

**TPB TECHNICAL COMMITTEE
ITEM #1**

TRANSPORTATION PLANNING BOARD

Technical Committee Minutes

For meeting of
May 1, 2015

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – May 1, 2015**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

MARYLAND

Charles County -----
Frederick County Ron Burns
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County John Thomas
Prince George's County Victor Weissberg
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County Faramarz Mokhtari
MDOT Lyn Erickson
Mike Nixon
Matt Baker
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcom Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Keith Jasper
NVTC Claire Randall
Prince William County James Davenport
PRTC Betsy Massie
VRE Sonali Soneji
VDOT Norman Whitaker
Andy Beacher
Dan Painter
VDRPT Tim Roseboom
NVPDC -----
VDOA -----

WMATA

Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, MWCOG
Robert Griffiths, DTP
Ron Milone, DTP
Andrew Meese, DTP
Elena Constantine, DTP
John Swanson, DTP
Andrew Austin, DTP
Bill Bacon, DTP
Anant Choudhary, DTP
Yu Gao, DTP
Bryan Hayes, DTP
Charlene Howard, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Jinchul Park, DTP
Wenjing Pu, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Stephen Walz, DEP
Paul DesJardin, DCPS
Sophie Mintier, DCPS

OTHER

Alexandra Kremupasanka, Maryland
Department of the Environment
Bill Orleans, Citizen
Rick Rybeck, Just Economics
David Romstad, WMATA
Mara Vonic, DCOP
Ryan Westrom, DDOT
Ehan Turk, Citizen
Emily Stock, VDRPT
John Morton, Consultant

TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

Technical Committee Minutes

1. Welcome and Approval of Minutes from April 3 Technical Committee Meeting

The April minutes were approved as written.

2. Briefing on the Transportation Planning Certification Review of the Metropolitan Transportation Planning Process for the Washington DC-VA-MD Transportation Management Area

Mr. Srikanth reviewed the process and participants of the review held in October of 2014. He noted that representatives of FAMPO had participated with TPB staff in the review, which was different from what had been done in 2010. He informed the Committee that the certification report was supposed to be completed by end of April with a presentation to the Technical Committee and the Board in May. He noted that he had been informed that the FHWA and FTA are working to finalize some of FTA's internal comments on a draft report and as such the report had not been finalized. He said that the certification report is very likely to be finalized this month with a presentation to the Technical Committee and Board in June.

Mr. Srikanth noted that the previous certification report had been issued around May/June of 2011. Federal certification is required to be conducted every four years and as such, the previous certification period would end in a month or so. He noted that even though there is time for the TPB to act on the next CLRP, there is time sensitivity with regards to the four-year clock. Mr. Srikanth said that he expects the certification report to have some recommendations for improvement. He noted that one likely recommendation would call for better methods and systems to evaluate the effectiveness of public outreach activities. Mr. Srikanth said that staff has already started taking some actions to evaluate public outreach activities, starting this fiscal year.

3. Briefing on the DC2RVA High-Speed Rail Project under Development by the Virginia Department of Rail and Public Transportation

Ms. Stock briefed the committee on the D.C. to Richmond Southeast High Speed Rail project. The goals of the project are to improve reliability, decrease travel time, and increase frequency of service for intercity passenger rail between DC and Richmond. The lead federal agency for this effort is the FRA and the project sponsor is DRPT. The DC2RVA corridor is 123 miles long and is used by VRE, Amtrak, and CSX trains. This effort will complete engineering work to the 30% design phase, finalize a service

development plan, and include ridership and revenue analysis. The types of improvements being considered are construction of additional mainline tracks and crossovers, improvements to sidings and signals, straightening of curves, station area improvements, and improvements to grade crossings.

There are many challenges associated with this project. First, the key elements of the 2002 Tier I EIS must be updated to reflect the findings of the many studies conducted since that time. Second, unresolved issues such as the bottlenecks at Acca Yard and the unconnected Richmond-area freight rail movements that hamper intercity passenger rail operations must be addressed. Third, understanding and considering plans for future growth at VRE, Amtrak, and CSX is required.

She described the project's aggressive three-year schedule, including primary work tasks. She said the first series of public meetings were held in November 2014 in Crystal City, Fredericksburg, and Richmond. A draft purpose and need document is currently being circulated among partners and cooperating agencies. The project team is currently mapping the environmental, cultural, and historical resources along the corridor and has initiated the process of early alternatives screening.

Currently, 85 trains per day use the northernmost portion of this corridor, including 11.5 round trip intercity passenger trains. This number is projected to grow to 21.5 trains per day in the future. The additional ten round trips include four to North Carolina, three to Norfolk, one to Newport News, one to Lynchburg, and one new Richmond to Norfolk shuttle. Next steps include the continuation of the alternatives screening process, facilitation of the June public meetings, and the continuation of ridership and revenue analysis.

Mr. Holloman asked about linkages between this project and the NEC Future project.

Ms. Stock responded that the project team is coordinating with the NEC Future effort and with the DDOT-led Long Bridge study.

Mr. Brown asked what the trip time objective was for the line.

Ms. Stock responded that they are looking at a travel time reduction of about 30 minutes but that benefit cost analyses are still underway. She also noted that improvements in reliability and frequency, not just speed, are also major objectives.

Mr. Brown noted that when the public sees high speed rail they associate it with significantly reduced travel times.

Ms. Stock indicated that this effort was named Southeast High Speed Rail back in 1991 and that the FRA has requested DRPT to use this name for the project.

Mr. Davenport asked whether there were other unresolved issues to be addressed.

Ms. Stock responded that other significant unresolved issues include right-of-way constraints immediately south of the Long Bridge, wetlands located on either side of the tracks just after the urbanized area, and the degree to which CSX freight traffic is expected to grow.

Mr. Malouff asked for clarification on the complicated issues in the Richmond area with respect to the Main Street and Staples Mill stations.

Ms. Stock explained that in order fully utilize Main Street station, expensive improvements will need to be made to what is known as the "S Line", especially where it crosses the James River. The Staples Mill station is easier to work with from a railroad operations perspective and is a less expensive alternative.

Mr. Srikanth noted that this presentation would need to be shortened for the TPB because there are only 15 minutes allotted for it, including Q&A. He also said that TPB members would likely ask questions related to accommodating VRE growth. He further recommended that the DC2RVA team to be mindful that in order for projects to receive FHWA or FTA funds, it is required that they be identified in the long-range plan and reflected in the regional air quality conformity analysis. The October-November 2016 time frame for moving from draft to final EIS is generally the same time the TPB solicits project inputs for the 2017 CLRP update. The 2017 CLRP update will likely be adopted around September or October 2017. This may be relevant if the plan is to use FHWA or FTA money.

Ms. Stock thanked Mr. Srikanth and said they want to keep all of funding options open.

Mr. Griffiths asked what the order of magnitude investment would be required to fully implement the project.

Ms. Stock replied that while they have not previously shared this information, it would likely be in the area of \$2 billion.

4. Update on the Work of the Activities of the Transportation Sector Group of the COG Multi-Sector Working Group (MSWG) to Examine Greenhouse Gas Reductions

Mr. Griffiths reported that in early April the MSWG contractor had prepared three technical memoranda that provided a detailed description and qualitative assessment of the initial set of 38 Greenhouse Gas (GHG) reduction strategies identified by the MSWG Land Use, Transportation and Energy/Built Environment Sector Subgroups. Six of these initial strategies were in the Land Use Sector, 21 were in the Transportation Sector and 11 were in the Energy/Built Environment Sector. These technical memoranda were presented to the Land Use and Transportation Sector Subgroups on April 17 and the members of these two subgroups provided comments to the MSWG contractor.

Mr. Griffiths also noted that the technical memoranda on the initial set of GHG reduction strategies had been presented to the TPB CAC on April 9 and a MSWG webpage had also been created to receive public comment on these strategies from April 9 through April 22. He further noted that staff had reviewed all of the public comments received through April 22 and had prepared a summary of these comments for the contractor's review.

Mr. Griffiths concluded his presentation by saying the MSWG contractor had reviewed all of the input received from the Sector Subgroups and the public, and was currently preparing a technical memorandum for the May 8 meeting of the full MSWG. He stated this technical memorandum would recommend a combined list of bundled GHG reductions strategies for detailed quantitative analysis. He added that staff hoped to be able to mail out this technical memorandum later in the day and encouraged the members of the TPB Technical Committee to attend the May 8 MSWG meeting.

5. Update on the Development of a Regional List of Unfunded Transportation Projects

Mr. Austin spoke to a distributed memorandum and a draft list of unfunded transportation projects and summarized the inputs that had been received. He also provided calculated figures for total costs and additional roadway and transit capacity. Mr. Austin also covered the proposed next steps.

Ms. Howard provided a briefing of maps that had been prepared based on the GIS data provided by each agency. Mr. Brown asked if the maps were online to review. Ms. Howard replied that they were currently password-protected since they are still in draft form. She also added that more GIS data was needed from some Virginia jurisdictions. Mr. Griffiths suggested we could provide a link to members upon request and work with individual jurisdictions to complete data.

Mr. Thomas noted that there were noticeable differences between how different jurisdictions approached submitting data. He stated that the Maryland approach was to not provide bicycle and pedestrian projects since they were in the TPB's Bicycle and Pedestrian Plan, and that they also provided information primarily from the county priority letters to MDOT rather than from their respective master plans. Mr. Mokhtari said that Maryland jurisdictions submitted only larger, more "regionally significant" projects and that there were many other smaller, local projects that could be included. Mr. Griffiths stated that this would be explained to the Board. Mr. Austin said that the projects in the Bicycle and Pedestrian Plan had not been included due to concerns about the data on cost and whether projects were funded or not. It was suggested that there should be more parity between the jurisdictions and that Maryland's Highway Needs Inventory be included.

The Committee recommended that the list of unfunded transportation projects not be presented to the TPB at their next meeting. Staff said they would provide a status report on the development of the list, but would not present it as complete.

6. Briefing on Metro’s Connecting Communities Key Performance Indicator, Walkability Research and Station Area Strategic Investment

Kristin Haldeman presented research related to non-motorized station access. She said this work seeks to realize Metro’s strategic goal to ‘connect communities’ and improve regional mobility by enhancing access to our transit system. The briefing explained the framework for measuring this goal, explored new research on walkable station areas that builds the case for station connectivity, and discussed a new study that leverages the TPB’s recent TCSP study (Study to Identify Pedestrian/Bicycle Access Improvements at Select Rail Stations) by compiling and prioritizing walk/bike access projects within a half mile of all of Metro’s 91 stations.

Mr. Brown noted that Loudoun County will have two Metrorail stations in the future and it would be good to coordinate with WMATA as the county develops plans regarding those two station areas.

Mr. Malouff said that WMATA’s work could be useful for planning in Northern Virginia.

7. Briefing on the Report “Peak Car Travel: An Analysis on Trends in the National Capital Region”

Mr. Westrom presented some recent research done by Tim Garceau, a Ph.D. candidate at the University of Connecticut, who had presented the results of this research at the TRB Annual Meeting in Washington, D.C. in January 2015. He described the *national* trends of per-capita vehicle miles of travel (VMT), which has been increasing since 1935, but, in the early 2000s, began to level off and even decline (i.e., “peak car travel”). He focused on *state-level* trends in per-capita VMT. He noted that Washington State was the first state to peak in per-capita VMT, which occurred in 1992. By 2011, 41 states had peaked in per-capita VMT. This group included DC, Maryland, and Virginia. Mr. Westrom concluded by noting possible causes for this decrease, such as the economic recession of 2008, the expansion of information communication technologies, the behavior of millennials, and transit-oriented and mixed-use development. There were no questions for him, due, perhaps, to the fact that this was the last presentation of the meeting and the meeting was running late.

8. Other Business

None

9. Adjourn