



Transportation & Air Quality Committee

Charlotte Nash, Chairman

Thursday, March 15, 2018

10:30 a.m. - 12:00 p.m.

ARC Harry West Room

Members Present:

Commissioner Charlotte Nash, Chair
Commissioner Buzz Ahrens
Commissioner June Wood
Commissioner Dave Carmichael
Mr. Mike Houchard
Mr. Tread Davis
Mr. Kerry Armstrong
Mayor Eric Clarkson
Ms. Liane Levetan
Mr. Rich McDonald
Ms. Martha Martin
Ms. Cindy VanDyke
Mr. Jim Durrett

Members Absent:

Mayor Keisha Lance Bottoms
Commissioner Donald Hawbaker
CEO Michael Thurmond
Commissioner Jeff Turner
Commissioner Pat Graham
Commissioner Marcelo Banes
Commissioner Kevin Little
Commissioner Oz Nesbitt
Commissioner Eric Maxwell
Mr. Mark Mathews
Mr. Mark Burkhalter
Commissioner Todd Levent
Ms. Donna Sheldon
Commissioner Robb Pitts
Commissioner Al Smith
Mayor Nancy Harris
Commissioner Romona Jackson Jones
Commissioner Mike Boyce
Mayor Eric Dial
Mayor Rochelle Robinson
Mayor Clark Boddie

**1. Welcome/Acceptance of February 23, 2018 TAQC Meeting
Summary / Public Comment period¹**

Commissioner Nash, TAQC Chairman, called the meeting to order and asked if there were any comments on the draft 2/23/18 TAQC Meeting Summary and hearing none, declared the summary accepted as previously distributed. There were three public comments.

¹ A 10-minute period for public comments is designated at the beginning of each regular TAQC meeting. Each commenter must sign up before 10:30 AM on the meeting date. Each speaker will be limited to two minutes. If the comment period expires before all citizens have an opportunity to address the Committee, citizens will be invited to provide their comments in writing.



Public Comments:

1. Ms. Heather Dennis, Douglas County:

Good morning. I am Heather Denis. I'm a resident of Douglas County and am the Chairperson for Douglas County Peoples' Action Committee. I'm here this morning to boldly, but respectfully, ask you to recall the approval of the CMAQ Application for the proposed bus system in Douglas County.

In May of 2017, the Douglas County Board of Commissioners applied to ARC for the CMAQ grant for a 4 bus, 2 circular route intra-county system as voted on and approved by the Board of Commissioners in June of 2016. This was presented to the public as a small system with low costs. As noted in the application, there was very little opposition to this plan by the public.

However, in October of 2017, public opposition grew. On October 10, the Douglas County Transportation Committee, which is a suggestive committee, approved supplementing the original CMAQ application by adding 2 routes to the system, with one going to HE Holmes Marta Station. The Committee led by Commissioner Robinson agreed in that meeting that this did not have to go back before the BOC for approval and that the Director of Rideshare/Multi Modal Transportation Gary Watson was granted permission by the committee to move forward with the recommended supplement and submission to ARC. The submittal was made via email on October 13th, thus violating lawful process of the BOC whose responsibility it is to vote on such changes.

In the BOC Work Session on October 16, the possibility of changes to the proposed bus plan was discussed, however it was not divulged that the new plan had already been submitted three days prior with no vote by the Board.

There is a fast-growing opposition by Douglas County citizens to this proposed bus system. The Transportation Committee took it upon themselves, by sidestepping due process, to push through the supplement to ARC without BOC approval. By doing so, the commissioners, who represent the tax payers who will ultimately shoulder the financial burden associated with this bus system, have not had the opportunity to speak on behalf of their constituents thus nullifying any semblance of fair representation. For this reason, I will implore you again to please reject Douglas County's CMAQ application for the proposed bus system based on lack of regard for lawful procedure.

2. Ms. Kelly Honey, Douglas County:

Hello, my name is Kelly Honey. I am a resident of Douglas County and am a member of the Douglas County People's Action Committee. I am here today to express my opposition to the proposed bus system in Douglas County and to ask all of you to recall the approval of the CMAQ Application.

First of all, I would like to bring to your attention that the city of Douglasville never sent a letter of support to be included in the CMAQ Application. On May 16, 2017 the City of Douglasville was identified as a major stakeholder in the project. The city was approached for a letter of support the DAY BEFORE submittal of the application. The



city REFUSED to send that letter. Since the city has been identified as a major stakeholder in this project you would hope they would have a say in this matter. There is growing opposition to this bus system. We even have opposition from some of our State Representatives. Micah Gravely asked Ramona Jackson-Jones during her walk the talk meeting, for information regarding the cost to the taxpayers. To my understanding that information has never been given. Jay Collins has written a letter of opposition. Senator Mike Dugan has come out and said that since House bill 930 and Senate bill 386 have passed it would not be a good idea for Douglas County to proceed with the CMAQ application.

The bills going through the capital right now should have the ARC hesitant to proceed with this application. It does not make sense for local government trying to do what the state government is going to take over. It is a waste of time and TAXPAYERS money. The money you receive from CMAQ is not free money it is paid for by the American taxpayer and you all should not take that lightly.

Since there has been NO feasibility study done, the passage of two major transportation bills at the state level and no written support from the city of Douglasville, I ask you to reject the CMAQ application for the proposed bus system in Douglas County.

3. Mr. Roy Sparks, Douglas County:

The proposed bus route system and CMAQ application was done in maleficence. I request you reject the application.

2. Private Sector Transportation Spotlight: UPS Innovation and Urban Delivery

Frank Morris, UPS Public Affairs, discussed the innovative ways UPS is making deliveries, as well as some of the challenges with urban deliveries. UPS uses many different types of vehicles for deliveries. They have announced that they will begin deploying electric delivery trucks in Atlanta and two other cities nationally. They also have a large, new facility in Atlanta on Fulton Industrial that will be done by November 2018 and will be able to handle 100,000 packages/hour. They anticipate that about half of those packages will be from e-commerce. This facility will also be a major employment hub that MARTA has committed to serving.

In Georgia, alternative fuel & advanced technology vehicles include:

- Natural Gas
 - o 146 CNG Tractors
 - o Can go up to 600 miles a day
 - o On property fueling
- Package Cars:
 - o 20 Propane Package Cars
 - o 48 HEV Package Cars
 - o 20 Hydraulic Hybrid
 - o Electric is being tested

- UPS has also committed to buying many Tesla trucks.

There are many challenges for urban delivery due to the number of modes and uses along the curb and increased densities. Restrictive freight policies on roads and neighborhoods can cause problems for residents and businesses. UPS has started using access points at different locations, including lockers, to make ensure safe deliveries. Some municipalities have restrictions on where these access points, especially lockers can be put. Since freight and e-commerce delivery services can facilitate quality of life, UPS would like to be invited to planning conversations early in the process.

There is no silver bullet solution to urban delivery, but UPS's goal is to develop best practices in the application of technology, operation, long-term planning, and city policy for sustainable urban delivery. There are some tools in the toolkit, but no one has all the answers yet. There needs to be transparent partnerships between private companies, cities, and academics. Potential approaches could include updating zoning or building codes, adding lockers / alternative delivery locations, updating parking regulations, considering enforcement, curb cuts, innovations in handcart design, and data sharing or even walking instead of driving. Academic research could explore outside the box urban delivery solutions.

Discussion:

- UPS locker locations need electricity. UPS has contracts with the businesses who they partner with for the locations depending on each. Most of the locations are outside, but they can run into issues with zoning and signage.
- Buckhead is currently considering Curbside Management and would like to work with UPS.
- UPS is keeping updated on autonomous vehicle technology, but is focusing on shorter-term solutions.
- The Fulton Industrial facility will be their Southeast so trucks could be coming from up to 500 miles away. Based on new truck driver regulations, there will sometimes be two drivers to a truck so that it does not have to sit and wait.

3. Major Mobility Investment Program (MMIP) Implementation Updates

Matthew Fowler, GDOT, was unable to attend so this item was postponed to a later meeting.

4. FIRST READ – Issue Summary and DRAFT Resolution for Atlanta Regional Truck Parking Assessment Study

ARC staff and the team have completed the recommendations for the ongoing Atlanta Regional Truck Parking Assessment Study. Daniel Studdard, ARC, updated the Committee on the status of the project. ARC Committee action is planned for April.

Due to hours of service requirements, which includes max number of driving hours and min numbers of hours stopped, trucks are having to pull off the road whether there are truck parking facilities or not. Trucks stopping on the side of the highway and in vacant lots can be dangerous for truck drivers and other vehicles. Many counties have no authorized truck parking spaces. In the truck driver survey 92% of respondents responded that it takes them over 30 minutes to find a place to pull over. Many strategies came out of the truck parking study including:

1. Add or expand the truck parking supply by working with CTPs, doing Freight Cluster Plans, and working with local governments.
2. Develop truck parking policies to incentivize shippers and receivers to provide parking and incentivize off-peak freight operations. Also, review DRI requirements, zoning codes.
3. Develop truck parking partnerships by providing updates through the freight advisory taskforce and providing parking information to stakeholders. Also by participating in FHWA National Coalition on Truck Parking.

Discussion

- Has there been partnerships with rural areas outside of the region to build truck parking for economic development? Most of the truck stops serving our region are in the rural areas just outside of the region, but may be saturated.
- The truck parking problem is not going to get better without intervention, especially with the deepening of the savannah port leading to more trucks. Planning is good, but implementation is necessary. As ARC we need to come up with some ideas that can be implemented with all our counties.
- The MMIP could help with some of these challenges.
- Closed ramps often do not become truck parking because they were built a long time ago and the ramp distances no longer meet FHWA standards. Also, many of the closed ramps have already be reused in different ways.
- One possible solution would be for distribution centers to have a staging area for trucks.

5. FIRST READ – Issue Summaries and DRAFT Resolutions for Transit Formula Funding Program Policies

Jean Hee Barrett, ARC, gave an overview of the policies that the Transit Operators Subcommittee (TOS) have updated for the transit formula fund programs Section 5307, Section 5337, and Section 5339. Several of the changes are required per federal transportation bills. The document contains policies and procedures for the Atlanta Urbanized Area suballocation formula programs including annual apportionment calculations, suballocation distribution formulas, and suballocation notification processes. It also includes transit Program of Projects (POP) procedures for development and maintenance.



Section 5307/5340 Urbanized Area Formula Fund

- Can be used for:
 - Planning: Studies, Evaluations, Plans and Specifications, Engineering and Design
 - Capital: Purchase Vehicles, Transit Improvements, Education & Training, Third Party Contracts, Facility Construction
 - Operating: Fuel, Wages, Purchase of Service, Loan Interest
- Regional subrecipients: MARTA, Transit Operators, Counties within Atlanta Urbanized Area
- Period of eligibility – 6 years
- % Federal participation varies
- One-half percent (0.5%) amount of total annual apportionment is reserved for regional transit planning and/or other regional projects. The remaining 99.5% of annual apportionment sub allocated to MARTA, other transit operators, and counties within Atlanta Urbanized Area. There is a portion of annual apportionment set-aside for Low-Income Component.

Section 5337 – State of Good Repair

- Can be used for:
 - Fixed Guideway (Rail): Track, Replace, Rehabilitate, Equipment
 - High Intensity Motorbus: Facilities, Technological Changes, Innovations to modify vehicles and facilities
- Regional subrecipients: MARTA, CobbLinc, Gwinnett County Transit, GRTA/SRTA
- Period of eligibility – 4 years and must have been in operation for at least 7 years
- % Federal participation is 80% for both Fixed Guideway and High Intensity Motorbus
- 100% of the amount of total annual apportionment of Fixed Guideway State of Good Repair tier is reserved for MARTA. Annual apportionment for High Intensity Motorbus tier is distributed among operators that report transit statistics to the National Transit Database for the use of HOV or HOT lanes and have operated motorbus service for at least seven years.

Section 5339 – Bus and Bus Facilities

- Can be used for:
 - Buses/Vans: Purchase, Replace, Rehabilitate, Equipment
 - Construction: Facilities, Technological Changes, Innovations to modify vehicles and facilities
 - Components: 5339 – Formula, 5339(b) – Bus Discretionary (Competitive), 5339(c) - Low or No Emission (Competitive)
- Regional subrecipients
 - Two Agencies
 - Seven Counties



- Period of eligibility – 4 years
- % Federal participation
 - 80% Capital
 - 0.5% Workforce Development Activities
- One half of one percent (0.5%) amount of the total annual apportionment reserved for Project Administration by MARTA as the Designated Recipient to administer grant awards. The remaining 99.5% of annual apportionment is suballocated to the Designated Recipient, state and local jurisdictions and governmental entities eligible to receive direct grants or operate fixed route bus services. Eligible recipients may allocate a portion of their Section 5339 funds to a private nonprofit organization or a “third-party operator” that operates fixed route bus service within the Atlanta UZA

The first read of the document for TCC and TAQC is in March with action by TCC and TAQC in April. There will be an ongoing review of policies by TOS as needed and to respond to changes to future FTA rules and regulations.

Discussion:

- Designated recipient currently says MARTA, if there are any changes from the legislation, we will update that as needed. The legislators are also aware of all the formulas and all the major operators are on the subcommittee.
- Should make sure .5% and the 1% in house bill for administration is not overfunding admin.

6. Potential Regional Transportation Impacts from the February 16, 2018 Court Decision of the South Coast Air Quality Management District v. EPA et al.

David D’Onofrio, ARC, informed TCC about a recent court decision that has the potential to impact the ability of EPA to approve RTP/TIP conformity determinations that are currently in the pipeline. EPA put out a new set of rules implementing the 2008 ozone standard in 2015 and revoking the older 1997 standard. ARC then adjusted air quality conformity modeling to the new area and standard. On February 16th, a court ruled that the 2015 process was inconsistent with Clean Air Act, making ARC’s RTP and TIP, as well as many other MPOs’ across the nation, nonconforming. ARC wrote a letter requesting that the EPA file an appeal or stay, but the EPA has until March 16 to decide that. Currently, ARC believes that TIP Amendment #4 will be unaffected. However, Amendment #5, which includes projects that require conformity modelling from the solicitation, could be affected.

In anticipation of an expected outcome, ARC is currently updating the conformity modelling to 1997 standards. However, it is unclear if the EPA will have to come out with a new set of rules and public comment process before they will be accepted. There are currently many unanswered questions. ARC is still moving forward with TIP approvals and requests that project sponsors continue to move projects forward until otherwise notified. ARC will follow up with more information as it becomes available.



7. Legislative Updates

John Orr, ARC, gave an overview of proposed legislation in the Georgia General Assembly that may impact the region. Several bills have been introduced in many subject areas, four of which relate to transportation. House Bill 930 and Senate Bill 386 both propose a new transit rebranding and governance framework to be called Atlanta-region Transit Link. SB 386 creates a new agency within GRTA and requires MARTA to operate all the transit in the region. HB 930 proposes that “ATL” would take the place of GRTA and that a tax on Uber and Lyft would provide a state funding source for new transit expansion. Additionally, both bills provide a mechanism for local governments to establish an additional one cent sales tax that would be allocated toward new transit. Both the Senate and House bills passed by an overwhelming majority. ARC will send out more information on all bills.

Commissioner Buzz Ahrens pointed out that SB 426 will allow telecom companies to install towers and boxes in the right of way with no local authority. There could be liability issues with safety. This is only for county and city roads; state roads are exempt.

8. Other and Committee Introduced Topics

None

9. Announcements

None

Adjourn.