

Transportation and Air Quality Committee
Mike Mason, Chair

Wednesday, March 9, 2022
10:30AM - Noon
Online Meeting Notes

Members Present	Members Absent
Mr. Kerry Armstrong	Commissioner Ryan Bowlden
Mr. Greg Cantrell	Mayor Andre Dickens
Commissioner Lisa Cupid	Commissioner Marcello Banes
Mr. Jim Durrett	Mr. Rudy Bowen
Mayor Vince Williams	Ms. Martha Martin
Ms. Kathy Zahul	Commissioner Dave Carmichael
Ms. Tamara Hayes	Commissioner Oz Nesbitt
Mayor Rochelle Robinson	Commissioner Paul Poole
Commissioner Harry Johnston	Commissioner David Thompson
Mayor Rusty Paul	CEO Michael Thurmond
Mayor Vince Evans	Commissioner Jeff Turner
Mayor Eric Dial	Ms. Liane Levetan
Mr. Tread Davis	Mr. Paul Radford
Commissioner Pat Graham	
Commissioner Nicole Love Hendrickson	
Commissioner Romona Jackson Jones	
Mayor Mike Mason	
Commissioner Alfred John	
Commissioner Carlotta Harrell	
Commissioner Robb Pitts	
Commissioner Lee Hearn	

Transportation and Air Quality Committee

Mike Mason, Chair

Wednesday, March 9, 2022

1. Welcome; Acceptance of February 9, 2022, TAQC Meeting Summary

Chairman Mason called the meeting to order at 10:31am. The Chair announced there were no recommended comments or edits received regarding the February 9th TAQC meeting summary prior to March 9th and none was requested during the opening of the meeting. Hearing none, the meeting summary was accepted as distributed.

Chair Mason asked John Orr, ARC if there were any public comments. Orr responded there were none.

2. Transportation Improvement Program (TIP) Amendment #4 (Action Item)

Orr introduced Jean Hee Barrett, ARC, to present the TIP Amendment #4.

Barrett indicated on February 9th, the TAQC was given a detailed overview of the 4th amendment and indicated the committee was given a copy of the amendment and the Public Comment Report to review.

Barrett indicated the 4th Amendment included:

- The Livable Center Initiative new funding recommendations for PE phases, and studies and expenditures in support of ARC's Regional Plan Update.
- Changes to GDOT Major Mobility Investment Program Projects.
- Cost estimate increases to federal-aid projects exceeding the administrative modification threshold and other programming changes.
- The distributed Public Comment Report summarizes the activities taken place during 15-day public comment period held January 24- February 11. There was one verbal comment stated during the February 9th Public Hearing and seven written comments were received.

Barrett shared the following tentative schedule for the 4th Amendment:

- March 4th- TCC approved a motion to accept the 4th Amendment.
- March 9th- GRITA's Board approved the 4th Amendment prior to the TAQC meeting.
- March 9th- The ARC Board and TAQC will take Actions.
- Mid-March- Anticipated submittal to US DOT (FHWA & FTA) and US EPA which the agencies will have 30-day review period.
- Mid-March to Mid-April- Conformity determination.

Chair Mason requested a motion which was made by Tread Davis, DCA and seconded by Vince Williams, Union City. The motion passed unanimously.

3. Regional Safety Strategy Work Documentation

Regan Hammond, VHB, presented the agenda item and provided a quick recap from the February 9th meeting. In her recap, she reiterated the top methods found to increase effectiveness which are:

- Focus on fatal and serious injury crashes,
- Focus on crash types (intersection, roadway departure, pedestrian, and bicycle),
- Focus on facility types, and
- Focus on risk factors.

When assessing roadway departures, it was found that the overrepresented counties were the counties surrounding the core counties of the region. Based on the analysis, it was concluded that the risks of severe roadway departure crashes increase as:

- Traffic volume increase,
- Number of lanes increase,
- Posted speeds increase,
- Shoulder width decrease, and
- Median width decrease.

The pedestrian and bicycle trends were overrepresented throughout the region. Based on the analysis, it was concluded that the risks of severe roadway departure crashes increase as:

- Higher traffic volumes,
- More lanes of traffic,
- Higher speeds, and
- Areas with higher pedestrian activity.

When the study's risk factors were compared to the NCHRP Report 893, it was observed that the national primary roadway characteristics risk factors were reflective. Thus, the national countermeasures can be used to address regional trends. This analysis will assist in with making funding discussions and project development.

In March, the project team will complete the data analysis. In early summer, it is anticipated to develop the regional safety strategies.

There was discussion on how elected officials can get involved in the planning process and how will this information be used to influence the state. Ultimately, the strategy will assist with identifying where to spend funds. Regional partnerships assist with communication to connect jurisdictions to fill the gaps. Bryon Rushing, ARC, volunteered to sit with the elected officials to devise a strategy and/or assist.

4. Review of SPLOST and T-SPLOST Revenue Collection

David Haynes, ARC, provided an update on the local revenue collections used to support the implementation of transportation projects. After the pandemic shutdown, ARC staff began assessing the impacts of the pandemic on local sales tax to assess potential funding impacts to projects in the RTP and TIP.

The local sales tax data is collected monthly from the Department of Revenue for each county. The base year used for the comparative analysis was 2019 and the most recent data is February 2022; however, the data does lag one month behind.

Based on the data, the following trends were highlighted:

- When comparing the base year (2019) to the pandemic, it was observed that there was a decrease in tax revenues, but the distribution of the stimulus funding positively impacted the tax revenues.
- When comparing each county's projected revenue to the actual revenues collected, it was observed that there was a 32% increase in overall revenues.
- When comparing SPLOST collection, during the recession to the pandemic, it was observed that the pandemic recouped faster.
- During the pandemic, trends showed there was more spending the further away you were from the city core (Atlanta).

5. Other Committee Introduced Items

None

6. Announcements

Orr advised the TAQC of the potential need to act on a special amendment. The amendment will be related to the Infrastructure Investment and JOBS Act, which passed in November. Currently, we are working under a continuing resolution which keeps spending at the current levels. Since November, there has not been a full year spending bill passed in Washington.

7. Adjourn