

TRANSPORTATION COORDINATING COMMITTEE

May 7, 2021 Meeting Notes

Online Meeting

TCC Members or Alternates Present:

<i>ARC</i>	John Orr		
<i>ATL</i>	---	<i>Fulton</i>	---
<i>Atlanta</i>	---	<i>GDOT</i>	Phil Peevy
<i>Barrow</i>	---	<i>GRTA/SRTA</i>	Jamie Fischer
<i>Cherokee</i>	Jim Wilgus	<i>Gwinnett</i>	Vince Edwards
<i>Clayton</i>	Keith Rohling	<i>Henry</i>	Sam Baker
<i>Cobb</i>	Laura Beall	<i>MARTA</i>	Luz Borrero
<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>	Brian Allen
<i>EPD</i>	Gil Grodzinsky	<i>Spalding</i>	---
<i>Fayette</i>	Phil Mallon	<i>Walton</i>	Joe Walter
<i>Forsyth</i>	---		
<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>	---
<i>FTA</i>	---

Transportation Coordinating Committee- Meeting Summary

John Orr, Chair

1. Welcome; Acceptance of the April 16, 2021 TCC Summary

John Orr, ARC, greeted the committee and requested for any edits to the previous TCC meeting summary. Hearing none, the meeting summary was approved as presented.

2. Demand Response Implementation Plan (FIRST READ)

Sidney Douse, ARC, presented the First Read of the Atlanta Regional Demand Response Implementation Plan. This was a recommendation from the Consolidated Human Services Transportation (HST) plan that was completed in 2017. The main goals of this plan are:

- Building on the 2017 HST plan, focus was on complementary paratransit (ADA) and county run demand response transportation.
- Compile data and review current policies.
- Undertake best practices research to recommend implementation strategies.

Douse reported that the plan's findings note that populations in need are increasing, there is a lack of financial resources, a lack of qualified drivers, and a lack of opportunities to learn and gain assistance. The plan organized the region into four tiers based on the amount of transit and HST service, with a profile and data about each county. Key plan recommendations 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.

In addition, Strategy Primers were introduced in the plan, but require more work, further study and analysis. These 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 (HST riders with general ridership).

Douse added that the plan is scheduled for adoption in July, that work to establish regional coordination around HST Demand Response Transportation will begin this summer or fall, and lastly that an update of the FTA required Coordinated Human Services Transportation Plan will take place in 2022.

Douse said that the Atlanta Regional Demand Response Implementation Plan will help to significantly inform content that needs to be a part of the HST plan update, especially elements such as Mobility-as-a-Service.

3. Regional Transit Safety Performance Targets

Sidney Douse, ARC, presented the First Read of the FTA required Regional Transit Safety Targets. He explained the background of Performance Based Planning and the regulatory framework established within the FAST Act. Sidney mentioned other highway-based performance measures that should be more familiar to the committee and that this would be the first time that the ARC looked to adopt safety performance measures for transit.

Douse summarized the FTA Final Rule for Public Transportation Agency Safety Plans (PTASP), which includes Transit Safety Performance Measures, including a chronology of its development and deadlines that impact the ARC. The FTA required that transit operators have an adopted PTASP by July 2020 and that it is shared with the State DOT and MPO. MPO's must adopt Regional Transit Safety Targets by July 20, 2021. Also, the following was shared about the establishment of Transit Safety Performance Measures:

- Targets should be set for each mode representing the goals for the upcoming year.
- FTA has not specified how targets must be set or established a required methodology.
- FTA has not established penalties for not meeting targets.

Douse then introduced the four Transit Safety Performance Measure required by FTA:

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

After the measures were presented, the process used to adopt Regional Transit Safety Targets was explained followed by the proposed targets for 2021. Because this is a new set of regional targets, it was recommended that for the first year, ARC set the targets based on the highest number, the highest rate and shortest mean distance for each operator. This methodology will assure that every operator is within the Regional Targets for 2021. ARC proposed to work with ARC Staff, the Transit Operators Group and peer MPOs to set more progressive targets for 2022. Finally, Douse shared the next steps including adoption in July followed by beginning work on setting more progressive targets.

4. 2024 Regional Transportation Plan (RTP) Update Discussion

John Orr, ARC, presented an overview of the upcoming RTP update process and work activities. He started with an overview of ARC's role in transportation planning and jurisdictional planning responsibility. This was followed by an explanation of the current RTP plan process and summary of current transportation investments where emphasis was placed on the large portion of investments that includes Maintenance & Modernization. Summary maps of major project categories within the current RTP that will be in the update included, Express Lanes & Arterial Capacity and Transit Expansion.

John Orr then discussed three anticipated work activities for the update that will play a large role in the future of transportation:

1. Key Transformative Factors
 - Electrification of Transportation
 - Rise of Autonomous and Connected Vehicles
 - Permanent Change in Travel Demand from Teleworking – will include close collaboration with ARC’s Mobility Services Group
 - Other Federal and Regional Emphasis Areas:
 - Equity, Climate and Housing – ARC’s Community Development Group has already started working on the regional housing challenge.
2. Review the Regional Policy Framework
3. Reassess Current Project Evaluation Methodologies

The presentation concluded with Plan Update Milestones and the current Plan’s Vision which still appears to fit the next planning horizon and is therefore expected remain the same.

5. FAST Act Transportation Reauthorization Update

John Bayalis, ARC, discussed the U.S. House and Senate progress toward reauthorizing the FAST Act. Currently, the goal is to have a draft reauthorization proposal released by Memorial Day. John explained the discussions are still underway and changing quickly. It is still not certain whether earmarks will return. They pose a particular challenge because it is difficult to pass earmarks through the Budget Reconciliation Process.

6. Announcements

- John Orr
 - Mentioned Doug Hooker’s recent retirement announcement.
 - Encouraged Committee members to continue to communicate with staff about possible earmark projects and thanked Marquitrice for her assistance with the process.
 - Jean Hee Barrett, ARC, clarified that ARC’s Jurisdictional Reps would be reaching out to members directly.
- Jean Hee Barrett also thanked those who participated in Day 1 of TIP Training and that Day 2 would be on Thursday, April 13.
- Maria Roell announced that the next TSMO Subcommittee meeting will be next Thursday, April 13 and for anyone not invited to contact her if interested in attending.

7. Adjourn