



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
APRIL 6, 2018

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the March 8, 2018 Technical Committee Meeting

Attendees at the meeting introduced themselves. A motion was made to approve the minutes. The motion was seconded and approved unanimously.

2. Transportation Network Companies (TNCs) in the National Capital Region

Mr. Antos, WMATA, briefed the committee on a compilation of research and news about the activities of Transportation Networking Companies (TNCs), such as Uber and Lyft, within the region. He spoke to a presentation that was originally given at a WMATA forum on February 14. He opened with an assessment of the size of TNC activities in the region, based on the information available from studies and from cities that collect more data. He looked at time of day and zip codes of activities and the impacts of TNCs on congestion and transit ridership. He concluded with an evaluation of how important this information is for public policy and planning.

Mr. Brown asked if WMATA could set up their own TNC to provide service and thereby collect data. Allison Davis responded that the jurisdictions could also require data, as well as fees, from the TNCs.

Mr. Whitaker posited about what automated vehicles will do to transportation. He stated that a libertarian transportation arrangement operated by a few multi-national conglomerates might have its own issues. Mr. Antos agreed that the impacts of congestion need to be understood, which circles back to his comments on the need for data.

Ms. Koudounas asked about the current structure for collecting government revenues from TNCs. Mr. Davis responded that the City of Frederick charges 10 cents for every ride; the revenue is collected by the state via taxes and then transmitted to the city. In DC, fees are collected from gross sales revenue. She also asked if a tax could be based on a vehicle trip rather than a person trip. This might make ridesharing more attractive and cut down on single-rider trips and the resulting congestion.

Mr. Vuksan asked if taxicabs are required to provide such data. The general response was that this is up to each jurisdiction, but many of them do. Mark Moran mentioned that DC makes this information available as part of open source data.

Mr. Brown asked if this briefing was coming to the TPB with a proposal to collect data and/or gather legislative support. Ms. Davis responded that WMATA staff continue to grapple with assessing the impact of TNCs on transit ridership. This presentation is based on other cities' data, not with information for this region. However, it is up to the jurisdictional partners to collect data. She mentioned an example in Seattle, where the TNCs give data to a third-party provider so that it is non FOIA-ble. She emphasized that the lack of TNC data in this region is not just a WMATA issue.

There was general discussion if the Regional Travel Survey would collect relevant data. Mr. Canan responded that it would provide some data, as do other regional surveys like the air passenger survey. Mr. Malouff stated that more data is needed, and something the region should be talking about.

Ms. Erickson stated that this item is not on the board agenda and that no further steps have been identified; this item was included on this agenda due to interest and relevance to other work.

Ms. Snyder mentioned that this item would be included in the Technical Committee meeting report item at the board meeting, and Bob Brown could emphasize it there.

Finally, Mr. Milone reported that TPB staff recently met with Teralyticis which collects O-D travel and can monitor app use and thereby estimate whether a TNC was used, along with other data opportunities to explore.

It was noted that at Gallery Place, many non-residents are typically traveling, and this would not be picked up by the Regional Travel Survey. TNC used to access airports would be picked up, but overall non-resident travel is a soft spot in regional data collection.

3. Approval of Regional Bike To Work Day 2018 Proclamation

Mr. Ramfos briefed the Committee about upcoming activities for the region's 2018 Bike To Work Day. The regional initiative began in 2001 and this year the will be held on Friday, May 18th and is organized through a regional partnership between Commuter Connections and the Washington Area Bicyclist Association (WABA). The event helps to encourage commuters in the region to use bicycling as a clean, fun and healthy way to get to work. A participation goal has also been set by the Bike to Work Day Steering Committee which began meeting last September to plan the event. Mr. Ramfos stated that the COG/TPB staff coordinates the event; however, there are scores of other individuals that are involved in putting on the event each year including local jurisdictions and private sector organizations.

Support for cyclists in the region includes WABA's cycling classes, the distribution of Commuter Connections bike to work guides and a record 100 pit stops for this year's event. The Commuter Connections Guaranteed Ride Home program is also promoted to cyclists. "Commuter convoys" will also be sponsored through WABA volunteers at several of the pit stops and assist first-time or novice bicyclists get accustomed to cycling to work

The pit stops around the region offer a variety of event freebies including food and prizes, bike maps and literature, bike raffles, bicycle tune-ups, and free t-shirts. The growth of the Bike to Work Day event by event registrants and number of pit stops was then shown in a graph.

Bike to Work Day coincides with National Bike to Work week. There were 18,755 registrants in 2017 and the goal for 2018 is to reach 20,000. There was nearly \$60,000 received in corporate sponsorships for the 2018 event which is a record amount. The TPB will be asked to adopt a Bike to Work Day Proclamation during its April meeting.

Mr. Ramfos explained that employers get involved with bicycling by supporting the event. Outreach activities through Commuter Connections, this includes educating employers about bicycling benefits including reduced parking and employee health and fitness benefits. There are several employers that host pit stops. Commuter Connections also will be promoting an Employer Challenge that places the top five employers with the most registered employees for the event in a randomly chosen prize drawing. The winning employer receives a luncheon for its employees that participated in the event and is also presented with an appreciation plaque. Employers support bicycling to work through the installation of bicycle racks, lockers and cages, and shower facilities. The federal bicycle subsidy and Capital Bikeshare memberships for employees are also promoted to employers.

A regional survey is conducted of event participants every three years as part of the Commuter Connections regional TDM evaluation project analysis. The survey measures the impacts of event participation and assesses the use of bicycles for commuter travel before and after event. The last survey was administered in 2016 by e-mail and there was a 21% response rate. The results were used in the Commuter Connections TDM Analysis Report.

Results from the survey were then shared and included age breakdown, the home and work states of participants, and type of employer event participants work for. 35% work for the federal government and 32% for the private sector. 21% worked for non-profit organizations, and 10% work for state or local governments. About 2% of the participants are self-employed. 14% of the survey respondents stated that they had never commuted by bicycle before Bike to Work Day and 28% of the respondents stated that they started bicycling to work about three days every week after Bike to Work Day. A new question was added to the 2016 survey that asked respondents about their favorite part of Bike to Work Day in 2016. Sharing the ride with other cyclists and having more cyclists on the road were top responses along with the activities and excitement associated with the pit stops and the free items.

Bike to Work Day is a rain or shine event. Each of the pit stops is encouraged to have a contingency plan to determine whether to cancel their local pit stop event based on inclement weather. There is not a regional rain date because there is no clear definition on what is enough rain and where it may be raining in the region. Additionally, there are no guarantees that it wouldn't rain on the rain date. The message to commuters should be that they can still bicycle to work when it rains.

WABA will be sending VIP invitations out to formally invite elected officials to participate in the event. All the TPB members will be on the list and will be asked to RSVP to the pit stop of their choice.

The event's web site address is www.biketoworkmetrodc.org and there are also Facebook and Twitter social media pages for the event. Instagram and Snapchat social media outlets will be used and will include customized Snapchat "geofilters" to allow for the snapping of photos from the event. Posters and "rack cards" are also available for employers, bicycle shops and others to use to promote the event. Mr. Ramfos encouraged everyone to take posters back to their organizations. Event T-shirts are available for those that register by the deadline.

Corporate sponsorship dollars will be used to produce pit stop banners that can also serve to advertise the event in the community surrounding the pit stops and the additional social media outreach through Snapchat.

Ms. Snyder asked if there were any measurable air quality benefits from the event. Mr. Ramfos stated that those impacts are calculated through the event survey that was described earlier in the presentation. Ms. Snyder suggested that the transportation and emission impacts be added to the presentation for the TPB. Mr. Ramfos also stated that a copy of the Proclamation will be in the TPB agenda packet along with a list of all the pit stop jurisdictions by location.

4. Approval of the New Metropolitan Transportation Planning Process "3C" Agreement Between the State Departments of Transportation (DOT) and TPB

Ms. Erickson gave a quick reminder that the board was briefed on the new 3C agreement and the performance-based planning and programming (PBPP) letters of agreement (LOAs) at the March meeting. The board will be asked to adopt a resolution at the April meeting, authorizing the chair to sign the 3C Agreement after which it will be sent to the DOT secretaries as the signatories. In addition, the resolution will also authorize Director Srikanth to sign the PBPP LOAs with each

jurisdiction or agency. Ms. Erickson closed by asking that any comments or questions, especially from board members, be communicated to her sooner rather than later.

5. Visualize 2045: Phase 1 Public Outreach Survey Result

Mr. Swanson briefed the committee on the project recommendations for Northern Virginia for the Transportation Alternatives Set-Aside Program for FY 2019-2020. He described the origin of the program, the project selection process in Virginia, and the TPB selection process. He said the TPB's selection panel had recommended funding for 11 projects for more than \$5.4 million. He said the recommendations would be presented to the TPB for action at its April meeting.

6. Visualize 2045: Phase 2 Public Outreach

Dr. Joh provided an overview of detailed results from the Visualize 2045 Public Input Survey, conducted by TPB in Summer 2017 to gather general attitudes and opinions about transportation in the region. The results from the survey will be used to inform the TPB's planning process and long-range planning efforts, as well as future plan updates. The public input survey used two different sampling approaches, a random sample and an open survey. Dr. Joh shared the key findings from the survey which asked respondents to identify transportation priorities that influence daily travel, evaluate issues that impact travel experience, and share ideas for transportation improvements. He concluded by asking the Technical Committee to provide feedback on what to focus on for the TPB presentation.

Mr. Brown suggested focusing on the summary slides rather than showing all of the tables and charts for the presentation to TPB. He also expressed concern about sharing selected comments from respondents because broad inferences could be drawn from those comments. He also noted that differences in priorities and issues across groups should be statistically significant. Mr. Whitaker stated the need to caveat that results are valid at the regional and broad sub-regional levels only. Mr. Lake suggested for the TPB presentation to see if there are correlations between the initiatives endorsed by the TPB and the survey results. He also asked if there were many recommendations on bridges, particularly the American Legion Bridge and the proposed northern Potomac bridge. Dr. Joh responded that specific comments on transportation ideas will be examined more closely in later analysis.

Ms. Calkins asked if there was a question on the survey about the primary mode of travel taken on a daily basis. She noted that people may not take the same travel mode every day. Dr. Joh concurred and acknowledged that it is challenging to classify respondents into modes.

Ms. Moore suggested showing maps of transportation improvements such as express toll lanes and land use policies that are related to the Long-Range Plan Task Force initiatives.

Ms. Erickson explained that the detailed results from the survey will be presented in a report.

Ms. Snyder asked about the comments for other ideas (slide 36) and if TPB staff could contact respondents to provide additional information. Ms. Zenner responded that respondents cannot be randomly contacted since not all respondents provided consent.

Mr. Nampoothiri asked why only selected improvement types were shown in the presentation. Dr. Joh responded that it would be difficult to show all improvement types on one map, and that the improvement types selected show interesting spatial patterns (e.g., job opportunities) and/or tied to TPB-endorsed initiatives.

Mr. Brown suggested not to show the maps and specific comments in the presentation to TPB due to potential confusion on interpreting them.

Ms. Snyder asked when the report will be available. Ms. Erickson replied that a due date has not been set.

7. Approval of Projects Recommended for Funding Under the FY 2019-2020 Transportation Alternatives Set-Aside Program (TAP) for Northern Virginia TPB Jurisdictions

Mr. Swanson handed out a schedule for the upcoming nine forums, which will be conducted throughout the region in April and May. He thanked Technical Committee members for their assistance in planning the sessions and advertising them. He said the purpose of the sessions would be to explore the interests and concerns of residents relative to the seven initiatives approved by the TPB. He described how the sessions would be conducted.

Ms. Zeller showed a GIS-based story map that had been developed for the presentations at the forums and for use as an online tool for exploring and understanding the initiatives.

Ms. Zenner described outreach to advertise the events. She said that “ambassador kits” had been sent to TPB stakeholders. These kits provide information and messages about the forums that people can re-send to their networks.

Mr. Brown said it was important to reach out not just to TPB members but to COG members as well. He also asked how outreach to the jurisdictions was being conducted.

Ms. Zenner said that a variety of outreach methods were being used. Among other things, the COG Public Information Officers were being contacted.

Ms. Swanson said it was important to reach out in multiple ways. He said that the outreach conducted for Frederick could provide an example.

Mr. Davis emphasized the important role of Frederick City Alderman Kelly Russell in getting the word out.

Mr. Brown said that because these are COG/TPB events, it is important for COG/TPB staff to send messages directly to potential participants and not simply ask others to send the information on the TPB’s behalf.

Ms. Zenner explained that TPB is reaching out directly. She said that all the materials are branded and that they fully identify these forums as TPB activities. She said the ambassadors are being used to help spread the word, but staff has been careful to make it clear that these forums are organized by the TPB.

Ms. Snyder said it important to reach out to people who are not normally part of these types of discussions.

Ms. Davis complimented staff on the story map. She suggested that it might be helpful to start the session in DC earlier to allow folks to attend who would be coming straight from work.

Ms. Zenner said that staff also wanted to schedule the DC session to be sure that DC residents could attend.

Mr. Malouff offered assistance in setting up the session in Arlington.

Mr. Belita offered assistance in setting up the session in Prince William County.

Mr. Orleans said it was important for local and county staff to be present at the forums. He also said it was important for the comments made at the forums to be recorded.

Mr. Brown said the use of the future tense (“will”) in the story map implied that projects and actions related to the initiatives were already decided upon, which was not necessarily true. He also expressed concern that maps in the story map seemed to cut off the outer jurisdictions.

Ms. Zeller explained that users could zoom out on the maps in the story map.

8. 2017 Regional Air Passenger Survey: General Findings

This item was deferred to a future meeting.

9. Other Business

Mr. Farrell announced that the press event for the Spring Street Smart campaign will take place on Tuesday, April 17 at 10:30 a.m. at the Ridge Road Community Center in Southeast DC. Monday, April 16 there will be a workshop on Best Practices in Pedestrian Enforcement, from 9 am – 12 noon in the Kirby Training Center at COG. The workshop will be oriented towards law enforcement officers but its open to planners and the public as well.

Mr. Swanson and Ms. McCall announced that the next TLC Peer Exchange Webinar is scheduled from 12 -1:30 pm. on May 10. ULI’s Technical Assistance program and TPB’s TLC program are collaborating to produce this event, focused on improving pedestrian and bicycle access to high-capacity transit stations. Staff is currently applying to APA to offer AICP Certification Maintenance credits as part of the event. More information will be available soon. Mr. Swanson also announced that the TLC deadline for applications passed, and 20 applications were received, which is more than in the past. The panel will be meeting at the end of April and approval is slated for TPB approval in May.

Ms. Snyder asked if the link to the Peer Exchange Webinar would be posted online. Ms. McCall answered that the event will be promoted through all regular TPB promotional media in the near future.

Ms. Klancher told the Committee that an update to COG’s Title VI Program, required by FTA, is underway and that the COG board will be asked to approve it in May. COG also has a Title VI Plan which includes much of the same content as the Title VI Program: the Title VI notice to the public and procedures for filing a Title VI complaint.

Mr. Meese announced that the TPB in April is scheduled to be briefed on the presentation about the Freight Forum which was presented to the Technical Committee in March. The presentation to TPB will be shorter than what was shared at the Technical Committee.

Mr. Brown added that at the March TPB meeting during his highlights about that month’s Technical Committee meeting he gave special recognition to that presentation, encouraging board members to view the presentation materials online.

Ms. Erickson announced a new series of agenda items for the Committee meetings focused on local projects which exemplify the seven endorsed initiatives. Next month the Embark Richmond Highway

project will be presented. Ms. Erickson welcomes jurisdictions and agencies to present and asked committee members for ideas and recommendations.

Ms. Morrow briefed the Committee on EPA's announcement that the greenhouse gas emissions standards for model years 2022-2025 light-duty vehicles should be revised. EPA, in partnership with the National Highway Traffic Safety Administration, will initiate a notice and comment rulemaking in a forthcoming Federal Register notice to consider appropriate standards for model year 2022-2025 light-duty vehicles. Right now, it is not known how much the standards will be lowered. A change in fuel economy standards most directly affects greenhouse gas emissions. It is unclear at this time, how this change might impact ozone pollutants and modeling related to conformity and maintenance plan. Last August, when EPA and DOT published a Federal Register notice about the reconsideration of the Mid-term evaluation, TPB, CEEPC, and MWAQC sent a joint letter in September during the public comment period urging EPA to stand by the final determination and maintain the standards. Mr. Srikanth added that there will be a public comment period during which the TPB will develop comment.

Mr. Randall announced that three FTA bus grants had been awarded to the region: \$3.6 million for WMATA bus stops, \$2.6 million to MTA for bus stop improvements in Ocean City and in Frederick County, and \$3.6 million to PRTC for new buses. He asked that agencies requesting TPB endorsement letters for grant applications please contact staff sooner rather than later. Turning around such letters and answering the chair's questions takes time.

Ms. Erickson announced that the TPB staff is working with VDOT regarding the project submission review and TPB approval process in order for Virginia projects to be submitted for Smart Scale funding. The deadline is August 1.

10. ADJOURN