Attendees:
Will Martin, Bartow County          Todd Heath, Emerson (via phone)
Megan Weiss, GDOT                   Joseph Sutton, Bartow Road
Tommy Sanders, Cartersville         Grant Waldrop, GDOT District Six
Weldon Dudley, Bartow Transit (via  Joseph Davidson, NWGRC
    phone)                          James Swift, Daily Tribune
James Swift, Daily Tribune          Tom Sills, CBMPO

I. Welcome:

Transportation Planner Tom Sills called the meeting to order.

II. Public Comment Period:

Transportation Planner Tom Sills advised that there would be a Public Comment Period
of ten minutes, however, no one from the public was present to speak.

III. Approval of Minutes:

Tom Sills noted that the minutes from the April 18, 2018 TCC meeting were posted to
the MPO website. A motion to adopt the minutes was made by Will Martin and seconded
by Todd Heath. Minutes were approved.

IV. *Draft FY 2019 Unified Planning Work Program

A draft of the UPWP was posted on the MPO website. Tom Sills made a motion to
approve the draft noting that budget figures were to be discussed prior to approval of the
final version. Upon discussion, it was determined that a proposed budget needed to be a
part of the draft submitted for public review. With that understanding, Mr. Sills suggested
the budgets within the document be amended to pull monies from elements 3.1 Data
Collection and 3.2 System Monitoring so as to reduce these budgets to $5,000 apiece and
to place the balance of the funds into Element 4.1 Maintenance of the LRTP and TIP. It
was explained to the committee that the LRTP and TIP needed to be updated by February
2020 and that the process was to begin this fall. With this budget revision, the total amount
of funds to be allocated to Element 4.1 rose to $25,375. This amount would provide funds
for FY 19 with the balance needed to pay for consultants expected to be allocated to FY 20.

During the discussion of the UPWP, Tommy Sanders indicated a concern with the language in the Introduction section that addressed deficiencies and opportunities within the MPO service area. Mr. Sanders requested that the document be amended by deleting from the Introduction the following paragraphs:

*Many sources and methods were compiled to determine the transportation needs of the CBMPO. These are reported in the 2040 CBMPO Long-Range Transportation Plan (LRTP). The major deficiencies in the CBMPO transportation network include: I-75 and Lake Allatoona as barriers to travel, long commutes, high per trip transit costs, future congestion, unplanned growth, and a lack of vision or funding. The major opportunities include: desirable places, jobs, I-75, low congestion, existing SPLOST, and expanding transit options.*

The major deficiencies and opportunities are being addressed through a series of recommended projects, programs, and policies. The LRTP identified several needs to be addressed in the coming years: the existing manufacturing growth along the Cass-White Road corridor in north-central Bartow County, the continuing development in the Emerson area of southeast Bartow County, and the need for an enhanced transit system. The LRTP also noted the move at the federal level towards the utilization of performance measures and addressed this issue during its development.

- The Cass-White Road corridor has seen over 1,000 new jobs created from the location of four manufacturing facilities in recent years: Voestalpine, Surya, Beaulieu International Group, and Constellium Industries. Four road projects along this corridor are being implemented through the CBMPO Transportation Improvement Program (TIP).
- The Emerson area has seen explosive growth from the development of the LakePoint Sports Complex. This development within the Red Top Community Improvement District (CID) is home to numerous tournament-quality baseball, soccer, lacrosse, and beach volleyball fields as well as an indoor sport pavilion. Several hotels and eating establishments have been added in the past year to accommodate the influx of tournament guests to the site. Northward expansion of the facility is underway that will connect the complex with Red Top Mountain Road near its intersection with I-75.
- The Bartow County Transit Department currently operates as a demand-response system wherein clients get door-to-door transit service with 24-hour advance notice to the dispatcher. The hours of operation were extended for the Department in 2017 to address concerns about access to this service.
- The federal government placed requirements upon states and MPOs to have performance measures in place in several areas: safety, bridge condition, pavement condition, system performance, and asset management. The CBMPO is continuing to address the standards to be used locally. This will require some capture of existing data and, in many cases, initial collection of basic level information like local road traffic counts.

With these amendments to the document, a revised motion was made by Tommy Sanders and seconded by Will Martin to approve the revised draft of the FY 19 UPWP. The motion was unanimously approved.
IV. *Draft Performance Measure Targets – Bridge (PM2) and System Performance (PM3)*

Tom Sills presented the topic of Performance Measure Targets as it concerns Bridge (PM2) and System Performance (PM3). These are additional performance measures mandated by the federal FAST Act to be adopted by states and MPOs. As in the case with the Safety Performance measure (PM1), the MPOs in the state universally adopted the State targets rather than create their own specific to their study area. Tommy Sanders made the motion to adopt the state targets for PM2 and PM3 measures. The motion was seconded by Will Martin and approved unanimously by the committee.

V. Other Business
   A. LRTP Update Schedule

Mr. Sills addressed the committee with information about the upcoming LRTP and TIP update schedule. The CBMPO is required to have these documents updated every four years. The initial documents were approved February 2016 and the next update is due February 2020. The process for these updates has been initiated by GDOT staff with a kickoff meeting attended by Lamont Kiser and Tom Sills. As the schedule posted on the MPO website indicates, socioeconomic data for the Year 2015 is due to be collected by January 2019. Staff has begun the work of collecting population, school enrollment and employment data to meet that deadline.

Additional work to be accomplished in 2019 will include developing 2045 projections, identifying projects, applying fiscal constraints, and the gathering of public input.

B. *Election of Officers*

The floor was opened for nominations. The concept of re-electing the officers was discussed. It was noted that some had time demands that prevented their attendance at many of the meetings. A motion was made by Joe Sutton and seconded by Will Martin to nominate Tom Sills as Chairperson of the committee. The motion was passed unanimously.

NOTE: Other TCCs have in the past allowed MPO staff to serve as officers. However, the CBMPO bylaws for the TCC specifically state that only voting members are eligible for office and at the current time MPO staff are not listed as voting members. This vote will need to be re-taken.

The floor was opened for election of the Vice-Chairperson. Will Martin nominated Wade Wilson for Vice-Chairperson with a second by Tommy Sanders this motion was unanimously approved.

VI. Project Updates

A. Local Governments

Bartow County has two projects with bid openings scheduled for July. Glade Road (PI 0012599) will have bids opened July 19 at 1:00 PM. Cass-White Phase I (PI 0015144) has had its bid opening rescheduled to July 26 at 2:00 PM.

Local governments were advised of the grant submittal deadline for Transportation Alternative Program funding of August 31. The only response received came from Bartow
County staff who wanted to pursue installation of a sidewalk from Allatoona Elementary to the Allatoona Resource Center. Project construction cost estimates indicated the project could be constructed for $88,750. Even with costs for ROW acquisition and the installation of pedestrian crossings and signals it would be unlikely that the project would meet the $1 million minimum size threshold. There has been no indication from County administration that there was support for the $200,000 local match required on this application even though the project was included in a cost estimate used to develop the recent SPLOST budget.

MPO staff have been asked to get a cost estimate for improvements to the lighting of the I-75 interchange at State Route 20. This work is on-going.

The committee discussed PL funding requests to be submitted to the joint GDOT/GAMPO PL Funding Committee for their meeting in September. An application for the Cartersville Railroad Crossing Feasibility Study was previously approved by the CBMPO Policy Committee in March 2018 but was past the submittal date for the March meeting of that committee. It will be submitted for approval at the September meeting of the PL Funding Committee.

A second application for consideration by the CBMPO Policy Committee is a proposal seeking funding of the consultants needed for the previously discussed updates to the Long-Range Transportation Plan and Transportation Improvement Program. The request seeks $56,000 to be added to a $14,000 local match for this purpose. If funded by the PL Funding committee there would be a reduction in the amount needed in Element 4.1 of the FY 19 UPWP for this purpose. If either application, or both of them, are approved there will be a need to amend the UPWP prior to getting contract approval for these funds. Will Martin made a motion to recommend submittal of the application for LRTP/TIP funding. The motion was seconded by Tommy Sanders and unanimously approved by the committee members.

In other project news:

Work is nearing completion on the Concept Plan for the Cass-White Road Phase II project (PI 0015145) which would widen Cass-White Road to four lanes from Busch Drive east to Great Valley Parkway.

Todd Heath reports that the LakePoint Parkway Extension project (PI 0013532) appears to be proceeding in a timely manner with the ROW cleared and supplies for utility placement available on-site.

There was no report for the Douthit Ferry project (PI 0007494) from the City of Cartersville.

B. State and Federal

GDOT administration has approved splitting the Old Alabama Road project (PI 621410) into three phases. County administration has indicated the desire to begin on the eastern leg which takes the project from SR 113 to the SR 61 intersection.

The engineers for the Rome-Cartersville Development Corridor are pursuing a change in the project termini on Cass-White Road which would shift the endpoint from Old Grassdale Road eastward to the intersection of Great Valley Parkway. Discussions with Beauflor which is located in the path of this proposed route change are underway.
VII. Adjourn

With no further business to discuss, the meeting was adjourned upon a motion by Will Martin and seconded by Joe Sutton.