Atlanta Regional Commission

TRANSPORTATION COORDINATING COMMITTEE
December 11, 2020 Meeting Notes
On-Line Meeting

TCC Members or Alternates Present:

ARC	John Orr	*Forsyth*	---
ATL	Cain Williamson	*Fulton*	---
Atlanta	Jason Morgan	*GDOT*	Charles Robinson
Barrow	---	*GRTA/SRTA*	Jamie Fischer
Cherokee	Jim Wilgus	*Gwinnett*	Vince Edwards
Clayton	Keith Rohling	*Henry*	Sam Baker
Cobb	Laura Beall	*MARTA*	---
Coweta	---	*Newton*	Chester Clegg
DeKalb	Sylvia Smith	*Paulding*	---
Douglas	Miguel Valentin	*Rockdale*	Brian Allen
EPD	Gil Grodzinsky	*Spalding*	---
Fayette	Phil Mallon	*Walton*	Joe Walter
MD-1	---	*MD-4*	April McKown
MD-2	---	*MD-5*	---
MD-3	---	*MD-6*	---

Advisors (Non-voting):

CBMPO	---
GHMPO	---
GDOT I'modal	---
EPA	---
FHWA	---
FTA	---

December 11, 2020 Meeting Summary

John Orr, Chair

1. **Welcome; Acceptance of November 6, 2020 TCC Meeting Summary and Public Comment Period**
   After officially opening the meeting, John Orr, ARC. announced that there were no comments for the November 6, 2020, Meeting Summary. There were no public comments.

   Mr. Orr provided information on accessing TCC presentations and other information online via the ARC website.

2. **Work Session Discussion: Connected Vehicle Regional Program (CV1K)**

   Maria Roell, ARC provided an overview of the Regional Connected Vehicle Program (CV1K). The CV1K program targets implementing connected vehicle technologies operating in the 5.9 GHz safety spectrum at 1,000 traffic signal intersections. This program pursues applications that improve safety and mobility, such as emergency vehicle preemption and transit signal priority. It is a multi-year regional implementation with initial phase beginning in FY2020. Any interested jurisdictions can participate in this program by reaching out to Maria Roell, Kofi Wakhisi at ARC or Alan Davis, Andrew Heath at GDOT to talk through the process. The TSMO subcommittee provides guidance on future funding and desired outcomes of the technology.

   Andrew Heath, GDOT briefly reviewed GDOT's history on connected vehicle program, and current connected vehicle technology deployments in Georgia. And Mr. Heath introduced the project overview, project team, status and current partners of the Regional Connected Vehicle Program cooperated by GDOT, ARC and local governments. The project process includes project kick off, device procurement, field surveys, FCC licensing device configuration, MAP message creation, device deployment, validation and testing. The sample schedule shows an agency with 100 intersections will take 10 months for deployment.

   John Hibbard, GDOT introduced the Federal Communications Commission (FCC)'s action on Safety (5.9 GHz) Spectrum and analyzed the impact of the action on the CV1K project. The FCC voted to reallocate half of the 5.9 GHz transportation safety band for unlicensed uses like Wi-Fi. And the remaining transportation safety spectrum will begin transitioning from the existing Dedicated Short-Range Communications (DSRC) standard to the Cellular Vehicle-to-everything (C-V2X) technology standard, which is incompatible with DSRC. DSRC services will vacate the reallocated part of 5.9 GHZ band within one year and have another two years to transition to C-V2X technology. Mr. Hibbard commented that this action would not have significant impact on the CV1K project as this action was considered during this program development. But there might be a timeline impact on the CV1K project due to the time for the industry to catch up to the FCC's decision and the variability of the FCC's action.

John Orr, ARC asked about how local government could better work with this program on emergency vehicle preemption. Andrew Heath, GDOT answered that the connected vehicle technology is very effective to handle emergency vehicle preemption and discussion is welcomed for the specific application, situation and solution.

Sam Baker, Henry County, asked about the selection criteria for the 1,000 additional intersections in the CV1K program and cost to local government. Kofi Wakhisi, ARC answered that the location is based on local preference. The budget per intersection is $10,000 ($8,000.00 federal/$2,000.00 local match). Andrew Heath, GDOT notes that 1,000 locations is not a limit, and that it is open to all jurisdictions that want to participate.

Miguel Valentin, Douglas County asked about scales of intersections with the connected vehicle technology. Andrew Heath, GDOT answered that the major safety benefits depend on the number of vehicles that are able to benefit from vehicle-to-vehicle communication through the CV technology. On the infrastructure side, this program is able to deploy CV technology on specific location for different local need.

Keith Rohling, Clayton county asked if the work of previous participant in connected vehicle project still in the works and what are next steps. John Orr answered that some previous CV project were submitted for TIP solicitation and ARC will follow up on this question.

Orr, ARC suggested that people interested in participating can reach out to ARC and GDOT to have a walk through the program and next steps. Maria Roell and Alan Davis added that the first step would be identify local match, fill the agreement of the CV1K program and discuss with ARC and GDOT about number of intersections plan to deploy or other question. Andrew Heath noted the presentation will be shared with TCC member and further conversation with jurisdiction interested in this project about local needs are looking forwards.

Alan Davis (aladavis@dot.ga.gov) and Maria Roell (mroell@atlantaregional.org) are the contacts of the CV1K project team.

Gil Grodzinsky, Georgia EPD asked whether older vehicles directly benefit from this system and what first model year of vehicles would benefit from connected vehicle system. Maria Roell answered that current application on vehicles is for transit vehicles and emergency vehicles by add-on equipment. Newly produced vehicles in future that are equipped with connected vehicle technology will benefit from the CV system. John Hibbard noted that cars equipped with connected vehicle technology will be available from 2022 model year, and older vehicles might also be benefited by install add-on equipment.

3. **Announcements**

   John Orr reported that the government was operating under ‘Continuing resolution’ along with funding through midnight 12.11.2020. ARC will monitor the news of ‘Continuing resolution’ of FAST Act and keep updated with TCC.

   Mr. Orr mentioned TIP solicitation recommendations were going through final internal review.

4. **Adjourn**

   With no further comments, the meeting was adjourned.

Handouts & Presentations:

- 12.11.2020 TCC Meeting Agenda
- Connected Vehicles Program Update slides
- Regional Connected Vehicles slides