

Transportation and Air Quality Committee
Mark Mathews, Chair

Wednesday, July 14, 2021
10:30AM - Noon
Online Meeting Notes

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

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1. Welcome; Acceptance of May 12, 2021 TAQC Meeting Summary/Public Comment

Chairman Mathews called the meeting to order at 10:32am. After hearing no request for changes, the May 12, 2021 meeting summary was accepted as submitted.

There were no requests for public comments submitted.

2. FAST Act Transportation Reauthorization Update

John Bayalis, ARC provided an overview of the current Fast Act authorization and an update on the new bills to reauthorize the Fast Act transportation funding proposals currently in the House and Senate.

House passed its package called INVEST In America Act (HR 3684) with reauthorization of the FAST Act and \$574 billion in new spending over 5 years. The Senate is currently developing a bipartisan infrastructure plan that includes reauthorization and new infrastructure spending of \$974 billion over 5-8 years with \$579 billion. Both new plans propose an increase in transportation infrastructure spending.

Consistent Themes among the House and Senate Plans:

- More money for transit expansion projects
- Emphasis on Diversity, Equity and Inclusion
- More focus on transportation electrification/climate change
- Increase support for labor

Next Steps:

- Senate staff draft language for a Bipartisan Infrastructure Bill
- Plan for how the funds will be generated (how to pay for bill)

Timeline of negotiations could last through the summer. ARC staff will continue to brief TAQC as plans development.

ARC would continue to push for a decrease in the local project cost share from 20% to 10 %.

John Orr, ARC, discussed the Invest in America Act and how it aligns with ARC's transportation objectives.

John Orr conducted an attendance check to confirm quorum.

3. Demand Response Implementation Plan

Sidney Douse, ARC gave an overview of the Demand Response Implementation Plan policy and its origination from the Coordinated Human Services Transportation Plan (CHSTP),

required by Federal Transit Administration for 5310 funds. The Regional Demand Response Transportation Plan focuses on paratransit and county demand response. Recommendations from the plan 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.

Strategy Primers which are work items for consideration that lay the groundwork for future plan updates include:

- The FTA section 5310 program.
- Fare payment.
- Volunteer driver programs.
- Non-emergency medical transportation brokerage.
- Post 2020 census planning.
- TNC trip booking assistance.
- Co-mingling riders

Next steps include:

- Demand Response Implementation Plan Adoption in July
- Establish regional coordination and collaboration in the Spring/Fall of 2021
- Coordinated Human Services Transportation Plan update in 2022

Jim Durrett made a motion to approve adoption of the Plan. Rusty Paul seconded.

A question came from the committee on how ARC's safety target compares with other MPOs. Other MPO's were viewed and ARC's methodology and other processes were similar.

4. Regional Transit Safety Performance Measures & Targets

Sidney Douse provided background on the Federal rule on Regional Transit Safety Performance Targets requiring a certified safety plan and adoption of the plan.

The plan proposes four transit safety targets fatality, injuries, safety events and system requirements.

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

The region adopted the highest rates for 2021 to allow for more time to:

- Work with TOG to establish a better methodology for future years

- Collect more historical data as annual PTASP's are updated
- Analyze post COVID transit route changes
- Work with the Performance Analytics and Monitoring Group
- Collaborate with other MPOs
- Find the best way to weight/average large versus small operators

The 2021 Draft Regional Safety Performance Targets were reviewed highlighting the zero safety target for fatalities. Next steps include ARC Board in July and after adoption, work toward new targets and setting methodology.

Tread Davis made a motion to approve target. Jim Durrett seconded.

5. Discussion on Project Evaluation Procedures

Tejas Kotak provided an overview of current methodology, specifically the weighting structure for scoring elements. The discussion focused on Key Decision Point 2 of the project evaluation process.

The current methodology includes 12 factors/criteria which are compressed into four categories under the new methodology. Sam Baker, Henry County, proposed a question on land use evaluation as it pertains to different types of projects.

Mr. Kotak responded to a question about how a project may be evaluated as it pertains to social equity and explained the proposed methodology and its four main categories of:

- Mobility and Access
- Equity
- Safety
- Resiliency

In response to a question from the committee, Tejas Kotak explained the differentiation between Roadway Expansion, Roadway Asset Management and TSMO.

A summary of the feedback from TCC members on the TIP application and evaluation process was provided. Comments from the committee included the concern about lesser weight placed on mobility and congestion than needed.

Next Steps

- Further Discussion with TAQC subcommittee
- Continued discussion and follow up with TCC and TAQC

Other Staff Items

The Freight Cluster Plan request for application closes on Friday, July 16th.

LCI Call for projects are now open. Information regarding the project call has been provided to local staff.

Other Committee Introduced Items

None

Announcements

TAQC subcommittee meeting is scheduled for July 30. Topics of discussion will include Transportation funding reauthorization and project solicitation.

4. Adjourn