Continue design work for the West Winder Bypass. Construction is proposed for Phase 1 in 2018. Phase 2 in 2018-2021, and Phase 3 for 2019-2021 and beyond.
- Continue engineering work, gain railroad approval, complete right of way activities and begin construction for the intersection improvements for Ed Hogan Road @ SR 8. Construction proposed for late 2015.
- Complete LMIG patching and resurfacing of 6 county roads totaling 4.84 miles.
- Complete additional patching and resurfacing of various county roads as shown on Road Improvement Plan.
- Continue maintenance of county dirt roads.
- Continue repair and maintenance of roadway drainage structures and facilities.
- Repair and maintain bridges on various county roads as shown on Road Improvement Plan.
- Upgrade signage and traffic control devices along various county roads.
- Conduct traffic studies for needed roadway improvements.
- Continue general maintenance along county roads.
- Continue roadway traffic line re-striping and pavement markings on county roads.
- Continue roadway signage upgrades and striping associated with GDOT's Off System Safety Improvement Project.

- Complete update to the Barrow Comprehensive Transportation Plan.
- Plan and begin traffic improvements and sidewalks and other pedestrian improvements along Haymon Morris Road.
- Plan intersection improvements for SR 211 at Cedar Creek Road.
- Begin proposed road project for Business Park 53.

BARTOW COUNTY

Note: Since 2004, a portion of Bartow County has been included in the Atlanta MPO based on the 2000 Census. Following the 2010 Census, on February 11, 2013, the Governor designated a new Cartersville-Bartow MPO that includes all of Bartow County. On September 4, 2014, the Governor approved a revised Atlanta MPO boundary that does not include any areas within Bartow County. In the transition period until USDOT's March 27, 2016 deadline, when the new CBMPO must develop and adopt their initial RTP and TIP, and when the ARC must develop and adopt an updated RTP and TIP that includes the revised Atlanta MPO planning area, the portion of Bartow County formerly in the Atlanta MPO boundary will continue to be reflected in the ARC's UPWP, RTP and TIP.

2014 Accomplishments– Bartow County

- Planning
 - Continued to develop the transportation planning process for the new Bartow MPO as required by federal regulation.
 - Coordinated with ARC regarding roles and responsibilities for the portion of the Atlanta Urbanized Area in Bartow County.
 - Coordinated with ARC and GHMPO regarding development of the initial RTP and TIP as required by March 2016.
- Construction
 - Completed the Highway 293 relocation.
 - Completed design of Burnt Hickory Extension to US 411.
 - Completed right-of-way acquisition for Mission Road @ Road # 3 South.
 - Began construction of Mission Road @ Road #3 South

2015 Goals & Objectives – Bartow County

- Planning
 - Continue to develop the transportation planning process for the new Bartow MPO as required by federal regulation.
 - Coordinate with ARC regarding roles and responsibilities for the portion of the Atlanta Urbanized Area in Bartow County.
 - Coordinate with ARC and GHMPO regarding development of the initial RTP and TIP as required by March 2016.

- Construction
 - Begin construction of the Burnt Hickory Extension to US 411.
 - Begin construction of the SR 3/US 41 and SR 61/US 411 ‘Cloverleaf’ interchange.
 - Begin construction on the SR 140 widening project in north Bartow County.
 - Begin construction of the Cass-White road realignment project.
 - Continue development of the SR 113/Old Alabama road widening project south of Cartersville.

CHEROKEE COUNTY

2014 Accomplishments – Cherokee County

- Planning
 - Continued to participate in the regional transportation planning process.
 - Kicked off an update to the County’s Comprehensive Transportation Plan (CTP).
 - Continued working with GDOT on design of the following:
 - SR 20 EIS.
 - SR 140 @ Little River bridge replacement project.
 - Bells Ferry Road widening project.
 - Bells Ferry Road bridge replacement project.
- Implementation
 - Began construction of:
 - SR 20 and SR 108 intersection improvement project.
 - SR 372 bridge replacement over Etowah River.
 - SR 140 @ East Cherokee Drive intersection improvement project.
 - SR 20 @ East Cherokee Drive intersection improvement project.
 - Continued to update design on Old Highway 5 @ East Cherokee Drive intersection improvement project.
 - Continued to update design on SR 140 @ East Cherokee Drive intersection improvement project.
 - Updated design and began right-of-way acquisition on SR 20 @ East Cherokee Drive intersection improvement project.
 - Commenced design on seven (7) intersection improvement projects.
 - Completed engineering and environmental permitting on the Bells Ferry LCI Enhancement project.
 - Completed 26 miles of widening and resurfacing work on 16 roadways.

2015 Goals & Objectives – Cherokee County

- Planning
 - Continue to participate in the regional transportation planning process.
 - Complete and adopt the Cherokee County Comprehensive Transportation Plan (CTP) update.
 - Continue working with GDOT on design of the following:

- SR 20 EIS.
- SR 140 @ Little River bridge replacement project.
- Bells Ferry Road widening project.
- Bells Ferry Road bridge replacement project.
- Implementation
 - Begin construction of:
 - SR 20 @ East Cherokee Drive intersection improvement project.
 - SR 140 @ East Cherokee Drive intersection improvement project.
 - Three (3) intersection improvement projects on County roadways.
 - Bells Ferry LCI Enhancement project.
 - Complete design and right-of-way acquisition on Old Hwy 5 @ East Cherokee Drive intersection improvement project.
 - Commence right-of-way acquisition on three (3) intersection improvement projects.
 - Complete 44 miles of widening and resurfacing work on various roadways.

CLAYTON COUNTY

2014 Accomplishments– Clayton County

- Continued coordination efforts with ARC, GDOT, GRTA, MARTA, and other local jurisdictions involving local and regional transportation initiatives.
- Completed a Transit Feasibility Study for Clayton County.
- Approved a Rapid Transit Operations contract with MARTA, pending final approval by the voters in November.
- Continued to work with GDOT staff on the Regional Traffic Operations Program (RTOP), with the goal of continually improving the traffic signal timing and coordination for SR 85 and SR 3/US 19/41 (Tara Boulevard). Portions of SR 139 and SR 138 were added to the program last year.
- Completed planning work for initial phase of a county-wide sidewalk/ADA improvement program. The first phase of the project will add 374 ADA compliant ramps and sidewalk at various locations to fill in the gaps.
- Completed planning/preliminary engineering work for initial phase of a county-wide bridge maintenance project. The first phase of this project will make needed repairs to 31 bridges and culverts.
- Continued work on a sign inspection, maintenance, and replacement program. A total of 34,455 signs were inspected and 4,832 signs were installed, replaced, or maintained.
- Implemented a school/pedestrian sign replacement program and replaced a total of 528 school or pedestrian signs.
- Obtained environmental approval for the Battle Creek Road – Mt. Zion Boulevard widening project.
- Completed right of way acquisition for Anvil Block Road widening project.

- Began construction of the following transportation improvement projects:
 - Clark Howell Highway Realignment
 - Mitchell's Meadows Subdivision Pavement Rehabilitation
 - Norman Drive
 - Rex Road Phase 2 Pedestrian Improvements
 - Stockbridge Road Sidewalk
 - Thomas Road Sidewalk
 - Woolsey Road Phase 2
- Completed construction of Evans Drive Improvements, Flat Shoals Road (curve realignment), and Trammel Road sidewalk project.
- Completed Full Depth Reclamation (FDR) project on Davidson Parkway.
- Resurfaced 129 streets (31 miles) via LMIG and SPLOST contracts.

2015 Goals & Objectives – Clayton County

- Continue coordination efforts with ARC, GDOT, GRGA, MARTA, and other local jurisdictions involving local and regional transportation initiatives.
- Work with federal, state, and regional transportation partners to seek additional funding opportunities for desired projects.
- Assist MARTA with implementation of a new transit system for Clayton County, pending voter approval in November.
- Continue to work with GDOT on the Regional Traffic Operations Program (RTOP).
- Begin a second phase of a county-wide sidewalk/ADA improvement program.
- Begin a second phase of a county-wide bridge maintenance project, whereby repairs will be made to an additional 20 bridges and culverts.
- Implement a program to review and install stop signs at all dual access commercial driveways that intersect county right of way.
- Complete implementation of the Clayton County ATMS – ITS Enhancement Project.
- Begin preliminary engineering work for the Valley Hill Road Bridge replacement project.
- Begin right of way acquisition for Battle Creek Road – Mt. Zion Boulevard widening project.
- Complete right of way acquisition for Flint River Road and Godby Road projects.
- Begin construction of the following transportation improvement projects:
 - Anvil Block Road (Lunsford Drive to Henry County Line)
 - Big Cotton Indian Creek Trail (GRTP Funding)
 - C.W. Grant Grade Separation at NS Railroad
 - Jesters Creek Trail Enhancements (TE Funding)
 - Panhandle Road Sidewalk
 - SR 138 @ Lake Ridge Parkway
- Complete construction of the following transportation improvement projects:
 - Lake Ridge Parkway Sidewalk
 - Mitchell's Meadows Subdivision Pavement Rehabilitation
 - Mt. Zion Boulevard (Somerton Drive to Rex Road)

- Norman Drive
- Pointe South Parkway Sidewalk
- Rex Road Phase 2 Pedestrian Improvements
- Stockbridge Road Sidewalk
- Thomas Road Sidewalk
- Woolsey Road Phase 2
- Complete Final Design Review on Thornton Blvd, Rock Cut Place, and Carnes Crossing.
- Continue road resurfacing programs with LMIG and SPLOST contracts.

COBB COUNTY

2014 Accomplishments – Cobb County

- Planning
 - Completed the Connect Cobb/Northwest Atlanta Transit Corridor Environmental Assessment.
 - Completed Cobb in Motion: 2040 Comprehensive Transportation Plan (CTP) in coordination with the cities of Acworth, Austell, Kennesaw, Marietta, Powder Springs and Smyrna.
 - Completed a comprehensive Human Services Transportation Plan.
 - Completed the South Cobb Transit Evaluation and Implementation Plan.
 - Participated in inaugural and follow-up countywide multi-use path coordination meetings organized by Cumberland CID.
 - Initiated the Cumberland Circulator Implementation Plan.
 - Initiated the Route 10X Implementation Plan.
 - Initiated planning of a south Cobb multimodal transfer facility.
 - Incorporated a complete streets implementation guide into the plan development process.
- Transportation Operations
 - Retimed traffic signal systems on 4 corridors including 40 signals.
 - Completed projects:
 - Added 26 CCTV cameras to expand the video surveillance coverage of County thoroughfare roads.
 - Added uninterrupted power supply systems to 38 traffic signals.
 - Replaced one changeable message sign (CMS) on Barrett Parkway.
 - Added 41 travel time monitoring locations to expand arterial road coverage
 - Initiated projects:
 - Upgrade traffic signal displays with the flashing yellow arrow (FYA) for safety and operational improvements and installed at 7 traffic signals.

- Expand fiber network to establish more reliable communications for traffic signals, CCTV cameras and CMS, and now 75 percent of traffic signals have been upgraded to Ethernet communications
- Sign upgrades which is 75 percent completed
- GIS crash reporting tool project

- Engineering/Construction
 - Initiated design and/or construction:
 - 38 projects from the 2011 SPLOST Program.
 - 9 projects of the remaining 2005 SPLOST Program.
 - Continued resurfacing program with 1 thoroughfare LMIG contract plus 3 local roads contracts.

- Airport (McCollum Field)
 - Completed construction of north and south parallel taxiway extensions
 - Initiated construction of a Customs Inspection Facility. Services will begin July 2015.
 - Initiated construction of new air traffic control tower with completion expected in February 2015.

2015 Goals & Objectives – Cobb County

- Planning
 - Complete the Cumberland Circulator Implementation Plan.
 - Complete the Route 10X Implementation Plan.
 - Continue to advance the Connect Cobb project.
 - Initiate preparation of an ADA Transition Plan for Public Rights of Way.
 - Initiate 5-year updates:
 - Cobb County Bicycle and Pedestrian Improvement Plan (BPIP).
 - D.L. Hollowell Parkway/Veterans Memorial Highway LCI Study, in coordination with the cities of Atlanta and Smyrna.
 - Initiate update of the Cobb County Major Thoroughfare Plan.
 - Implement recommendations of the South Cobb Transit Evaluation and Implementation Plan, including further advancement of plans for a south Cobb multimodal transfer facility.
 - Coordinate with GDOT, FTA, and ARC in managing federal grants, state aid, and local funding for transportation projects.
 - Coordinate and monitor implementation of recommendations from various local and regional planning studies, including CTP, BPIP, LCI studies and others.
 - Continue to participate in countywide multi-use path coordination meetings organized by the Cumberland CID.
 - Continue to plan for transportation alternatives for special populations and the general public under various federal, state and local funding programs.

- Continue regional and local long-range transportation planning efforts in coordination with ARC, GRTA, GDOT and MARTA.
- Transportation Operations
 - Retime traffic signal systems on 6 corridors including 62 signals.
 - Optimize SCATS adaptive signal control system on 4 corridors.
 - Complete project to upgrade CMS and replace remaining 3 signs on County thoroughfare roads.
 - Complete channelized right turn lane project at 34 traffic signals to improve operations and upgrade to current standards.
 - Complete the sign upgrade project.
 - Continue project to expand fiber network to establish more reliable communications for traffic signals, CCTV cameras and CMS.
 - Continue CCTV camera expansion project to add 25 cameras to expand video surveillance coverage of County thoroughfare roads.
 - Continue FYA upgrade project to include 10 existing traffic signals.
 - Initiate stadium event pedestrian access plan for the new Atlanta Braves development.
 - Complete GIS crash reporting tool project.
- Engineering/Construction
 - Continue to deliver the 2011 SPLOST Program by beginning construction on 24 projects.
 - Continue work on completing remaining 11 projects in the 2005 SPLOST Program.
 - Continue resurfacing program with 1 thoroughfare LMIG contract plus 2 local roads contracts.
 - Continue coordination with the Cumberland and Town Center Community Improvement Districts (CIDs) on projects in or near their districts.
- Airport (McCollum Field)
 - Continue development and implementation of a master plan for safety projects as reflected in current Airport Layout Plan, to maximize use of McCollum Field.
 - Begin construction of expansion and rehabilitation of the North Apron.
 - Begin Custom Inspection Services to allow for international flight arrivals.
 - Begin operations in the new traffic control tower.

COWETA COUNTY

2014 Accomplishments– Coweta County

- Planning
 - Adopted the update of the Coweta County Joint Comprehensive Transportation Plan (CTP).
 - Completed a Transit Needs & Feasibility Study.

- Worked with the ARC in development of the PLAN 2040 RTP update, including the FY 2014–FY 2019 TIP.
- Coordinated with federal, state, and regional partners and the local municipalities on transportation planning efforts in Coweta County.
- Continued working with federal, state and regional planning partners and local delegations to seek funding for transportation projects in Coweta County.
- Continued partnership efforts with the Clean Air Campaign.
- Worked with regional and state agencies involved in DRI review coordination within the county and the municipalities.
- Reviewed, coordinated, and developed traffic impact analyses for all rezoning, annexation, conditional use permit, and special use permit requests.
- Adopted the Newnan Town Center LCI Study (City of Newnan).
- Worked with the ARC and GDOT to update roadway functional classifications in Coweta County.
- Implementation
 - Completed environmental and preliminary engineering for the I-85 @ Poplar Road Interchange Project and began the right-of-way acquisition phase.
 - Began construction on the Newnan Bypass SE extension from Turkey Creek Road to SR 16, the widening of SR 16 from I-85 to US 29/27 Alt, and the associated improvements to US 29/SR 16 @ Pine Road.
 - Completed a study of an alternative connector route between Happy Valley Circle, US 29 and the proposed Amlajack Interchange (Madras Connector Study).
 - Held discussions with private partners to advance the supporting the road network for the I-85/Amlajack Interchange project.
 - Began the design/engineering on the county’s pilot segment of the Chattahoochee Hill Country Regional Greenway Trail earmark project.
 - Continued operations of Coweta County Transit, an FTA Section 5311 program. Worked with GDOT to purchase 3 new replacement transit buses.
 - Completed the following transportation projects within Coweta County:
 - SR 54 @ Gordon Road intersection improvements
 - Haynie Road @ Abandoned Railroad bridge replacement
 - Glen Winkles Road paving project
 - Culvert replacements on Hood Road @ Hood Branch and Wynn Road @ Caney Creek
 - Continued road rehabilitation and overlay under the LMIG program and local SPLOST program.

2015 Goals & Objectives – Coweta County

- Planning
 - Update the Coweta County Bicycle Plan routes and brochure
 - Update the Coweta County Thoroughfare and Functional Classification Plan after all regional FC updates are complete.

- Work with the ARC in the development of the RTP major update.
- Continue coordination with federal, state, and regional partners and the local municipalities on transportation planning efforts in Coweta County.
- Continue working with federal, state and regional planning partners and local delegations to seek funding for transportation projects in Coweta County.
- Continue coordination with the Clean Air Campaign on partnership efforts.
- Work with regional and state agencies involved in DRI review coordination within the county and the cities.
- Review, coordinate, and develop traffic impact analyses for all requests for rezoning, annexation, conditional use permits, and special use permits.
- Begin to prioritize multi-use path segments and loops in the Coweta County Greenway Master Plan.
- Work with Coweta County Schools on potential Safe Routes to School Programs.
- Explore other feasible LCI studies and projects in Coweta County and the municipalities.
- Implementation
 - Continue right-of-way acquisition for the I-85 @ Poplar Road Interchange Project.
 - Work with GDOT, FHWA, and private partners to advance the concept/design phase of the I-85/Amljack Interchange project.
 - Continue the design/engineering phase of the county's pilot segment of the Chattahoochee Hill Country Regional Greenway Trail earmark project.
 - Continue operations of Coweta County Transit, an FTA Section 5311 program. Explore eligible uses for FTA Section 5307/5340 transit funding.
 - Continue advancing design/engineering on SR 16 @ Pylant Street and Senoia Ivy Ridge Trail projects (City of Senoia).
 - Advance design/engineering on McIntosh Parkway: Phases 1 and 2 (City of Newnan).
 - Advance to or complete construction of the following transportation projects within Coweta County:
 - Lower Fayetteville Road @ Lora Smith Road
 - SR 34 East @ Lora Smith Road
 - Poplar Road @ Turkey Creek Road, East Newnan Road, and Martin Luther King, Jr. Drive (Five Points)
 - Corinth Road @ Belk Road and Smokey Road
 - Mt. Carmel @ Thomas Creek Bridge
 - Nixon Road and Couch Road Paving Projects
 - JD Walton Road @ Long Branch Culvert Project
 - Continue road rehabilitation and overlay under the LMIG program and local SPLOST program.

DEKALB COUNTY

2014 Accomplishments– DeKalb County

- Adopted the DeKalb County Comprehensive Transportation Plan update.
- Continued close coordination with ARC, GDOT, and GRTA on RTP/TIP projects to keep them on schedule.
- Maintained financially feasible (constrained) TIP projects.
- Continued participation on the I-20 East and Clifton Corridor studies with MARTA.
- Continue implementation and assistance for LCI communities. Seek additional project funding opportunities with upcoming LCI project selections. Complete and adopt the StoneCrest and Medline LCIs.
- Continue active participation on the Transportation Coordinating Committee and Regional Transit Committee.
- Continue implementation of the HOST program.
- Work closely with ARC and local partners in development of a Human Services Transportation Plan.
- Continue coordination and implementation of PLAN 2040.
- Continue air quality planning and outreach with ARC.
- Continue coordination with ARC on the Regional Bicycle and Pedestrian plan update.
- Enhance the efforts connecting transportation systems across and between modes in DeKalb County and adjacent jurisdictions.
- Continue land use and transportation integration.
- Continue participation in state, regional, local conferences, workshops, and meetings related to planning techniques.
- Continue partnership in the Safe Routes to School Program (SRTS) with the DeKalb County School System and GDOT.

2015 Goals & Objectives – DeKalb County

- Continue close coordination with ARC, GDOT, and GRTA on RTP/TIP projects to keep them on schedule.
- Maintain financially feasible (constrained) TIP projects.
- Continue quarterly coordination meetings with MARTA to improve transit alternatives and continue implementing the Bus Rapid Transit program.
- Continue implementation and assistance for LCI communities. Seek additional project funding opportunities with upcoming LCI project selections. Adopt the Medline LCI.
- Continue active participation on the Transportation Coordinating Committee and Regional Transit Committee and all subcommittees.
- Continue implementation of the HOST program.
- Work closely with ARC and Human Services to increase access of human services resources through provisions of information and service delivery.
- Continue coordination and implementation of PLAN 2040.

- Continue air quality planning and outreach with ARC by participating on the TCC Climate Change subgroup.
- Continue coordination with ARC on the Regional Bicycle and Pedestrian committee.
- Continue prioritizing and selecting transportation projects that are consistent with the CTP and all other adopted plans investment goals.
- Continue participation in state, regional, local conferences, workshops, and meetings related to planning transportation techniques.
- Continue partnership in the Safe Routes to School Program (SRTS) with the DeKalb County School System and GDOT.
- Continue facilitating partnerships that expand and improve all modes of service locally, regionally, and federally.
- Continue to improve and expand existing corridors by addressing capacity needs to best provide efficient connections for people to travel to work, shop and to one another by safe travels on routes with minimal congestion.
- Adopt a countywide zoning code update.
- Continue to achieve Leadership in Energy and Environmental Design (LEED) certification.
- Continue partnership with the Development Authority of DeKalb County.
- Enhance the county's interstate ramps and corridors by implementing plans of beautification in coordination with the Keep DeKalb Beautiful department.
- Coordinate with DeKalb's Green Focus initiative for continued efforts in alternative transportation resources.

DOUGLAS COUNTY

2014 Accomplishments– Douglas County

Planning

- Worked with regional partners to incorporate Douglas County's transportation planning priorities into the Regional Transportation Plan (RTP).
- Developed operational plan for Veterans Memorial Highway US 78/SR 5 to address current conditions in lieu of widening the road at this time.
- Continued technology expansions in the Douglas County TCC to enhance corridor level operations, incident management and travel monitoring.
- Continued planning activities and coordination with partner jurisdictions for the multi-county Chattahoochee Hill Country Regional Greenway Trail System.
- Started preparation and development of the scope and effort to update the Douglas County Comprehensive Transportation Plan.
- Continued planning activities for the Southern Inner Arc/Lee Road Extension project.
- Worked with local partners to begin the SR 5 Interchange Alternatives Analysis Study.

- Continued to investigate and work with Douglas County Board of Commissioners to explore local transportation funding options that are feasible and supported by the community.

Implementation

- Completed Douglas County's annual resurfacing program using state LMIG funds and local general funds.
- Implemented a county right-of-way mowing contract and a county tree removal contract using on-call services contractors.
- Implemented a calcium chloride treatment program for unpaved roads in Douglas County to reduce maintenance cycles and overall costs of unpaved roads maintenance.
- Completed the preliminary engineering for the SR 5 congestion reduction and traffic flow improvements.
- Completed the preliminary engineering for the SR 6 Thornton Road congestion reduction and traffic flow improvements.
- Completed the preliminary engineering for the Maxham Road congestion reduction and traffic flow improvements.
- Completed the preliminary engineering for the SR 92 ITS system expansion and congestion reduction and traffic flow improvements.

2015 Goals & Objectives – Douglas County

Planning

- Work with regional partners to incorporate Douglas County's transportation planning priorities into the Regional Transportation Plan (RTP).
- Work with GDOT planning staff to provide input and support for the SR 6 Access Management study.
- Continue planning for the expansion of the Douglas County ATMS plan and TCC enhancements.
- Work with GDOT to upgrade all railroad grade crossings in Douglas County and investigate the possibility of conducting a countywide railroad crossing study.
- Continue work with local partners to complete the SR 5 interchange alternatives analysis study and implementation priorities.
- Investigate and plan for EV charging station programs at Douglas County facilities and at the Multi-modal Transportation Center.

Implementation

- Complete the acquisition of remaining ROW parcels for the Lee Road Widening project in anticipation of an early 2016 project letting.
- Expand countywide mowing and calcium chloride application programs that were started and successfully implemented in 2014.
- Continue to work closely with the RTOP teams to improve operations along the SR 5 and SR 6 corridors.
- Implement the SR 92 ITS system expansion and traffic flow improvements.

- Partner with GDOT to implement a QR project on SR 5 at Wesley Pond Apartments entrance.
- Work with and support GDOT during the implementation of the SR 92 relocation project.
- Continue to work with and support GDOT to conclude the Interstate 20 at Lee Road interchange upgrade expected to be completed in late 2015.
- Continue to work to complete preliminary engineering for congestion reduction and traffic flow improvement projects along SR 6, Maxham Road and SR 5.

FAYETTE COUNTY

2014 Accomplishments–Fayette County

- **Planning**
 - Continued expansion of path system within the unincorporated county and cities. Established uniform standards for golf-cart operation among the various municipalities, advanced several path projects, and developed plans with the Board of Education to make the Starr’s Mill High School campus golf-cart accessible.
 - Advanced a design-built path project along Redwine Road with GDOT.
 - Completed PE and initiated ROW acquisition for traffic signal installation at Harp Road and SR 85.
 - Continued work with City of Fairburn and GDOT on the SR 74/I-85 interchange project. FHWA approved the Concept Report. Secured funding for PE and ROW for Partial Cloverleaf option. The South Fulton CID is developing architectural and landscape enhancements for the project.
 - City of Fayetteville and Fayette County further developed comprehensive plans for a pedestrian bridge over SR 54 and supporting system of paths connecting medical, retail, school and residential developments.
 - Fayette County opted-out of the Federal-aid program for the East Fayetteville Bypass and is instead advancing the project using local SPLOST dollars.
 - Initiated design work on two dams, both located under County roads.
 - Completed design work on several drainage improvement projects, including Quail Hollow, Lawson Lane and Oak Street.
 - Working with GDOT on consideration of a roundabout on SR 92 south of Fayetteville.
- **Implementation**
 - Completed new-road construction of 1.5-mile section of Veterans Parkway from Eastin Road to Lee’s Mill Road.
 - Opened a new roundabout at intersection of Veterans Parkway and Lee’s Mill Road.
 - Completed construction of new bridge over Whitewater Creek.
 - Completed bridge replacement on Kenwood Road over Morning Creek.
 - Completed bridge replacement and road realignment of Westbridge Road over Morning Creek.

- Completed ROW acquisition for McIntosh Road Bridge replacement project over the Flint River.
- Completed several stormwater infrastructure upgrades, including Kirley Road, Old Mill Court, and Brittany Way.
- Completed road improvement and paving work on Valleywood Road in Tyrone.
- Continued on-going, resurfacing of local roads and incorporated some different preservation/rehabilitation techniques with goal of providing asset management in a more cost-effective manner.
- Provided support to City of Fairburn for Johnson Road/Bohannon Road bridge replacement project. Construction began in summer 2014.

2015 Goals & Objectives - Fayette County

- **Planning**
 - Adopt access management policies for key corridors within the unincorporated county.
 - Establish a County Transportation Planning & Safety Committee to assist in assessment and prioritization of unincorporated transportation projects.
 - Advance design of an interchange project of SR 74 and I-85. Maintain regional support for project and finalize landscape/architectural enhancements.
 - Identify prioritized list of County-wide path projects.
 - Advance design of the East Fayetteville Bypass.
 - Work with GDOT to initiate PE on an Ebenezer Church Road Bridge replacement over Whitewater Creek.
 - Work with GDOT to complete design of safety improvements at SR 92 and Antioch/Harp/Seay/Lockwood road intersections.
 - Advance the pedestrian bridge project over SR 54. Continue coordination with Fayetteville and private-sector stakeholders in the area.
- **Implementation**
 - Start construction on the City of Fayetteville's Hood Avenue Connector / SR 92 realignment project.
 - Complete road construction activities for Harp Road and SR 85.
 - Complete the Johnson Road/Bohannon Road Bridge replacement with the City of Fairburn.
 - Work with GDOT to improve level of service for mowing and trash-pickup on State Routes.
 - Complete Federal-Aid resurfacing of Brooks-Woolsey, Hwy. 85 Connector, and Ebenezer Road.
 - Initiate construction of the Redwine Road path project.
 - Initiate construction of McIntosh Road bridge replacement project.

FORSYTH COUNTY

2014 Accomplishments–Forsyth County

- **Planning**
 - Awarded RFP for the Forsyth County Bike/Ped update.
 - Continued implementation of the Forsyth County SPLOST Road Program including intersection improvements, safety and alignment projects, culvert and bridge reconstruction projects and major road improvements.
 - Continued to participate in the regional transportation planning process.
 - Continued short-term and long-term GIS projects.
- **Implementation**
 - Completed bridge replacement and re-alignment project on Dr. Bramblett Road at Settingdown Creek.
 - Completed construction of Big Creek Greenway Trail, Phase IV, from Bethelview Big Creek Trailhead to Johnson Road for a distance of 2.85 miles.
 - Awarded contract for the construction of McFarland Road/Shiloh Road 5' sidewalk from Ronald Reagan Boulevard to Shiloh Road.
 - Awarded contract for FY 2014 Resurfacing Program.
 - Awarded design of McGinnis Ferry Road at GA 400 Interchange.
 - Completed 110 miles of striping.
 - Let to bid and awarded contracts:
 - Intersection Project - Old Alpharetta Road @ Caney Road/Pine Grove Road with traffic signal
 - Culvert Projects:
 - Parks Road @ Six Mile Creek
 - Buford Dam Crossing @ Lake Lanier
 - Major Road Widening:
 - Union Hill Road/Mullinax Road widening from McFarland Parkway to SR 9
 - Old Atlanta Road, Phase II widening, from Sharon Road to Nichols Road.
 - Old Atlanta Road, Phase III widening, from St. Marlo to McGinnis Ferry Road.
 - Castleberry Road widening from city limits to Highway 9.
 - Awarded Design Contracts
 - Intersection Projects
 - John Burruss Road @ Karr Road
 - Bannister Road @ Elmo Road
 - Wallace Tatum Road @ Wright Bridge Road and @ Burnt Bridge Road
 - Holbrook Road @ Burnt Bridge Road
 - SR 369 @ SR 9
 - Settingdown Road @ Martin Road
 - SR 20 @ Woodland Hill Drive
 - Sidewalk Projects

- Nichols Road – Old Atlanta Road to Nichols Drive, and Nichols Road to James Burgess
- Majors Road – Post Road to Big Creek Greenway
- Caney Road – Brookwood Road to Old Alpharetta Road
- Old Alpharetta Road – Caney Road to SR 141
- Majors Road – SR 141 to Ronald Reagan Boulevard
- Completed Acquisition of Right of Way
 - Bethelview Road, Phase II, from Castleberry Road to SR 20.
 - Union Hill Road/Mullinax Road widening project from McFarland Parkway to SR 9.
 - Big Creek Greenway, Phase V
 - Old Atlanta Road, Phase II, from Sharon Road to Nichols Road.
 - Old Atlanta Road, Phase III, from St. Marlo to McGinnis Ferry Road

2015 Goals & Objectives –Forsyth County

- Planning
 - Continue implementation of the Forsyth County SPLOST Road Program including intersection improvements, safety and alignment projects, culvert and bridge reconstruction projects and major road improvements.
 - Continue to participate in the regional transportation planning process.
 - Continue short-term and long-term GIS projects.
- Implementation
 - Complete construction of the McFarland Road/Shiloh Road 5' sidewalk from Ronald Reagan Boulevard to Shiloh Road.
 - Award contract and let to bid construction of Big Creek Greenway, Phase V from Kelly Mill Road to Sawnee Mountain Preserve on Spot Road.
 - Award contract for FY 2015 Resurfacing Program.
 - Complete 110 miles of striping.
 - Let to bid and award reclamation project contracts on Heardsville Road and Settingdown Road:
 - Begin acquisition of Right of Way for Sharon Road widening project from SR 141 to Old Atlanta Road.
 - Complete Design and Begin Right of Way Acquisition:
 - Intersection Projects
 - John Burruss Road @ Karr Road
 - Bannister Road @ Elmo Road
 - Wallace Tatum Road @ Wright Bridge Road and @ Burnt Bridge Road
 - Holbrook Road @ Burnt Bridge Road
 - SR 369 @ SR 9
 - Settingdown Road @ Martin Road
 - SR 20 @ Woodland Hill Drive
 - Brookwood Road @ Caney Road including sidewalk installation
 - Sidewalk Projects

- Nichols Road – Old Atlanta Road to Nichols Drive, and Nichols Road to James Burgess
- Majors Road – Post Road to Big Creek Greenway
- Caney Road – Brookwood Road to Old Alpharetta Road
- Old Alpharetta Road – Caney Road to SR 141
- Majors Road – SR 141 to Ronald Reagan Boulevard

FULTON COUNTY

2014 Accomplishments– Fulton County

- Completed the South Fulton Comprehensive Transportation Plan.
- Paved eight miles of roadway.
- Maintained 606 miles of roadway and 706 acres of right-of-way.
- Completed Projects
 - Cascade Road over Niskey Creek Culvert Replacement
 - Traffic Control Center
 - Adamsville Health Center Traffic Signal
 - Cascade Road at New Hope Traffic Signal
 - Old National Highway ATMS
 - Safe Routes to School (Love Nolan, Sandtown Middle School, Seaborn Lee)
 - Cascade Road at Research Center Drive Culvert replacement
- Let to Design: Danforth Road Sidewalks, Reunion Place to Cascade Road
- Let to Construction:
 - Oakley Industrial Boulevard Upgrade
 - Cascade-Palmetto Highway/Cedar Grove/Ridge Road

2015 Goals & Objectives – Fulton County

- Let to design:
 - New Hope Road Sidewalks
 - Old National Highway Sidewalks, Phase II
- Let to construction:
 - Campbellton Road Sidewalks
 - Buffington Road Upgrade.
 - Old National Highway Transit-Oriented Development.
 - MARTA (offset) Pedestrian Improvements along Fairburn Road.
 - Wolf Creek Multi-use Trail.

GWINNETT COUNTY

2014 Accomplishments– Gwinnett County

- Drafted a preliminary scope of work for a 2014/2015 Comprehensive Transportation Plan (CTP).
- Finalized the 2005 capital program.
- Continued to design and construct safety and capacity projects listed in the 2009 capital program.
- Continued timely delivery of various federally funded pedestrian safety projects, including TE, TAP, CMAQ and LCI projects.
- Identified high priority transportation projects from plans and studies and matched with appropriate potential funding sources, including various GDOT and ARC programs.
- Designed and constructed ATMS/ITS infrastructure projects along several major arterials.
- Enhanced TCC capabilities, including a major travel time data monitoring initiative.
- Implemented LMIG-funded resurfacing projects.
- Identified and constructed “Quick Fix” projects using both in house crews and contracted services.
- Restored taxiway and improved equipment at the radio tower at Briscoe Field airport.
- Worked with the Citizens Project Selection Committee to create a \$200 M capital program for transportation projects in a variety of categories, including roads, bridges, intersection improvements, and sidewalks.
- Executed a Subgrant Agreement with the ARC for a Comprehensive Transportation Plan Update.
- Executed Intergovernmental Agreements with 16 municipalities concerning jointly funded transportation projects.

2015 Goals & Objectives – Gwinnett County

- Select firm to perform CTP Update and negotiate the scope of services.
- Continue to design and construct safety and capacity projects listed in the 2009 and 2014 capital program.
- Continue timely delivery of TE, TAP and CMAQ and LCI projects.
- Identify high priority transportation projects and match with appropriate potential funding sources, including various GDOT and ARC programs.
- Design and construct ATMS/ITS infrastructure projects along several major arterials.
- Enhance TCC capabilities, including a major travel time data monitoring initiative.
- Implement LMIG-funded resurfacing projects.
- Identify and construct “Quick Fix” projects using both in house crews and contracted services.
- Initiate the design phase for two TAP-funded multi-use trail projects: Western Gwinnett Bikeway and the Norcross-to-Lilburn trail.

- Continue development of the Interchange Modification Report (IMR) for potential changes at I-85 and McGinnis Ferry Road
- Modify, if necessary, project limits and network years in the RTP for several major transportation capacity projects

HENRY COUNTY

2014 Accomplishments– Henry County

- Prepared the *HBJR* LCI Activity Center Ordinance / Comp Plan Amendment for adoption.
- Adopted the *Fairview Road Overlay District* Ordinance / Comp Plan Amendment.
- Reviewed and submitted Roadway Functional Classification changes.
- Prepared the SPLOST IV Referendum which was voter approved.
- Issued the RFQ for the *Joint County/Cities Comprehensive Transportation Plan (CTP) / Public Transit Needs and Feasibility Study*.
- Surface treated roads: New Hope Road, Jones Road, Laney Drive, Farmer Road, South Mt. Carmel Road, Candler Road, Eskew Road
- Completed landscape improvements for the I-75/SR20/81 Interchange.
- Acquired transit vehicles.
- Widened Eagles Landing Parkway.
- Completed Bill Gardner Parkway Widening Concept Design.

2015 Goals & Objectives – Henry County

- Update the *Joint County/Cities Comprehensive Transportation Plan (CTP)*.
- Develop the *Public Transit Needs and Feasibility Study*.
- Continue to provide transit operations, including serving DHS facilities.
- Refocus on the major transportation projects which were identified in the *Transportation Investment Act* and identify future funding sources.
- Develop a *Henry County State of Transportation Annual Report* to promote and distribute transportation facts and information.
- Continue to work with federal, state and regional planning partners and local delegations to seek funding for transportation projects in Henry County.
- Continue to work with ARC with regard to DCA Minimum Planning Standards.
- Develop a *Freight Planning Ordinance and Overlay District* for the SR 155 Corridor.
- Continue the review, coordination, and development of traffic impact analyses for all zoning and development requests.
- Continue to explore feasible LCI projects in Henry County.
- Identify potential Community Improvement Districts.
- Identify pedestrian and greenway facilities.
- Continue to work with city and county staff to implement projects which have been reprogrammed more than two times, to prevent “project of concern” status.

- Continue to monitor and track TE trail projects:
 - Henry Parkway Paths
 - Panola Mountain Greenway Trail
 - Nash Farm Battlefield Trails
- Continue to monitor and track SPLOST roadway projects:
 - Major Transportation Projects:
 - Hampton-Locust Grove Road/Bill Gardner Parkway
 - Campground Road Extension
 - Fairview Road Widening Phase II
 - Intersections:
 - Mt. Bethel Road @ SR 81
 - Old Highway 3 @ SR 81
 - East Atlanta @ Thurman Road
 - Banks Road @ Rock Quarry Road
 - Dirt Road Projects: Harris Drive, Frog Road, Lester Mill Road
 - Bridge Projects: Blackhall over Rum Creek; Elliott over Walnut Creek Tributary

NEWTON COUNTY

2014 Accomplishments– Newton County

- **Planning**
 - Continued preliminary engineering for the:
 - Almon Road realignment project.
 - Signalization of Covington Bypass at Flat Shoals Road intersection.
 - Signalization and realignment of SR 142 and SR 81 intersection.
 - Upgrading signalization of Crowell Road at Brown Bridge Road intersection.
 - Pace Street Corridor project (LCI).
 - Completed preliminary engineering for widening of SR 142 at Airport Road, and realignment of the intersection.
 - Completed county-wide bridge assessment in order to determine the funding requirements for bridges over the next 10 years.
 - Began a CTP update.
 - Developed and prioritized a list of safety concerns County wide including intersections and roadways.
- **Implementation**
 - Began constructing the SR 81/Crowell Road Project intersection improvement project.
 - Widened SR 142 at Airport Road, and realigned the intersection using 2011 SPLOST funds and GDOT Quick Response funding.
 - Completed patching and resurfacing of approximately 6 miles of county roadways using 2011 SPLOST funds.
 - Completed construction on culvert upgrade of Crowell Road near I-20.

- Completed patching and resurfacing of several roadways using 2014 LMIG funds.
- Began construction of relocation of Alcovy Trestle Road @ SR 11 just north of I-20 using local funds and GDOT Quick Response funding.
- Awarded replacement of Oak Hill Bridge across Snapping Shoals Creek using 2005 and 2011 SPLOST funds.

2015 Goals & Objectives – Newton County

- **Planning**
 - Continue preliminary engineering for:
 - Signalization of Covington Bypass at Flat Shoals Road intersection.
 - Signalization and realignment of SR 142 and SR 81 intersection.
 - Upgrading signalization of Crowell Road at Brown Bridge Road intersection.
 - Pace Street Corridor project (LCI).
 - Continue planning 10 year bridge upgrade/replacement program.
 - Continue CTP update.
 - Continue developing prioritized list of safety concerns County wide including intersections and roadways.
 - Engineer the Covington by-pass turn lane at SR 36 to utilize quick response funds.
 - Continue preliminary engineering of Brown Bridge Corridor, Brown Bridge Road bridge over the Yellow River, and Brown Bridge Road bridge over Snapping Shoals Creek.
 - Continue preliminary engineering of Crowell Road and I-20 Intersection Improvements and Access Road Realignment.
- **Implementation**
 - Construct the SR 81/Crowell Road Project intersection improvement project.
 - Widen SR 142 at Airport Road, and realign intersection using 2011 SPLOST funds and GDOT Quick Response funding.
 - Complete patching and resurfacing of approximately 6-8 miles of county roadways using 2011 SPLOST funds.
 - Complete patching and resurfacing of several roadways using 2014 LMIG funds.
 - Complete paving and re-alignment of Livingston Lane / Veal Road
 - Construct relocation of Alcovy Trestle Road @ SR 11 just north of I-20 using local funds and GDOT Quick Response funding.
 - Construct replacement of Oak Hill Bridge across Snapping Shoals Creek using 2005 and 2011 SPLOST funds.

PAULDING COUNTY

2014 Accomplishments– Paulding County

- **Planning**
 - Completed the Comprehensive Transportation Plan Update and the Intelligent Transportation System Master Plan for Paulding County.

- Completed the design for a multiuse trail connection for the County Government Complex to the Silver Comet Trail.
- Continued working on the Silver Comet Trail and greenspace access plan, Wellness Corridor Connection Phase 1.
- Worked with Northwest Georgia Regional Commission to complete the Paulding County Rural Public Transit Plan for GDOT.
- Continued plan development of the County owned Business and Technology Park.
- Continued development of a strategy to address sewer needs for businesses in the Hiram area.
- Continued working on new incentive initiatives to create jobs and investments throughout the County.
- Continued to work towards finalizing the update of the Airport Layout Plan and the Airport Noise Study.
- Continued to work on developing a school zone sidewalk priority list.
- Continued to develop a planning and reporting information system to describe project activities and receive input from the citizens and traveling public in the county.
- Continued to create an updated Existing Land Use Map.
- Continued to review and make decision for future updates to the Zoning Ordinance.
- Continued to implement business recruitment and expansion strategies through Paulding County Economic Development.
- Implementation
 - Continued to work with businesses that wish to relocate to Paulding County. New and expanding target industry business in FY 2014 created 577 new jobs and a capital investment of \$162 M. Grand openings were held for Interroll's Regional Center of Excellence, Ronchi American's U.S Headquarters and WellStar Paulding Hospital.
 - Certified seven new and expanding businesses in the Paulding County/ City of Dallas of Opportunity Zone so that they could utilize the tax incentives available to zone businesses.
 - Constructed the road, water, sewer, natural gas and fiber infrastructure, as well as entrance signage, at the 130 acre Class A Paulding Commerce Park.
 - Completed and submitted an application to establish an opportunity zone in the Hiram area.
 - Completed engineering work and applied for an US Economic Development Administration Grant for a sewer line at Sunnyland Industrial Park in Hiram.
 - Expanded Paulding Northwest Atlanta Airport runway safety overrun extension to 600 feet.
 - Begin Phase 1 construction and implementation of safety cameras along the Silver Comet Trail
 - Constructed Paulding Northwest Atlanta Airport parallel Taxiway Widening to 51 feet.
 - Continued with SPLOST IV (2010) projects:
 - Began construction on one capacity project, including bike shoulders.
 - Finalized design and right of way acquisition for one intersection/ safety project.

- Began construction of one bridge replacement project.
- Began design phase to improve two bridges along a highly traveled corridor.
- Finalized design and right of way acquisition on a pedestrian connection and drainage improvement project connecting the government complex and downtown Dallas.

2015 Goals & Objectives – Paulding County

- **Planning**
 - Begin the update to the Comprehensive Plan.
 - Complete the Silver Comet Trail and Greenspace access plan, Wellness Corridor Connection Phase 1.
 - Continue to work on the development of the county owned Paulding Commerce Park, Dallas Industrial Park and Airport Technology Park.
 - Continue to develop a strategy to address sewer needs for businesses in Hiram area.
 - Continue to work on the new incentive initiatives to create new jobs and investments throughout Paulding.
 - Finalize the update of the Airport Layout Plan and the Airport Noise Study
 - Continue to work on developing a school zone sidewalk priority list.
 - Continue to develop a planning and reporting information system to describe project activities and receive input from the citizens and traveling public in the county.
 - Continue to create an updated Existing Land Use Map.
 - Continue to review and make decision for future updates to the Zoning Ordinance.
 - Continue to implement business recruitment and expansion strategies through Paulding County Economic Development.
- **Implementation**
 - Continue to work with businesses that wish to relocate to Paulding County through a marketing strategy focused on industrial site development, infrastructure delivery and flexible incentives.
 - For the Paulding Northwest Atlanta Airport, construct a 6,000-ft runway extension , a parallel 6,000-ft taxiway extension, and a new Aircraft Rescue and Fire Fighting facility.
 - Continue design, right of way acquisition and construction of SPLOST IV (2010) projects:
 - Prepare RFPs for one capacity project and one intersection capacity/safety project.
 - Finalize design and right of way acquisition for one intersection/ safety project.
 - Finalize construction of one bridge replacement project.
 - Finalize design phase to improve two bridges along a highly traveled corridor.
 - Begin construction work on a pedestrian connection and drainage improvement project connecting the government complex and downtown Dallas.
 - For the Silver Comet Trail, begin construction on a trail connection for the County Government Complex, construction of a trail connection per the Greenspace access plan, Wellness Corridor Connection Phase 1, construction and implementation of safety cameras along the Silver Comet Trail, and construction of a new connection.
 - Begin Right of Way acquisition on the new Business and Technology Park.

ROCKDALE COUNTY

2014 Accomplishments– Rockdale County

- **Planning**
 - Continued work on inventory of traffic signs and switching signs to the retro-reflective sheeting.
 - Developed an Initial Bridge Maintenance System incorporating additional maintenance components and began to seek funding for implementation.
 - Continued to support the GRTA *Xpress* System including expansion of park and ride facilities.
 - Finalized development of the concept report and environmental clearance of Salem Gate Extension (a non-access bridge over I-20) at the final selected location; which is currently under review by GDOT).
 - Continued design efforts for several TIP projects.
- **Implementation**
 - Continued implementation of a county-wide Pavement Management System.
 - Provided enhanced maintenance of up to 20 miles of road to keep the roadways in good condition.
 - Continued road resurfacing of up to 30 miles of roadway.
 - Monitored and advanced transportation design, right of way acquisition and construction of active County Transportation projects.
 - Continued to finalize design for the SR 138 Beautification Initiative (Earmarked Congressional Appropriation Project), Phase II.
 - Continued to seek definition of scope of design for future phases of the Veterans Memorial Park as funding permits.
 - Completed construction on two additional segments of the new South River Multi-use Trail, which is now complete from the Monastery of the Holy Spirit, through Rockdale County, and connecting to the Arabia Mountain Trail.
 - Completed construction of intersection and signal improvements to SR 20 @ Bell Road.
 - Began construction of the Sigman Road @ Gees Mill and Sigman Road @ Old Covington Road /North Salem Road intersection improvement projects.
 - Begin construction of the Parker Road Phase IIIA Widening Project.
 - Begin construction of the Old Covington Highway Widening Project (SR 138 underpass).

2015 Goals & Objectives– Rockdale County

- **Planning**
 - Continue inventory of traffic signs and switching signs to the retro-reflective sheeting.
 - Continue development of an Initial Bridge Maintenance System incorporating additional maintenance components.

- Continue to support the GRTA *Xpress* System including expansion of park and ride facilities.
- Complete development of the concept report and environmental clearance of Salem Gate Extension (Non-Access Bridge over I-20) at the final selected location.
- Continue design efforts for several TIP projects.
- Implementation
 - Continue implementation of a county-wide Pavement Management System.
 - Provide enhanced maintenance of up to 20 miles of road to keep the roadway in good condition.
 - Continue road resurfacing of up to 30 miles of roads.
 - Monitor and advance transportation design, right of way acquisition and construction of active County Transportation projects.
 - Begin construction for the SR 138 Beautification Initiative (Earmarked Congressional Appropriation Project), Phase II.
 - Continue with definition of scope of services for future phases of the Veterans Memorial Park as funding permits.
 - Complete construction of intersection and signal improvements to Sigman Road @ Gees Mill and Sigman Road @ North Salem Road intersection improvement projects.
 - Continue construction of the Parker Road Phase IIIA Widening Project.
 - Continue construction of the Old Covington Highway Widening Project (SR 138 underpass).

SPALDING COUNTY

2014 Accomplishments– Spalding County

- Planning
 - Completed the Griffin-Spalding Transit Feasibility Study
 - Released an RFP and selected the consultant to conduct the Griffin-Spalding Comprehensive Transportation Plan Update.
 - Revised roadway functional classifications based on CTP recommendations, existing/projected traffic volume and roadway level of service.
 - Prepared a Griffin-Spalding County Access Management Plan.
- Implementation
 - Constructed/rehabilitated over 15 miles of bike/pedestrian paths in the city and county.
 - Completed the N. Hill Street Intersection Improvement Projects PE Phase.
 - Let to contract:
 - US 19/41 @ SR 16 bridge replacement project
 - SR 362 @ Rover-Zetella/Moreland Road intersection improvement project
 - Completed the Smoak Road Bridge Replacement Project
 - Resurfaced 24 county roads totaling 27.4 miles with SPLOST/LMIG funds, and 7 roads in the city totaling 4.0 miles with Local/LMIG funds

2015 Goals & Objectives and Objectives – Spalding County

- Planning
 - Conduct the West Griffin Rail with Trail Multi-use Study.
 - Conduct the 9th Street @ Norfolk Southern R/R Grade Separation Scoping Study.
 - Conduct the 4th Street @ Norfolk Southern R/R Pedestrian Underpass Scoping Study with Structural Analysis.
 - Conduct the 1st Street @ Norfolk Southern R/R Pedestrian Bridge Scoping Study.
 - Revise roadway functional classifications based on CTP recommendations, existing/projected traffic volume and roadway level of service.
 - Prepare complete streets and connectivity standards that require interconnected streets, sidewalks, and bike lanes and discourage unnecessary cul-de-sacs.
 - Apply for LCI funds to construct two high-priority projects from the Spalding County Tri-County LCI Study.
 - Prepare a Griffin-Spalding County Access Management Plan.
- Implementation
 - Construct/rehabilitate over 8 miles of bike/pedestrian paths in the city and county.
 - Construct Phase I of the Spalding County Rail with Trail Multi-use Path Project.
 - Let to contract:
 - City of Griffin Intersection Improvement Projects 8237/8238
 - N. Hill Street @ 6th Street Intersection Improvement Project
 - N. Hill Street @ Tuskegee Avenue Intersection Improvement Project
 - Cabin Creek @ N. Hill Street Bridge Replacement Project
 - Resurface 11 county roads totaling 7 miles with Local/LMIG funds.
 - Mill/Resurface 3 roads in the city totaling .75 miles with Local/LMIG funds.

WALTON COUNTY

2014 Accomplishments– Walton County

- Planning
 - Updated the county-wide Transportation System Master Plan.
- Implementation
 - Completed the FY 2014 resurfacing program (approximately 48.0 miles).
 - Completed construction of the Charlotte Rowell Boulevard project, from US 78 to SR 11 north of Monroe.
 - Completed construction of the Mt. Carmel Church Road bridge replacement project at Turkey Creek.
 - Completed construction of the Bay Creek Church Road Widening project at the new Loganville Middle and Elementary School site.
 - Completed bridge rehabilitation project on Jersey-Covington Road at Cornish Creek
 - Completed guard rail installation on Jersey-Social Circle Road at Big Flat Creek

- Initiated Preliminary Design for the Guthrie Cemetery Road widening project, including traffic signal.
- Conducted annual inspections of bridge/culvert structures.
- Completed bridge/culvert maintenance
- Continued annual maintenance of the transportation system infrastructure (roadways, signage, traffic markings and drainage systems).

2015 Goals & Objectives and Objectives – Walton County

- **Planning**
 - Update traffic counts along the SR 81 and SR 138 corridors.
 - Re-assess and re-prioritize the road resurfacing program.
 - Update the county-wide Transportation System Master Plan.
- **Implementation**
 - Complete the FY 2015 resurfacing program (approximately 52.0 miles).
 - Complete grading and drainage improvements on Old Braswell Road.
 - Complete signal design and installation at Youth-Jersey Road/SR 81 intersection.
 - Complete design of the Alcova Drive School Safety Improvements Project.
 - Complete design and construction of an additional right turn lane on Bay Creek Church Road at US 78.
 - Initiate design of the SR 138 at West Spring Street Intersection Improvements Project.
 - Complete design and initiate right-of-way acquisition for the SR 11 @ Apalachee River Bridge Replacement Project (GDOT)
 - Complete right-of-way acquisition and initiate construction of the Guthrie Cemetery Road at SR 81 Intersection Improvement Project.
 - Initiate design and permitting for traffic signal improvements at Bay Creek Church Road and SR 81.
 - Conduct annual inspections of bridge/culvert structures.
 - Complete bridge/culvert rehabilitation program (goal: 3 structures annually).
 - Continue annual maintenance of the transportation system infrastructure (roadways, signage, traffic markings and drainage systems).

STATE AGENCIES

GEORGIA DEPARTMENT OF NATURAL RESOURCES, ENVIRONMENTAL PROTECTION DIVISION (EPD)

2014 Accomplishments– EPD

- Issued record number of tax credit certifications for electric vehicles. Atlanta is ranked in the top 5 cities for the number of electric vehicles. Electric vehicles do an excellent job eliminating emissions during the afternoon commute when air quality problems are most prevalent.
- Acquired new vehicle population and age data to be incorporated into the newest version of on-road mobile emissions modeling (MOVES2014-Motor Vehicle Emissions Simulator). Acquiring accurate and up-to-date modeling input data is an essential part of empowering key decision makers with relevant information regarding air quality issues. Accurate data is also essential to the successful implementation and tracking of programs design to improve air quality.
- Successfully assured the pollution control systems on cars in Atlanta are operating properly through the implementation of the 13-county Inspection & Maintenance Program.
- Submitted a revision of the state implementation plan (SIP) and revised Georgia State Rules for Air Quality Control to remove out-of-date state rules pertaining to recovery of vapors during refueling of vehicles and gasoline fuel blends.
- Completed a request for Atlanta to be redesignated as attaining the 1997 annual PM_{2.5} NAAQS while still awaiting Maintenance SIP approval (and its associated motor vehicle emissions budgets) from the EPA.
- Successfully rolled out the Georgia Diesel Emission Reduction (GaDER) website, which complements efforts by the Southeast Diesel Collaborative (SEDC) and U.S. Diesel Emission Reduction Act (Clean Diesel Campaign). The focus is to promote voluntary deployment of practical abatement strategies that reduces emissions from older dirty diesel engines through collaboration.
- Completed work on grants to facilitate deployment of clean technologies as follows:
 - Obtained a Buy America requirements waiver in December 2013 to cover federally funded (Congestion Mitigation & Air Quality Improvement Program) locomotive projects in Georgia to reduce rail yard emissions. Two contracts to support low-emission locomotive conversions were signed for Atlanta rail yards in 2014. Addressing rail-yard emissions in Atlanta is an essential part of demonstrating compliance with the NAAQS.
 - Entered into agreements with school systems to replace school buses early using FY 2013 CMAQ funding. Agreements were made with 6 school systems and 20 buses were replaced early.
 - Supported the successful application of a second round of funding (Voluntary Airport Low Emissions Program (VALE)) for CNG vehicles to reduce airport emissions.

2015 Goals & Objectives – EPD

- Continue implementing existing programs and grants (e.g., CMAQ remaining phase for funds for low-emission locomotives, VALE third phase, I/M) that were described as successful accomplishment in 2014.
- Continue to improve accuracy and reliability of modeling and monitoring data including quality assurance/control work with the newly acquired vehicle population and age data.
- Continue working on the goal of meeting all the NAAQS including being redesignated to attainment for the 1997 PM2.5 NAAQS by the EPA.
- Remove transportation control measures from the state implementation plan (either complete removal or as contingency measures) as they are no longer benefiting air quality and are potentially interfering (due to inflexibility to modify or modernize) with other projects that might reduce emissions.
- Investigate the potential for natural gas usage in Atlanta freight-related transportation.
- Work with partners in promoting and deploying the full range of strategies that collectively improves air quality.
- Evaluate and support future program and grants that will help to improve air quality.

GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT) WITH RESPECT TO THE ATLANTA REGION

GDOT PLANNING

2014 Accomplishments - GDOT Planning

- Worked internally and with ARC in necessary revisions to the TIP/RTP.
- Worked with planning partners to review, comment on, and implement MAP-21 requirements.
- Worked with planning partners in the development of managed lane concepts and P3 strategies, including developing a funding strategy for the I-285/SR 400 interchange.
- Provided joint oversight with EPD and MPOs in the selection and implementation of CMAQ projects based on their anticipated reduction in congestion and improvement in air quality
- Prepared Federal FY 2013 Annual CMAQ Report and submit to FHWA by February 2014.
- Provided statewide leadership and overall direction of the Statewide Transportation Demand Management (TDM) Program.
- Supported continued improvement and coordination of metro Atlanta TDM programs and projects.
- Participated in Interagency Consultation Group meetings and in transportation/air quality/Regional Transit coordination meetings with ARC, GRTA, and EPD.
- Participated in various special studies in the Atlanta Region including County Comprehensive Transportation Plans.

- Initiated a corridor study for SR 6/Camp Creek Parkway from Hartsfield-Jackson Atlanta International Airport to the City of Dallas, focusing on access management strategies and improvements that will preserve the function of the corridor.
- Continued work on the Managed Lane Implementation Plan and Metro Operations Study and worked with planning partners to include some preliminary recommendations in the TIP/RTP.
- Started coordinating with Henry County and ARC on developing a new interchange feasibility study.
- Coordinated internally on submittal of an IMR to FHWA for I-75 NB CD Road between Forest Parkway and I-285 in Clayton County.
- Continued coordinating with FHWA on the IMR for I-85 and SR 74 in Fayette County.
- Coordinated with Gwinnett County and reviewed their interchange feasibility study of McGinnis Ferry and SR 317 @ I-85.

2015 Goals & Objectives – GDOT Planning

- Continue working internally and with ARC to make necessary revisions to the TIP/RTP. Review documents on a continuous basis and provide project listings and model reviews.
- Continue working with planning partners to review, comment and implement MAP-21 requirements. This may include developing state performance targets for USDOT performance measures in cooperation with MPO and working with ARC to develop MPO performance targets.
- Continue working with planning partners in the development of managed lane concepts and P3 strategies.
- Continue joint oversight with EPD and local MPOs in the selection and implementation of CMAQ projects that would provide the most effective reduction in congestion and improvement in air quality.
- Prepare Federal FY 2014 Annual CMAQ Report and submit to FHWA by February 2015.
- Continue to provide statewide leadership and overall direction of the Statewide TDM Program.
- Continue to support the improvement and coordination of metro Atlanta TDM programs and projects.
- Continue to participate in Interagency Consultation Group meetings and in transportation/air quality/Regional Transit coordination meetings with ARC, GRITA, and EPD.
- Continue to participate in new and ongoing special studies in the Atlanta Region including County Transportation Plans.
- Continue and complete a corridor study for SR 6/Camp Creek Parkway from Hartsfield-Jackson Atlanta International Airport to the City of Dallas, focusing on access management strategies and improvements that will preserve the function of the corridor.
- Finalize documentation for the Managed Lane Implementation Plan and Metro Operations Study. Upon completion, coordinate with planning partners to program recommendations into the TIP/RTP.

- Initiate a study of the I-75/I-85 Downtown Connector to evaluate various solutions to reduce congestion and improve travel through downtown Atlanta
- Initiate a corridor study of US 19/Tara Boulevard in Clayton County to recommend a series of capacity and intersection improvements, building on previous work conducted by ARC.
- Continue coordinating with FHWA on the IMR for I-85 and SR 74 in Fayette County.
- Continue coordinating with Gwinnett County on their interchange feasibility study of McGinnis Ferry and SR 317 @ I-85
- Conduct and review future IMRs and IJR as necessary.

GDOT INTERMODAL

2014 Accomplishments - GDOT Intermodal

- **Transit Program**
 - Implemented MAP-21 through development of policies and procedures for development of transit and rail programs
 - Advanced rural Human Services Transportation by reducing the number of counties without transit, currently 23.
 - Enhanced dispatching software (RouteMatch) through implementation of a Financial module, and management DASHBOARD, and through connection to Department of Human Services software.
 - Procured State of Georgia Certification for rail safety oversight.
 - Supported beginning of revenue service for the Atlanta Streetcar.
 - Expanded the Rural Transit Assistance Program (RTAP)/Intercity Bus programs.
- **Rail Program:**
 - Implemented projects on 8 line segments including a spur extension in Cordele to connect CSX, and link Savannah port via HOG and the Georgia Central Railroads.
 - Perform railroad lease agreement periodic reviews for continuity/consistency, equability and to identify potential unrealized revenue streams.
- **Aviation Program**
 - Implemented 86 projects at 86 airports including three runway extensions (Ashburn, Nashville, Sylvester)
 - Licensed 96 general aviation airports.
 - Performed statement planning – published aeronautical chart and airport director, performed obstruction surveys
- **Waterways Program**
 - Continued design and began construction of SHEP.
 - Continued routine containment area construction.

2015 Goals & Objectives – GDOT Intermodal

- **Transit Program**
 - Continue implementing MAP-21 program policy and procedures including, but not limited to, the consolidation of the Sections 5316 and 5311 programs, Transit Asset Management and Title VI programs.
 - Advance the Rural Human Services Transportation (RHST) efforts by finding ways to coordinate services to reduce costs and improve transit services across the state.
 - Fully develop and implement the new and improved Rural Transit Assistance Program (RTAP) and Intercity Bus program.
 - In partnership with the FTA, smoothly transition from the federal grant management system TEAM to TrAMS improving the State Transit Program's Grant and program management as well as the NTD 2.0 software upgrade.
 - Update the State's Management Plan for Transit.
 - Fully implement and maximize Route Match software upgrades, subgrantee/staff use and DASHBOARD capabilities.
- **Rail Program:**
 - Complete bridge and rail rehabilitation projects along nine line segments covering approximately 100 miles of GDOT owned railroad properties and 62 bridges
 - Continue advancement of Tier 1 Environmental Impact Statements for two proposed intercity passenger rail projects – Atlanta to Charlotte and Atlanta to Chattanooga
 - Continue advancement of Environmental Impact Statements for the Georgia Multi-Modal Passenger Terminal (MMPT)
 - Begin environmental assessment process for the Northside Drive Intermodal Center and Amtrak Station Re-location project
 - Initiate and complete the update to the Georgia State Rail Plan
 - Continue support for regional planning and project development sponsored by other agencies
 - Certify the Safety and Security Oversight (SSO) Program under MAP-21 requirements
- **Aviation Program**
 - Complete 76 projects at 76 airports including 4 runway extensions (Hinesville, Sylvania, Thomasville, and Tifton)
 - Perform Statewide Aviation System Plan Update
- **Waterways Program**
 - Complete design, begin acquisition of property and construction activities for SHEP
 - Continue routine containment area construction

GDOT MAINTENANCE

2014 Accomplishments - GDOT Maintenance

- Continued incorporation of local jurisdictions into planning for severe weather.
- Continued to maintain the state roadway system.
- Continued to coordinate and communicate with local governments.

2015 Goals & Objectives – GDOT Maintenance

- Continue incorporation of local jurisdictions into planning for severe weather.
- Continue to maintain the state roadway system.
- Continue to coordinate and communicate with local governments.

GDOT TRAFFIC OPERATIONS

2014 Accomplishments - GDOT Traffic Operations

- I-285 speed limits
 - Bottom end, I-20E to I-20W - raised the speed limit from 55 mph to 65 mph.
 - Top end, I-20W to I-20E - implemented a variable speed limit system.
- Re-bid the HERO and 511 sponsorship program.
- Added additional features to the 511 website and apps including corridor reports. 155,000 copies of the app have been downloaded as of September 2014.

2015 Goals & Objectives for the Atlanta Region – GDOT Traffic Operations

- Remodel the Traffic Management Center (TMC) Operations floor to add additional space for future Express Lane co-location with SRTA
- Continue to build on Social Media as an outlet for NaviGator information. Raise Facebook followers to 2,000; increase number of apps downloaded to 250,000
- Deploy weather monitoring stations around metro Atlanta and state for better winter weather management
- Replace outdated message signs located outside metro Atlanta. Change communications method to cellular instead of dial-up.
- Install CCTV cameras at various locations outside metro Atlanta to increase surveillance capabilities on more rural roadways
- Continue to add additional surveillance and traffic flow sensors on key Regional Traffic Operations Program (RTOP) corridors in metro Atlanta.

GDOT TRANSPORTATION DATA

2014 Accomplishments - GDOT Transportation Data

- Continued to refine the road inventory database both in terms of attribution maintained and the quality of that attribution. Implemented a new GIS data entry tool, “The Transcend Tool,” to replace the legacy Route Builder Tool.
- Identified validation rules for each item in Road Characteristic Data, to ensure integrity and consistency of data and has developed processes and interfaces for providing external Business units and updating and validating internal data sets. Developed efficiencies in the existing process to provide faster turnaround of data validation and updates to the state wide model. Continued to work towards supporting a divided highway model.
- Continued a video log service to drive all roads on the State designated highways. Data is used to improve and support Department business needs, mapping and data reporting.
- Provided data layers and analysis to support the Traffic Count Locations, Honorariums, Railroad Crossing, Bridge Maintenance, HPMS, Georgia’s designated Federal Aid Primary System, NHS and other GDOT programs by using imagery and OTD data to locate, validate and identify transportation features. Provided the statewide route layer for the annual HPMS submittal as well as created a system for representing dual-carriageways in said submittal and submitted the dual carriage ways on a selection of routes.
- Continued final development of the official Highway and Transportation Map.
- Began loading the Video log Collection data to the existing Federated Road Enterprise Database (FRED), including new tables to enhance the database with items never captured before.
- Continued to coordinate the collection of Motor Fuel related data from the GA Department of Revenue (DOR) for support of 500 series reporting. Evaluated data to insure accuracy and completeness and reported to FHWA. For 500 series reporting needs, continued to obtain driver’s license data from the Georgia Department of Driver Services and expenditure data from local governments. Received tollway related data from the Georgia State Road and Tollway Authority.
- Completed the 2010 Urban Area Boundary (UAB) review process for Georgia, submitted to FHWA and received approvals.
- Following UAB approval, began the Functional Classification (FC) review process. The review is a collaborative effort with MPO’s and GDOT Office of Planning for the development of requests to modify functional classification within their respective jurisdictions. Process review, acceptance and integration into the GDOT data systems is expected to be completed in FY 2015.
- Continued collection for WIM, Portable, ATR and special request data collection programs as needed.
- Selected a new vendor to provide all traffic polling, processing, data hosting and public traffic website services. Successfully migrated all data from TPAS (previous contract) into the new system and begin full functionality and use of the Traffic Server product.

- Participated in research efforts into viability of utilizing ITS and Signal Loop timing technologies to possibly consolidate and streamline the department's traffic counting needs.
- Continued to work with the Office of Planning for freight planning to convert/upgrade existing ATR sites to collect continuous WIM data where feasible. Added additional sites to our continuous WIM data collection program for a total of 16 units.

2015 Goals & Objectives – GDOT Transportation Data

- Continue updating GDOT's Road Inventory database to include all data items needed for collection and reporting requirements.
- Continue to support services to update the GDOT Linear Referencing System.
- Contract to develop a formalized approach for the sharing of road data and the partnering with local governments as needed to meet GDOT's operational and legal mandates. This data will be used to support GDOT's HPMS public road mileage, County Map production, MAP-21 Federal Reporting requirements, and the Road Inventory program.
- Use Video Log technologies for data collection on the State and National Highway Systems.
- Continue to develop and refine spatial route maintenance tools and processes to improve data and spatial accuracy.
- Continue collection of WIM, Portable, ATR and Special Request traffic data.
- Provide portable and continuous, and vehicle weigh-in-motion (WIM) data to stakeholders for support of the implementation of the Mechanistic Empirical Pavement Design Guide (MEPDG) as well as meet the freight requirements of MAP-21.
- Conclude the Functional Classification (FC) and National Highway System (NHS) review project. Continue coordination with the Georgia MPOs, GDOT Office of Planning, and the FHWA until this project is completed.
- Submit the 500 series reports by the required deadlines.
- Submit the annual HPMS report by the required deadline of June 15, 2016.

GEORGIA REGIONAL TRANSPORTATION AUTHORITY (GRTA)

2014 Accomplishments– GRTA

- Completed the 2014 RHST Report on time and on budget. Identified the most feasible method to increase resource bundling and efficiencies in Georgia.
- Assisted GDOT in the development and publication of the December 2013 and December 2014 Statewide Strategic Transportation Plan (SSTP) Progress Reports.
- Participated in a number of GDOT stakeholder and technical advisory committee meetings on the update to the Statewide Strategic Transportation Plan.
- Participated with GDOT and ARC staff on the development of the PLAN 2040 Regional Transportation Plan update and associated Transportation Improvement Program.
- Continued to provide support for statewide transit inquiries through Georgia's 511 system, which are transferred to GRTA's customer service center.

- Participated in a joint study led by ARC on the efficiency and effectiveness of the *Breeze* fare collection system. Begun participation with MARTA, GCT, CCT, ARC and the City of Atlanta, on a mobile fare collection system implementation project (a primary recommendation from the fare system efficiency study completed earlier in the year). Effort expected to be implemented in April 2016.
- Continued to work with the regional transit partners to develop a common process for partnership (TMA) sales. The project, which will address online and partnership sales applications to allow vending of regional transit system fare products, is underway, requirements definitions have been completed, and though targeted for completion in FY 2014, it will remain a work element in FY 2015.
- Implemented third party translation tools for its Xpressga.com website that reformats web content to better display on mobile devices providing ease of access to information on the Xpress commuter system. Built a regional transit web site, ATLtransit.org that combines the transit information for the region into a single web site, and integrates a transit trip planner solution developed by ARC.

2015 Goals & Objectives – GRTA

- Develop a 2015 Rural & Human Services Transportation (RHST) Report that incorporates partner feedback and identifies specific options to improve coordination.
- Continue to work toward the completion of the GRTA Arterial and CID Improvement Programs.
- Continue to provide support for statewide transit inquiries through Georgia's 511 system, which are transferred to GRTA's customer service center.
- Continue to work with the regional transit partners to develop a common process for partnership (TMA) sales. The project, which will address online and partnership sales applications to allow vending of regional transit system fare products is underway and expected to be completed in FY 2015.
- Work with regional partners to implement mobile payment solutions for customers to purchase transit fares with their mobile devices.
- Participate in an ARC effort to audit *Breeze* clearinghouse functions and costs.
- Complete revisions to the *Breeze* fare system vending machines to simplify purchase of regional fare products.
- Work to improve access to transit information by adding GRTA *Xpress* bus route and scheduled information into Google's Transit trip planning application.
- Work with ARC, CCT, MARTA and GCT to continue support of ATLtransit.org, a web portal that combines the transit information for the region into a single web site, and integrates a transit trip planner solution developed by ARC.
- Conduct a needs assessment and develop formal procurement specifications for implementation of the *Xpress* Commuter Service technology program, a multi-year effort to implement transit intelligent transportation system technologies to support *Xpress* bus operations, provide traveler information and safety and security.

- Assist GDOT in producing an annual report on the progress of projects and programs in the Statewide Strategic Transportation Plan as required by state legislation. [Note: Reporting requirement was amended from semiannual to annual.]
- Assist GDOT in preparing for the 2014 update of the Statewide Strategic Transportation Plan as required by state legislation.
- Assist GDOT and ARC in the implementation of the PLAN 2040 Framework adopted by the ARC and GRTA Boards in April 2013.
- Assist GDOT in the implementation of MAP-21 requirements as needed.
- Develop and implement a plan to execute the *Xpress* bus rehabilitation program outlined in the *Xpress* Transit Asset Management Plan.

STATE ROAD & TOLLWAY AUTHORITY (SRTA)

2014 Accomplishments– SRTA

- Completed demolition of the GA 400 Toll Plaza and return roadway/building to GDOT.
- Continued responsible fiscal management of debt related to the state’s transportation program.
- Continued implementation and construction of GA 400 Corridor transportation improvement projects.
- Rolled out Peach Pass Pay n Go, a new cash-based option for “unbanked” or “underbanked” HOT lane customers.
- Began design of the toll system for the Northwest Corridor and I-75S reversible lanes projects.
- Planned for future northern extension of the I-85 HOT lane.
- Completed interoperability with Florida and North Carolina for toll collection between states.
- Completed a third round of Georgia Transportation Infrastructure Bank (GTIB) applications and awards.

2015 Goals & Objectives– SRTA

- Continue responsible fiscal management of debt related to the state’s transportation program.
- Continue implementation and construction of GA 400 Corridor transportation improvement projects
- Expand the Peach Pass Pay n Go cash-based to new retailers, reaching new customers
- Complete a fourth round of Georgia Transportation Infrastructure Bank (GTIB) applications and awards.
- Continue design of the toll system for the Northwest Corridor and I-75S reversible lanes projects.
- Begin design of toll system for northern extension of the I-85 HOT lane

- Expand interoperability of toll collection to additional states, possibly the EZ Pass states in the northeast
- Test and/or pilot a parking project that allows Peach Pass customers to pay for parking using their Peach Pass.
- Release new PeachPass Go! mobile application with expanded functionality.