



Atlanta Regional Commission

Transportation & Air Quality Committee

Charlotte Nash, Chairman

Thursday, July 11, 2019

10:30 a.m. - 12:00 p.m.

ARC Harry West Room

Members Present

Mr. Mark Mathews
Mr. Mike Houchard
Mr. Charles Robinson
Ms. Martha Martin
Mr. Rich McDonald
Mayor Eric Clarkson
Mayor Clark Boddie
Mr. Kerry Armstrong
Mr. Tread Davis
Mr. Jim Durrett
Ms. Liane Levetan
Commissioner Randy Ognio
Mayor Eric Dial
Commissioner Jeff Turner
Commissioner Charlotte Nash
Commissioner Dave Carmichael

Members Absent

Commissioner Marcelo Banes
Commissioner Kevin Little
Mayor Keisha Lance Bottoms
Ms. Donna Sheldon
Commissioner Oz Nesbitt
CEO Michael Thurmond
Mr. Jeff Lewis
Commissioner Robb Pitts
Commissioner Pat Graham
Commissioner Laura Semanson
Mayor Nancy Harris
Commissioner Romona Jackson Jones
Mayor Rochelle Robinson
Commissioner Donald Hawbaker
Commissioner June Wood
Commissioner Mike Boyce
Commissioner Paul Poole
Commissioner Harry Johnston

1. Welcome - Acceptance of 6/13/2019 TAQC Meeting Summary; Public Comment period

Commissioner Charlotte Nash, TAQC Chair, asked if there were changes to the meeting summary. Hearing no additional comments, the summary was accepted as presented. Ms. Nash asked for public comments. There were none.

2. Update of ARC's DBE Goal (ACTION ITEM)

Brittany Zwald, ARC, presented the purpose of the DBE and its federal requirements. She noted that the plan is updated every three years primarily as an administrative function but generally the plan itself does not change. She explained how the goal is calculated with a base figure of 6.71% for 2019, which is low compared to the previous goal of 15.64%, however, since ARC exceeds its goal every year, for the past three years a median goal was approximately 28.5%. Based on this information a proposed DBE goal of 17.6% was established for 2019-2020 period.

Ms. Nash asked for a motion to approve which was made by Mayor Clark Boddie and seconded by Mr. Jim Durrett. Resolution was approved unanimously.

3. Update of FTA Transit Formula Policies (First Read)

Kofi Wakhisi, ARC, gave a first read on the updates to FTA transit formula policies. There are three programs involved in this update that include Section 5307/5340- Urbanized Area Formula, Section 5337- State of Good Repair Formula, and Section 5339- Bus and Bus Facilities Formula. As of last year, The Atlanta Urbanized Area (UZA) receives about \$140,000,000/year in FTA formula funding. The Designated Recipient and the MPO must agree on the allocation within the UZA. Also, allocation amounts, by program and by recipient, are captured in the Regional "Program of Projects". This committee will be asked to update the allocation policy for one of the formula programs and adopt policies for two other programs.

Changes made to each program are outlined below:

Section 5307/5340- Urbanized Area Formula

- **Context**
 - The largest program with about \$74 million last year.
 - Set aside is allocated per Transit Operators Group (TOG) consensus.
 - The policy continues to allow greater than the 1% set aside on a project by project basis, which is decided by consensus of TOS.
 - Local match is required and usually 20%.
- **Previous Policy: .5% set aside for ARC for regional planning purposes**
 - Examples include transit on-board survey work, transit feasibility studies, unified bus stop signage
- **Update: 1% percent split between ATL and ARC**
 - **ATL= .75%, ARC= .25%**
 - 3-4% will continue to go toward the JARC (Job Access and Reverse Commute)/Low Income program.

Section 5337- State of Good Repair Formula

- Context
 - There are two components for 5337: Fixed Guideway (any transit asset that involves exclusive right-of-way; catenary; passenger ferry; or BRT ($\geq 50\%$ in exclusive ROW); and High Intensity Motorbus (public transportation on HOV lanes with free access for other HOVs).
 - Any HIMB or fixed guideway facility will be eligible only after 7 years of operations.
- Previous:
 - The High Intensity Motorbus (HIMB) component is allocated based on the express bus operator who was first to report their service on any given HOV/HOT lane segment to the National Transit Database.
 - This prevented subsequent express bus operators, on that same highway segment, from getting any 5337-HIMB allocation.
- Update:
 - The new methodology will calculate the 5337-HIMB component allocation based on the share of each operator's express bus trips, for each HOV/HOT segment

Section 5339- Bus and Bus Facilities Formula - no proposed changes.

Action will be taken by the ATL Board and TAQC in August on these updates. TOS will continue to review policies as needed and respond to changes to future FTA rules and regulations. The policies outlined above will take effect October 1, 2019.

Discussion and Clarification:

1. What will be the effect of ARC losing .25%?
 - a. ARC had been using a lot of this funding to support data and software purchases. These purchases will continue to be made in partnership with the ATL as joint purchases and will not be affected by the change in funding. A strong partnership between the ATL and the ARC will be crucial moving forward in all transit related planning.
2. Does ARC really have any discretion over funding allocation including introducing performance incentives?
 - a. ARC has some discretion over funding allocation, but for the most part the national formulas are followed. Since many of the funds are allocated for operations, the funding needs to be relatively stable year over year for the transit agencies to be able to maintain operations.
3. JARC/Low-Income Program
 - a. Examples: Center for Pan Asian Community Services (CPACS) use it for operation of a bus system that connects City of Clarkston to MARTA stations and language translation services, GRTA Express used it to identify improved low-income access to the airport.
 - b. ARC will follow up on the following data requested: How many riders are being served through JARC, what is the impact on MARTA ridership, what are the trip purposes on service operated by or from JARC funding.

4. Transportation Control Measures (TCM) Removal Georgia's State Implementation Plan (SIP) Revision

David Haynes, ARC, explained that Transportation Control Measures (TCMs) are a small set of transportation projects and programs that were identified during the Atlanta region air quality conformity lapse in the late 1990s. Their implementation was codified into federal law through inclusion in Georgia's State Implementation Plan (SIP), which establishes air quality emissions budgets that every TIP/RTP must meet. Their inclusion in the SIP was instrumental in keeping other projects in the region advancing during the conformity lapse. Several TCM projects remain in the plan which have been completed, outlived their original purpose, or are no longer considered best practices. Georgia EPD, therefore, is proposing to remove most of the TCMs. This will not impact air quality in the Atlanta region, requires no action by ARC, and it has no impact on any projects in the current TIP/RTP. Detailed technical information on this action is available in a report published on the TAQC website archive.

Public Hearing:

July 29, 2019 at 2:30 p.m.

EPD Training Center

4244 International Parkway, Suite 116,

Atlanta, Georgia 30354

Details are available at: <https://epd.georgia.gov/air/documents/removal-transportation-control-measures>

5. Regional Transportation Plan (RTP) Work Activities and Upcoming Community Engagement Opportunities

Melissa Roberts, ARC, shared the engagement strategy for the Atlanta Region's Plan update.

Online, <https://www.atlantaregionsplan.org/> is a good resource for our current work under "Plan Update". The site includes engagement activities and samples of the draft document.

Future Focus ATL is another piece of the outreach. It includes 3 ways to engage through hosting civic dinners, playing the online scenario game, and watching a youth improve group exploring future scenarios. The goal of Future Focus ATL is to engage the region in what they think 2050 might be like in terms of expectations and concerns.

Hosting a Civic Dinner is simple. Go to <https://cividdinners.com/ARC-futurefocus>, create an account, invite friends or make it public, and set the location and time. Guests also create an account to submit answers to a short 3 question survey.

6. Regional On-Board Transit Survey

Guy Rousseau, ARC, gave an update on the Regional On-Board Transit Survey. The previous survey was completed 10 years ago. The new survey is an important update that will collect demographic, and origin/destination information to update regional travel demand model. It will also make the region more competitive for New Starts funding. It is a \$1.75 million survey with 20% local match. Some key differences to the last survey are that it will capture Title IV populations and rideshare use including TNCs and scooters.

Schedule: Jan 2019-Apr 2020

Dashboard available online to monitor progress of survey. https://etcinstitute.com/transit/transit-dashboards/ga_arc/

7. Other and Committee Introduced Topics Announcements

None.

8. Announcements

John Orr, ARC, introduced two new ARC staff members, Elizabeth Sandlin working as a Planner working under Amy Goodwin and Tejas Kotak working as a Senior Planner working under Kyung-Hwa Kim.

Adjourned.

Handouts & Presentations:

- Agenda: 7/11/2019 TAQC Agenda
- Presentation: DBE Plan Update Presentation
- Presentation: Regional Transit Policies Presentation
- Presentation: Atlanta Regional Transit On-Board Survey Presentation
- Action Item: Update of ARC's DBE Goal
- Handout: TCM Removal SIP Revision Technical Report
- Handout: Section 5307 Regional Policy Draft 3
- Handout: Section 5337 Regional Policy Draft 2
- Handout: Section 5339 Regional Policy Draft
- Handout: FTA Formula Fund Regional Transit Policies Section 5337 - 2019
- Handout: FTA Formula Fund Regional Transit Policies Section 5339 - 2019
- Handout: Future Focus ATL
- Handout: FTA Formula Fund Regional Transit Policies Section 5307 - 2019
- Handout: Civic Dinners Guide: Future Focus