

TRANSPORTATION PLANNING BOARD

Technical Committee Minutes

For meeting of
6/27/2014

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – June 27, 2014**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
 Jameshia Peterson
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County Ron Burns
City of Frederick Tim Davis
Gaithersburg -----
Montgomery County John Thomas
Prince George’s County Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery County -----
 Prince George’s County -----
MDOT Lyn Erickson
 Matt Baker
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax Wendy Block-Sanford
Fairfax County Mike Lake
 Malcolm Watson
Falls Church -----
Loudoun County Robert Brown
Manassas -----
Prince William County Ricardo Canizales
NVTa Keith Jasper
NVTC Claire Gron
PRTC Nick Alexandrow
VRE -----
VDOT Kanathur Srikanth
 Norman Whitaker
VDRPT Tim Roseboom
NVPDC -----
VDOA

WMATA

Danielle Wesolek

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----
MWA -----

COG STAFF

Chuck Bean, Executive Director
Elena Constantine, DTP
Robert Griffiths, DTP
Andrew Meese, DTP
Ron Milone, DTP
Nicholas Ramfos, DTP
Andrew Austin, DTP
Anant Choudhary, DTP
Lamont Cobb, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Nicole McCall, DTP
Jessica Mirr, DTP
Erin Morrow, DTP
Dzung Ngo, DTP
Wenjing Pu, DTP
Eric Randall, DTP
Clara Reschovsky, DTP
Rich Roisman, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Marco Trigueros, DTP
Dusan Vuksan, DTP
Matt Kronenberg, OPA

OTHER

Eduardo Maeyama, Parsons Brinckerhoff
Brian McMahon, Parsons Brinckerhoff
Rick Rybeck, Just Economics LLC
Bill Orleans

TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

TECHNICAL COMMITTEE MINUTES

1. Welcome and Approval of Minutes from June 6 Technical Committee Meeting

Minutes were approved as written.

2. Briefing on Regional Car Free Day 2014

Mr. Ramfos briefed the Committee on Car Free Day which will be held on Monday, September 22nd. Mr. Ramfos gave background information on the world wide event that was initially held in 2007 in the District of Columbia. Mr. Ramfos explained that the event began in Europe in the mid 1990's. He also stated that many European cities close down streets and set aside areas for bicyclists, pedestrians, and public transit that are usually travelled by autos. Many of these activities occur during what's called Mobility Week. Car Free Day is celebrated in about 1,500 cities in 40 countries.

Mr. Ramfos stated that Car Free Day was initiated regionally in 2008 with TPB support through DC Councilmember Tommy Wells' urging. The event is coordinated through the Commuter Connections network with COG/TPB staff supporting local jurisdictions and organizations promoting the event. Citizens in the region are asked to try alternative forms of transportation on that day such as transit, bicycling and walking for any trip they make that day. The event is also geared towards a "car-lite" theme whereby event participants can pledge to use carpools, vanpools, transit or telework.

Next, Mr. Ramfos showed photos of the event from different cities in the world. He also noted media coverage for the region's event in 2013 and stated that media coverage was not as heavy as it had been in the past mainly because the event day fell on a Sunday last year.

www.carfreemetrodc.org is the official web site for those interested in pledging to go car free or "car-lite." Mr. Ramfos explained that the primary target market for the event are individuals who ordinarily drive alone by car for any purpose and secondary groups would include those already in car free travel modes.

Mr. Ramfos then described the marketing and advertising materials used for the 2013 event and stated that staff was working with the Car Free Day Steering Committee on the particulars for the creative messaging for this year's event. Mr. Ramfos then showed the social media pages that were used in 2013 including Facebook and Twitter. Mr. Ramfos also stated that one of the marketing campaign strategies in 2013 was to use email blasts to employers and listserv mailings for those in the military. In addition to radio advertising there was also an opt-in text messaging service for those already pledging. Mr. Ramfos stated that one of the goals of the event in this region is to convince jurisdictions to perhaps close a street as part of the event. There has been some previous success in doing this with the "Feet in the Street" campaign by the National Park Service and farmer's markets in various jurisdictions.

Next, Mr. Ramfos stated that there were also many local events that were held on Car Free Day to promote the event and that Park(ING) Day was also held on the Friday before the event which allowed individuals to turn ordinary parking spaces into mini-parks. Sporting events and concerts were also used to encourage those attending to share the ride or use transit.

A proclamation will be presented to the TPB for review and signature this month and members will be asked to pledge and provide information on their activities for the event through social media outlets. The goal is to obtain 10,000 pledges and to also obtain media coverage for the event.

Chair Srikanth had a question regarding whether or not there was any coordination with transit agencies on the event. Mr. Ramfos stated that there is coordination and that the specifics of each of the transit properties participation in the event held on July 9th.

3. Briefing on Recommended Recipients for Technical Assistance Under the FY2015 Transportation/Land Use Connection (TLC) Program

Mr. Swanson and Mr. Cobb briefed the Committee on the TLC program and the projects recommended for funding in FY 2015 by the project selection panel. The TPB was scheduled to approve the project recommendations at its July 16 meeting.

Mr. Weissberg asked if the recommended project in Charles County is related to an MDOT study that is looking at the corridor between Waldorf and Branch Avenue.

Mr. Cobb said the two projects are not related.

Mr. Roseboom suggested that it might be useful to look at Virginia's multi-modal guidelines.

Chair suggested that those guidelines might be the subject for a future presentation.

Mr. Emerine said that the guidelines were presented to DDOT and the D.C. Office of Planning. He said he found the guidelines to be very impressive and a potential model for the region.

Mr. Swanson said he looked forward to considering how those guidelines might be considered and potentially used.

4. Discussion of MAP-21 Rulemaking on Statewide and MPO Planning Representation by Transit Agencies on the MPO Board

Mr. Griffiths provided a presentation update on MAP-21 rulemaking to the Committee. The proposed Statewide and Metropolitan planning rule requests comments due by

September 2; however many of the other performance rulemakings have yet to be published, which makes commenting a challenge. He then spoke to the highlights of the final guidance on MPO representation guidance, emphasizing that the basis of the rule comes from the future requirement for MPOs to set targets for transit safety and state of good repair. He highlighted some of the definitional issues with identifying the providers of public transportation to be represented, and then showed a summary of 2012 NTD ridership for the transit operators in the urban region. As a next step, TPB staff will host a webinar on July 11 to provide a forum for initial discussion of the representation requirement. He expressed the opinion that TPB staff feels that public transportation is already very well represented on the board, both by WMATA as a member and the participation of the local jurisdictions that operate bus systems. However, to meet the requirements of the law some minor changes and formalized agreements appear necessary. The webinar will enable public transportation providers to express their views and will provide initial feedback for discussion at the July 16 TPB meeting, but as a first step most importantly get agreement on the process and timeline that the region will follow for meeting the requirements set forth in MAP-21 and the guidance.

Mr. Thomas asked why Maryland Transit Administration was not included on the table. The response was that the MTA is not based in the urban area, operates much of its service outside the urban area, and as a statewide agency will have its safety and state of good repair targets set by the state, not the various MPOs in which MTA operates.

Ms. Wesolek asked why staff were proceeding with the webinar and discussion if the initial opinion was that WMATA serves as the regional representative of public transportation and no significant changes are needed. Mr. Griffiths responded that the position is TPB staff's initial proposal, but that other stakeholders need to be consulted.

Chair Srikanth added that the TPB is required to reach out and document the process by which the region agrees to a means for representation of public transportation. Mr. Malouff concurred, stating that this seemed a sensible approach.

Mr. Holloman asked if private providers were included in the webinar announcement. Mr. Randall responded that some private providers were included and there was discussion at the recent regional bus subcommittee where some of them were. However the guidance is not very clear on the need or requirements for participation by the private providers. Mr. Griffiths added that the regional bus subcommittee might be re-labeled as transit and could play a part in agreed process.

Mr. Griffiths then closed by reviewing the highlights of the proposed planning rule, including inclusion of projects in the TIP and how these respond to the MPO-established targets for the various rulemaking areas of performance measurement. He noted that the rules will not be finalized until mid-2015 and not effective until mid-2017, including some aspects of the public transportation guidance as well. He concluded by showing

the overall schedule of the MAP-21 rulemaking, which the federal agencies are trying to follow.

5. Update on Fauquier County, Virginia to Become a Member of the TPB

Mr. Griffiths reported that Fauquier County, Virginia had accepted the TPB's invitation to become a member and would represent in the regional transportation planning process the interests of its citizens residing in the portion of Fauquier County, including the town of Warrenton, that had been designated as part of the Washington VA-DC-MD urbanized area based on the results of the 2010 Census.

Mr. Griffiths further reported that the TPB would be asked at its July 16th meeting to approve Fauquier County becoming a voting member of the TPB with the right to fully participate in all work program activities.

6. Briefing on an Initial Overview of the Draft Financial Analysis for the 2014 CLRP

Mr. Randall presented a briefing to the committee on the draft financial analysis for the 2014 Constrained Long Range Plan (CLRP). He reviewed the history of the financial plan requirement, the federal requirements, and TPB's methodology for conducting the financial analysis. Key assumptions for the 2014 update were presented, as well as consideration of funding for Metro, a presumed continuation of the PRIIA funding, and the continuation of the travel demand model core capacity constraint. Pie charts for the draft preliminary revenues and expenditures were then presented. Mr. Randall noted the addition of state of good repair as an expenditure category. He then summarized changes since the 2010 analysis, the charts of which were included in the handout for easy comparison. The briefing ended with by noting the schedule, with the draft financial plan and related documents to be released publicly in September followed by board approval for October.

Chair Srikanth expressed his thanks to the local Virginia jurisdictions, which have been working closely with VDOT and DRPT to determine this information and sufficient revenue for WMATA's state of good repair. More work is needed to complete the analysis, particularly for transit revenues, but for the first time this financial analysis demonstrates full funding of WMATA's state of good repair, though funding for proposed capacity expansion has not yet been identified.

Ms. Erickson asked how much WMATA's totals made up of the \$236 billion in the plan, and how these had changed since the 2010 analysis. Mr. Randall responded that WMATA's expenditures were approximately \$100 billion, a figure down slightly from 2010 due to the shorter time period considered in the 2014 analysis. He also noted that WMATA briefed regional staff on their CLRP financial analysis just the previous day; their

briefing will presumably go to the WMATA board or a committee of the board at some point.

7. Update on the Draft FY 2015-2020 TIP

Mr. Austin distributed draft portions of the FY 2015-2020 TIP document to representatives from each jurisdiction or agency. He noted that some agencies were further along in their data input and that the draft was as of that date and subject to change. Financial summary tables were prepared for some agencies where data was available, and Mr. Austin added that Mr. Ritacco had looked at some financial data presentation techniques that other MPOs around the country were using to see if any of those could be used in the upcoming documentation of the FY 2015-2020 TIP. Mr. Austin also distributed a list of records that were in the TIP database that were not included in that draft of the TIP and asked committee members to review that list to see if those records should be included or if they could be eliminated.

Mr. Austin reminded committee members that the TPB would be hosting a Public Forum on the FY 2015-2020 TIP on Thursday, July 10. He said the forum would focus on the process side of the TIP, the CLRP and the financial analysis.

Ms. Erickson remarked that the MDOT portion of the TIP had not been updated with the newest draft CTP figures. She said that data would be entered by the end of August. Ms. Erickson asked about the "Total Cost" field, which she noted was a federal requirement. She asked if the database field required an actual dollar amount or if a range was acceptable, and she asked what to do for ongoing categorical projects like "systems preservation". Mr. Austin recommended that the field be left blank for ongoing categorical projects. She suggested putting a note on the page to explain what was happening in such scenarios. Mr. Austin also responded that he would look into the acceptability of entering a range for the total cost to accommodate planning studies with uncertain costs.

Mr. Austin asked that all committee members review the Total Cost field, and reminded everyone that all financial amount fields on the forms were in "thousands of dollars."

Mr. Rawlings asked if the DOT representatives attending the July 10 TIP Forum should be prepared to present anything. Mr. Austin responded that TPB staff would be taking care of the presentations and that DOT staff should just be on hand to assist with any questions the public may have.

Ms. Wesolek asked if hard copies of the draft TIP would be distributed at the TIP Forum. Mr. Austin said it was uncertain what would be handed out at the Forum. Mr. Srikanth noted that given the very preliminary draft status of several agencies, it would probably be of little value to hand out any TIP documents. Mr. Srikanth noted for committee

members from Virginia that the shift of the TIP to FY 2015-2020 would mean that any projects with funding only in FY 2013 and 2014 may drop out of the TIP, but that did not mean that those funds are gone. He added that there is not a lot of funding shown in the outer years of the TIP, even though those funds may be in the CTB's Six Year Capital Program, they may be waiting on issues like project readiness before funds are programmed into the TIP.

8. Update on the Final Draft 2014 Congestion Management Process (CMP) Technical Report

Mr. Meese started the briefing by acknowledging the Committee members for their review and comments and COG/TPB staff who have contributed to this report.

Mr. Pu continued the briefing by summarizing the Committee review and comments in a [memorandum](#), and noted that this draft report will be considered finalized after this meeting. The final report will be posted on the CMP component of the CLRP website: www.mwcog.org/cmp.

In reporting traffic congestion information, the 2014 CMP Technical Report breaks down the region's highways into three categories: Interstate System, Non-Interstate National Highway System, and Non-National Highway System. During the review process, ideas came out about summarizing traffic congestion information for "transit-significant" sub-network and "freight-significant sub-network". Staff will work closely with the Regional Bus Subcommittee, the Freight Subcommittee, and the Management, Operations and Intelligent Transportation Systems (MOITS) Technical Subcommittee to come up with consensus on the definition of the sub-networks and performance measures to be used.

Such summaries could be included in the quarterly National Capital Region Congestion Report and the biennial CMP Technical Report. In response to Chair Srikanth's question, Mr. Meese clarified that the "transit-significant" or the "freight-significant" sub-networks will be *road* networks chosen based on certain criteria and only general traffic congestion and reliability information will be reported based primarily on private sector probe data.

Mr. Pu also informed the Committee that a Probe Data Users Group (PDUG) is being proposed as one of the sub-working groups of the MOITS Subcommittee and the kick-off meeting is tentatively scheduled in the fall. The goal of this PDUG is to improve the regional coordination in the use of private sector probe-based traffic data by sharing COG/TPB and member jurisdictions' experience in using the data and bring more consistency in technical details. This could potentially help to support upcoming MAP-21 performance reporting. Mr. Srikanth commended the idea of establishing such a group and encouraged the Committee members to reach out their technical colleagues

and staff to actively participate in this PDUG in a time that specific performance reporting is required by the MAP-21. In response to Ms. Erickson's question, Mr. Pu added that the 2014 CMP Technical report and the idea of establishing the PDUG are tentatively scheduled to be presented at the Travel Forecasting Subcommittee July 18 meeting.

9. Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region

Mr. Farrell briefed the committee on the 2014 Bicycle and Pedestrian Plan. The plan is updated every four years, with the last one being published in 2010. The plan incorporates goals and performance indicators from the TPB *Vision* and *Region Forward*. It lists major projects for the region, identifies best practices, and discusses trends.

Mr. Farrell discussed some of the highlights from the update. Policy changes since the last plan include the incorporation of RTPP strategies into the plan, changes to federal funding with MAP-21, and the adoption of complete streets policies by the TPB and among member jurisdictions. The latest American Community Survey (ACS) Data show that the Washington region's bike-to-work mode share has increased since 2000 and falls roughly in the middle of the pack in comparison to peer cities. Metrorail has been working to improve access for pedestrians to its rail stations.

Pedestrian fatalities account for more than a quarter of the region's traffic fatalities. This proportion has been rising due to the reduction in other types of fatalities. The proportion and absolute number of bicycle injuries has been on the rise as well. There has been significant growth in bicycle infrastructure since 2010, including the construction of cycle tracks and the introduction of Capital Bikeshare. The bicycle/pedestrian project database was still under development, and once that is completed, it will be used to create the 2040 network as an illustration of a future scenario under no fiscal constraint.

The Draft Plan was anticipated to be presented to the Technical Committee at its September 5 meeting to be submitted to the TPB on September 17 as an information item, and in October for approval. Going forward, the database will be updated every two years along with a progress report to the TPB, and continue updating the Plan every four years.

Mr. Holloman asked if there were any data regarding mode of access to commuter rail stations. Mr. Farrell noted that a current TCSP grant-funded study is identifying stations with high potential for bike and walk access improvements.

Mr. Orleans commented that there was no bicycle facilities for visitors at WMATA's Jackson Graham building, and questioned that WMATA has not been partnering with

Capital Bikeshare more, specifically so that SmarTrip cards could be used to access the bikes.

10. Other Business

None.

11. Adjourn