



TRANSPORTATION COORDINATING COMMITTEE

May 18, 2018 Meeting Notes

TCC Members or Alternates Present:

<i>ARC</i>	David Haynes	<i>Fulton</i>	Roussan Francois
<i>Atlanta</i>	Jason Morgan	<i>GDOT</i>	Charles Robinson
<i>Barrow</i>	---	<i>GRTA/SRTA</i>	Jamie Fischer
<i>Cherokee</i>	---	<i>Gwinnett</i>	Vince Edwards
<i>Clayton</i>	---	<i>Henry</i>	---
<i>Cobb</i>	Eric Meyer	<i>MARTA</i>	Christopher Silveira
<i>Coweta</i>	Tavores Edwards	<i>Newton</i>	---
<i>DeKalb</i>	Sylvia Smith	<i>Paulding</i>	Ann Lippmann
<i>Douglas</i>	---	<i>Rockdale</i>	---
<i>EPD</i>	Gil Grodzinsky	<i>Spalding</i>	---
<i>Fayette</i>	Phil Mallon	<i>Walton</i>	---
<i>Forsyth</i>	---		
<i>MD-1</i>	---	<i>MD-4</i>	Michelle Wright
<i>MD-2</i>	---	<i>MD-5</i>	---
<i>MD-3</i>	---	<i>MD-6</i>	James Miller

Advisors (Non-voting):

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

Transportation Coordinating Committee – Meeting Summary

John Orr, Chair

1. Welcome, Acceptance of 4/20/18 TCC Meeting Summary, Public Comment

David Haynes, ARC, chaired the meeting in place of John Orr. Mr. Haynes asked if there were any member comments on the draft 4/20/18 TCC Meeting Summary. Hearing none, the summary was accepted as presented. Mr. Haynes asked for public comments. There were none.

2. Status of Executing Planning Study Grants

Amy Goodwin, ARC, presented information on planning studies that were funded as a part of the 2017 TIP solicitation. Approximately 20 studies were funded through this process, most as a part of FY 2018, a few in FY 2019, and one in FY 2020. ARC is working to get under contract with GDOT for the FY 2018 studies. ARC is also working with the project sponsors to finalize scopes for each of these studies. A list of studies and their ARC project managers was presented. Project sponsors should work with their ARC project managers to develop a scope and get their RFP released.

David Haynes said that ARC is going through internal reviews of project management for planning studies. He stressed the need for local sponsors to follow all federal guidelines for expenditure of federal funds, particularly related to going through a competitive bidding process, Title VI, and DBE participation. He said that the ARC project managers need to review RFPs from local sponsors before they are released and contracts between local sponsors and selected consultants before they are signed. These requirements will be consistent for these studies, CTPs, and other studies funded through ARC.

Michelle Wright, City of Douglasville, asked if a RFQ could be released instead of a RFP. Amy Goodwin said no, an RFP is required for planning studies funded through the TIP.

3. Bicycle and Pedestrian Safety Action Plan

Byron Rushing, ARC, stated that ARC has been working on the Bicycle and Pedestrian Safety Action Plan over the last year. This plan was identified as a need in the previously adopted *Walk Bike Thrive* plan. Mr. Rushing said that pedestrian safety has improved by some measures, but there are still significant issues based on many safety measures. Pedestrian and bicycle crashes have been increasing in recent years and are projected to continue the upward trend.

Mr. Rushing discussed that the US DOT has new performance measures related to pedestrian and bicycle safety that state DOTs and MPOs must follow. GDOT has adopted measures to meet these standards, and ARC is following those same standards. However, ARC is looking at safety issues in greater detail than required by these measures. In particular, ARC is looking at new ways to analyze data based on approaches taken at other locations nationally.

The plan looked at numerous corridors in the region as part of its analysis. Speed, number of lanes, lighting, and crossings were risk factors analyzed. Roadways with four or more lanes accounted for a plurality of crashes analyzed. The plan looks at high risk roads in addition to crash history. Countermeasures were then identified to address the identified risk factors. These countermeasures will be considered if they are a part of projects submitted for funding in future TIP solicitations. As part of future TIP solicitations, the historic crash rate will potentially be eliminated in favor of the high-risk corridors approach. Mr. Rushing said ARC is interested in feedback on this approach.

David Haynes asked for feedback. Phil Mallon, Fayette County, asked for further explanation on the hotspot analysis vs. systemic analysis in terms of funding. Mr. Rushing stated that projects that use federal funding through the TIP typically take 7-10 years to be completed. However, GDOT has some funding sources that can be used for projects of this type and can implement projects quicker. The systemic analysis is meant to focus on the long-term design issues that affect pedestrian and bicycle safety.

Christopher Silveira, MARTA, asked about whether future projected high-risk corridor projects were validated when compared to historic data. Mr. Rushing said much of this analysis had been conducted.

Gil Grodzinsky, EPD, asked if other factors were considered in the analysis such as vehicles making left or right-turns vs. going straight. Mr. Rushing said that these and other crash causes were a part of the analysis, and that the countermeasures were tied to this.

Sam Baker, GHMPO, asked about how the increasing pedestrian and bike injuries and deaths ties into distracted driving, particularly with texting and the use of smartphones. Mr. Rushing said this was likely a significant factor in the increase, but data about this is generally lacking. Crash data available to ARC does not typically identify whether a driver was texting or otherwise distracted. However, the state legislature passed a hands-free law earlier this year, and there is hope that this will help reduce distracted driving.

Christopher Silveira asked if pedestrian fatalities were linked to changes in VMT. Mr. Rushing said that for drivers, safety is improving in general and by VMT. For pedestrians, safety is improving per walking trip because walking is increasing as a mode of travel. However, overall pedestrian safety is getting worse.

4. Recap of 2017 Project Solicitation and Discussion on Potential Process Improvements

Mr. Haynes explained that there has been an internal analysis of how the 2017 TIP solicitation went and that this is the first time ARC has delved into the process since it was completed last year. ARC is seeking feedback from TCC members on this process and that ARC is conducting this review now in preparation for a TIP solicitation in 2019.

David D'Onofrio, ARC, said the ARC TIP Project Evaluation Framework, or the "Cookbook", was developed in 2016 and is the way that projects submitted in the 2017 TIP solicitation were evaluated. This is currently being re-evaluated, along with the overall application process.

Patrick Bradshaw, ARC, said that he oversaw managing the application process while David D'Onofrio oversaw developing the cookbook. He then reviewed the basics of the 2017 application. The application is cloud based and accessible online, it's standardized to get consistent information across all applications, and allows applicants to upload supporting documentation directly into the application. Mr. Bradshaw asked for input, and said that additional comments could be emailed to him.

Eric Myer, Cobb County, said that there were a lot of people involved with the application in Cobb County. This required copying questions from the application into Word files so they could be shared and created some extra effort. Mr. Bradshaw said that ARC could look into ways to allow shared access among multiple staff at an agency.

Tavores Edwards, Coweta County, said he liked that it was a cloud based application and that it required less data to be submitted than the 2015 application. He also said that using the online mapping feature was useful and easier than going through his internal GIS department. He said he had no changes but just thought it was a better application than the 2015 application.

David D'Onofrio asked for comments on the solicitation process overall. Phil Mallon, Fayette County, said that the overall process seemed slow from considering when the solicitation process was first mentioned, going through the application process, and followed by the project evaluation process. He said the County was still not under contract for the projects they were awarded. He said this was basically a two-year process, and elected officials and the public are looking for projects to move faster. David Haynes said this was slow in part because a new application form was used. He also said the technical evaluation was not too time consuming, but the KDP 3 part of the evaluation was time consuming. David D'Onofrio asked if shortening the application process to 60 days would be helpful. TCC members stated that they prefer 90 days to have adequate time to complete the application and to get approval with their elected officials. David D'Onofrio said ARC would continue to look at ways to speed up the process.

David D'Onofrio then asked if TCC members thought the projects were scored fairly. No major feedback was provided. Mr. D'Onofrio added that part of what impacted scoring and the length of the process was that some applications left questions blank. He encouraged applicants to fully complete the application and to contact ARC staff during the application process for assistance to complete the questions if needed. Mr. D'Onofrio also stressed that multiple projects should not be bundled in one application so they could effectively be evaluated.

Mr. D'Onofrio said that ARC has some proposed changes for the next TIP solicitation, most of which impact ARC more than the applicants. He began with KDP 1, which are major policy filters. Only one project did not pass KDP 1 and move onto the rest of the evaluation process. TCC members generally thought the KDP 1 requirements were positive and helped to ensure appropriate projects were submitted. Mr. D'Onofrio said that minor changes were being considered, particularly requiring support from GDOT for any projects on state routes as a part of KDP 1 rather than later in the evaluation process.

Potential changes to KDP 2 were then shown in the presentation and discussed. Proposed changes focused on bike/pedestrian projects, safety issues, roadway projects, transit projects, and resiliency.

Minimal feedback was given from TCC members, but the proposed changes were generally seen as positive. Mr. D'Onofrio stressed that TCC members were welcome to provide additional feedback in offline conversations whenever needed. He also said there was not a study evaluation process in the Cookbook, but an evaluation process similar to the LCI application process was used. This is being reviewed by ARC staff and other national approaches are being researched. He said that ARC is looking to finalize any changes to the cookbook and overall solicitation application process by fall of 2018 to prepare for the 2019 solicitation.

Roussan Francois, Fulton County, asked if funding is held available for project cost overruns or to fund ROW or construction after design is completed. David Haynes said that it is an inexact science but that not all funding in later years of a TIP is initially allocated to address these types of issues. Jean Hee Barrett, ARC, explained that a cost increase of an existing project in a phase in the TIP can typically be addressed as part of a quarterly administrative modification. She added that ARC is always open to feedback on the TIP solicitation and the administrative modification process since local sponsors know the specific issues they face better than ARC staff.

5. Other and Committee Introduced Topics

None

6. Announcements

David Haynes said that the next TCC meeting in June is very important due to having multiple action items. These include TIP Amendment 5, the Bike-Ped Safety Plan, and the Regional Truck Parking Study.

Mr. Haynes also said that additional federal performance measures targets were released this week by GDOT and will likely be discussed at the TCC work session in June. Charles Robinson, GDOT, said that GDOT would be on hand to discuss these performance measures and answer questions.

Adjourn.