

Transportation and Air Quality Committee
Mark Mathews, Chair

Wednesday, March 10, 2021
10:30AM - Noon
Online Meeting Notes

Members Present	Members Absent
Mr. Kerry Armstrong	Commissioner Marcello Banes
Mayor Eric Dial	Mayor Keisha Lance Bottoms
Mayor Rusty Paul	Commissioner Pat Graham
Commissioner Robb Pitts	Mr. Rudy Bowen
Commissioner Harry Johnston	Commissioner Dave Carmichael
Ms. Martha Martin	Mayor Rey Martinez
Mayor Mike Mason	Commissioner Paul Poole
Mr. Mark Mathews	CEO Michael Thurmond
Mr. Rich McDonald	Commissioner Jeff Turner
Mr. Paul Radford	Mayor Rochelle Robinson
Mayor Vince Williams	Mr. Jim Durrett
Ms. Jannine Miller	Commissioner Oz Nesbitt
Commissioner Cindy Mills	Ms. Liane Levetan
Commissioner Lee Hearn	Mr. Greg Cantrell
Commissioner Lisa Cupid	Commissioner David Thompson
Commissioner Clay Davis	
Ms. Luz Burrero	
Commissioner Carlotta Harrell	
Mr. Tread Davis	
Commissioner Romona Jackson Jones	
Mayor Eric Clarkson	
Commissioner Nicole Love Hendrickson	

Transportation and Air Quality Committee
Mark Mathews, Chair

Wednesday, May 12, 2021

1. Welcome; Acceptance of February 10, 2021 TAQC Meeting Summary

Mark Mathews, TAQC Chairman, greeted the committee and welcomed them to the May TAQC meeting. Chairman Mathews said that no comments or edits were received for the March 10, 2021, meeting summary. Hearing no additional comments from TAQC members, the summary was accepted as submitted. Chairman Mathews asked John Orr, ARC, for any written public comments. There was none.

1. Demand Response Implementation Plan (FIRST READ)

Sidney Douse, ARC, presented the First Read of the Atlanta Regional Demand Response Implementation Plan. This was a recommendation from the Consolidated Human Services Transportation (HST) plan that was completed in 2017. The main goals of this plan are:

- Building on the 2017 HST plan, focus was on complementary paratransit (ADA) and county run demand response transportation.
- Compile data and review current policies.
- Undertake best practices research to recommend implementation strategies.

Douse reported that the plan's findings note that populations in need are increasing, there is a lack of financial resources, a lack of qualified drivers due to competitive hiring from the private sector, and a lack of opportunities to learn and gain assistance. The plan organized the region into four tiers based on the amount of transit and HST service, with a profile and data about each county. He also responded to a question from committee member Tread Davis's question from the March TAQC meeting where he asked if there was a known HST cost per rider. Douse informed the committee that this plan did not calculate that number, but it will be considered for the overall Consolidated Human Services transportation plan update.

Key plan recommendations include:

- Establish consistent ADA eligibility and rider policies.
- Better coordinate ADA transfers.
- Integrate Demand Response Transit into regional trip planning.
- Regionally coordinate micro-transit services.
- Sustain regional coordination and collaboration.

Douse concluded that the plan is scheduled for adoption in July, that work to establish regional coordination around HST Demand Response Transportation will begin this summer or fall, and lastly that an update of the FTA required Coordinated Human Services Transportation Plan will take place in 2022.

2. Regional Transit Safety Performance Targets

Sidney Douse, ARC, presented the First Read of the FTA required Regional Transit Safety Targets. He explained the background of Performance Based Planning and the regulatory

framework established within the FAST Act. Sidney mentioned other highway-based performance measures that should be more familiar to the committee and that this would be the first time that the ARC looked to adopt safety performance measures for transit.

Douse summarized the FTA Final Rule for Public Transportation Agency Safety Plans (PTASP), which includes Transit Safety Performance Measures, including a chronology of its development and deadlines that impact the ARC. The FTA required that transit operators have an adopted PTASP by July 2020 and that it is shared with the State DOT and MPO. MPO's must adopt Regional Transit Safety Targets by July 20, 2021. Also, the following was shared about the establishment of Transit Safety Performance Measures:

- Targets should be set for each mode representing the goals for the upcoming year.
- FTA has not specified how targets must be set or established a required methodology.
- FTA has not established penalties for not meeting targets.

Douse then introduced the four Transit Safety Performance Measure required by FTA:

1. **Fatalities** - Total number of reportable fatalities and the rate per total vehicle revenue miles by mode.
2. **Injuries** - Total number of reportable injuries and the rate per total vehicle revenue miles by mode.
3. **Safety Events** - Total number of reportable events and the rate per total vehicle revenue miles by mode.
4. **System Reliability** - Mean distance between major mechanical failures by mode.

After the measures were presented, the process used to adopt Regional Transit Safety Targets was explained followed by the proposed targets for 2021. Because this is a new set of regional targets, it was recommended that for the first year, ARC set the targets based on the highest number, the highest rate and shortest mean distance for each operator. This methodology will assure that every operator is within the Regional Targets for 2021. ARC proposed to work with ARC Staff, the Transit Operators Group and peer MPOs to set more progressive targets for 2022. Finally, Douse shared the next steps including adoption in July followed by beginning work on setting more progressive targets.

4. 2024 Regional Transportation Plan (RTP) Update Discussion

John Orr, ARC, presented an overview of the upcoming RTP update process and work activities. He started with an overview of ARC's role in transportation planning and jurisdictional planning responsibility. This was followed by an explanation of the current RTP plan process and summary of current transportation investments with a note that Maintenance & Modernization was 59% of the total investments. Summary maps of major project categories within the current RTP that will be in the update included, Express Lanes & Arterial Capacity and Transit Expansion. He noted that there is an anticipated high reliance on Bus Rapid Transit to meet the needs of future expansion. John Orr then discussed three anticipated work activities for the update that will play a large role in the future of transportation:

1. Key Transformative Factors
 - Electrification of Transportation – the region lacks the infrastructure to support a higher level of electrification.
 - Rise of Autonomous and Connected Vehicles
 - Permanent Change in Travel Demand from Teleworking – will include close collaboration with ARC’s Mobility Services Group
 - Other Federal and Regional Emphasis Areas:
 - Equity, Climate and Housing – The cost and lack of housing options will have an impact on commuting patterns.
2. Review the Regional Policy Framework
3. Reassess Current Project Evaluation Methodologies

The presentation concluded with Plan Update Milestones and the current Plan’s Vision which still appears to fit the next planning horizon and is therefore expected remain the same.

5. FAST Act Transportation Reauthorization Update

John Bayalis, ARC, discussed the U.S. House and Senate progress toward reauthorizing the FAST Act. He emphasized how complicated the process is becoming. Currently, the goal is to have a draft reauthorization proposal released by Memorial Day. The President’s budget, which has not been released yet, will also influence the process. This is especially the case when it comes to earmarks that may or may not be mentioned in his budget.

Discussion

- Tread Davis asked John to confirm that whatever happens with the negotiations, there will be an increase in funding for transportation.
 - John Bayalis agreed and stated that the gap between the two parties will mean that it will take a while to reach agreement, but there will be an increase in funding for transportation once one is reached.

6. Announcements

- John Orr, ARC, announced that the next Connect ATL Technology Summit will be January 25, 2022.

7. Adjourn