

**TRANSPORTATION COORDINATING COMMITTEE**

**February 4, 2022, Meeting Notes**

**Online Meeting**

<i>ARC</i>	John Orr	<i>Forsyth</i>	---
<i>ATL</i>	Cathy Gesick	<i>Fulton</i>	---
<i>Atlanta</i>	Michelle Wynn	<i>GDOT</i>	Charles Robinson
<i>Barrow</i>	---	<i>GRTA/SRTA</i>	Aileen Daney
<i>Cherokee</i>	Jim Wilgus	<i>Gwinnett</i>	---
<i>Clayton</i>	Keith Rohling	<i>Henry</i>	Sam Baker
<i>Cobb</i>	Laura Beall	<i>MARTA</i>	---
<i>Coweta</i>	---	<i>Newton</i>	Toney Wright
<i>DeKalb</i>	Sylvia Smith	<i>Paulding</i>	Erica Parish
<i>Douglas</i>	Miguel Valentin	<i>Rockdale</i>	Brian Kelley
<i>EPD</i>	Gil Grodzinsky	<i>Spalding</i>	---
<i>Fayette</i>	Phil Mallon	<i>Walton</i>	Joe Walter
<i>MD-1</i>	---	<i>MD-4</i>	Stanley Merantus
<i>MD-2</i>	---	<i>MD-5</i>	---
<i>MD-3</i>	---	<i>MD-6</i>	---

Advisors (Non-voting):

<i>CBMPO</i>	---
<i>GHMPO</i>	---
<i>GDOT I'modal</i>	---
<i>FHWA</i>	---
<i>FTA</i>	---

## **February 4, 2022, Meeting Summary**

*John Orr, Chair*

### **1. Welcome**

John Orr, ARC, opened the meeting at 9:30 am. He asked if there were any requests for comments or edits to the meeting summary for the December 10, 2021, TCC meeting. Hearing none, the meeting summary was accepted as submitted. Orr stated that there were no requests for public comment prior to the meeting.

Orr then said that he needed to step away to address a technical issue related to the Teams meeting room. He asked David Haynes, ARC, to chair the meeting until his return.

### **2. Transportation Improvement Program (TIP) Amendment #4 (FIRST READ)**

Haynes introduced Jean Hee Barrett, ARC, for a presentation in support of the First Read for TIP Amendment #4. He added that action would be taken on this next month.

Barrett said she was giving the presentation with Amy Goodwin, ARC, who will focus on the LCI project funding. She said that TCC members have previously received a draft copy of the resolution for this amendment. Barrett then handed the presentation over to Goodwin.

Goodwin began by providing some background on the LCI program, which was originally created in 1999. Current funding is for \$2 million per year for studies and \$20 million per year for transportation infrastructure. The LCI Program has three components: LCI Master Plans, LCI Tactical studies, and LCI Transportation project funding. Program goals focus on increasing density, mix of uses, mobility options, improved access to jobs, services, and retail, and affordable housing.

Funding for LCI project implementation is the biggest allocation of LCI funding. This is typically awarded in a competitive process as part of the TIP solicitation, which takes place roughly every two years. However, there was a separate call for infrastructure projects in 2021 before the 2021 TIP solicitation because there was a balance of approximately \$11 million in FY 2022 funds due to delays in some projects that had been funded. A total of 17 projects were funded through this application process, and all are focused on bike/ped or trail projects. Additionally, there is an application open now for additional LCI planning studies, available at <https://atlantaregional.org/callforprojects>.

If anyone has questions about LCI Transportation projects, please email Goodwin at [agoodwin@atlantaregional.org](mailto:agoodwin@atlantaregional.org). For questions about the LCI Study program and application, email Jared Lombard at [jlombard@atlantaregional.org](mailto:jlombard@atlantaregional.org).

Barrett then presented other parts of the changes for the amendment. Three items are included because they are part of the 2022 ARC UPWP. These are AR-057 Regional Transportation Project Database Overhaul, AR-062 Regional transportation System Electrification Plan, and AR-063 Travel Model Improvement Program Exploratory Modeling

and Analysis Tool (TMIP-EMAT) Demonstration Project. Other changes are infrastructure projects or studies not managed by ARC and were requested by GDOT. These include some new projects as well as funding, scheduling, or related to changes to existing projects.

The comment period for this TIP amendment began on January 24<sup>th</sup> and will end on February 11<sup>th</sup>. A public hearing is scheduled for Wednesday February 9<sup>th</sup> as part of the ARC TAQC meeting. This TIP Amendment will be an action item at the TCC meeting on March 4<sup>th</sup>, as well as at the TAQC, ARC Board, and GRTA board meetings in March. Upon approval, the TIP amendment will be sent to US DOT for final approval.

Barrett finished her presentation and Orr took over as the meeting chair again,

### **3. Update on Regional Safety Targets**

Orr introduced Tejas Kotak, ARC, to give an update on regional safety targets. Kotak said that ARC staff presented information about safety targets last year to TCC members, so this is an update on that information. US DOT requires state DOTs and MPOs to set five safety performance measures, which are focused on 5-year rolling averages to smooth out data outlier years. This presentation proposes submitting separate ARC targets. These targets assume following current trendlines up for one year, and then a 5% reduction in fatalities and other changes.

Kotak said there is no penalty if ARC does not meet these targets. The targets can be used for self-accountability and to inform further development of the Regional Safety Strategy. After finishing his presentation, Kotak returned to an earlier slide showing the 2022 GDOT safety targets and the 2022 proposed ARC targets for reference. Orr stated that this is consistent with previous direction from TCC, and then asked if TCC members had any comments on these proposed changes.

Aileen Daney, GRTA, said that GRTA is in support of these changes. Philip Mallon, Fayette County, expressed support as did Michele Wynn, City of Atlanta. Orr asked Kotak to bring up a slide with statistics for stateside and ARC safety performance. This slide showed an increase in fatalities from 2016-2020 in the ARC region.

Miguel Valentin, Douglas County, said that he is supportive of these targets. He asked what changes would be made to try to reach these new targets. Orr said that there would likely need to be some changes in how projects are funded as well as potentially some other policy changes. Kotak said that there was a review of the TIP solicitation criteria in 2021. As part of that review, the focus on safety was increased as part of the evaluation of projects to increase the likelihood that safety related projects would be funded.

Keith Rohling, Clayton County, asked about Vision Zero and whether ARC was taking steps to address that. He said that Clayton County was trying to focus on improving pedestrian safety but was finding resistance on some projects. Orr said that there would need to be a focus on working with local jurisdictions as part of the regional safety strategy as well as part of TCC, and that needs may vary amongst different local jurisdictions. Kotak said that Vison

Zero is a long-term goal and that changing the safety targets and the TIP evaluation process are steps to reach this.

Aileen Daney asked if the ARC region is overrepresented in crashes within the state, how are ARC and GDOT using changes related to HSIP funding to help address that. Orr said that is being determined. Byron Rushing, ARC, said he is working with Sam Harris at GDOT to begin figuring out the new rules and their implications.

#### **4. Regional Safety Strategy Work Activities Update**

Rushing then gave an update on the ARC Regional Safety Strategy. Rushing said that this plan kicked off about a year ago. He said that the Regional Safety Strategy will address the safety of all road users through a collaborative, multidisciplinary, and multimodal approach. The plan has identified speed, number of lanes, lighting, and crosswalks as primary safety risk factors for pedestrian safety. Rushing and ARC's consultant team are analyzing data to expand on this and determine safety risk factors across all modes. The project's schedule shows that the consultant team is nearing completion of the data analysis part of the plan.

Rushing handed over the presentation to Frank Gross from VHB, the prime consultant on this plan, to present. Gross said that target setting from the previous presentation is an important part of their work. Simply following the 5-year trend line will result in more deaths and injuries each year, so there should be a focus on changing that to improve safety for everyone. Options for achieving targets include adjusting targets, increasing spending, and/or increasing efficiency/efficacy. When considering efficiency/efficacy, the focus should primarily be on fatal and serious injury crashes rather than all crashes. From there, the focus is on crash types to determine the types of crashes that cause the most fatalities and serious injuries, as well as on facility types where these crash types are overrepresented. They also focus on factors that increase the risk of these types of crashes such as area type, roadway ownership, functional class, and number of lanes. The results of this analysis can impact target setting, funding, and project development decisions.

Rushing said that they will be back with another presentation next month with more details. Orr opened the meeting for questions.

Gil Grodzinsky, GA EPD, said that many safety measures would be exempt from conformity analysis which can smooth the implementation process. He added that he is supportive of this work.

Miguel Valentin, Douglas County, asked if the planning analysis could include not just the most common problems, but also what the most beneficial remedies are for those types of problems. Rushing said that previous bike/ped work has focused on federal guidance and design tools/treatments which have been the primary strategy for safety solutions.

Keith Rohling, Clayton County, said that his training focused on engineering, enforcement, and education as the primary ways to impact safety. He said that ARC's plan is focused on engineering and asked if there is also any work related to enforcement and education.

Rushing said ARC's primary area of influence is related to federal funding for planning and project implementation, which is why engineering is the primary focus of the work. ARC does not generally have funding related to enforcement and education. However, organizations focused on these areas are important stakeholders in ARC's safety work.

## **5. Updates on the New Infrastructure Investment and Jobs Act (IIJA) Reauthorization Bill**

Before this agenda item, John said introduced a new TCC member from Rockdale County, Brian Kelley. Brian Allen, Rockdale County, said that Brian Kelly is the new DOT director in Rockdale County. Mr. Kelley said he is excited to be a part of the team in Rockdale County and looks forward to working with TCC members.

Orr then introduced David Haynes, ARC, for an update on the Infrastructure Investment and Jobs Act (IIJA). Haynes said that ARC staff are still working through the details of what is in this new law. At a high level, the IIJA includes:

- Significant increases in funding for existing transportation programs
- Large new programs covering a broad range of areas, such as climate change and equity related programs
- Emphasizes planning for climate change, improving equity for underserved communities, and advancing complete streets.

Specific details about individual funding sources are still being released, but in general there is more formula funding available from FHWA and FTA. There are also a number of existing and new programs that are competitive and require grant applications to US DOT. The RAISE grant NOFO, which is due April 14, 2022, is available at <https://www.transportation.gov/RAISEgrants>.

New programs focus on areas like bridges, safe streets, charging and refueling, rural surface transportation, resiliency, and reconnecting communities. A number of different programs focus on emissions and climate change in different ways.

Haynes stressed that while there are new programs and funding, this is still federal funding and so the federal process must still be followed. To receive this funding from ARC, proposed projects must be in an adopted plan, must have had public input, must have a local match, and must meet other federal requirements and ARC's TIP application requirements.

There are also new competitive grants from US DOT, so accessing these funds will require additional grant writing from local jurisdictions. Haynes said that there are numerous documents online which provide additional details, and links to some of them are in his presentation. Some of this information is available at <https://www.whitehouse.gov/build/>.

Orr said that local jurisdictions may want to plan ahead to identify staff that can write grant applications for competitive funding grants. That way jurisdictions will be ready when the applications are open, and they will be able to meet application deadlines.

## **6. Other Items**

None

## **7. Announcements**

John Orr mentioned the RAISE grant NOFO and related information are available at <https://www.transportation.gov/RAISEgrants>. This is grant application is due April 14, 2022

## **8. Adjourn**