

**TRANSPORTATION COORDINATING COMMITTEE**

**November 5, 2021 Meeting Notes**

**Online Meeting**

<i>ARC</i>	John Orr	<i>Forsyth</i>	Tim Allen
<i>ATL</i>	Cathy Gesick	<i>Fulton</i>	---
<i>Atlanta</i>	---	<i>GDOT</i>	Charles Robinson
<i>Barrow</i>	---	<i>GRTA/SRTA</i>	Jamie Fischer
<i>Cherokee</i>	Jim Wilgus	<i>Gwinnett</i>	---
<i>Clayton</i>	Keith Rohling	<i>Henry</i>	Sam Baker
<i>Cobb</i>	Laura Beall	<i>MARTA</i>	---
<i>Coweta</i>	---	<i>Newton</i>	Chester Clegg
<i>DeKalb</i>	Sylvia Smith	<i>Paulding</i>	Ann Lippmann
<i>Douglas</i>	Miguel Valentin	<i>Rockdale</i>	---
<i>EPD</i>	Gil Grodzinsky	<i>Spalding</i>	---
<i>Fayette</i>	Phil Mallon	<i>Walton</i>	Joe Walter
<i>MD-1</i>	---	<i>MD-4</i>	April McKown
<i>MD-2</i>	---	<i>MD-5</i>	---
<i>MD-3</i>	---	<i>MD-6</i>	---

Advisors (Non-voting):

<i>CBMPO</i>	---
<i>GHMPO</i>	---
<i>GDOT I'modal</i>	---
<i>FHWA</i>	Tamara Christian
<i>FTA</i>	---

**November 5, 2021, Meeting Summary**  
*John Orr, Chair*

**1. Welcome**

John Orr, ARC, opened meeting at 9:30 am with an introduction and requests for comments or edits to the meeting summary. Hearing none, meeting summary accepted as submitted. Mr. Orr opened the floor for public comment. No public comment.

**2. Safety Targets and Safety Study Update**

David Haynes and Tejas Kotak, ARC, gave a presentation of the 2022 Safety Performance Targets. USDOT requires GDOT and ARC to set targets for safety performance measures based on five-year averages for the number of fatalities, the rate of fatalities, the number of serious injuries, the rate of serious injuries, and the number of non-motorized fatalities and serious injuries. Data for each of the measures from the past five years was presented for the ARC region and statewide.

Jamie Fischer, GRTA/SRTA, commented that the five-year rate increase of the serious injury rate had nearly doubled. Orr responded that some of the large increase during 2020 could have been due to higher speeds because of less traffic and congestion which could have led to more serious injuries. Kotak agreed with that statement.

ARC can establish their targets by concurring with GDOT and/or establishing targets for ARC's metropolitan planning area. Previous guidance from the Regional Safety Task Force, TCC, and TAQC pointed to using both options. As GDOT's targets are due to FHWA by the end of August each year, ARC's targets are needed within 180 days or at the end of February. The next opportunity to update the documentation will be following the conformity determination of Amendment #4 in late November or early December.

Aileen Daney, ATL, inquired how the Regional Safety Task Force informed going with both options. Byron Rushing, ARC, responded that going forward the task force would inform TCC and TAQC.

Sam Baker, Henry County, asked what approach other large MPOs are taking in setting their targets. Rushing answered that ARC is doing stakeholder interviews with peer regions and that only a few MPOs in the county are setting their own targets.

Gil Grodzinsky wanted to know if any there was any success stories with cities improving safety and reducing death or serious injury rates and if there were any examples involving connected vehicles. Rushing responded that some cities have success reducing fatalities on lower speed facilities. Orr addressed the connected vehicles aspect in that Federal level research has pointed to a reduction in crashes when deployed, but that is still to be determined.

For more information on the data presented or the Regional Safety Strategy, please email Tejas Kotak at [tkotak@atlantaregional.org](mailto:tkotak@atlantaregional.org).

### **3. TDM Planning Discussion and Update**

Roz Tucker, ARC, presented ARC's Regional Transportation Demand Management Plan scheduled to occur between third quarter of 2021 to first quarter of 2023 with the program's goal of reducing single occupancy travel in the region. Program benefits include reduced congestion, emissions, and travel costs as well as improved access to employment, labor, safety, and travel options. The main objectives of the plan's focus group meetings would be to better understand the transportation challenges of the program participants, test awareness and understand of the current program and strategies, and to identify areas where the program can better address needs of the participants.

### **4. 2022 Unified Planning Work Program (Action Item)**

Orr provided a summary of ARC's Unified Planning Work Program (UPWP) work activities in 2022. A main task is beginning work on the next Regional Transportation Plan update. Other activities include the Regional Transportation Demand Management Plan, the Regional Safety Study, the Freight and Goods Movement Plan Update, the Regional Household Travel Survey, the Human Services Transportation (HST) Plan Update, and the Regional Electrification Plan in addition to prior year programs.

Sam Baker asked if ARC have any plans to participate and fund the next round of Georgia Smart Communities Challenge program. Orr responded that ARC is working with the Georgia Tech team and that the name may change. Amy Goodman, ARC, added that ARC is talking with Georgia Tech about having that team be the consultant for the communities rather than giving the grants directly to the communities.

Angelia Johnson inquired about a contact for the program to which Goodman said to email her at [agoodwin@atlantaregional.org](mailto:agoodwin@atlantaregional.org) and she would make a connection with the Georgia Tech program manager.

John Orr called for motion to approve the 2022 UPWP. Motion was made by Keith Rohling, Clayton County, and was seconded by Jim Wilgus, Cherokee County. Motion passed unanimously and will next go to TAQC.

### **5. FAST Act Transportation Reauthorization Update**

John Orr gave an update expecting both the reauthorization and infrastructure bills to be potentially voted on as soon as November 5<sup>th</sup>. If the reauthorization bill is passed, most current programs should see a 20 to 25 percent increase in funding. Electrification and climate change will be addressed in new programs. Updates to the comprehensive planning requirements will strengthen the connections between housing, land use and transportation. Congressionally directed spending, formally called earmarks, was

removed out of the latest bill. A synopsis of the bill will be given at the next TCC meeting if passed.

## **6. Other Items**

Orr and Jean Hee Barrett, ARC, gave an update on the current TIP Solicitation. Orr mentioned those submitting need to reach out to their jurisdictional representative at ARC about their individual submittals. Barrett said that all those submitting need new logins as the ones used in the prior TIP Solicitation will not work. She also added that CIDs need to work with a LAP certificated jurisdiction for a submittal. Any questions can be addressed to [tipsolicitation@atlantaregional.org](mailto:tipsolicitation@atlantaregional.org).

## **7. Announcements**

Sam Baker announced Henry County's TSPLOST passed on November 2<sup>nd</sup>. Projected collections over the next five years are expected to be \$245 million.

## **8. Adjournment**