

REQUEST FOR PROPOSALS

PLANNING ASSISTANCE FOR: REGIONAL TRAIL AND BICYCLE FACILITIES NETWORK, SOUTH METRO TRAIL AND BICYCLE FACILITIES NETWORK, AND FLINT RIVER TRAIL

The Atlanta Regional Commission (ARC) is seeking proposals from firms or teams of firms (the Consultant) experienced in transportation policy, active transportation planning and landscape architecture to support ARC in developing three interrelated but distinct plans:

- Regional Trail and Bicycle Facilities Network Plan (Regional Plan)
- South Metro Trail and Bicycle Facilities Network Plan (South Metro Plan)
- Flint River Trail Plan (Flint Trail Plan)

These plans will serve as a comprehensive update and strategic vision for expanding the region's trail and bicycle facility network. Each plan will have its own purpose, constituencies, and deliverables.

The Scope of Service for the work is attached as Exhibit A and provides information regarding the level of effort required as well as specific tasks to be accomplished. The deadline for proposals is **4:00 PM EST on Friday, October 31, 2025**.

Overview

ARC anticipates that a contract will be awarded in Q1 of 2025. All work activities must be completed by May 31, 2028, with an adoption target date in Q1 of 2028. It is anticipated that available funds for the project will be approximately \$3,500,000. Any award for this project is contingent upon ARC receiving adequate funding for this purpose from the Georgia Department of Transportation. ARC reserves the right to award all or part of the available funds for this project. Interested firms should submit a proposal that addresses the factors listed below and the scope of services in Exhibit A. The Consultant must provide a detailed breakdown of the proposed budget in the format of Exhibit B-1 as well as a breakdown by task in the format of Exhibit B-2.

Content and Organization of Proposal

Firms or teams of firms must respond to this RFP with electronic versions of their proposals in either a PDF file or Microsoft Word compatible word processing format. ARC reserves the right to award this contract or contracts based on initial proposals received without formal interviews.

Proposals shall not exceed a total of 50 pages (8.5 x 11), single-sided, inclusive of resumes and firm experience. Proposals may be double-sided but still must not exceed the 50-page single-sided maximum length of content. Covers, end sheets, budget exhibits, DBE documentation, and an introductory letter shall not count against this maximum. Font size shall be a minimum of 10 point in all cases.

Proposals must include the following information:

1. Name of lead firm and any sub-consultants.
2. Point of contact (name, title, phone number, mailing address, and email address) at lead firm.
3. Description of relevant experience on projects of this type.
4. Qualifications and technical competence of consultant and sub-consultants in the type of work required.
5. Description of experience on similar projects including a list of at least 3 references within the past 5 years, with current contact information.
6. Listing of key project personnel and their qualifications.
7. Geographic location of the consultant's office performing the work.
8. A detailed description of the technical approach proposed for accomplishment of the work.
9. A proposed schedule and work plan for the accomplishment of the work described in Exhibit A.
10. A proposed project budget utilizing the template formats contained in Exhibit B-1 and Exhibit B-2.
11. A DBE Utilization Plan in the template format contained in Exhibit C.

Evaluation Criteria

The review of written proposals will be based on the following evaluation criteria, with the relative weights in parentheses:

- Relevant firm experience (30%)
- Key personnel experience (30%)
- Narrative responses addressing the ability to meet or exceed each of the defined Tasks in Exhibit A (30%)
- Narrative response addressing the ability to meet or exceed the schedule and required adoption date (5%)
Note: This includes the consultants' ability to demonstrate a balanced workload for their staff to carry out its responsibilities to ARC in balance with any other contracts the consultant may have.
- Cost and budget (5%)

Given the technical nature of this work and ARC's emphasis on clear, accessible plan documents, an ideal team will include expertise in long-range transportation planning, public involvement, and graphic design.

DBE Participation

It is the policy of ARC that Disadvantaged Business Enterprises (DBEs) (49 CFR Part 26) have the maximum opportunity to participate, either as contractors or as subcontractors, in the performance of Commission contracts to the extent practical and consistent with the efficient performance of the contract. ARC's current DBE goal is 16.7%. Information regarding ARC's DBE Program can be found at <https://atlantaregional.org/about-us/business-opportunities>.

Process for Submitting Proposals

An online pre-bid conference will be conducted from **9:00 to 11:00 AM EST on Tuesday, October 7, 2025**, for prospective bidders to learn more about ARC's expectations for the project and to request basic clarifications related to the proposal submittal and evaluation process. Register at the following [Zoom link](#)). Note that additional technical information should not be required to respond to this RFP and attendance at the pre-bid conference is not mandatory.

To ensure uniformity in the information made available to prospective applicants, all questions of a more complex or technical nature must be formally submitted in writing to Eric Meyer (emeyer@atlantaregional.org) **no later than 4:00 PM EST on Monday, October 13, 2025**. Please use the subject title of "Bicycle RFP Question". A summary of all questions received, and official responses to those questions, will be posted on the ARC website by **Thursday, October 16, 2025**. Questions will be presented anonymously.

ARC must receive your proposal in digital format, either in Microsoft Word or PDF format, in this Dropbox folder (<https://www.dropbox.com/request/6E78gO69bDmAxgLnUfCh>) **no later than 4:00 PM EST on October 31, 2025**. The entire proposal must be contained in a single file.

Timeline for Evaluation and Selection Process

Following evaluation of the proposals, ARC will determine if interviews are necessary to make a final selection. If so, short-listed firms will be notified by **November 13, 2025**, and invited to participate in an interview process with an evaluation committee, to be scheduled the week of **November 19-20, 2025** (tentative; specific dates and times will be confirmed individually with each firm). It is expected that a preferred firm will be determined and notified no later than **December 5, 2025**.

Information on the format of the interviews will be provided at that time and may be either in person or virtual, based on the convenience of staff from the review team and applicants. ARC

reserves the right to award this contract based on initial proposals received without formal interviews and to award all or part of this project to one or more firms.

Final execution of a contract between ARC and the Consultant will constitute the Notice to Proceed (NTP). Note that the project schedule defined in Section IV identifies work initiating on or around March 1, 2026. All parties are expected to collaborate on establishing an aggressive schedule for contract execution so that work may begin as soon as possible.

EXHIBIT A

SCOPE OF SERVICES

I. General:

The Atlanta Regional Commission (ARC) is seeking proposals from firms or teams of firms (the Consultant) experienced in transportation policy, active transportation planning and landscape architecture to support ARC in developing three interrelated but distinct plans:

- Regional Trail and Bicycle Facilities Network Plan (Regional Plan)
- South Metro Trail and Bicycle Facilities Network Plan (South Metro Plan)
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These plans will serve as a comprehensive update and strategic vision for expanding the region's trail and bicycle facility network. Each plan will have its own purpose, constituencies, and deliverables.

II. Definition of Study Areas

The Consultant will perform all necessary services under this contract within the Atlanta Metropolitan Planning Organization (MPO) area. This planning area currently includes all or parts of the following nineteen (19) counties: Barrow, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Rockdale, Spalding, and Walton. For the purposes of this plan “South Metro” refers to the counties of Clayton, Coweta, Fayette, Henry, and Spalding counties, and the portions of Fulton County south of City of Atlanta.

- Regional Plan: All 19 counties, the full MPO area
- South Metro Plan: Clayton, Coweta, Fayette, Henry, and Spalding counties, and the portions of Fulton County south of City of Atlanta.
- Flint Trail Plan: Corridor extending a quarter mile on either side of the Flint River through Fulton, Clayton, Fayette, and Spalding counties

III. Background and Objectives

Regional Plan

The Atlanta Regional Commission (ARC) is the federally designated metropolitan planning organization (MPO) for the Atlanta region. As the MPO, ARC collaborates with local governments and transportation agencies to develop the Metropolitan Transportation Plan (MTP) and is responsible for maintaining it, as well as the Transportation Improvement Program (TIP), which allocates federal funds for high-priority projects. This Regional Plan is a critical component of ARC's broader transportation planning efforts, and its results and recommendations will be used as input into the MTP, the TIP, and regional transportation policy.

In 2016, ARC adopted *Walk. Bike. Thrive!*, a comprehensive regional vision for improving walking and bicycling. This plan gauged that approximately **70 miles of trails were necessary to build a connected regional trail network**, estimating significant benefits from such a network. Subsequent updates in 2019 and 2020, as documented in the **Regional Trail Vision** document, included a new Regional Bikeway Inventory and informed TIP funding cycles.

The primary vision for the regional plan is for the Atlanta Region to become "one of the most connected and safest regions in the United States for walking and bicycling", utilizing active transportation to improve mobility, safety, and economic competitiveness for residents and communities.

Regional and South Metro Plans

The Regional and South Metro Plans build upon the following policy goals and needs identified in previous ARC plans:

- **Health and Safety:** Walking and biking should be safe and enjoyable activities everywhere in the Atlanta region. This plan aims to improve safety by creating a trend towards zero for the number of bicycle and pedestrian crashes and fatalities. Walking and biking reduce the creation of harmful air pollutants from medium and heavy-duty vehicles, which pose significant public health risks, contributing to cancers and respiratory illnesses.
- **Accessibility:** People in the region should be able to walk and bike throughout the day, week, and year as part of daily life, making it a more frequent, convenient, and routine option.
- **Economic Competitiveness:** The region's economic success is tied to its ability to improve job opportunities, support healthy lifestyles and social mobility, and create

thriving communities. Investing in trails can create places where people want to invest their time and money.

- **Connectivity:** This is identified as a critical factor, prioritizing closing gaps between existing regional trail segments, providing access to neighborhoods, small towns, regional job centers, and transit, and connecting high-demand centers. Multi-use paths are envisioned as "active superhighways" for safe and comfortable routes.
- **Equity:** Trails are not distributed evenly across the region; they are fewer in southern portions that have higher concentrations of racial minorities, ethnic minorities, and low-income populations. Low-income people of color are disproportionately affected by bicycle and pedestrian crashes and often live in areas least supportive of active modes. This plan aims to foster trails in every community equally and in complete coordination with community members.
- **Climate & Resilience:** Increasing the amount of people walking and bicycling instead of driving alone offers significant climate and resilience benefits by reducing vehicle emissions and improving air quality. Active transportation modes also enhance community resilience by reducing air pollution-related health burdens, decreasing infrastructure maintenance costs, and creating more adaptable urban spaces that can better withstand climate impacts like flooding and extreme heat. Additionally, walkable and bikeable communities foster stronger social connections and local economic activity, building the social capital essential for effective climate adaptation and disaster response.
- **Regional Significance:** The Regional and South Metro plans focus on **Regionally Significant Trails** that are key links for connecting the regional trail network; crossing jurisdictional boundaries; connecting cities, regional activity centers, or parks; or serving as destinations for residents and visitors. They will also identify **Regional Trail Confluences** as locations where several regional trails converge, indicating areas that may need extra coordination, collaboration, or funding. Noteworthy Regionally Significant Trails include the Atlanta Beltline, PATH 400, Big Creek Greenway, Chattahoochee RiverLands, Peachtree Creek Greenway, Stone Mountain Trail, Silver Comet Trail, South River Trail and others.

The primary objective of these plans is to guide the expansion and enhancement of a connected, safe, and equitable trail network across the 19-county Atlanta MPO area. This will include identifying priority areas, recommending design standards, and outlining implementation and funding strategies to achieve a resilient transportation network that improves efficiency, air quality, public health outcomes, and stimulates the local economy.

South Metro Plan

The South Metro Plan, although closely tied to the Regional Plan, is a distinct plan with its own purpose and additional activities. When tasks apply to both the Regional and South Metro Plans, the work done for the South Metro should take into consideration the context of those counties and present a perspective reflecting the specific needs of the communities of South Metro. For example, the South Metro has far fewer trails and bicycle facilities than the rest of the region, there are more opportunities with undeveloped land, and there are fewer public and private resources available or allocated for trails, bicycles facilities, and other transportation infrastructure.

The South Metro Plan will establish east-west linkages between the Flint River Gateway Trails and two major regional corridors—the planned Chattahoochee RiverLands to the west and the South River to the east—as well as numerous local connections to cities and isolated segments across Clayton, Coweta, Fayette, southern Fulton, Henry, and Spalding counties. It will also provide tools for grant applications, project delivery, economic development, and planning.

With the Regional Plan and the Flint Trail Plan, these efforts will give communities in the southern portion of the Atlanta region an opportunity to create a vision for a unified trail and bicycle facility network.

The South Metro Plan findings will appear as a sub-area plan in the Regional Plan.

Flint River Trail Plan

The Flint River Trail Plan effort is a multi-jurisdictional, regional solution aimed at reconnecting Atlanta's Southside communities along the Flint River, specifically the "Tri-Cities" area of College Park, East Point, and Hapeville, as well as Clayton, Fayette, and Spalding Counties, to the Atlanta BeltLine and broader regional assets. This extensive multi-use trail network seeks to bridge significant gaps created by major transportation facilities like Interstates 85, 285, and GA-166, which have historically divided residential neighborhoods around Hartsfield-Jackson Atlanta International Airport (the Airport).

The Flint River Trail is a catalytic investment designed to address these transportation-related disparities and restore connections between communities. It provides new and improved access to essential destinations such as MARTA rail stations, healthcare facilities (like Southern Regional Medical Center), schools, retail, and greenspaces. The trail directly supports the "Finding the Flint" vision, a community-led effort to rediscover and restore the Flint River headwaters, which surprisingly begin hidden in East Point, flowing under the Airport. This vision

emphasizes improving river health, connecting people to the river, benefiting the community equitably, and adding beauty and soul to development. The trail will promote long-term economic growth, serving as a catalyst for private and public investment. It aims to foster local inclusive economic development and entrepreneurship, connecting residents to good-paying jobs.

Environmentally, the trail will contribute to climate resilience by encouraging active transportation, reducing greenhouse gas (GHG) emissions, and mitigating the urban heat island effect through increased tree canopy and green spaces. It incorporates nature-based solutions and stormwater management features to reduce flood risks and improve water quality in the Flint River headwaters, an area prone to flooding.

The Flint River Trail will appear as a signature project within the South Metro Plan.

IV. Work and Services

Work will involve the development of multiple deliverables to inform ARC's planning, policies, and practices related to supporting the expansion and growth of the regional trail network. The Consultant will conduct weekly project management meetings throughout the duration of the contract. The Consultant will attend and present at ARC committee, subcommittee, task force, planning team, advisory groups, and other meetings as requested to support the successful implementation of this scope of services. The Consultant must describe in their proposals how they will incorporate graphics and user-friendly visualization techniques into all deliverables. The Consultant also must clearly describe their quality control process and how they intend to manage this project's schedule, which has tasks that must be done simultaneously throughout the planning process.

V. Tasks

The Consultant will complete the tasks described below to ARC's satisfaction. Specific deliverables which must be provided are identified, the Consultant may propose additional ones that contribute to the successful completion of the project and meet overall project objectives.

TASKS PERTAINING TO ALL PLANS

Task 1 - Project Management (All Plans)

Immediately upon receipt of a Notice to Proceed (NTP), the Consultant shall develop a Project Management Plan (PMP) and a Stakeholder Engagement Plan (SEP). Tasks and processes related

to these deliverables will take place throughout the project's planning process. The PMP and SEP shall cover all three plans.

- **1.1 Project Management Plan:** The PMP will establish protocols for communicating and sharing data, circulating draft materials for review, the Consultant's quality control process, data collection strategies, and developing other resources within the Project Management Team (PMT). It shall include schedules, milestones, and deliverables for tasks, including timeframes for review. The project schedule shall be updated monthly. The consultant is encouraged to use a platform for sharing files, chat, and task management that may be used across project team members (e.g. ARC uses Microsoft Teams).
- **1.2 Stakeholder Engagement Plan:** The SEP serves as an important component of ARC's on-going community engagement work. The SEP shall identify key stakeholders, including partner agencies, local governments, advocacy groups, and private sector organizations, with a focus on those that can help develop an overarching strategy for implementation of the trail network. The SEP shall identify engagement mechanisms and formats to facilitate meaningful participation from a diverse array of public and private sector stakeholders. Input shall be sought from ARC's Technical Coordinating Committee (TCC), Transportation and Air Quality Committee (TAQC), Land Use Coordinating Committee (LUCC), and the Regional Active Transportation (RAT) Roundtable. The ARC's Public Participation Plan (PPP) is slated for approval in November 2025 and should be used as a resource for identifying preferred community engagement strategies and tactics. The SEP will identify an anticipated number of stakeholder meetings for the project.
- **Task 1 Deliverables:**
 - a) Kickoff meeting and summary
 - b) Meeting agendas and minutes
 - c) Project Management Plan (Draft and Final)
 - d) Stakeholder Engagement Plan (Draft and Final)
 - e) Strategic Communications and Marketing Plan (Draft and Final)

Task 2 - Stakeholder Engagement (All Plans)

The SEP developed in Task 1 shall identify the most effective methods to involve private and public sector stakeholders and the general public in the plan's development. The SEP shall cover all three plans, as it is envisioned that there will be overlapping engagement activities for each plan that need effective coordination. This task consists of conducting that outreach consistently throughout the scope of work and the planning process. Engagement techniques will be designed to maximize the potential for a broad range of public and private sector

stakeholders to participate, to leverage ARC's existing engagement framework and networks, and to add value to the planning process. *The Consultant shall partner with a community-based organization for the South Metro Plan and Flint River Trail Plan.*

In the South Metro, ARC will begin convening a group of elected officials to discuss trails in Q4 of 2025. This tentatively named South Metro Trail Elected Official Working Group will meet periodically on an ongoing basis to provide vision, coordination, and implementation guidance on trail planning across the South Metro. The group will be an important stakeholder body that guides and oversees the plans.

Working groups of the Regional Active Transportation Roundtable may be used to perform technical advisory functions for the Regional, South Metro and Flint Trail plans. Specifically, the Consultant shall manage the Regional, South Metro, and Flint River Working Groups. These working groups will be engaged and consulted throughout the planning process. The Consultant will hold stakeholder meetings and conduct stakeholder interviews including non-profit advocacy groups, and other relevant stakeholders. The Consultant shall propose the best ways to reach and effectively engage these groups, particularly focusing on communities traditionally underrepresented in the planning process, including minorities, low-income individuals, people with limited English proficiency, and youth.

- **2.1 Planning Partner Input:** The Consultant shall schedule updates and seek input from key planning partners, including GDOT, on an ongoing basis to discuss methodology, plan status and emerging opportunities.
- **2.2 Website:** The Consultant will develop content for a webpage accessible through and hosted by the general ARC website. The webpage content shall provide detailed information for other planners while also providing high level summary content for elected officials, the public, and anyone who may not read lengthy planning reports.
- **2.3 Summary of Engagement:** As part of the engagement process, the Consultant shall maintain a summary of outcomes, such as public engagement touchpoints, of engagement activities, meeting notes and meeting summaries, as well as demonstrate how the input gathered is incorporated into the final plans and policies.
- **Task 2 Deliverables:**
 - a) Stakeholder Engagement Outcome Summary (Draft and Final)
 - b) Milestone presentations decks for TCC, TAQC, South Metro Trail Elected Official Working Group, and Regional Active Transportation Roundtable and Working Group meetings
 - c) Outreach content and materials (e.g., PowerPoint presentations, fact sheets, meeting summaries/notes, images, photographs, videos, spreadsheets, web pages, social media

content, and other engagement tactics, such as short form videos appropriate for Instagram Reels or Tik Tok).

- d) Boosted social media posts (to be paid directly by Consultant)
- e) Online and in-person surveys
- f) Web-based GIS map with ability to gather input on project concepts (e.g. pins, lines, up/down votes, etc.)
- g) Public intercepts at trailheads, Streets Alive, community rides, river rambles, etc. (At least six intercepts with three in South Metro for the Consultant)
- h) Tabling at large-scale community events (e.g. Taste of Marietta, Atlanta Dogwood Festival, Duluth Fall Festival, Jonesboro Fall Fest, etc.). The Consultant shall pay the cost of reserving tables. (At least six events with three in South Metro for the Consultant.)
- i) Stakeholder database (Excel) of contacts

REGIONAL AND SOUTH METRO TASKS

Task 3 - Existing Conditions & Needs Assessment (Regional and South Metro Plans)

The Consultant will produce an existing conditions and needs assessment to evaluate existing and future active transportation requirements. This assessment will thoroughly review current conditions, land use, existing zoning and development regulations, urban design, markets, and **existing bicycle and multi-use pathway facilities and supportive programs**. The assessment will also factor in stakeholder input, analyze current travel patterns and projections, and identify any gaps. The assessment will evaluate relevant policies, regulations, and technologies, while providing an economic and environmental analysis.

- **3.1 Trail-Specific Assessments:** The assessment should specifically focus on the existing trail and bicycle facility network, identifying significant gaps and areas with limited access. This includes updating the inventory of planned multi-use trails and noting significant gaps between existing regionally significant facilities. ARC annually maintains the inventory for existing facilities.
- **3.2 Demand Analysis:** Perform an Active Transportation Propensity Analysis for Shopping/Errands Points of Interest nodes based on Location-Based Service Data. This should build on the "latent demand method" described in previous ARC plans, quantifying the potential for bicycle and pedestrian travel based on key generators and attractors (home, school, work, social-recreational) and travel ranges. The Consultant shall procure points of interest data from a location-based service provider estimating visitation to places

that people frequent for non-work trips like shopping and personal services for Metro Atlanta (Replica does not provide this information).

- The Consultant shall conduct an analysis to identify **potential areas most appropriate for new trail infrastructure in the region**, such as activity centers, 20-minute communities, transit hubs, parks, schools, etc. The areas should be prioritized based on a tier system, with the consultant proposing a methodology to identify criteria for area prioritization and refining it based on ARC and stakeholder feedback.
- **3.3 Regional Trends:** Assess regional growth and reduction trends across active transportation modes, analyzing costs, usage, and infrastructure growth.
- **3.4 Review of Completed Plans:** Review and synthesize findings from relevant completed or ongoing plans conducted by ARC or other public-sector partners, including but not limited to:
 - [2016 ARC's Regional Bicycle and Pedestrian Plan – Walk. Bike. Thrive!](#)
 - [2018 AeroATL Greenway Plan](#)
 - [2018 \(revised in 2020\) ARC's Safe Streets for Walking and Bicycling Plan](#)
 - [2019 ARC's Complete Streets Workbook](#)
 - [2020 ARC's Regional Trail Vision](#)
 - [2020 Chattahoochee RiverLands](#)
 - [2022 Regional Safety Strategy](#)
 - [2023 Regional Transportation Demand Management Plan](#)
 - [2021 ATL Atlanta Region Transit Plan](#)
 - [2024 Metropolitan Transportation Plan](#)
 - [2024 Tara Boulevard LCI](#)
 - [2025 Aerotropolis Blueprint 2.0](#)
 - [County Transportation Plans \(CTPs\)](#) for local jurisdictions within the Atlanta region.
 - Other relevant completed local plans (Safety Action Plans, Trail Plans, Freight Cluster Plans, LCI Plans)

Upon completion of this task, the Consultant will provide a Needs Assessment Report summarizing this information and identifying gaps and opportunities for Regional Trail network growth and deployment in the Region and South Metro area.

- **Task 3 Deliverables:**
 - a) Plans Summary Tech Memo (Draft and Final)
 - b) Existing Conditions & Needs Assessment Report (Draft and Final)
 - c) Points of interest data from a location-based service provider estimating visitation to places that people frequent for non-work trips like shopping and personal services for Metro Atlanta (GIS, Excel)

- d) Active Transportation Propensity Analysis for Shopping/Errands Points of Interest nodes based on Location-Based Service Data
- e) Technical Report on Strategies for Increasing Non-Motorized Travel at High-Propensity Nodes (draft and final)
- f) All data collected in the most appropriate format (GIS, Excel, etc.)
- g) 2-4 page Regional Trends handout to share with stakeholders, providing high level overview of regional growth and reduction trends across active transportation modes and infrastructure in the region.

Task 4 – Literature Review and Peer Region Comparison (Regional and South Metro Plans)

The Consultant will examine the local, regional, and national context of active transportation planning to establish a clear understanding of existing conditions, regulatory frameworks, and national best practices.

- **4.1 Peer Region Comparison:** Perform a scan of at least three (3) other peer regional active transportation systems, strategies, and practices. Compare ARC's network, bicycle mode share, and active transportation funding levels with select peer regions. This comparison should highlight successes in sustained infrastructure investments and how they relate to mode share increases, noting that factors like population and employment densities can significantly influence mode share.
- **4.2 Literature Review:** Research and review national best practices, guidance documents, and academic literature relevant to active transportation planning, design, and implementation. This includes resources such as Georgia DOT Design Policy Manual, NACTO Urban Bikeways and Complete Streets guidebooks, ITE Walkable Thoroughfares, AASHTO guides, MUTCD, and similar publications. Review how other regions address connectivity, equity, gentrification, displacement and integrate with other transportation modes (transit, emergency services, businesses).

Investments in active transportation infrastructure generate significant economic returns through increased property values. These infrastructure improvements also stimulate local business activity by increasing foot traffic and creating more accessible commercial districts, while reducing household transportation costs that can then be redirected toward local spending. Additionally, active transportation networks attract knowledge workers and businesses seeking vibrant, walkable communities, positioning cities competitively for economic development and talent retention in the modern economy. The Consultant shall develop recommendations for fully capturing economic development benefits from active transportation, especially for the South Metro area.

- **Task 4 Deliverables:**

- a) Peer Regions Comparison of ARC network, bicycle mode share and active transportation funding levels with select peer regions (3-5 places)
- b) Literature Summary Tech Memo (Draft and Final)
- c) Economic Development Best Practices Tech Memo and Deck (Draft and Final)

Task 5 – Trail and Bicycle Facility Network and Node Vision, Goals, and Policies (Regional and South Metro Plans)

- **5.1 Vision:** The Consultant shall use information gathered in prior tasks to develop the plan vision and goals for expanding trails and bicycle facilities in the Region and South Metro area. The plan’s vision and supporting goals will be guided by ARC’s vision of One Great Region and its mission “to foster thriving communities for all within the region through collaborative, data-informed planning and investments”. The plan goals will be designed to correspond with the agency’s strategic goals which include fostering healthy, safe, livable communities; making strategic investments in people, infrastructure, and mobility; delivering regional services with excellence and efficiency; bringing together diverse stakeholders and ensuring a competitive economy.
- **5.2 Trail and Bicycle Facility Specific Goals:** Goals should include creating bicycling options for everyone in every community, ensuring safer and more accessible bicycling, tying improvements to quality of life, economic competitiveness, and health, and establishing a clear vision for a Regional Trail Network.
- **5.3 Policy Framework:** Working closely with ARC staff, the Consultant will develop a policy framework using the work from prior tasks to feed into the next Metropolitan Transportation Plan (MTP) and other ARC transportation efforts. The Consultant shall review the current active transportation policy framework. Recommendations should consider how new trail infrastructure integrates with existing transit services, facilitating seamless transitions and linking residential areas to job centers and commercial districts.
- **Task 5 Deliverables:**
 - a) Network and Node Vision, Goals, and Policies Report (Draft and Final)

Task 6 – Aspirational Network and Node Recommendations (Regional and South Metro Plans)

The Consultant shall develop an Aspirational Network and Node Recommendations based on the work in prior tasks, especially the vision and goals established in Task 5 and input from stakeholders in Task 2.

- **6.1 Illustrative Deliverables:** The consultant will develop an accessible, visually rich summary and maps of the aspirational network, which may include ArcGIS Story Maps or other dashboards.
- **6.2 Creative Deliverable:** The Consultant shall develop a creative deliverable like a short-story or zine that translates the technical Aspirational Network and Node Recommendations into an engaging format for diverse community audiences. This task recognizes that traditional planning documents often fail to connect with residents and that creative storytelling can bridge the gap between technical vision and public understanding. The creative deliverable shows trails and bicycle facilities integrated into daily life across different communities and demographics. It includes at least three distinct geographic areas within the metro Atlanta region. The design may be visually engaging publication combining illustrations, infographics, and accessible text.
- **Task 6 Deliverables:**
 - a) Accessible, visually rich printed summary of Aspirational Network and Node Recommendations (5 physical copies, InDesign files, and PDFs) (Draft and Final)
 - b) Accessible, visually rich printed maps from Aspirational Network and Node Recommendations (5 physical copies, InDesign files, and PDFs) (Draft and Final)
 - c) Accessible, visually rich digital summary of Aspirational Network and Node Recommendations (e.g., ArcGIS Story Map or other dashboard) (Draft and Final)
 - d) All data in the most appropriate format (GIS, Excel, etc.)
 - e) A creative deliverable that follows characters using the aspirational trail network incorporating key plan elements including connectivity, equity, economic development, and environmental benefits. It will be designed for both print distribution and digital sharing. (100 physical copies, InDesign files, and PDFs) (Draft and Final)

Task 7 – Performance Metrics, Network Evaluation, Segment Prioritization and TIP Cookbook Recommendations (Regional and South Metro Plans)

The Consultant will design and implement a project evaluation and prioritization framework in collaboration with ARC staff and the MTP Project Team. The MTP Project Team will be developing a project selection process for the Metropolitan Transportation Plan, which is the Atlanta Region’s long-range plan and program of projects for a 25-year horizon. This process will include the collection of potential projects along with the evaluation of projects using quantitative and qualitative measures. Methodologies must align with the Plan’s vision, performance measures, and public input — ensuring that selected investments advance regional goals and deliver the greatest benefits to the community.

- **7.1 Performance Metrics and Targets:** The Consultant shall recommend **priority regional performance metrics and targets** that can be evaluated on an annual basis. Measures will align with national goal areas including safety, accessibility, infrastructure condition, system reliability, and climate. The Consultant shall evaluate potential **environmental impacts** (air quality, water resources, land use, waste management, noise pollution) and **health impacts** (physical activity, healthcare costs) associated with the expansion of the trail network.
- **7.2 Economic Impacts:** The Consultant shall evaluate the economic impacts and development potential of expanding the trail network, including direct impacts like job creation, infrastructure investment, and increased demand for goods and services. Analyze broader economic development potential, such as attracting new industries/investments and economic growth, as well as long-term benefits like reduced fuel costs and improved public health outcomes.
- **7.3 Household and Community Metrics:** Develop metrics to assess impacts on different household types, ensuring the plan addresses the uneven distribution of active transportation facilities and benefits across diverse communities.
- **7.4 Network Evaluation:** The purpose of this task is to evaluate the current and future performance of the active transportation system through a data-driven approach, leveraging relevant datasets. The Consultant will work with ARC staff to set system-level measures and targets to be included in the plans.
- **7.5 Segment Scoring Methodology:** In coordination with MTP project prioritization framework task, develop a project scoring matrix (e.g., low cost/low impact vs. high cost/high impact). This should incorporate the project scoring card factors for active transportation projects identified in *Walk. Bike. Thrive!*.
- **7.6 TIP Cookbook Recommendations:** The Consultant will review ARC's current Transportation Improvement Program (TIP) project prioritization process and criteria (TIP Cookbook). Based on the findings and recommendations of this plan, the Consultant shall recommend changes to ARC's TIP Cookbook for reviewing bicycle facility applications. These recommendations should align with the goal of maximizing the share of flexible federal transportation funds for bicycling infrastructure and initiatives and ensuring projects are consistent with complete streets principles.
- **Task 7 Deliverables:**
 - a) Tech memo describing the metrics and targets for the Regional and South Metro Plans (Draft and Final)
 - b) Tech memo describing the network and segment evaluation process and framework to qualitatively and quantitatively evaluate benefits (Draft and Final)

- c) Tech memo describing the benefits and impacts of the Aspirational Network (Draft and Final)
- d) Technical Memo describing recommended changes to ARC's TIP Cookbook for reviewing bicycle facility applications (Draft and Final)
- e) Prioritized project lists (Draft and Final)
- f) All data in the most appropriate format (GIS, Excel, etc.)

Task 8 – Funding Strategies (Regional and South Metro Plans)

The Consultant shall identify funding mechanisms and incentives from government programs, private investment, and other sources that influence infrastructure deployment. This includes recommending strategies to maximize the use of flexible federal transportation funds for bicycling infrastructure and initiatives.

Additionally, the Consultant shall develop at least two additional funding scenarios (e.g. regional, fractional T-SPLOST like measure for bicycle facilities and sidewalks, special services district(s), etc.). There will be discussions with traditional stakeholders and governmental affairs people to gauge the appetite for additional funding to invest in a larger network by 2040 and beyond.

- **Funding Sources:** Research and identify a diversified set of funding strategies, including:
 - **Federal Funding:** US DOT's Federal-Aid Highway Program, which has historically been the largest source of federal funding for walking and biking, both formula and discretionary grants.
 - **State Funding:** Georgia Department of Transportation (GDOT) resources (e.g., resurfacing, maintenance, safety programs like the Highway Safety Improvement Program (HSIP), bridge improvements), Governor's Office of Highway Safety (GOHS) for safety programs, the Recreational Trails Program (Dept. of Natural Resources), and Community Development Block Grants (CDBG).
 - **Local Funding:** Local taxes, infrastructure bonds, property taxes, impact fees, transportation sales taxes, hotel/motel taxes, Tax Allocation Districts (TADs), Community Improvement Districts (CIDs), Special Service tax districts, and capital improvement budget funds.
 - **Private Funding:** Grants from foundations, individual donors, and large companies building active transportation amenities for their campuses and surrounding communities.

- **Innovative Funding:** Public-private partnerships and crowdsourcing, which can leverage funds from both sectors for infrastructure projects.
- **Local Set-Asides:** Special Purpose Local Option Sales Tax (SPLOST), Transportation Special Purpose Local Option Sales Tax (T-SPLOST), Setting aside portions of general transportation revenue, public school bonds, county health department funding, parking fees, and traffic violation revenue for upgrades to walking and biking facilities.
- **Task 8.1 Regional Strategies:** Strategies for federal, state, and regional level revenue sources.
- **Task 8.2 Sub-Area Strategies:** This task will also include strategies for specific sub-areas, addressing the identified equity gaps in trail distribution.
- **Task 8.3 South Metro Strategies:** This task will also include more in-depth strategies for South Metro, addressing the identified equity gaps in trail distribution.
- **Task 8 Deliverables:**
 - a) Technical Memo on Existing Funding Sources (Draft and Final)
 - b) Technical Memo and Presentation Deck on Potential New Funding Sources (Draft and Final)
 - c) Small group leadership briefings on Potential New Funding Sources (A maximum of five meetings)
 - d) South Metro Trails Elected Official working group briefing on Potential New Funding Sources
 - e) South Metro Strategies (Draft and Final)

Task 9 – 2040 Network Recommendations with Existing Fiscal Constraints Vs. Additional Funding (Regional and South Metro Plans)

The Consultant shall develop the network recommendations for 2040. This task will present two scenarios: one constrained by existing fiscal resources and another that assumes additional funding to achieve a more complete network. The Consultant will prepare a financial model with recommended funding sources that generate sufficient revenue for the "Network Recommendations with Additional Funding" scenario.

- **Task 9 Deliverables:**
 - a) Technical memo describing the evaluation of system performance under different investment scenarios (Draft and Final)
 - b) Technical Memo and Financial model with recommended funding sources that generate sufficient revenue for “2040 Network Recommendations with Existing Fiscal Constraints Vs. Additional Funding” (Draft and Final)

- c) Accessible, visually rich printed summary of 2040 Network Recommendations with Existing Fiscal Constraints and Additional Funding (5 physical copies, InDesign files, and PDFs) (Draft and Final)
- d) Accessible, visually rich printed maps from 2040 Network Recommendations with Existing Fiscal Constraints and with Additional Funding (5 physical copies, InDesign files, and PDFs) (Draft and Final)
- e) Accessible, visually rich digital summary of 2040 Network Recommendations with Existing Fiscal Constraints and with Additional Funding (5 physical copies, InDesign files, and PDFs) (Draft and Final)
- f) All data in the most appropriate format (GIS, Excel, etc.)

Task 10 – Cost Estimates and Deliverability Risks for 2040 Network Recommendations with Additional Funding (Regional and South Metro Plans)

- **Task 10.1 Regionwide Cost Estimates and Deliverability Risks:** The Consultant shall outline the various cost components for each bicycle facility project in the 2040 Network Recommendations with Additional Funding scenario (e.g., engineering, right-of-way, utility relocation, and construction). This task will also discuss the cost implications of individual segments versus large-scale corridor development. High-level cost estimates and a timetable for these types of projects should be provided. The consultant should also identify potential implementation challenges or barriers such as right-of-way constraints, topography, river/stream crossings, historic resources, and other key factors affecting project delivery.
- **Task 10.2 South Metro Project Application and Delivery Playbook:** This playbook will serve as a practical, user-friendly guide for local governments and project sponsors in delivering federal-aid projects, to navigate the complexities of applying for, managing, and delivering trail and bicycle facility projects funded through the Federal Highway Administration (FHWA). The ultimate goal is to reduce project delivery delays, minimize communication breakdowns, improve project scheduling, and prevent the loss of funds at the end of the fiscal year.
- **Task 10 Deliverables:**
 - a) Tech memo describing Cost Estimates and Deliverability Risks for 2040 Network Recommendations with Additional Funding (Draft and Final)
 - b) South Metro Project Application and Delivery Playbook for each county for the 2040 Network Recommendations with Additional Funding. This will include the main Flint River Trail alignment. (Draft and Final)
 - c) All data in the most appropriate format (GIS, Excel, etc.)

Task 11 – Action Steps & Related Recommendations (Regional and South Metro Plans)

The Consultant shall recommend strategies and actions required to meet the Regional Trail Plan Vision and Goals, distinguishing between near-term and long-term actions. The implementation strategy should address implementation challenges or barriers (e.g., local conditions, market factors), best practices, and pathways to implementation.

- **11.1 Roles and Responsibilities:** Identify key stakeholders and collaborators to support implementation. The strategy should identify priority actions for different groups including the ARC, local government and partner agencies, advocacy groups, and private sector organizations involved with infrastructure. Assign primary and secondary responsibility for their support.
- **11.2 Local Government Guidance:** Guidance for local governments will also be summarized. This should include recommendations on:
 - Elements of high-quality walking and biking systems, including the "20-minute neighborhood" concept.
 - Local policies and ordinances supportive of walking and biking (e.g., complete streets, Vision Zero, speed reduction, land use and development codes, parking reform).
 - Active transportation programs and marketing ideas.
 - E-bike voucher programs.
 - Publicly supported bicycle-share programs.
 - Policies and strategies when considering e-bikes and other forms of micromobility on trails and bicycle facilities
 - Policies and strategies when considering golf carts on trails and bicycle facilities
- **11.3 Design Considerations:** Recommendations for the most appropriate type of trail infrastructure considering desired user types ("all ages and abilities") and adhering to design standards such as a minimum of 12-foot width for multi-use paths and physical protection for on-street facilities.
- **11.4 Zoning and Land Use:** Assessment of zoning and land use regulations, community impacts, and permitting/regulatory processes at each location. This includes general land use recommendations to support active transportation and manage conflicts with adjacent land uses.
- **11.5 South Metro Plan Economic Development Playbook:** Playbook shall identify and develop strategies to maximize the economic development potential of the trails and bicycle network, with a focus on value capture and economic competitiveness. This task involves researching best practices for integrating active transportation with land use planning

through tools such as updated Comprehensive Plan policies, zoning codes, overlay districts, and development standards. The Consultant will recommend policies and innovative funding mechanisms, including public-private partnerships, that help communities leverage trail and bikeway investments to bolster economic vitality, support small businesses, and ensure benefits are shared equitably.

- **Task 11 Deliverables:**

- a) Technical Memo describing action steps & related recommendations (Draft and Final)
- b) South Metro Trail Plan Economic Development Playbook. (Draft and Final)

Task 12 – Final Plan Documentation (Regional and South Metro Plans)

The Consultant shall produce final Regional Trail Plan and South Metro Trail Plan documents that integrate deliverables from all Tasks. The identified task deliverables will comprise sections for the final plan report. The document will follow ARC branding guidelines and be accessible to elected officials, local staff, and the general public. A brief executive summary will also be produced for sharing with diverse audiences. The final document should be federally compliant and provided in accessible formats (e.g., InDesign, PDF) with all fonts, graphics, and images linked within the InDesign document. All completed documents must adhere to federal WCAG 2.1 AA standards regarding accessibility. More

information: <https://www.ada.gov/resources/2024-03-08-web-rule/>

- **Task 12 Deliverables:**

- a) Accessible, visually rich printed summary of Regional Trail and Bicycle Facility Network Plan Executive Summary (30 physical copies, InDesign files, and PDFs) (Draft and Final)
- b) Accessible, visually rich printed maps from Regional Trail and Bicycle Facility Network Plan for 24"x36" poster(s) and presentation decks (5 physical copies, InDesign files, and PDFs) (Draft and Final)
- c) Accessible, visually rich digital summary of Regional Trail and Bicycle Facility Network Plan (e.g., ArcGIS Story Map or other dashboard) (Draft and Final)
- d) Accessible, visually rich printed summary of South Metro Trail and Bicycle Facility Network Plan Executive Summary (20 physical copies, InDesign files, and PDFs) (Draft and Final)
- e) Accessible, visually rich printed maps from South Metro and Bicycle Facility Network Trail Plan for 24"x36" poster(s) and presentation decks (5 physical copies, InDesign files, and PDFs) (Draft and Final)
- f) Accessible, visually rich digital summary of South Metro and Bicycle Facility Network Trail Plan (e.g., ArcGIS Story Map or other dashboard) (Draft and Final)

- g) All data in the most appropriate format (GIS, Excel, etc.)
- h) High design quality map(s) of plan for 24"x36" poster(s) and presentation decks
- i) Final electronic version of all relevant files, including draft and final reports (Word and pdf), PowerPoints, ArcGIS files, databases, and other files created as a part of this planning process.

FLINT RIVER TRAIL TASKS

Task 13 – Literature Review & Existing Conditions Analysis (Flint River only)

Through the process of research, conversation, and site immersion, the team will develop a technical summary memo on existing literature and conditions (draft and final) that synthesizes this research into a final task deliverable for client and stakeholder review. The memo and research appendix will be a core document throughout the process as the team translates this work into the later phases.

- **13.1 Literature Review:** The Consultant shall conduct a literature review and existing conditions analysis to investigate the Flint River corridor's geography, geology, hydrology systems and morphology, ecology and conservation patterns, land use and development patterns, regulatory boundaries and frameworks, political boundaries, and urban infrastructure.
- **13.2 Landscape Analysis:** The Consultant shall conduct a landscape analysis including mappings and drawing studies as needed to advance the understanding of the project, illustrate key points and concepts to guide subsequent tasks. The Consultant will conduct a comprehensive existing conditions analysis, including multi-day site visits along representative portions of the proposed trail corridor, ground truthing client-provided GIS / data maps with on-the-ground site explorations, photographs, and video documents. The team will engage with the community and interview stakeholders on the river itself as face-to-face research that informs the project and forges an authentic identity for the Flint River Trail. The Consultant will coordinate directly with federal, state, county, and city agencies to acquire any missing data or maps.
- **13.3 Ongoing Plans:** Research and investigation of ongoing plans at the county, state, and national levels will be performed, culminating in a series of actionable conclusions and 'lessons for design.' These will include transportation and trail plans, ecology studies, regional comprehensive plans, and development assessments. It will also include relevant findings from Task 3.4.
- **Task 13 Deliverables:**

- a) Technical Memo and deck on literature and existing conditions (draft and final)
- b) Technical Memo and deck on applicable “lessons for design” (draft and final)

Task 14 – Corridor Vision and Concept (Flint River only)

The Consultant shall synthesize an identity for the Flint River Trail by using visioning, collaborative input, community response, and co-design sessions (in conjunction with Task 2). The project team will work to translate the analysis gathered in Task 2 and results from early public engagement activities into a legible, innovative, and collective vision for preliminary presentation, review, and feedback.

The initial Corridor Vision and Concept will be aspirational, implementable, and will provide a framework that guides subsequent tasks over the course of the entire project. The vision will incorporate both the ecological and social-cultural themes and potentials of the trail corridor including, but not limited to, connectivity for greenways and public access, the river’s capacity to shape the region’s physical form, conservation and parks, potential for enhancing connectivity, revitalization of underutilized lands, and economic development.

This task begins with an investigation and proposal for the trail and will define specific sub-areas of the river for more detailed study. The Corridor Vision and Concept document will incorporate concept diagrams, site sketches over photographs, interview narratives, concept diagrams, preliminary renderings, planimetric diagrams, preliminary access typologies, and prototypical sections, resulting in a strong conceptual vision proposal for the Flint River Trail. The written narrative portion of this document will be in a style that communicates the project’s vision and concept to the broader community.

- **Task 14 Deliverables:**

- a) Corridor Vision and Concept document and presentation deck (draft and final)

Task 15 – Flint River Trail Plan Development (Flint River only)

The Consultant shall create a corridor plan based on the Corridor Vision and Concept developed in Task 14. The project team will work collectively to develop a bold and actionable plan, organized into potential actions, strategies, and projects. The team will conduct an assessment to prioritize these key elements and present a phased strategy for implementing actions, strategies, and projects.

The design approach of each river sub-area will be unique and crafted specifically for each section and applied in relation to the scales and reaches identified in Task 14. The project team

will use this phase to determine how regulations, property boundaries, and physical conditions shape the physical form and character of the plan.

The project team will develop visual products (booklets, renderings, diagrams, etc.) that clearly articulate the proposal to a broad range of audiences. The Flint River Trail Plan will be presented to the PMT, working group, and community at large for review and comment, along with supporting presentations and materials.

Final deliverables include the Flint River Trail Plan (draft and final) consisting of compelling graphics and clear design narrative, supporting presentation materials (draft and final), and final presentation to committees. Each of these deliverables will include a wide range of visual materials that clearly and effectively communicate the broader goals and sub-area specifics of the Flint River Trail Plan. On-going citizen interviews and design deliverable content will be uploaded to the website, including approved community meeting summaries, photography and reports.

All completed documents must adhere to federal WCAG 2.1 AA standards regarding accessibility. More information: <https://www.ada.gov/resources/2024-03-08-web-rule/>

The Flint River Trail Plan shall develop the details of the Corridor Vision & Concept and focus on, but not limited to, specific elements of the corridor:

- **15.1 Connections and Alignments:** Strategies for trails and greenways along the river, connections to nearby existing trails, connections to nearby transit, public access points to the river, new connections to adjacent communities without access, and other needs identified in Task 3. Will include mobility / access studies for bicycles, pedestrians, and other human powered recreational modes of transportation (scooter, skating) as well as water access and use (boating, rafting, kayaking, fishing, etc). Studies in plan and cross section for all representative zones.
- **15.2 Regulatory Framework and Compliance:** Compliance with federal, state, and local regulations, including floodplain boundaries, stream buffers, Clean Water Act regulations, airport regulations, critical and endangered species considerations. Studied in section and in plan for all representative zones.
- **15.3 Economic Development Framework and Land Uses:** review and identification of future land uses along the river including redevelopment / development guidelines, conservation and preservation areas, and mitigation potential for both actions. Investments in active transportation infrastructure generate significant economic returns through increased property values. These infrastructure improvements also stimulate local business activity by

increasing foot traffic and creating more accessible commercial districts, while reducing household transportation costs that can then be redirected toward local spending. Additionally, active transportation networks attract knowledge workers and businesses seeking vibrant, walkable communities, positioning cities competitively for economic development and talent retention in the modern economy. The Consultant shall develop recommendations for fully capturing economic development benefits from active transportation along the Flint River Trail alignment.

- **15.4 Displacement Prevention Strategy:** Develop strategy to minimize displacement and ensure the future trail and river assets remains accessible to people of all incomes. Conduct peer research on strategies that have worked in other areas where major public investment has sparked gentrification and displacement. Such strategies may include land banking, affordable housing ordinances or tax credits, special tax abatement districts, tenant protections, etc.
- **15.5 Park and Conservation Planning:** Identification of existing and proposed parks and other open spaces, including suggestions around park identity for diversity of experience, and the development of a complimentary suite of open spaces and recreational activities along the river (e.g. Vulcan Quarry site, Delta HQ site, etc.).
- **15.6 Implementation Concept:** The Flint River Trail Plan will develop a phasing strategy and concept for the implementation of the work. Some of the work will be sequential phases, while some investments may occur concurrently, like targeted outreach in identified areas concurrent with constructability and permitting review of proposed alignments.
- **Task 15 Deliverables:**
 - a) Flint River Trail Plan (draft and final) (15 physical copies, InDesign files, and PDFs)
 - b) High design quality map(s) of plan for 24"x36" poster(s) and presentation decks (5 physical copies, InDesign files, and PDFs)

Task 16 – Implementation Strategies (Flint River only)

The Consultant shall identify opportunities and constraints to implementation across each sub-area identified in Task 14 and explored in Task 15. The Consultant shall work with the Flint River Working Group stakeholders to identify fundable and implementable projects that can commence immediately at the conclusion of the Flint River Trail Plan, operate over a range of funding benchmarks, and identify a key set of stakeholders critical for their execution.

Final deliverables include a technical memo on criteria for the selection of catalytic projects; a list of short-term “catalytic” projects, including illustrative conceptual designs with compelling marketing graphics, design narrative, and supporting materials (draft and final); Sub-Area and

Jurisdiction Strategies and Project Lists (draft and final); and a Tri-Cities Implementation Strategy (draft and final). On-going citizen interviews and catalytic site design deliverable content will be uploaded to the website, including approved community meeting summaries, photography, and reports.

- **16.1 Mainline Trunk Trail:** Develop preferred alignment for mainline trail along the Flint River from headwaters down to border of the MPO where Spalding, Pike, and Meriweather counties meet. Typical sections, concept layout, and cost estimates for PE, ROW, UTL, and CST should be included.
- **16.2 Evaluation Methodology:** For the Flint River Trail Plan, the Consultant will develop an evaluation methodology and criteria to assist with identifying potential projects that will provide public access and improve awareness of the river.
- **16.3 Sub-Area Implementation Strategy:** Working with the Flint River Working Group stakeholders, the Consultant will develop an implementation strategy and project list for each sub-area as well as a strategy specifically for the Tri-Cities area of East Point, College Park and Hapeville. Each project list will include several catalytic projects slated for short-term implementation which can spur interest in and set the stage for future longer-term projects. Identified projects must complement and build upon ongoing initiatives and funding sources.
- **Task 16 Deliverables:**
 - a) Preferred Alignment for Flint River Trail and typical sections
 - b) Technical memo on catalytic projects (draft and final)
 - c) Illustrative conceptual designs for sub-areas including Tri-Cities area
 - d) Sub-area strategies and project lists (draft and final)
 - e) Sub-area Tri-Cities implementation strategy (draft and final)
 - f) Technical memo on design guidance for greenway sections and trailheads (draft and final)

COMPLETE STREETS POLICY IMPLEMENTATION TASKS

Task 17 – Complete Streets Policy Implementation and Technical Assistance

In addition to the completion of a regionally connected bicycle network in the Atlanta region, the Atlanta Regional Commission supports strategies to increase walking, biking, micromobility, and transit for all trips – from the neighborhood level to cross-county regional commutes.

As outlined in ARC's Complete Streets Workbook, active transportation planning is based on two organizing principles:

- Supporting compact, well-connected, and diverse communities, where the potential is greatest to enable more active transportation.
- Increasing safety, access, and connectivity along corridors to incrementally, but systematically eliminate barriers to active transportation.

The purpose of the activities within this task is to support these strategies and principles. The Consultant will conduct the following tasks in support of complete streets implementation and local government technical assistance:

- **17.1 Complete Streets Planning and Analysis:**

- Conduct a scan of roadways in the region that could have potential for reducing motor vehicle capacity in order to allocate the space to active modes (aka "road diet"). Criteria for identifying potential candidates include traffic volumes, number of travel lanes, crash data and crash risk factors, left turn volumes, intersection capacity, and resurfacing schedules.
- Conduct a before and after analysis of at least five (5) completed road diets in the region. Analysis to include crashes, travel time and/or Level of Service of the corridor, bike/ped counts (if available) before and after the road diet project.

- **17.2 Local Government Technical Assistance:**

Solicit requests from local governments seeking assistance with developing complete streets policies, plans, assessments, road diet approvals, or other complete streets related work that supports the goals of ARC's regional bicycle and pedestrian plans and policies.

- Consultant and ARC team will select a minimum of 5 (five) communities to provide technical assistance.
- Examples of assistance to be provided include, but not limited to:
 - Conducting a traffic study and crash analysis in support of gaining approval for a road diet on a particular corridor.
 - Conducting a Road Safety Audit or walkability audit on a specific corridor, resulting in an actionable report.
 - Development of a Complete Streets Policy or Model Ordinance to be adopted locally.

- **Deliverables:**

- a) Report on regional Road Diet Screening, including a map and list of corridors that are potential road diet candidates, and all supporting data
- b) Five (5) before and after case studies of existing road diets

- c) Copies of policies, ordinances, plans, reports, street designs or other deliverables created for the local government technical assistance task.

SCHEDULE

All work and services required under this subgrant agreement shall be completed on or before May 31, 2028. A rough schedule of the tasks that will be performed in each calendar year is listed below.

TASKS	2026	2027	2028
Task 1 - Project Management (All Plans)			
Task 2 - Stakeholder Engagement (All Plans)			
Task 3 - Existing Conditions & Needs Assessment (Regional + S Metro)			
Task 4 - Literature Review and Peer Region Comparison (Regional + S Metro)			
Task 5 - Trail and Bicycle Facility Network and Node Vision, Goals, and Policies (Regional + S Metro)			
Task 6 - Aspirational Network and Node Recommendations (Regional + S Metro)			
Task 7 - Performance Metrics, Network Evaluation, Segment Prioritization and TIP Cookbook Recommendations (Regional + S Metro)			
Task 8 - Funding Strategies (Regional + S Metro)			
Task 9 - 2040 Network Recommendations with Existing Fiscal Constraints Vs. Additional Funding (Regional + S Metro)			
Task 10 - Cost Estimates and Deliverability Risks for 2040 Network Recommendations with Additional Funding (Regional + S Metro)			
Task 11 - Action Steps & Related Recommendations (Regional + S Metro)			
Task 12 - Final Plan Documentation (Regional + South Metro)			
Task 13 - Literature Review & Existing Conditions Analysis (Flint)			
Task 14 - Corridor Vision and Concept (Flint)			
Task 15 - Flint River Trail Plan Development (Flint)			
Task 16 - Implementation Strategies (Flint)			
Task 17 - Complete Streets Technical Assistance (All Plans)			

EXHIBIT B-1
BUDGET ESTIMATE – CALENDAR YEAR 2026

Budget Category	Total Cost
-----------------	------------

1. Direct Labor

Staff Person / Position	# Hours	\$ Rate / Hour	\$ ----
Staff Person / Position	# Hours	\$ Rate / Hour	\$ ----
Staff Person / Position	# Hours	\$ Rate / Hour	\$ ----

Direct Labor Total Cost \$ ----

2. Overhead Costs (per OMB Circulars A-87 & A-122)

Overhead Percentage Rate % Rate

Direct Labor Total Cost (from #1) \$ ----

*Total Overhead (Overhead Rate * Labor Cost)* \$ ----

3. Other Direct Costs

Item		Unit or Total Cost	\$ ----
Item		Unit or Total Cost	\$ ----
Item		Unit or Total Cost	\$ ----

Total Other Direct Costs \$ ----

4. Subcontracts

Subcontractor / Role	\$ ----
Subcontractor / Role	\$ ----
Subcontractor / Role	\$ ----

Total Subcontracts \$ ----

5. Travel

Air Travel	# Trips	\$ Fare	\$ ----
Taxi / Shuttle	# Trips	\$ Fare	\$ ----
Rental Auto	# Days	\$ Daily Rate	\$ ----
Private Auto	# Miles	\$ Mileage Rate	\$ ----

Total Travel

\$ ----

6. Profit

Profit Margin

% Rate

Total Direct Labor (#1) + Overhead Costs (#2)

\$ ----

Total Profit

\$ ----

Total Estimated Phase Budget

\$ ----
TOTAL

EXHIBIT B-2

Proposed Budget Estimate by Task

Metropolitan Transportation Plan Assistance Task	Total Budget (\$)
Task 1 - Project Management (All Plans)	
Task 2 - Stakeholder Engagement (All Plans)	
Task 3 - Existing Conditions & Needs Assessment (Regional + S Metro)	
Task 4 - Literature Review and Peer Region Comparison (Regional + S Metro)	
Task 5 - Trail and Bicycle Facility Network and Node Vision, Goals, and Policies (Regional + S Metro)	
Task 6 - Aspirational Network and Node Recommendations (Regional + S Metro)	
Task 7 - Performance Metrics, Network Evaluation, Segment Prioritization and TIP Cookbook Recommendations (Regional + S Metro)	
Task 8 - Funding Strategies (Regional + S Metro)	
Task 9 - 2040 Network Recommendations with Existing Fiscal Constraints Vs. Additional Funding (Regional + S Metro)	
Task 10 - Cost Estimates and Deliverability Risks for 2040 Network Recommendations with Additional Funding (Regional + S Metro)	
Task 11 - Action Steps & Related Recommendations (Regional + S Metro)	
Task 12 - Final Plan Documentation (Regional + South Metro)	
Task 13 - Literature Review & Existing Conditions Analysis (Flint)	
Task 14 - Corridor Vision and Concept (Flint)	
Task 15 - Flint River Trail Plan Development (Flint)	
Task 16 - Implementation Strategies (Flint)	
Task 17 - Complete Streets Technical Assistance (All Plans)	
<u>TOTAL COST</u>	

EXHIBIT C

TITLE VI

ARC, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000D to 2000D4, and Title 49, Code of Federal Regulations, Department of Transportation Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally assisted programs of the Department of Transportation, issued pursuant to such Act, hereby notifies all Respondents that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises shall be afforded full opportunity to submit proposals in response to this invitation and shall not be discriminated against on the grounds of race, color, sex, handicap, or national origin in consideration for an award.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

Overall DBE Goal: As part of its DBE Plan, ARC has an established overall goal of **16.7** percent.

Program Intent. ARC has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26 ("Part 26" or "DBE Regulations"). ARC has received federal financial assistance from the Department of Transportation for this contract opportunity, and as a condition of receiving this assistance, ARC has signed an assurance that it will comply with Part 26.

It is the policy of ARC to ensure that DBEs, as defined in Part 26, have an equal opportunity to participate in its DOT-assisted contracting opportunities. It is also ARC's policy:

- (a) To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs;
- (b) To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- (c) To ensure that the Department's DBE program is narrowly tailored in accordance with applicable law;
- (d) To ensure that only firms that fully meet this part's eligibility standards are permitted to participate as DBEs;
- (e) To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
- (f) To assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Definitions. Disadvantaged Business Enterprise (DBE) as used in this Contract shall have the same meaning as defined in 49 CFR Part 26. A DBE is a firm in which one or more individuals who are women or eligible minorities own and control at least 51% of the firm.

Compliance. All Bidders/Proposers, potential contractors, or subcontractors for this Contract are hereby notified that failure to carry out the policy and the DBE obligations, as set forth above, shall constitute a breach of Contract which may result in termination of the Contract or such other remedy as deemed appropriate by ARC.

Prompt Payment Requirement. In the event of contract award, the prime contractor agrees to pay each subcontractor under the prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contract receives from ARC. The prime contractor agrees further to return retainage payments to each subcontractor within 10 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of ARC. This clause applies to both DBE and non-DBE subcontracts.

Any contractor found not to be in compliance with this clause will be considered in breach of contract and any further payments will be withheld until corrective action is taken. If contractor does not take corrective action, contractor may be subject to contract termination.

Substitution. The Bidder shall make a good faith effort to replace a DBE Subcontractor that is unable to perform successfully with another DBE Subcontractor. Substitution must be coordinated and approved by ARC.

Documentation. The Bidder/Proposer shall establish and maintain records and submit regular reports, as required, which will identify and assess progress in achieving DBE subcontract levels and other DBE affirmative action efforts.

Additional information on ARC's Disadvantaged Business Enterprise Program can be obtained from our Contracts and Grants staff, Financial Services Group, Atlanta Regional Commission, 229 Peachtree Street Suite 100, Atlanta, GA 30303. 470-378-1494, bzwald@atlantaregional.org.

DBE UTILIZATION PLAN

This plan will be included in a Title VI and DBE Attachment to all USDOT funded ARC bids and proposals.

Name of bidder/offeror's firm: _____

Address: _____

City: _____ State: _____ Zip: _____

Name of DBE firm: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Description of work to be performed by DBE firm:

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is \$_____. The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By _____
(Signature)

(Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this DBE Utilization Plan shall be null and void.

(submit this page for each DBE subcontractor)

PLEASE ATTACH A COPY OF THE OFFICAL DBE CERTIFICATION FORM

Task	Task Name	Region	S Metro	Flint
KICKOFF				
1	Project Management			
1.1	Project Management Plan (PMP)			
1.2	Stakeholder Engagment Plan			
2	Stakeholder Engagement			
2.1	Planning Partner Input			
2.2	Website			
2.3	Summary of Engagement			
REGIONAL/SOUTH METRO PLANS				
3	Existing Conditions & Needs Assessment			
3.1	Trail-Specific Assessments			
3.2	Demand Analysis			
3.3	Regional Trends			
3.4	Review of Completed Plans			
4	Literature Review and Peer Region Comparison			
4.1	Peer Region Comparison			
4.2	Literature Review			
5	Trail and Bicycle Facility Network and Node Vision, Goals, and Policies			
5.1	Vision			
5.2	Trail and Bicycle Facility Specific Goals			
5.3	Policy Framework			
6	Aspirational Network and Node Recommendations			
6.1	Illustrative Deliverables			
6.2	Creative Deliverable			
7	Performance Metrics, Network Evaluation, Segment Prioritization and TIP Cookbook Recommendations			
7.1	Performance Metrics and Targets			
7.2	Economic Impacts			
7.3	Household and Community Metrics			
7.4	Network Evaluation			
7.5	Segment Scoring Methodology			
7.6	TIP Cookbook Recommendations			
8	Funding Strategies			
8.1	Regional Strategies			
8.2	Sub-Area Strategies			
8.3	South Metro Strategies			
9	2040 Network Recommendations with Existing Fiscal Constraints Vs. Additional Funding			
10	Cost Estimates and Deliverability Risks for 2040 Network Recommendations with Additional Funding			
10.1	Regionwide Cost Estimates and Deliverability Risks			
10.2	South Metro Project Application and Delivery Playbook			
11	Action Steps & Related Recommendations			
11.1	Roles and Responsibilities			
11.2	Local Government Guidance			
11.3	Design Considerations			
11.4	Zoning and Land Use			
11.5	South Metro Project Economic Development Playbook			
12	Final Plan Documentation			
FLINT RIVER TRAIL PLAN				
13	Literature Review & Existing Conditions Analysis			
13.1	Literature Review			
13.2	Landscape Analysis			
13.3	Ongoing Plans			
14	Corridor Vision and Concept			
15	Flint River Trail Plan Development			
15.1	Connections and Alignments			
15.2	Regulatory Framework and Compliance			
15.3	Economic Development Framework and Land Uses			
15.4	Displacement Prevention Strategy			
15.5	Park and Conservation Planning			
15.6	Implementation Concept			
16	Implementation Strategies			
16.1	Mainline Trunk Trail			
16.2	Evaluation Methodology			
16.3	Sub-Area Implementation Strategy			
TECHINCAL ASSISTANCE				
17	Complete Streets Technical Assistance			

EXHIBIT D

CONTRACT FORMS

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY
AND VOLUNTARY EXCLUSION – LOWER TIER COVERED TRANSACTIONS AND LOBBYING**

1. DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION- LOWER TIER COVERED TRANSACTIONS

The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 45 CFR Part 76, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

The terms "covered transaction", "debarred", "suspended", "ineligible", "lower-tier covered transaction", "participant", "person", "primary covered transaction", "principal", "proposal", and "voluntarily excluded", as used in this clause have the meaning set forth in the Definitions and Coverage sections of rules implementing Executive Order 12549.

The prospective lower tier participant certifies that, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Where the prospective lower tier participant is unable to certify to any of its statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. LOBBYING

As required by Section 1352, Title 31 of the U.S. Code (as implemented at 45 CFR Part 93), the applicant certifies that to the best of his or her knowledge and belief that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any persons for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above applicable certification(s).

NAME OF APPLICANT

AWARD NUMBER and/or PROJECT NAME

PRINTED NAME OF AUTHORIZED REPRESENTATIVE

TITLE OF AUTHORIZED REPRESENTATIVE

SIGNATURE OF AUTHORIZED REPRESENTATIVE

DATE

REV ARC 05/08

**GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT
CONTRACTOR AFFIDAVIT**

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. §13-10-91, stating affirmatively that the individual, firm or entity which is engaged in the physical performance of services under a contract with the Atlanta Regional Commission has registered with and is participating in a federal work authorization program, in accordance with the applicability provisions and deadlines established in O.C.G.A. 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Atlanta Regional Commission within five (5) business days after any subcontractor is retained to perform such service.

EEV / E-Verify™ Company Identification Number

Date of Authorization

Company Name

Signature of Authorized Officer or Agent

Title of Authorized Officer or Agent

Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

DAY OF _____, 20__

Notary Public

[NOTARY SEAL]

My Commission Expires:

CONTRACTOR/VENDOR INFORMATION

Legal name & address
of entity:

If different from above-

Legal name of Payee:

Payment Address:

(If additional addresses are needed, identify each and its purpose on the reverse of this page.)

Legal entity status (please mark all that apply):

- | | |
|--|---|
| ☐ Corporation/C-Corp LLC/S-Corp LLC | ☐ Individual/Sole-Proprietor/Single Member LLC |
| ☐ Partnership/LLC Partnership/LLP | ☐ Government: Federal/State/Local/Authority |
| ☐ Non-Profit: 501(c)(3)/501(c)(4) | ☐ Other: (describe) _____ |

(Federal) Employer Identification Number: _____
OR

Social Security Number (for an individual): _____

Is this contractor/vendor an attorney/law firm? YES ☐ NO ☐

Is this contractor/vendor debarred, suspended, ineligible or excluded from participation in federally funded projects? YES ☐ NO ☐

E-verify Status: ☐ Registered: E-verify Number _____
☐ Not Registered

Is this contractor/vendor a:

Disadvantaged Business Enterprise under 49 CFR Part 26?	YES ☐	NO ☐
Minority or Women Business Enterprise under 49 CFR Part 23?	YES ☐	NO ☐

Attach a copy of current certification(s).

Is this contractor/vendor a Non-federal entity that expends \$750,000 or more in a year in Federal awards? YES ☐ NO ☐

If so, attach a copy of most recent single or program-specific audit conducted in accordance with the provisions of OMB Circular A-133.

Certified true and correct:

Name: _____

Signature: _____

Title: _____

Date: _____