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Prepared by the Cartersville-Bartow Metropolitan Planning Organization.

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Visit our website for the most up-to-date information and downloadable documents at:

www.bartowga.org/mpo.

INTRODUCTION

On February 11th, 2013, Governor Deal officially designated the Bartow County Community Development to serve as the Metropolitan Planning Organization (MPO) for the Cartersville Bartow Urbanized Area. The overall planning program is designed to comply with the requirements of the U.S. Department of Transportation Fixing America's Surface Transportation (FAST) Act, adopted December 2015, and the carryover regulatory requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) which was signed into law on July 6, 2012. Additionally, the Cartersville-Bartow MPO will be cooperating with the Atlanta Region as the two areas along with the Gainesville-Hall MPO are classified as air quality non-attainment under the provisions of the Clean Air Act.

The Cartersville Bartow MPO is eligible for Federal Planning (PL) funds through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. Both sources of funds are distributed on behalf of the federal government by the Georgia Department of Transportation (GDOT). The PL funds will be used for MPO set-up, operation, and transportation planning activities. The MPO is also eligible for Section 5303 and 5307 funding from the Federal Transit Administration to assist in the planning, development, and operation of transit facilities and programs within the designated urban area of Bartow County.

This document serves as the Unified Planning Work Program (UPWP) that will allow the MPO to be reimbursed for its transportation planning activities. The UPWP is consistent with 23 CFR 450.308 regarding Metropolitan Transportation Planning and Programming which seeks to ensure that planning activities are part of a Continuing, Cooperative, and Comprehensive (3C) transportation planning process. The UPWP describes the MPO's proposed planning activities, provides cost estimates for each activity, and outlines a work schedule for the twelve month period commencing January 1, 2017 and ending December 31, 2017. The schedule is noted in calendar year quarters as follows: Quarter 1 – January-March, Quarter 2 – April-June, Quarter 3 – July-September, Quarter 4 – October-December. The UPWP notes how each activity specifically addresses the "MAP-21" eight Metropolitan Transportation Planning Factors:

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

In addition, the FAST Act added two more factors to be considered in the development of the MPO's work plan:

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

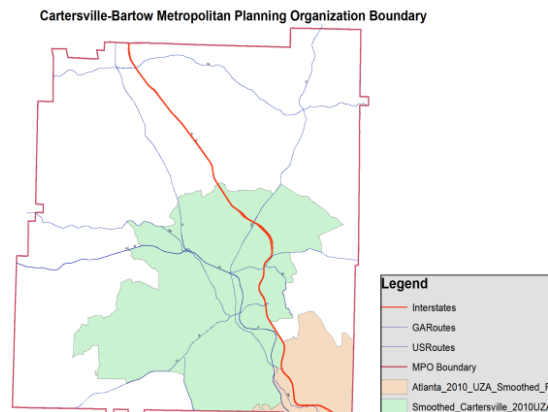
The document is organized into five major sections:

- Section I - Administration*
- Section II – Public Involvement*
- Section III – System Monitoring*
- Section IV - Transportation Planning*
- Section V – Summary Documents*

Each section also includes information on the parties responsible for carrying out the MPO's various planning activities. With the completion of the 2040 Long Range Transportation Plan and the FY 2016-2019 Transportation Improvement Program in 2016, this year will see **the following work products:**

- Establishment of a systematic traffic count and data collection program for the MPO study area.
- Corridor analysis of SR 293 through the City of Emerson
- Study of the intersection of Old Allatoona Road with SR 293 in Emerson
- Alternatives for the area around the Manning Mill intersection with US 41
- Park and Ride Lot location and feasibility study completion.

Public input into this document was achieved in accordance with the adopted Public Participation Plan of the CBMPO. Direct discussions were held with city and county staffs and elected officials including the Bartow Transit Department. The draft document was also published on the CBMPO website at http://www.bartowga.org/departments/community_development/mpo/planning_documents.php. The availability of the document will also be noted in the legal advertisement section posted in the local paper.



COMMITTEES

Transportation planning activities occur in a coordinated planning environment and achieving this coordination is through the CBMPO Committee structure.

The **CBMPO Policy Committee (PC)** is made up of the chief elected and appointed officials from all of the municipalities within the CBMPO region, as well as executives from the local, state and federal agencies concerned with transportation planning. It serves as the forum for cooperative transportation decision-making and establishes transportation related policies in support of the area's overall goals and objectives. The PC review and approves all CBMPO programs and studies. The PC is entrusted with ensuring that the CBMPO transportation projects are current and priorities transportation projects recommended in the planning process.

The **Technical Coordinating Committee (TCC)** is made up of key government and agency transportation staff members who are involved in technical aspects of transportation planning. It reviews and evaluates all transportation studies and provides recommendations to the Policy Committee. The TCC is entrusted with providing technical guidance and direction to CBMPO. The TCC is composed of key transportation staff members of participating governmental jurisdictions and private transportation stakeholders or a designated representative of those members. The chief elected official of each municipality appoints the TCC representative for their respective jurisdictions.

Cartersville-Bartow Metropolitan Planning Organization (CBMPO) Staff:

Tom Sills, Transportation Planner
Brooke Whorton, Administrative Technician

PC VOTING MEMBERS	
Peter Olson, Chair	County Administrator, Bartow County
Randy Maninno, Vice-Chair	City of Cartersville
Dennis Thayer, Secretary	Mayor, City of Euharlee
Steve Taylor	Commissioner, Bartow County
TBD	County Administration, Bartow
Al Pallone	Mayor, City of Emerson
Kenneth Carson	Mayor, City of Adairsville
Sam Grove	City Manager, Cartersville
Matt Santini	Mayor, City of Cartersville
Matthew Fowler	GDOT Office of the Commissioner
Andy Edwards	FHWA-GA Division
Jennifer Hibbert	FTA Division 4
TCC VOTING MEMBERS	
Pamela Madison, Chair	City Manager, Adairsville
Will Martin, PE, Vice-Chair	Engineering Manager, Bartow
Brooke Whorton, Secretary	CBMPO Staff
Lamont Kiser, PE	Director, Comm. Dev., Bartow
Joe Sutton	Director, Road Dept., Bartow
Wade Wilson	City of Cartersville Engineer
Tommy Sanders, PE,	City of Cartersville
Todd Heath	Emerson Asst. City Manager
Weldon Dudley	Director, Transit, Bartow
Dewayne Comer, PE	GDOT Dist. 6 Engineer
Cherie Marsh	GDOT
Kaycee Mertz	GDOT Office of Planning
NON-VOTING MEMBERS	
Tom Sills	CBMPO Staff
Brooke Whorton	CBMPO Staff
Randy Maninno	City of Cartersville
Megan Weiss	GDOT
Eileen Schwartz-Washington	GDOT
Tamara Christion	FHWA
Valerie Gilreath	Grants Dept., Bartow County
Jennifer Hibbert	FTA Division 4
CBMPO STAFF	
Tom Sills	Transportation Planner, Bartow County
Brooke Whorton	Administrative Technician, Bartow Co.

I. PROGRAM ADMINISTRATION

The administrative function manages the contracts and outputs of the CBMPO planning process. This element addresses reporting, training and equipment needs of the MPO. Staff attendance and activities are reported quarterly and annually to the respective Policy and Technical Coordinating Committees, the Georgia Department of Transportation, Federal Highway Administration and Federal Transit Administration. Staff undergoes regular training to keep up with operating requirements and the use of federal funding in transportation. Periodic equipment purchases are made to aid staff in fulfilling the mission and goals of the MPO.

Element 1.1: MPO Administration

Objective: To administer and operate the MPO transportation planning process by properly coordinating MPO functions with Georgia Department of Transportation and all involved stakeholders, including accounting for all MPO transportation planning-related activities during fiscal year 2017.

Previous Work: CBMPO staff met regularly with the relevant MPO committees and the public to establish a continuing, comprehensive and cooperative (3-C) transportation planning process within Bartow County, the geographic area served by the CBMPO. Reports were filed with the relevant state and federal agencies as required.

Description: Administrative and operational support for the CBMPO process will continue to be provided by Bartow County on behalf of itself and the seven municipalities which operate within the county. Staff will continue to organize MPO meetings, maintain the MPO website, and assist in the development of work products outlined in this UPWP.

Products: Regular meetings will be held and reported to the public. The necessary reporting will be produced at quarterly, annual, or ad hoc intervals as required and requested. The CBMPO website will be maintained with current information about on-going projects and activities affecting the transportation systems within Bartow County

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: CBMPO

Funding:

PL	FTA	State	LOCAL MATCH
\$20,000.00	\$20,000.00	\$2,500.00	\$7,500.00

Element 1.2 Training/Professional Development

Objective: To provide CBMPO staff with the necessary training to monitor and update transportation developments and policies for the benefit of the citizens and local governments within the MPO service area.

Previous Work: Staff attended the annual GAMPO work session and maintained Local Administered Project (LAP) certification for Bartow County and its municipalities. Staff participated in several webinars involving the new FAST Act, transit bus purchases, and health impact assessments.

Description: CBMPO Staff proposes to attend the following transportation-related conferences, seminars and courses:

- 2017 AMPO Conference October 17-20 in Savannah, Georgia
- 2017 TRB Tools of the Trade Conference
- 2017 GAMPO Conference in Athens, Georgia
- 2017 Georgia Transit Association Conference in Athens, GA (Date TBD)
- Spring and Fall 2017 Conferences of the Georgia Planning Association (locations TBD)
- Others offered by the National Highway Institute, Federal Highway and Federal Transit Administrations, GDOT, AMPO, the Transportation Research Board, ITE, etc. To be eligible for reimbursement, CBMPO Staff shall seek prior written approval from GDOT before charging to this element if the courses involve reimbursable expenses for fees, registration, travel, per diem, lodging, etc.

Products: Attendance at relevant programs and workshops applicable to the work of the MPO.

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: Bartow Community Development Department Staff

Funding:

PL	FTA	State	LOCAL MATCH
\$6,700.00	\$1,308.00	\$163.50	\$1,838.50

Element 1.3 Equipment/Supplies/Technical Assistance

Objective: To maintain computer and related systems used by the MPO necessary to the performance of transportation planning activities. Acquire software and peripherals as necessary to maintain the MPO's transportation planning process.

Previous Work: Staff completed online software training on the use of ArcGIS version 10. The CBMPO purchased the ITE Trip Generation Manual for use in traffic studies and development reviews.

Description: This element allows the MPO to acquire relevant hardware, software, peripherals, and support materials for MPO planning activities and permits MPO Staff to attend relevant training on computer hardware and software. Purchases for other associated equipment may be eligible only if related specifically to the MPO's transportation planning activities. Eligibility for reimbursement under this element is dependent on prior written concurrence of GDOT and, for those items costing in excess of \$5,000, the formal approval of the FHWA.

Products: Written description of the benefits of hardware/software purchases in Status updates within Quarterly Invoices and Annual Report.

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: Bartow Community Development Department Staff

Funding:

PL	FTA	State	LOCAL MATCH
\$1,600.00	\$1,600.00	\$200.00	\$600.00

Element 1.4 Contracts and Grants

Objective: CBMPO will provide adequate administrative support to prepare, submit, process and monitor Federal and State grants related to transportation projects within the service area. Annual and quarterly reporting shall be developed and transmitted to GDOT and other appropriate agencies for review in accordance with all established requirements. Supporting documentation including invoices for payment, reports on progress and completed tasks shall be maintained by CBMPO staff.

Previous Work: Staff managed contracts and contract negotiations with GDOT, FHWA, FTA, and the Atlanta Regional Commission (ARC) during the previous year relative to funding from these sources. The quarterly and annual reports for PL funds were submitted. Large Urban 5307 funds were utilized in acquiring a shuttle van for Bartow County Transit Department.

Description: CBMPO will assist in the administration of the Metropolitan Planning Services Agreement for FY 2017 and review work accomplished each quarter on the FY 2017 PL and FTA 5303 Funding Agreements including but not limited to preparing, processing, and tracking annual and quarterly grant reports including invoices for payment and reports of progress and completed tasks. Staff will also use this element to provide oversight on related contracts engaged to pursue the on-going work of the MPO.

Products: Maintain and keep current the FY 2017 PL, FTA, and related Contracts ensuring all activities are completed and provide the required documentation to GDOT as necessary.

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: Bartow Community Development Department Staff working with Bartow Transit Department Staff

Funding:

PL	FTA	State	LOCAL MATCH
\$3,000.00	\$700.00	\$87.50	\$837.50

Element 1.5 Unified Planning Work Program (UPWP)

Objective: To maintain the current UPWP and develop a Unified Planning Work Program for the 2018 calendar (and county fiscal) year.

Previous Work: Adopted UPWP for FY 17.

Description: Collect public and committee input on a twelve-month FY 2018 UPWP that takes the planning process to December 31, 2018. This enables the UPWP to coincide with the fiscal budget year of Bartow County which serves as the host government for the MPO. Take into consideration MPO progress made on previous UPWP efforts. Develop draft and final UPWP for calendar year 2018.

Products: Adopted UPWP for the period January 1 – December 31, 2018. The FY 2017 UPWP will be maintained and amended as needed.

Start/Finish Dates: July 1, 2017 through December 31, 2017

Lead Agency: Bartow Community Development Department Staff

Funding:

PL	FTA	State	LOCAL MATCH
\$6,500.00	\$2,075.00	\$259.38	\$1,884.38

II. PUBLIC INVOLVEMENT

Public involvement is the means by which transportation policies and plans are formed and communicated. It is an essential, and required, element of the implementation of the Long-Range Transportation Plan and the Transportation Improvement Program and MPO projects. The CBMPO strives to provide open lines of communication with all facets of the community and transportation network.

Element 2.1 Outreach/Education/EJ/Title VI/LEP

Objective: Ensure that all CBMPO activities are conducted in an open environment that uses various visualization techniques during the participation process as required by MAP-21.

Previous Work: GDOT review of the Title VI plan was completed. All meetings were publicly noticed in compliance with the policies and procedures of the CBMPO Public Participation Plan. Amendments were made to accommodate FTA requirements.

Description: CBMPO staff and the Policy Committee will use the previous work to identify contacts for minority, disabled and low income communities and refine and revise the adopted Participation Plan as needed, based on review by CBMPO committees, the public and staff. All meetings, workshops and other information to be conveyed to the public shall be coordinated by CBMPO staff including publishing information for public meetings, updating the CBMPO website and publishing participation notices.

Products: Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations. All public meetings will be noticed and the results documented. Any revisions to the Participation Plan will be prepared and documentation will be provided to GDOT. CBMPO will maintain the current website to provide useful information where citizens can go to access information about the planning process and products produced. Staff shall strive to develop planning products in a variety of formats for comprehension and accessibility to the general public.

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: Bartow Community Development Department Staff

Funding:

PL	FTA	State	LOCAL MATCH
\$3,034.90	\$2,075.00	\$259.38	\$1,018.10

III. DATA COLLECTION AND MONITORING

The role of this portion of the work program is to collect data to be used in analyzing the current transportation system. In addition, federal legislation is placing additional emphasis on the measurement of the system's performance.

Element 3.1 Data Collection and Analysis

Objective: Maintain databases including transportation and Geographic Information System (GIS) transportation databases that include traffic counts, trip data, and the mapping of physical transportation improvements to roads, transit, airport, rail, bikeways, sidewalks, and freight facilities.

Previous Work: Produce an inventory of sidewalks in pedestrian target areas within the community.

Description: Establish a systematic approach to traffic counts for arterial and collector routes within the MPO to augment and support the existing network of GDOT counts on federal-aid system roads. Work with GDOT, local governments and other sources to maintain a current transportation inventory within the Bartow County GIS Department. Share with GDOT as needed.

Products: A current inventory and mapping of the above-named transportation facilities within Bartow County.

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: CBMPO and Bartow County Information Services Department

Funding:

PL	FTA	State	LOCAL MATCH
\$39,000.00	\$2,400.00	\$300.00	\$10,050.00

Element 3.2 System Monitoring

Objective: This element supports the data collection in Element 3.1 and analyzes the data collected to monitor the performance of the system and individual components within it. Data such as traffic counts, intersection analyses, accident reports, and so forth will be analyzed to highlight needs and develop strategies to achieve better performance within the transportation networks.

Previous Work: Collection of accident data at intersections of US 41 and Manning Mill Road as well as the intersection of SR 20 and Wilderness Camp Road.

Description: Data analysis will be used to review issues and offer solutions to achieve better performance of the overall transportation network.

Products: To be determined as needs warrant

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: CBMPO

Funding:

PL	FTA	State	LOCAL MATCH
\$6,500.00	\$2,075.00	\$259.38	\$1,884.38

IV. TRANSPORTATION PLANNING

This element addresses short- and long-term planning efforts within the service area of the Cartersville-Bartow County Metropolitan Planning Organization. Existing plans are maintained and updated and new efforts are undertaken to address pressing transportation issues within the community.

Element 4.1 Maintenance of Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP)

Objective: The purpose of this element will be to maintain the LRTP and TIP as necessary, including addressing any need for amendments. The next major update of the CBMPO LRTP will not be required until March of 2020 as of the time of the writing of this document. The TIP will be revised annually to maintain an on-going four year list of active projects. Should the air quality designation of non-attainment change, a new deadline for the next update of the Transportation Plan may be established.

Previous Work: Full adoption of the LRTP and TIP as well as two administrative modifications.

Description: Amendments and administrative modifications will be handled as necessary using the procedures outlined by the Georgia Department of Transportation and the CBMPO Public Participation Plan. For extensive work to the Plan, consultant services may be utilized to carry out work in this element due to staffing issues.

Products: An up-to-date set of documents relating to the LRTP and TIP.

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: CBMPO

Funding:

PL	FTA	State	LOCAL MATCH
\$21,000.00	\$2,000.00	\$250.00	\$5,500.00

Element 4.2 Transit Planning

Objective: To develop a transit system that serves rural and urban residents of Bartow County and those participating in its activities and services while meeting the requirements for the use of federal funds to provide this service.

Previous Work: On-going assistance to the Bartow County Transit Department in the acquisition of additional sources of federal funding through allocations of Large Urban Area 5307 and Small Urban Area 5307 grants.

Description: The Bartow County Transit System is undergoing major changes in the amounts and sources of its federal funding owing to the growth of the Census-designated Urbanized Area within the community. The MPO will assist the Transit Department in the development of services appropriate to these funding sources.

Products: An updated financing and operational structure commensurate with the responsibilities and requirements of the federal funding sources and local needs for transit services. During FY 2017 a Transit Development Plan will be completed using consultant resources.

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: CBMPO

Funding:

PL	FTA	State	LOCAL MATCH
\$0.00	\$79,300.00	\$9,912.50	\$14,912.50

Element 4.3 Special Studies

Objective: To address specific issues within the transportation network that require more deliberate effort to complete than a spot analysis. Such efforts may involve the use of consultant services from time to time.

Previous Work: Pedestrian route inventory completed and mapped. Recreational bike route brochure completed using grant funds from Department of Public Health. Park and Ride Lot location and feasibility study underway.

Description: The specific needs identified during the drafting of this document for the CBMPO include:

- Corridor analysis of SR 293 through the City of Emerson
- Study of the intersection of Old Allatoona Road with SR 293 in Emerson
- Alternatives for the area around the Manning Mill intersection with US 41
- Park and Ride Lot location and feasibility study to be finished.
- Others as requested with the approval of the MPO Policy Committee.

Products: Reports and Action Plans

Start/Finish Dates: January 1, 2017 through December 31, 2017

Lead Agency: CBMPO

Funding:

PL	FTA	State	LOCAL MATCH
\$24,000.00	\$0.00	\$0.00	\$6,000.00

V.

BUSINESS PLAN AND PROJECT FORECASTS

DRAFT

Element 6.2 Planning Factors Analysis

FAST Act Planning Factors

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 non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and 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;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

UPWP Element	Factors									
	1	2	3	4	5	6	7	8	9	10
1.1. MPO Administration	X	X	X	X	X	X	X	X	X	X
1.2. Training/Professional Development	X	X	X	X	X	X	X	X	X	X
1.3. Equipment/Supplies/Technical Assist.	X	X	X	X	X	X	X	X	X	X
1.4. Contracts and Grants	X	X	X	X	X	X	X	X	X	X
1.5. Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X
2.1. Outreach/Education/EJ/Title VI/LEP		X	X	X		X	X			
3.1. Data Collection and Analysis	X		X	X	X	X	X		X	
3.2. System Monitoring	X	X	X	X	X	X	X	X	X	
4.1. Maintenance of LRTP and TIP	X	X	X	X	X	X	X	X	X	X
4.2. Transit Planning	X	X	X	X	X		X		X	X
4.3. Special Studies	X				X	X	X	X	X	X

Element 6.3 FHWA/FTA Planning Emphasis Areas

With the renewed focus on transportation planning brought about by MAP-21 and continued with the FAST Act, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas (PEAs). These topical areas are meant to provide emphasis to planning topics where FHWA and FTA want States and MPOs to focus their respective planning work programs. Below are the three topic areas as discussed by the federal agencies on April 23, 2014 (in italics) and actions to be taken by the CBMPO to implement them. The chart below shows which elements of this UPWP support these three Planning Emphasis Areas.

1. *MAP-21 Implementation*

Transition to Performance-based Planning and Programming - We encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan. We encourage you to use the following resources to help develop your approach: [Performance Based Planning and Programming Guidebook](#); [Model Long Range Transportation Plans Guidebook](#) and [Small Metropolitan Areas: Performance Based Planning](#).

The CBMPO is establishing a traffic count system, maintaining its transportation facility database using ArcGIS, and acquiring trip origin/destination data to supplement its existing model. This baseline information will assist in the assessment of the system's performance in the upcoming years.

2. *Regional Models of Cooperation*

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

The CBMPO actively participates in the meetings and supports the work done by the Atlanta Regional Commission which houses the MPO for the adjacent Atlanta planning region. The CBMPO also participates regularly with the Georgia Association of MPOs in addressing issues of common concern.

3. *Ladders of Opportunity*

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

The CBMPO is regularly communicating with the social service agencies serving the residents of the MPO study area. As a result of that communication a Transit Development Plan is being developed to address the readiness of the existing demand-response transit system to expand into fixed route services and longer hours of operation. This study is also exploring options for connected transit services with those in the Atlanta metro area and better commuter options including Park and Ride lot locations. This study is to be concluded in the Spring of 2017. Work on identifying pedestrian and bicycle facility needs is continuing.

UPWP Element	Planning Emphasis Areas		
	MAP-21 Implementation	Regional Cooperation	Ladders of Opportunity
1.1. MPO Administration	X	X	X
1.2. Training/Professional Development	X	X	X
1.3. Equipment/Supplies/Technical Assist.	X		X
1.4. Contracts and Grants	X	X	X
1.5. Unified Planning Work Program	X	X	X
2.1. Outreach/Education/EJ/Title VI/LEP	X	X	X
3.1. Data Collection and Analysis	X	X	X
3.2. System Monitoring	X	X	X
4.1. Maintenance of LRTP and TIP		X	X
4.2. Transit Planning	X	X	X
4.3. Special Studies	X	X	X

Element 6.4

Adopting Resolution

Copy of signed resolution goes here

DRAFT