

## ARC COMMITTEE MEETING FOLLOW-UP

### Transportation & Air Quality Committee (TAQC)

Charlotte Nash, Chair

#### February 9, 2017 Meeting Summary

#### Members Present:

Commissioner Charlotte Nash, Chair  
Commissioner Buzz Ahrens, Vice Chair  
Mr. Kerry Armstrong  
Mr. Mark Mathews  
Mayor Nancy Harris  
Commissioner Donald Hawbaker  
Mr. Rich McDonald  
Mayor Eric Clarkson  
Commissioner June Wood  
Mr. Tread Davis  
Mayor Rochelle Robinson  
Ms. Cindy VanDyke  
Commissioner Romona Jackson Jones  
Commissioner Eric Maxwell  
Ms. Donna Sheldon  
Commissioner Todd Levent  
Commissioner Al Smith  
Ms. Liane Levetan  
Mayor Eric Dial  
Mayor Clark Boddie  
Commissioner Pat Graham  
Commissioner Jeff Turner

#### Members Absent:

Mayor Kasim Reed  
CEO Michael Thurmond  
Mr. Mark Burkhalter  
Mr. Fred Daniels  
Commissioner Keith Ellis  
Commissioner Kevin Little  
Commissioner Oz Nesbitt  
Commissioner Dave Carmichael  
Commissioner Mike Boyce  
Ms. Martha Martin  
Commissioner John Eaves  
Mr. Mike Houchard

#### **Actions Taken:**

1. Human Services Transportation Plan Update- Motion to approve made by Mr. Tread Davis, DCA, seconded by Ms. Liane Levetan, Citizen Member, and unanimously approved by TAQC.

## **1. Welcome / Acceptance of 2/9/17 TAQC Meeting Summary / Public Comment period**

Commissioner Nash, TAQC Chairman, called the meeting to order and asked if there were any comments on the draft 2/9/17 TAQC Meeting Summary and hearing none, declared the summary accepted as previously distributed. No public comments. Commissioner Nash then welcomed a new TAQC member, Chairman Al Smith.

## **2. RTP/TIP Amendment #3 Update**

Mr. Orr delivered a presentation on the upcoming RTP/TIP Amendment #3. The primary aim of Amendment #3 is to reflect changes due to the Transportation Funding Act of 2015, including both GDOT's Major Mobility Improvement Program (MMIP) projects and other major state projects. Amendment #3 will also include other projects that are time sensitive. However, projects that are not time sensitive will be deferred to Amendment #4 in late 2017-early 2018. The deferment is due to the time requirements of revision and additions to coding within the Activity Based Model.

Amendment #3, which will require an update to the regional conformity model, will be brought before TAQC in August for approval. A thirty-day public review is required before approval.

ARC needs to know about all capacity expansion projects of regional significance (>1 mi) as soon as possible, regardless of funding source unless it is already in the TIP for 2017 or earlier.

Immediate next steps include: ARC and GDOT assessing changes, coordination with the financial planning team, and presenting additional information at the April TAQC meeting.

Discussion focused on the lack of representation of projects in southwest Atlanta (when viewing the map of the MMIP projects). The reason for that is that the Governor's Office decided that the MMIP projects should concentrate its focus on existing congestion as opposed to future congestion forecasts. However, the MMIP projects do not encompass all of the projects proposed to be advanced and/or implemented using state funds due to the Transportation Funding Act of 2011. Many large projects in the Southwest region are included in the proposed changes to the Transportation Improvement Program due to the increase in state funding. Future maps of will show all the projects being advanced and/or implemented due to the increase in state funding.

## **3. Action Items: Human Services Transportation Plan Update**

Mr. Orr presented the resolution to adopt the Human Services Transportation Plan Update. The Human Services Transportation Plan includes a broad range of service options designed to meet the needs of the region's transportation disadvantaged, including persons with disabilities, individuals with lower incomes and older adults. The Draft 2016 HST Plan is a coordinated effort to improve the efficiency of limited transportation resources to meet the various needs of these individuals. The resolution was approved unanimously and will go to the ARC Board on 3/22/2017 for approval.

#### **4. Transportation Technology Paper**

Leslie Caceda, ARC, provided an overview of the Transportation Technology Paper. The Transportation Technology Paper aims to prepare for the upcoming changes in transportation due to technology innovation. Paper development kicked off in July/August 2016 and concluded in December 2016. However, the work of executing the actions and plans proposed in the paper is just beginning.

Local (a stakeholder advisory committee of partner agencies) and national voices (predominately private sector interviews) were both included in the development of the paper. One of the primary aims of the paper was to explore the consequences of autonomous vehicle adoption. Ms. Caceda focused on the economic and safety impacts of autonomous vehicles during the presentation. Regarding the economics, the shared mobility of autonomous vehicles is expected to reduce the costs of car ownership while increasing vehicle utilization. In the safety realm, traffic fatalities are expected to decrease as currently 94% of vehicle crashes are caused by human error.

The paper—a logical next step of the SHRP2 scenario planning work—also explored the interconnections between smart cities, data connectivity, vehicle technologies, mobility options, freight technologies and logistics, system management and smart infrastructure. To present policy concepts, the paper first measures the region’s potential challenges in relationship to the impact (a spectrum from positive to negative) and certainty. From there, potential focus areas for the region emerged. To address the focus areas, the paper suggests both responsive and proactive policies that fall into six key areas: data, infrastructure and investment, travel demand and mobility service, physical environment, workforce, and equitable access.

Next steps include convening key stakeholders at a summit in late September, developing partnerships, and promoting pilot programs.

There was discussion about what policy areas should be focused on considering all the change that will be happening. While it was agreed that issues with a higher amount of certainty would be a good starting point, such as having less funding reliability from gas taxes, it was also concluded that ignoring more uncertain issues, such as travel demand, could have large negative consequences. As this is a complex subject, ARC will continue convening groups, including elected officials, to discuss technology policy issues in depth and how it will affect local governance. For an example, a recent report out of New York City show that increased ridesharing in Manhattan is highly correlated to a decrease in transit, walk, and bike trips, as well as an increase of 600 million vehicle miles traveled. However, it also showed a positive economic impact. More research is needed to determine how to assess the positive and negative effects of these new technologies.

#### **5. Regional Truck Parking Study Kickoff**

Daniel Studdard, ARC, presented an overview of ARC’s Regional Truck Parking Study in 2017. Truck parking is a safety issue and this study was identified as a next step of the Atlanta Regional Freight Mobility Plan. Problematic truck parking is partially due to truck safety regulations that force truck drivers to stop and sleep after a specified number of hours, but do not provide the drivers location guidance on where they should stop. Also, trucks are scheduled to

reach their destinations several hours before their loading/unloading appointments, leading to more truck staging near warehouses.

This truck parking study is a first for ARC. Its scope is to define a goal and objectives, collect and analyze data, determine local and regional need, and make recommendations. For outreach, ARC and their consultants will work with all ARC committees and truck experts in the region using several different surveys and interviews. They will also put together best practices based on similar studies at peer agencies. The data collection process will include a parking supply inventory of the 4 types of truck parking: (1) publicly controlled (includes rest areas, but there are none in the Atlanta region); (2) privately-owned primary (includes truck stops); (3) privately-owned secondary (includes restaurants, and Walmart); and (4) unauthorized (includes vacant lots and the side of the road). The study will also explore existing truck parking apps, though it is illegal for a driver to use an app while driving. Recommendations may include better communication to drivers about the location of authorized truck stops or building more truck stops. The study should be completed by the end of 2017.

## **6. Other**

- **2017 Project Solicitation**  
The application for the 2017 project solicitation is now open. ARC held a solicitation workshop for TCC members on March 3rd and will hold another on April 21<sup>st</sup>.
- **Fulton County Transit Master Plan**  
The Fulton County Mayors are interested in transit expansion as there is a ¼ penny left on the table for future consideration through a TSPLOST. The county needs a plan to move forward. There is currently \$1 million committed (federal and local funding), and ARC will manage the study. This change has been reflected in UPWP through an administrative modification.

## **7. Announcements**

None

### **Handouts supplied at meeting:**

- TAQC Agenda: March 9, 2017

### **Handouts supplied in advance on ARC website (<http://www.atlantaregional.com/taqc>)**

- TAQC Agenda: March 9, 2017
- Action Item:
  - Issue Summary and Draft Resolution Adopting the Human Services Transportation Plan
  - Human Services Transportation Plan
- Presentation: RTP/TIP Amendment #3
- Presentation: Transportation Technology Paper
- Presentation: Regional Truck Parking Study Kickoff