



TRANSPORTATION COORDINATING COMMITTEE

June 22, 2018 Meeting Notes

TCC Members or Alternates Present:

| | | | |
|-----------------|-----------------|------------------|------------------------|
| <i>ARC</i> | David Haynes | <i>Fulton</i> | --- |
| <i>Atlanta</i> | Janide Sidifall | <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> | Chris Silveira |
| <i>Coweta</i> | --- | <i>Newton</i> | Chester Clegg |
| <i>DeKalb</i> | Sylvia Smith | <i>Paulding</i> | --- |
| <i>Douglas</i> | --- | <i>Rockdale</i> | Genetha Rice-Singleton |
| <i>EPD</i> | Gil Grodzinsky | <i>Spalding</i> | --- |
| <i>Fayette</i> | Phil Mallon | <i>Walton</i> | --- |
| <i>Forsyth</i> | --- | | |
| <i>MD-1</i> | Doug Edwards | <i>MD-4</i> | --- |
| <i>MD-2</i> | --- | <i>MD-5</i> | --- |
| <i>MD-3</i> | --- | <i>MD-6</i> | --- |

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 6/8/18 TCC Meeting Summary, Public Comment

David Haynes, ARC, asked if there were any member comments on the draft 6/8/18 TCC Meeting Summary. Hearing none, the summary was accepted as presented. Mr. Haynes asked for public comments. There were none.

2. Performance Targets Discussion

David Haynes provided an overview of the performance based planning process and federal requirements. All states and MPOs are now required to set targets for highway performance measures. In late 2017, ARC agreed to support statewide targets set by GDOT for safety. In May 2018, GDOT approved additional targets for road and bridge conditions, congestion, reliability and air quality emissions. ARC is required to either support those statewide targets or adopt separate targets for the MPO area within six months.

Habte Kassa, GDOT, provided an overview of the data and methodology used to develop the newly released PM2 and PM3 targets. The PM2 measures focus on bridge and pavement condition while PM3 measures focus on congestion, freight and air quality. The targets were set after conducting trend line analysis and reviewing external factors such as travel demand, economic trends and population growth. Kassa summarized the trend line analyses for interstate reliability, non-interstate reliability, truck reliability and annual hours of peak hour excessive delay. Haynes commented on the difficulty of setting targets when all the measures are worsening due to population growth and growing congestion. Haynes reiterated that the MPO needs to decide if we will accept the GDOT measures or set our own. The MPO can always revisit the regional targets next year, and annually after that, taking the time to track performance with respect to the nationally required measures and other relevant measures that are sensitive to the context of the Atlanta Region.

| <u>PM3</u> - Performance Measures | Geographic Extent | Applicable Roadways | Timeframe for Targets |
|--|--------------------------|----------------------------|------------------------------|
| Percent of person-miles traveled on interstate that are reliable | Statewide | Interstate | 2 and 4 Year |
| Percent of person-miles traveled on the non-interstate NHS that are reliable | Statewide | Non-interstate NHS | 4 Year |
| Truck travel time reliability index | Statewide | Interstate | 2 and 4 Year |
| Annual hours of peak hour excessive delay per capita | Atlanta Urbanized Area | Entire NHS | 4 Year |
| Percent of non-single occupancy vehicle travel | Atlanta Urbanized Area | All roads | 2 and 4 Year |
| Total emissions reduction | Statewide | All roads | 2 and 4 Year |

| PM3 - Performance Measures | 2 Year Target | 4 Year Target |
|--|--|--|
| Percent of person-miles traveled on the interstate that are reliable | 73.00% | 67.00% |
| Percent of person-miles traveled on the non-interstate NHS that are reliable | n/a | 81% |
| Truck travel time reliability index | 1.66 | 1.78 |
| Annual hours of peak hour excessive delay per capita | n/a | 24.6 hours |
| Percent of non-single occupancy vehicle travel | 22.10% | 22.10% |
| Total emission reduction | VOC:764.309 kg/day; NOx: 1,429.118 kg/day | VOC: 748.185 kg/day; NOx: 1347.270 kg/day |

Eric Meyer, Cobb County, asked how these measures align with the MPO’s project solicitation evaluation criteria. David Haynes and Kyung-Hwa Kim, ARC, explained that the project selection criteria and the federally required performance measures are two separate exercises with different but complimentary intended purposes.

Haynes concluded saying the deadline to adopt the measures is November. Haynes asked for initial thoughts and if the measures should be revisited at a later meeting. Phil Mallon, Fayette County, said he prefers concurring with GDOT measures this round. Haynes noted they would communicate the preference to adopt these targets to the TAQC for this round. Jamie Fischer, GRTA, suggested next round the measure of the percent of non-single occupancy vehicle trips might be refined to be more in line with state goals to maintain the percent of non-single occupancy vehicle travel in the region as it grows.

3. I-20 East Transit Oriented Design Strategic Blueprint Plan

Sylvia Smith, Dekalb County, introduced the I-20 East Transit Oriented Design Strategic Blueprint Plan and project consultant, Audra Rojek, WSP, who updated the group on the plan. Rojek noted the study is a continuation of previous transit planning efforts for bus rapid transit and heavy rail in the corridor. Regardless of what transit mode is implemented in the corridor, planning for transit oriented development in the corridor will make seeking federal New Starts funding for transit more competitive.

Rojek summarized that the study aims to develop a corridor-wide TOD strategy that touches on economic development, equity, walkability, and catalyzing private development around planned stations. The study focuses on half a mile buffers around six stations which include I-285 at Indian Creek, I-285 at Covington Highway, I-20 at Wesley Chapel Road, I-20 at Panola Road, I-20 at Lithonia Industrial Blvd., and I-20 at the Mall at Stonecrest. The plan examines where to target development first, and develops unique economic development visions for each station area. The plan also includes recommendations for land use, mobility, and circulation as well as considering factors such as real estate markets and demographics.

The planning process has wrapped up the kick off/open house, the existing conditions and site analysis, and the public workshop which was focused on station area assessment and visioning. The next step is to finalize the station area plan and implementation strategies. After that, the team will hold an open house to review the TOD Concept Plan and then conclude the project with a final public meeting to present the final plan. Rojek explained that this plan is happening

concurrently with other planning efforts in the area such as the Stonecrest Comprehensive Plan and the DeKalb County Transit Study.

4. Other and Committee Introduced Topics

Jean Hee Barrett, ARC, updated staff on the ATL authority becoming the Designated Recipient in the region for handling and sub-allocating FTA formula funds. HB 930 stipulated, and the Governor has directed, that the new ATL authority will replace MARTA as the Designated Recipient. Barrett noted FTA requires an MPO resolution endorsing the change. Barrett explained that a first read of the letter of support resolution will occur at the next TCC meeting. David Haynes explained that the Designated Recipient change will not impact Direct Recipient designations.

Haynes noted the next TCC meeting is scheduled for July 6. The committee agreed to cancel that July TCC meeting due to the proximity of the July 4 holiday.

Phil Mallon asked for an updated on the GDOT sub-grant agreement for planning studies. Amy Goodwin, ARC, responded that ARC is still waiting for GDOT to sign the agreement.

5. Announcements

None.

Adjourn.