

**Atlanta Transportation Management Area
2015 MPO Certification Questionnaire**

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A. Status of follow-up actions from last Federal TMA Certification Review.
1. The ARC is encouraged to include into the UPWP the development of a map or maps with major corridor studies, transit studies, freight, LCI, access management, interchange studies, truck lanes and other major corridor/area initiatives. These could be portrayed on the ARC website to provide a visual of the numerous work activities underway in the region.
2. The ARC should account for activities in the UPWP that consume substantial staff time to support planning endeavors such as the Transportation Improvement Act.
3. The ARC should include Interagency Consultation Group protocol for review of draft project lists that include all projects (regionally significant, non-exempt, and exempt) in the RTP/TIP development process. This should take into account ample review of draft project list(s) prior to distribution of the documents for public comment.
4. The ARC is encouraged to continue monitoring 2010 Census products as these are published, include any new areas into the ARC Boundary, and incorporate these into outreach efforts.
5. When making revisions to the RTP/TIP, the ARC must identify how the proposed changes are eligible as Administrative Modifications per ARC's <i>Transportation Plan Amendment Process</i> (Appendix D of the adopted <i>Regional Transportation Participation Report, 2008</i>). Proposed changes should be clearly highlighted in some manner.
6. The ARC is encouraged to continue work on tracking 'before' and 'after' data as part of the Plan Management Process to measure the effects of projects on mobility after project implementation, including Bike/Pedestrian and LCI programs.
7. The ARC is encouraged to coordinate with GDOT, GRTA, FHWA, and FTA to further develop PLAN 2040 Plan Management measures and methodology to track and report results with focus on key performance measures.
8. The ARC should develop and implement a strategic plan for ARC Transportation Demand Management initiatives, i.e., rideshare support and activity center air quality education.
9. The ARC is encouraged to help foster environmental coordination between local jurisdictions, GDOT, and USDOT and to continue to train ARC staff and member jurisdictions on the Federal project delivery process.
10. The ARC should review and update the 2007 Atlanta Regional Bicycle Transportation & Pedestrian Walkways Plan.
11. The ARC is encouraged to ensure proper resources are allocated to bicycle and pedestrian planning for ongoing cross-jurisdictional bicycle and pedestrian planning.
12. The ARC should make certain to capture evolving public involvement protocols and processes through documentation in the updated Participation Plan.
13. The ARC is encouraged to consider restarting Public Involvement Advisory Group periodic meetings using alternate formats or technology.
14. The ARC must develop a Title VI Plan in accordance with 23 CFR Part 200, to address how the agency implements their Title VI program and ensures nondiscrimination.
15. The ARC should ensure it continues to document Civil Rights' policy statements and procedures. These should be

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communicated to employees on a regular basis and publicly available.
16. The ARC should include ADA considerations as it develops its regional sidewalk inventory and as it coordinates with GDOT and local jurisdictions to facilitate a compendium of regional complete streets plans and programs.
17. Concerning transit, the ARC is encouraged to: <ul style="list-style-type: none"> • Continue work developing a regional transit governance structure to enable operators to achieve broad regional guidance and state support. • Continue consideration of the aging, disabled and EJ communities in transit planning and consideration of rising gas prices on mode choice for all riders. • Continue efforts for a one-call mobility management center and toll free number for disabled and senior transportation throughout the region. • Continue to develop crash profiles and studies around transit stops on arterial streets where a disproportionate number of crashes occur.
B. Description of Planning Area
1. Please give a geographic description of your urbanized area and any unique characteristics or demographics that have changed since the last Federal TMA Certification Review. (e.g. Census boundary changes, new population shifts, housing, and electronic file of the map of your area).
C. MPO Boundaries
1. Where multiple Metropolitan Planning Organizations (MPOs) are sharing geographic portions of a TMA, are there agreements in place to address the responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA)? If yes, please provide copies (see requested documents). 23 CFR 450.314(f)
2. If an MPA has been adjusted to include Federal lands and/or Indian Tribal lands, are those “newly” affected appropriately involved in the metropolitan planning process? If yes, please describe how. 23 CFR 450.316(c)
D. Organization/Structure
1. Describe the organization/structure of the MPO? <ul style="list-style-type: none"> • Who are the members of the MPO? • Who is represented on the policy board? • Is the largest incorporated city represented? • What are the Area transit agencies? <p><i>49 USC Section 5303(d)(2), 23 USC 134(d)(2), 23 CFR 450.310(d)</i></p>
2. Describe the voting structure of the MPO Board and the MPO committees. (Please provide a copy of organization chart and a summary of staff responsibilities).

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E. Agreements and Contracts
<p>1. List all current agreements, the dates executed, and the dates that the agreements are scheduled to expire. If an agreement expiration date is approaching please provide detail about the anticipated date/process for the update of the agreement. (See requested documents).</p> <p>23 USC Section 134(d)(1), Section 134(f)(2)(A) 49 USC Section 5303(d)(1), Section 5303(f)(2)(A) 23 CFR 450.310(b), 450.310(c)(1)</p>
<p>2. Provide a current copy of the MPO's staffing agreement and a brief description of the compensation process. (i.e. M/TPO Director resignation or termination terms, see requested documents).</p> <p>23 CFR 420.105-420.225</p>
F. Regional Coordination
<p>1. Describe the process by which the MPO coordinates regionally with adjacent MPOs. Is this a formalized process?</p> <p>23 USC Section 134(f) 49 USC Section 5303(f) 23 CFR 450.314(d), 450.312(h)</p>
G. Long-Range Transportation Plan (LRTP)
<p>1. Provide documentation, which demonstrates how each of the MAP-21 factors are considered in the planning process? (i.e. matrix)</p> <p>23 USC Section 134(h) 49 USC Section 5303(h) 23 CFR 450.306(a)</p>
<p>2. How does the MPO consider local land use decisions in coordinating transportation and land use planning? Please detail any current and past efforts.</p> <p>23 USC Section 134(i)(4)(A) 49 USC Section 5303(i)(4)(A) 23 CFR 450.322(c), 450.322(e), 450.322(g)</p>

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<p>3. During the last update of the Transportation Plan, how were the planning assumptions validated?</p> <p><i>23 CFR Part 450.322(e)</i></p>
<p>4. What financial assumptions are being used in the development of the Transportation Plan? (Discussion should include anticipated bond revenue, future tax referendums, anticipated/current sales-tax referendums, as well as assumptions based on failed attempts to generate revenue).</p> <p><i>23 USC Section 134(i)(2)(C)</i> <i>49 USC Section 5303(i)(2)(C)</i> <i>23 CFR 450.322(f)(10)</i></p>
<p>5. How are cost estimates developed? Do they include operating and maintenance costs for transit and local facilities or operating costs for state highways?</p> <p><i>23 CFR 450.322(f)(6), Part 450.322(f)(10)</i></p>
<p>6. When amending the Transportation Plan, how is fiscal constraint ensured and demonstrated?</p> <p><i>23 USC Section 134(i)(2)(C)</i> <i>49 USC Section 5303(i)(2)(C)</i> <i>23 CFR 450.322(f)(10)</i></p>
<p>7. What is the process for revising the MPO's LRTP?</p> <p><i>23 CFR 450.104</i></p>
<p>8. If the metropolitan planning area includes Federal public lands and/or Tribal lands, were the affected Federal agencies and Indian Tribes involved appropriately in the development of the plans and programs?</p> <p><i>23 USC Section 134(i)(2)(B)(ii)</i> <i>49 USC Section 5303(i)(2)(B)(ii)</i> <i>23 CFR 450.316(c)</i></p>

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<p>9. What is the role of the transit operator in the development of the LRTP, and how is it involved in the MPO's overall planning and project development process?</p> <p>23 CFR 450.322(e) (F) (10) (ii)</p>
<p>10. How does the plan identify both long-and short-range strategies and actions that will lead to the development of a multimodal transportation system?</p> <p>23 CFR 450.322(b)</p>
<p>11. How are the pros and cons of the LRTP identified and evaluated relative to all socioeconomic groups during the modeling and planning of the LRTP?</p>
<p>12. Describe how the validity of the original assumptions used in the LRTP is reviewed for any updates to the LRTP.</p> <p>23 CFR 450.322(e)</p>
<p>13. Does the LRTP contain performance measures? If yes, please describe. Is there a process to measure the effectiveness of the Transportation Plan?</p> <p>23 CFR 450.320(b)</p>
<p>14. Does the metropolitan transportation planning process include the preparation of technical and other reports used to ensure documentation of the development, refinement, and update of the Transportation Plan? Are these reports available for public review?</p> <p>23 CFR 450.322(e)</p>
<p>15. Are there any comparisons of Transportation Plans with State conservation plans or maps and inventories of natural or historic resources? If so, please describe the process for the review of these plans</p> <p>23 USC Section 134(i)(4)(B) 49 USC Section 5303(i)(4)(B)</p>

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<p>23 CFR 450.322(g)</p>
<p>16. Are there any comparisons of Transportation Plans with State conservation plans or maps and inventories of natural or historic resources? If so, please describe the process for the review of these plans</p> <p>23 USC Section 134(i)(4)(B) 49 USC Section 5303(i)(4)(B) 23 CFR 450.322(g)</p>
<p>17. How does the plan give emphasis to facilities serving important national and regional transportation functions?</p> <p>23 USC Section 134(i)(2)(A) 49 USC Section 5303(i)(2)(A) 23 CFR 450.322(f)(2)</p>
<p>18. How does the LRTP incorporate environmental mitigation strategies from a system-wide perspective?</p> <p>23 USC Section 134(i)(2)(B) 49 USC Section 5303(i)(2)(B) 23 CFR 450.322(f)(7)</p>
<p>H. Travel Demand Forecasting</p>
<p>1. Who is responsible for travel forecasting at the MPO? (If another governmental agency provides required modeling expertise please detail whether or not there is a formal memorandum of agreement between the agencies to delineate technical responsibilities, lines of communication and nature of review).</p>
<p>2. Describe the travel demand forecast model used by the MPO in the transportation planning process.</p> <ul style="list-style-type: none"> • What is the base year of the data used to develop the model? • How many Travel Analysis Zones (TAZs) does the model have? • How many links are in the model? <p>23 CFR 450.322 (b) (e) (f) (1)</p>

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<p>3. Who is operating the model? (MPO, consultant, etc.) If a consultant, who on staff is reviewing the work of the consultant?</p>
<p>I. Environment</p>
<p>1. Does the LRTP provide specific project-level information from the planning process, such as clear project descriptions, purpose and need statements for each project, anticipated project milestones for each phase, and funding source information?</p> <p>23 CFR 450.322(f)(6)</p>
<p>2. To what extent does the MPO participate in defining a project's Purpose and Need that is used to determine the range of reasonable alternatives to be considered in the environmental process?</p>
<p>3. How does the existing consultation process address environmental mitigation activities? (Include consultation by State, Tribal, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, and historic preservation).</p> <p>23 USC Section 134(g), 134(i)(2)(B)(ii), Section 134(i)(4) 49 USC Section 5303(g), 5303(i)(2)(B)(ii), Section 5303(i)(4) 23 CFR 450.316(c), 450.318(a), 450.322(f)(7), 450.322(g)</p>
<p>4. Discuss how the MPO consults with the state and local agencies during the transportation planning process.</p> <p>23 CFR 450.322 (g) (1) (2)</p>
<p>J. Transportation Improvement Plan (TIP)</p>
<p>1. How does the MPO ensure that the TIP includes all proposed federally and non-Federally funded regionally significant transportation projects, including intermodal facilities?</p> <p>23 USC Section 134(j)(3)(B) 49 USC Section 5303(j)(3)(B) 23 CFR 450.324(d)</p>
<p>2. Describe the TIP project prioritization and selection process.</p> <p>23 CFR 450.324 (l) (1)</p>
<p>3. How are bicycle, pedestrian, and transit needs addressed in the prioritization process?</p>

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<p>23 CFR 450.324 (c)</p>
<p>4. How do the MPO, the State, and the public transportation operator collaborate on the development of the TIP?</p> <p>23 CFR 450.324 (a)</p>
<p>5. How is fiscal constraint demonstrated for the TIP?</p> <ul style="list-style-type: none"> • What are the methods and sources of cost estimates? • Do revenue estimates reflect reasonable assumptions? • Do the State and transit operators provide the MPO with estimates of Federal and State funds available for the metropolitan area? <p>23 USC Section 134(j)(1)(c), Section 134(j)(2)(B) Title 49 USC Section 5303(j)(1)(c), Section 5303(j)(2)(B) 23 CFR 450.324(i)</p>
<p>6. What is the process for modifying / amending the Transportation Improvement Plan (please provide detail about the steps taken for both)?</p> <ul style="list-style-type: none"> • How are changes documented? • How the public is made aware of the changes to the plan? <p>23 CFR 450.326(a) , 450.322 (l)</p>
<p>7. How is the disposition of comments and changes in the TIP documented, analyzed, and reported when significant oral and written comments are submitted?</p> <p>23 CFR 450.316(a)(2)</p>
<p>K. Unified Planning Work Program (UPWP)</p>
<p>1. How are Federal Funds and expenditures monitored in your organization?</p>

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<p>23 CFR 420.113, 420.117, 420.119</p>
<p>2. How are the State, public transit agencies and MPO subcommittees involved in UPWP development?</p> <p>23 CFR 450.308(c), 450.308(f)</p>
<p>3. Specifically, how does the MPO collaborate with the transit operator in the development of the funding aspect of the UPWP?</p> <p>23 CFR 450.308(c), 420.111</p>
<p>L. Public Involvement</p>
<p>1. How is the effectiveness of the public involvement process evaluated?</p> <ul style="list-style-type: none"> • Is it a formalized process? • How often is the process evaluated? <p>23 CFR 450.316(a)(1)(x)</p>
<p>2. What are the MPO's major regional projects?</p>
<p>3. What is the public involvement process used by the transit providers(s)? Is there coordination of public involvement between the MPO and the transit provider?</p> <p>23 CFR 450.316 (a)</p>
<p>4. How does the public involvement process demonstrate explicit considerations and responsiveness to public input received during the planning and program development process and how does it alter the decision making of the MPO?</p> <p>23 CFR 450.316(a)(1)(vi)</p>
<p>5. How does the public involvement process address the principles of the Title VI of the Civil Rights Act of 1964, Title VI assurance executed by each state and the traditional underserved, including low income and income and minority households?</p> <p>23 CFR 450.316(a)(1)</p>

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<p>6. How are the disposition of comments and changes in the final Transportation Plan or TIP documented, analyzed, and reported when significant oral and written comments are submitted? (Is additional time provided for public review if the “final” document is significantly different from the draft originally made available for public review)?</p> <p><i>23 CFR 450.316(a)(2)</i></p>
<p>7. How is public involvement in the metropolitan transportation process coordinated with the district and or statewide public involvement process to enhance public consideration of issues, plans, and programs?</p> <p><i>23 CFR 450.316(a)(1)(ix)</i></p>
<p>8. Describe the opportunities for participation by traffic, ridesharing, parking, transportation safety, and enforcement agencies; commuter rail operators; airport and port authorities; appropriate private transportation providers; and city officials.</p> <p><i>23 USC Section 134(i)(5)(A), 134(j)(1)(B), 134(j)(4) 49 USC Section 5303(i)(5)(A), 5303(j)(1)(B), 5303 (j)(4) 23 CFR 450.316(a), 450.322(i)</i></p>
<p>9. Describe the opportunities for participation by local, State, Tribal, and Federal environmental resource and permit agencies where appropriate.</p> <p><i>23 USC Section 134(i)(5)(A), 134(j)(1)(B), 134(j)(4) 49 USC Section 5303(i)(5)(A), 5303(j)(1)(B), 5303 (j)(4) 23 CFR 450.316(a), 450.322(i), 450.316 (c)</i></p>
<p>10. How was the public involvement program developed, and who participated in its development?</p> <p><i>23 CFR 450.316 (a)</i></p>
<p>11. How does the MPO engage in public education efforts designed to make the transportation planning process and decisions it produces easier to understand in laypersons’ terms?</p>

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<p>12. How does the MPO public participation plan reflect adequate public notice of public participation activities and time for public review and comment at key decision points in the transportation process? How does the MPO provide reasonable access to information about transportation issues and process?</p> <p><i>23 CFR 450.316 (a) (1) (i) (ii)</i></p>
<p>13. Does the MPO employ any visualization techniques? If so, what types of techniques? What are the results?</p> <p><i>49 USC Section 5303(i)(5)(C)(ii)</i> <i>23 CFR 450.316 (a) (iii), 450.316(a)(1)(iii)</i></p>
<p>14. What information is available to the public in electronic format?</p> <p><i>23 USC Section 134(i)(5)(C)(iii), 134(i)(6)</i> <i>49 USC Section 5303(i)(5)(C)(iii), 5303(i)(6)</i> <i>23 CFR Part 450.316(a)(1)(iv), 450.322(j), 450.324(b)</i></p>
<p>15. Does the Public Participation Plan (PPP) include a specific and separate strategy for engaging low-income and minority populations?</p> <ul style="list-style-type: none"> • Is there a process to evaluate effectiveness of public involvement, including success at engaging low-income and minority residents? • How is this process being carried out? What outreach efforts have proven most effective? <p><i>23 CFR 450.316(a)(1)(vii)</i></p>
<p>16. How is the disposition of comments and changes in the final Transportation Plan documented, analyzed, and reported when significant oral and written comments are submitted?</p>
<p>17. Are there transportation projects in the MPO area which have strong, coordinated opposition and/or are highly controversial? Have any groups been formed and/or have been active in lobbying for or against a project?</p>
<p>18. What strategies and techniques does the MPO use to engage Tribal governments in the Transportation Decision-making process?</p>
<p>M. Title VI and Related Nondiscrimination Requirements</p>
<p>1. Who is your Title VI Officer? Please explain their roles and responsibilities including coordination with other agencies (if</p>

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applicable).
2. Does the MPO have a Title VI policy and Limited English Proficiency Plan? Please provide a copy.
3. How is the policy disseminated to the public and how often is the policy reviewed?
4. When is the last time MPO staff received nondiscrimination training?
<i>Title 49 CFR Part 27.13(a) , 27.13(a)</i>
5. Are there any active or previously resolved discrimination complaints regarding the MPO or the transportation planning process? If so, how have these been addressed? Provide all documents created or received by the MPO regarding the complaint, processing and resolution, if any. <i>(This request specifically includes but is not limited to email communication).</i>
<i>49 CFR 27.121(b)</i>
6. Has the planning process developed a demographic profile of the metropolitan planning area that includes identification of the locations of socioeconomic groups, including low-income, disabled, religious, and minority populations as covered by Title VI provisions? Explain the process.
<i>23 CFR 200.9 (b) (4)</i>
7. How does the MPO determine the need to have documents available in alternative formats? (e.g., Braille, large print, tape cassette)?
<i>49 CFR Part 37 Appendix D Sections 37.125 and 37.167</i>
8. Are public meeting locations accessible according to the <i>Americans with Disabilities Act (ADA)</i> ? Please identify actions exercised by staff to comply with ADA regulations.
9. What are the MPO's current/future goals for its Title VI and nondiscrimination program and how does the MPO intend to achieve them?
10. What are the measures used to verify that the multimodal access and mobility performance improvements in the plan and TIP comply with Title VI?
11. Do the MPO's advisory boards contain representation from protected classifications (elderly, minority, disabled, low income)? If not, what efforts has the MPO made to ensure board participation by underserved groups?

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12. Does the MPO have other relationships with Historical Black Colleges and Universities (HBCUs) or Minority Institutions of Higher Education (MIHEs) (i.e., student internships; advisory board members from the schools; outreach or public involvement on campus, etc.)?
N. Disadvantaged Business Enterprise (DBE)
1. List the consultant contracts used by the MPO, annotated to reflect type of work and amount of contracts awarded to minority and women owned businesses or organization (ie, MIHEs/HBCUs).
2. Does the MPO track DBE participation through the use of the Bid Opportunity List and DBE Participation Statement? 49 CFR 26.11(c)
3. Does the MPO have DBE Assurance language in all of its contracts? <i>“The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of United States Department of Transportation (USDOT) assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.”</i> 49 CFR 26.13(b)
4. Does the MPO use GDOT’s DBE program for FHWA funds in lieu of an independent or internal DBE program or goal?
5. Does the MPO contact GDOT’s DBE Supportive Services provider or Equal Opportunity Office to ensure it has the most up-to-date information on available DBEs?
O. Transit and Transportation Disadvantaged
1. How are transit and the transportation disadvantaged considered in the transportation planning process? 23 CFR 450.306(g), 450.322(f)(2), 450.322(f)(9), 450.324(e)(7)
2. What performance data is needed from transit operators to support MPO activities? How do the transit providers share this data with the MPO?
3. How is the transit authority’s planning process coordinated with the MPO’s planning process?
4. What are the major issues, needs and priorities currently facing the region’s transit operator(s)? <ul style="list-style-type: none"> • What particular concerns have the operators identified in their planning processes? • What is the MPO’s role in addressing these issues, needs, and priorities?”

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5. Has the MPO studied Pedestrian accessibility to transit?
6. What is the role of the transit operator and how is it involved in the MPO's overall planning and project development process?
7. Are flexible funds (funds appropriated and allocated originally through FHWA or FTA) routinely transferred to the transit agencies for eligible transit uses use?
8. How are transfers decisions made?
9. How does the Transit Development Plan interface with TIP/STIP development?
P. Bicycle and Pedestrian
1. How are bicycle and pedestrian planning activities being integrated in the transportation planning process? 23 USC Section 134(c)(2) 49 USC Section 5303(c)(2) 23 CFR 450.300(a), 450.316(a), 450.322(f)(2), 450.322(f)(8), 450.322(i), 450.324(c), 450.332(a)
2. Discuss the selection and prioritization process for bicycle and pedestrian projects. 23 CFR 450.324 (l) (1)
3. Does the MPO have dedicated funding for Bike/Ped activities?
Q. Congestion Management Process (CMP)
1. Describe the area, network, and modes covered by the CMP.
2. Describe how the CMP has been fully integrated into the overall metropolitan planning process. 23 CFR 450.320 (a) (b)
3. Does the MPO have a process for periodically evaluating the effectiveness of the CMP? 23 CFR 450.320(c)(6)
4. How often the CMP is reviewed and when was the last CMP update? 23 CFR 450.320(c)(6)

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<p>5. How have Transportation Partners been involved in the development of the CMP and its updates?</p> <p>23 CFR 450.320(c)(2), 450.320(c)(6)</p>
<p>6. What are the performance measures for the CMP and how are they being used? Do these partners share data, performance measures, etc., and do they contribute strategies toward solving regional congestion problems?</p> <p>23 CFR 450.320(c)(1), 450.320(c)(3), 450.320(c)(4)</p>
<p>7. Are the performance measurements based on actual data or are they modeled?</p> <p>23 CFR 450.320(c)(3)</p>
<p>8. Who implements of CMP strategies (e.g., State DOT, transportation management associations, transit agencies, locals)?</p> <p>23 CFR 450.320(a), 450.320(c)</p>
<p>9. How does the Transportation Plan incorporate travel demand and operational management strategies? Are necessary demand reduction and operational management commitments made for new Single Occupant Vehicle (SOV) projects?</p> <p>23 CFR 450.320 (b) (c)</p>
<p>10. How have other travel demand reduction and operational management strategies been analyzed?</p> <p>23 CFR 450.320(a), (c), 450.320(e)</p>
<p>11. What mechanism(s) are in place for measuring performance of Management and Operations (M&O) goals and objectives?</p> <p>23 CFR 450.320(c)(1), 450.320(c)(4)</p>
<p>R. List of Obligated Projects</p>
<p>1. Does the MPO prepare annually, a list of projects for which Federal funds have been obligated in the preceding year and publish it or otherwise make it available for public review? Where is it located?</p>

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<p>23 USC Section 134(j)(7)(B) 49 USC Section 5303(j) (7)(B) 23 CFR 450.324(e)(3), 450.332(a) (b) (c)</p>
<p>2. Have there been any public comments on the listing? If so, how are such comments used in assessing the metropolitan transportation planning process?</p> <p>23 CFR 450.316(a)(1)(vi)</p>
<p>S. Intelligent Transportation System (ITS)</p>
<p>1. How is the regional ITS architecture being used in the transportation planning process?</p> <p>23 CFR 450.306(f), 940.5</p>
<p>2. How are the changes to the Regional ITS architecture being documented and processed?</p> <p>23 CFR 940.11(e)</p>
<p>3. How are ITS activities coordinated in the MPO/TMA?</p> <p>23 CFR 450.306(f)</p>
<p>4. How does the MPO ensure that all ITS projects are consistent with the regional ITS architecture?</p> <p>23 CFR 450.306(f)</p>
<p>5. What is the MPO's involvement with other ITS organizations in the region?</p> <p>23 CFR 940.9(a)</p>
<p>T. Freight Planning</p>
<p>1. How does the MPO incorporate/address freight related goals in the MPO process?</p>

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<p>23 CFR 450.306 (a) (1) (4) (6)</p>
<p>2. What process does the MPO use to identify and analyze existing and projected goods movement in the region?</p> <p>23 CFR 450.306 (a) (1) (4) (6)</p>
<p>3. How are freight providers and freight stakeholders engaged to participate in the development of the LRTP, TIP, and other MPO products?</p> <p>23 USC Section 134(i)(5)(A) 49 USC Section 5303(i)(5)(A) 23 CFR 450.316(b), 450.322(i)</p>
<p>4. Please identify the freight providers and partners in the MPO area.</p>
<p>5. What level of participation from the freight community has the MPO experienced?</p> <p>23 CFR 450.322 (i)</p>
<p>U. Safety Considerations in the Planning Process</p>
<p>1. How is safety addressed for motorized and non-motorized Users throughout the Continuous, Cooperative, and Comprehensive (3-C) planning process?</p> <p>23 CFR 450.306 (a) (2), 450.322 (h)</p>
<p>2. Is safety an explicit goal in your planning process (LRTP and TIP)?</p> <p>23 CFR 450.322(h) 450.324(c)</p>
<p>V. Security Considerations in the Planning Process</p>
<p>1. In the case of a major manmade or natural disaster, does the MPO have a Continuation of Operations Plan (COOP)?</p> <p>23 CFR 450.322 (h)</p>

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<p>(h) <i>The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.</i></p>
<p>2. Has the MPO's COOP been tested?</p> <ul style="list-style-type: none"> • If yes, what, if any, changes were made to the COOP based on the test(s)? • If no, are there plans to test it the COOP? (please explain) <p>23 CFR 450.322 (h)</p>
<p>3. Is security an explicit goal in the MPO's planning process and LRTP? Does the plan include strategies and implementation steps specifically related to achieving the security goal?</p> <p>23 CFR Part 450.322(h)</p>
<p>4. How is security considered and evaluated throughout the 3-C planning process?</p> <p>23 USC Section 134(h)(1)(C) Title 49 USC Section 5303(h)(1)(C) 23 CFR 450.306(a)(2), 450.306(e), 450.306(h), 450.322(h)</p>
<p>W. DOT/MPO Annual Self Certifications</p>
<p>1. How are the transit authority, State DOT, and other transportation partners involved in the self-certification process? Is there an opportunity for public comment? (If so, how are comments addressed)?</p> <p>23 CFR 450.334</p>
<p>2. Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, ADA, DBE, lobbying, and other regulatory requirements? How are these documented and applied?</p> <p>23 CFR 450.334(a)(3), 450.334(a)(5), 450.334(a)(7)</p>

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X. Requested Documents and Information
<p>1. Documentation designating the urbanized area as a MPO.</p> <ul style="list-style-type: none">a. All MPO agreements defining planning and programming responsibilities with other agencies<ul style="list-style-type: none">i. Operators of public transit servicesii. State DOTiii. Local Governmentsiv. Staffingv. Others (Legal Services, etc.)b. Status/documentation of agreements related to the expanded TMA/UA, State, other planning agencies, etc. as applicable.c. MPO structure and voting membership of the Policy Committee, including bylaws for the MPO technical, policy, and any other committees. Please include latest version of the MPO's MOU and any related bylaws and procedures referenced in the MOU. <p>a. 23 USC Section 134(d)(1) 49 USC Section 5303(d)(1) 23 CFR 420.105 (c), 450.310(b), 450.312(a), 450.314</p> <p>b. <i>Same as above</i></p> <p>c. 23 USC Section 134(d)(2) 49 USC Section 5303(d)(2) 23 CFR 450.310(d)</p>
<p>2. Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP); LRTP and TIP project selection and/or development procedures, and scopes.</p> <p>23 CFR 450.322, 324</p>

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<p>3. Latest Congestion Management Process (CMP) and scopes for development of update to the CMP.</p> <p>23 CFR 450.320</p>
<p>4. Documentation of environmental mitigation and consultation discussions with Federal, State, Tribal, and local agencies.</p>
<p>5. Freight goods and services studies conducted by the MPO.</p>
<p>6. Description of bike/ped committee membership, frequency of meetings and level of participation.</p>
<p>7. Public Involvement Participation Plan (including a portfolio for the Certification Review, i.e. newsletters, meetings, etc.)</p> <p>23 CFR 450.316</p>
<p>8. Other materials/documents that would be useful to the Review Team to address the review questions/items:</p> <ul style="list-style-type: none"> a. Title VI procedures 42 USC Section 2000d-1 49 CFR Part 21.7(a)(1) 23 CFR 450.312(j) b. Boundary Maps for the MPO (also provide in electronic format) 23 CFR 450.322 (h) c. Continuity of Operations Plan (COOP).
Y. FTA Transit Questions
<p>1. How would you describe your working relationship with the MPO, state DOT and local government leaders and stakeholders – including bi-state stakeholders -- in your area?</p>
<p>2. What performance data is needed from transit operators to support MPO activities? How do the transit providers share this data with the MPO?</p>
<p>3. How is the transit agency (or agencies) planning process coordinated with the MPO’s planning process?</p>
<p>4. What is the role of the transit operator and how is it involved in the MPO’s overall planning and project development process?</p>
<p>5. Specifically how does the MPO collaborate with the transit operator in development of the funding aspect of the Unified Planning Work Program?</p>
<p>6. Does the MPO pass-through any FTA planning funding to the transit operator?</p>
<p>7. Please describe your coordinated planning for JARC and New Freedom and the role played by the MPO in developing a human services planning process.</p>
<p>8. Are flexible funds (funds appropriated and allocated originally through FHWA or FTA) routinely transferred to the transit</p>

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agencies for eligible transit uses use?
9. How are FLEX fund transfer decisions (FLEX to transit from STP, CMAQ or other) made?
10. Do you have a Transit Development Plan? If so, how does development of the TDP interface with TIP/STIP development?
11. What is your annual transit ridership? Please describe your service area and frequency.
12. In the last three years is ridership growing, remaining stable or declining
13. What is your annual budget and what are the major sources of funding?
14. Do you have any major capital needs? Major facility needs? Operating needs?
15. What are the biggest challenges you face in providing transit service?