

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the Meeting of
March 3, 2017

TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the February 3, 2017 Technical Committee Meeting

Attendees at the meeting introduced themselves.

A motion was made to approve the minutes. The motion was seconded and was approved unanimously.

2. Approval of the FY 2018 Unified Planning Work Program (UPWP)

Ms. Erickson presented information on the MPO's Unified Planning Work Program (UPWP). The UPWP is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. In short, the UPWP is the staff budget to carry out the TPB's priorities and federally required activities for each year. The fiscal year starts July 1, and these budgets must be approved in March to give the Federal and State funding agencies time to issue approvals and authorizations before work can begin.

The TPB will be taking three actions at the March meeting to approve the budget for next year and to effectively maximize the TPB's ability to spend the federal funding in the most efficient way possible. The first action is to amend the TPB's current 2017 UPWP to identify funding and activities that staff will not be completing in FY 2017 (Resolution R12-2017). The second action the TPB will take is to "carryover" this funding and make it available to program into the FY 2018 UPWP (Resolution R13-2017). The third action is to approve the new FY 2018 UPWP (Resolution R14-2017).

The TPB staff proposal to identify funding and activities that staff will not be completing in FY 2017 was discussed, and the "carryover" funding was presented. Ms. Erickson also discussed upcoming TPB Board activities as well as annual activities.

3. Approval of the Draft FY 2018 Commuter Connections Work Program (CCWP)

Mr. Ramfos referred to the handout that was in the agenda packet and reviewed the information that was released at the TPB on the draft FY 2018 CCWP at the February 15, 2017 meeting. The document had also been released for public comment on February 8. He stated that there were two changes made to the document. One involved adding an impact analysis for the GRH Baltimore project. \$5,000 of funding from the Process Trip Requests and Provide Trips project was placed into the General Operations and Maintenance portion of the program to cover the costs for the activity. Narrative language was also added to reflect the change.

An additional change to the draft CCWP which is not reflected in the current version will be added to the final version presented to the TPB. Mr. Ramfos stated that Howard County approached COG/TPB staff with regards to an MTA grant they had received to develop and promote a real-time ridesharing app. Since the CarpoolNow app had already been developed and deployed, Howard County has sent a funding commitment letter requesting that the \$197,000 grant be used to promote the CarpoolNow mobile app to commuters in the Baltimore region. Mr. Ramfos stated that the project will be added to the Marketing program and the budget will be adjusted to reflect the project.

No additional comments were received or significant changes made to the draft document.

The final draft would be presented to the TPB for approval during the March meeting.

4. Endorsement of the Map for the Proposal Enhancements to the Title VI/Environmental Justice Analysis of the CLRP

Ms. Klancher and Mr. Ritacco from the TPB staff briefed the committee on the modified Equity Emphasis Areas (EEA) map as part of the proposed enhancements to the Title VI/Environmental Justice analysis of the CLRP. The TPB will be asked to endorse the EEA map at its March meeting. The map identifies small geographic areas that have high concentrations of low-income and/or minority populations using an index based on tract-level demographic data from the U.S. Census 2010-2014 American Community Survey.

Ms. Klancher briefed the committee on steps taken by staff since the January TPB meeting to consider concerns raised from Prince George's County about the original methodology which did not account for high concentrations of single minority groups that did not meet the low-income population threshold. Ms. Klancher stated that the modified methodology has been well received during stakeholder briefings with COG's Planning Directors Technical Advisory Committee on February 17 and during a webinar on February 22 in which the Planning Directors, the Technical Committee, and members of the Board were invited. The Access for All Advisory Committee received a briefing on February 23 and the CAC will receive a briefing on March 8.

Mr. Ritacco described the modifications to the methodology for the EEA map and how the criteria were revised to include consideration of a high concentration of a single minority population with a secondary low-income concentration score. Mr. Ritacco demonstrated the interactive online map showing the modified EEAs; he also provided a timeline and a short description of Phase 2 in which accessibility measures will be used to examine the 2016 CLRP for any disproportionate impacts between the EEAs and the rest of the region

Mr. Holloman inquired about the specific income figure for the federal poverty level and recommended staff include the figure in future materials. Mr. Ritacco replied that staff would include that information.

Mr. Lake inquired about the merit of including tracts with concentrations of two or more minority groups that do not meet the income threshold as Equity Emphasis Areas since low-income is considered the primary contributing factor to accessing transportation. Mr. Ritacco clarified how the scoring in the methodology including those areas as EEAs. Ms. Klancher explained that Asian, Hispanic/ Latino and African-American populations are considered protected classes under Title VI and must be included in the analysis, regardless of income level. Mr. Srikanth added that staff carefully considered these issues given the fact that minority groups have different concerns and level of needs for transportation. Mr. Byrne commented that the Environmental Justice guidance encourages agencies to also identify and better engage minority communities that may be underrepresented in public participation efforts

Mr. Erenrich asked if the EEA locations identified would be used in other planning activities like sampling for the Household Travel Survey and he requested detail on the metrics used for the CLRP analysis as well as other jurisdiction-level uses. Ms. Klancher affirmed the use of the EEAs in the Household Travel Survey. Ms. Klancher stated that the measures used will include accessibility to jobs, hospital and educational institutions, by both transit and auto, examining changes forecast between now and 2040. Mr. Erenrich asked if the EEA map would be used to examine current conditions for these communities. Mr. Klancher replied that the latest transportation-related U.S. Census data could also be used to better understand differences between the Equity Emphasis Areas and the remainder of the region.

Mr. Joh of the TPB staff inquired about changes between the original and modified Equity Emphasis Areas. Ms. Klancher estimated that the net loss was less than ten tracts. Mr. Ritacco confirmed the revised locations of EEAs across the region, including an increase in

the eastern part of the region, and the minor net changes in Montgomery County and Fairfax County.

Mr. Foster thanked Mr. Ritacco and Ms. Klancher for their work to revise the EEAs to take into consideration Prince George's County's comments and concerns.

Mr. Davis requested an edit to the jurisdiction-level net changes table, if used in the future, to separate Frederick County from the City of Frederick. Mr. Srikanth clarified that moving forward staff will be presenting region-level figures. Mr. Ritacco added that additional jurisdiction-specific maps, data tables, and summaries are available on the web site provided in the mailout materials.

5. Update on the Long-Range Plan Task Force

Mr. Srikanth explained that the resolution distributed as part of the mailout included all of the amendments the board had made at the previous TPB meeting. He explained that the resolution was meant to be an action item for the March TPB meeting. He also described that staff was working on a list of deliverables according to the charges in the resolution, including summaries of past scenario analyses and performance measures. He described the potential timeline of the Task Force choosing their 6-10 projects, policies and programs, followed by the analysis.

Mr. Brown asked if the first meeting of the Long-Range Plan Task Force was still scheduled for after the next TPB meeting. Mr. Srikanth responded yes. Mr. Brown then asked if the vote on the LRPTF should come before or after the vote on the UPWP because the UPWP involves funding for the activities of the LRPTF. Mr. Srikanth responded that the UPWP includes all the mandated activities for the TPB and staffing. Ms. Erickson added that the language in the UPWP for the LRPTF is broad enough that it will encompass the resolution to be passed after the UPWP is passed.

Mr. Emerine asked if Mr. Srikanth foresaw challenges in carrying out Charge 5 from the resolution, and if staff was interpreting the charge as identifying sketch modeling tools to augment the existing travel demand model. Mr. Srikanth said that he does have concerns about the timeline in the resolution. He noted that in the UPWP there is money available for a consultant to do the sketch planning because staff time is limited and the travel demand model does not provide as much flexibility as sketch tools. Mr. Emerine said he believes the approach Mr. Srikanth explained was a good one because the sketch level analysis will provide directional results, as opposed to specific outcomes tied to specific inputs, which some board members might be looking for, but which would not be appropriate for this task. Mr. Srikanth agreed.

6. Approval to Amend the FY 2017-2022 Transportation Improvement Program (TIP) to add the Governor Harry W. Nice Bridge Improvement Project for the Maryland Transportation Authority

Ms. Snyder briefed the committee on the amendment and the requesting entity, the Maryland Transportation Authority (MdTA). She introduced Mr. Pines of the MdTA. Mr. Pines spoke to a presentation on the Governor Harry W. Nice Bridge, providing a history of the project and facility. He described the reasons behind the planned replacement and widening of the bridge. The presentation also addressed the funding plan and projected timeline for the project, which is being advanced in completion date from 2030 to 2023. The redesigned bridge will include a bike/ped path, and in response to a question, Mr. Pines said that bicyclists would be required to pay a toll to cross the bridge, like other bridges operated by the MdTA.

Following the presentation, Ms. Erickson explained that the Technical Committee was being briefed on the project since it would be presented to the TPB for approval at the March 15

meeting, following the TPB Steering Committee's review and recommendation for approval. She explained that the project was already included in the CLRP, but the amendment was being brought before the TPB due to the amount of funds being added to the TIP.

Mr. Roseboom suggested that this presentation be given to FAMPO as well.

Mr. Davis suggested that Mr. Pines be prepared to explain to the TPB how the funding works via reducing other capital costs to pay for the project. Mr. Pines stated the reductions would come from deferred projects in the MdTA plan. He clarified that the funding was all from MdTA, not SHA.

7. Notice of the Proposed Amendments to the FY 2017-2022 Transportation Improvement Program (TIP) and the 2016 Constrained Long Range Plan (CLRP) Amendment, as requested by the Virginia Department of Transportation (VDOT)

See Item 8 below.

8. Notice of Proposed Draft Scope of Work for an Air Quality Conformity Assessment for an Amendment to the 2016 CLRP Amendment to Include the Projects Described in Item 7 Connection (TLC) Update

Ms. Snyder from MDOT and Mr. Whitaker from VDOT described the projects in the amendment. Ms. Snyder indicated that the Nice Bridge was originally scheduled to be completed in 2030, but now the state would like to move the completion date to 2023. She noted that there is no change other than the completion date to the project which was included in the air quality conformity analysis of the 2016 CLRP. She stated that MDOT would be using their technical assistance account to fund the off-cycle conformity analysis.

Mr. Whitaker noted that VDOT has two projects that cannot wait for the 2018 CLRP conformity analysis. The first project is a new ramp to/from the I-95 HOT lanes near the Quantico Marine Base. The second project is the I-66 outside the Beltway HOT lanes project. When the project was put out for proposal, VDOT accepted design changes that would make the facility work better. The winning bidder had design changes. VDOT is requesting that TPB run two alternatives. The first is the design proposed by the winning bidder. The second is some additional access points under consideration by VDOT and the winning bidder. Other than the access changes, the project remains generally as it was defined in the 2016 CLRP, with 3 general purpose lanes and 2 managed lanes in each direction, with some auxiliary lanes in various sections. The transit and bike/ pedestrian amenities remain unchanged, as well as the preservation of space in the median for future transit. The public comment period will start next week, and the TPB will be asked to approve the amendment in October. VDOT hopes to complete the NEPA process, so that they will select one alternative before the TPB approval.

Ms. Posey distributed the Scope of Work and a conformity project input table. She noted that the process would be very similar to that done for the 2016 CLRP, except that there are only three analysis years: 2025, 2030, and 2040. She also mentioned that there are two VDOT alternatives. She reviewed the schedule on page 5 of the Scope.

A committee member asked if EPA had a 60 or 90 day comment period. Ms. Posey responded 60.

A committee member asked about the significance of the colors on the conformity table. Mr. Whitaker replied that the yellow indicates general changes, orange indicates Option A, green indicates Option B. Changes are shown in red text. Everything in Option A is also in Option B. The biggest changes are at US 50, VA 28, and the Fairfax County Parkway. Mr. Whitaker invited COG staff to meet with their consultant to get more details, if needed.

Ms. Erickson stated that staff would be looking to VDOT and MDOT to explain their respective projects at TPB. Mr. Srikanth suggested that a high-level summary would be good. Mr. Erenrich asked when others could add projects to this off-cycle analysis. Ms. Erickson said that it is not a full conformity analysis, but a special off-cycle analysis requested by the DOTs and funded with Technical Assistance. Mr. Erenrich suggested that others should be able to add their projects. Mr. Srikanth said they could if they got the information in before March 9, which is the beginning of the public comment period.

9. 2018 Quadrennial Update of the Long-Range Plan

Ms. Erickson said the quadrennial update of the 2018 long-range transportation plan is underway. She presented key elements of the update process and the schedule. Federal law requires that each MPO develop a long-range transportation plan every four years in non-attainment areas. The last official update to the long-range plan was approved by the TPB on October 15, 2014. The new plan must be approved no later than October 17, 2018 in order to meet the federal deadline. The first two activities underway are the Public Participation activities and the financial planning activities.

Mr. Randall spoke to the required financial analysis for the 2018 LRP. He emphasized the federal requirement which calls for a plan that demonstrate that the forecast revenues are reasonably expected to be available cover the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region. The analysis for the 2018 LRP will cover the period 2019 to 2045 for a total of twenty-seven years. As in the 2014 analysis, the new analysis will break down sources of revenue and types of expenditure into various categories. He noted that the memorandum distributed with the mail-out included the finding from the last federal planning certification review of the TPB, in which the FHWA and FTA called for more transparency and visibility in the projections of revenue and expenditure. The TPB will be working with the state DOTs to respond to the federal recommendations. He then noted that the schedule calls for completing the financial analysis by this October, so that it is available at the time of the call for projects. There will be several tasks, starting with revenue determination and expenditure determination, followed by reconciliation and writing the response.

Ms. Hoeffner asked about reasonable funds and discussion that took place for the 2016 CLRP amendment. Ms. Erickson responded that the financial analysis will consider this issue; an assumption for some federal or state grant revenue is reasonable, but the region as a whole cannot exceed a reasonable amount.

Mr. Randall noted that he would be reaching out to jurisdictions and other agencies in support of the financial analysis in the coming weeks; the plan is to involve them sooner than in the 2014 analysis. Ms. Hoeffner responded to note that the VRE CFO is retiring shortly, so sooner communication on the financial analysis requirements for VRE would be appreciated. Mr. Lake asked who would be contacted at the jurisdictions, to which Mr. Randall affirmed that the Technical Committee representatives would be the first persons contacted.

10. Transit Asset Management Initial Performance Targets for 2017-WMATA

Mr. Davis mentioned the previous presentations at past meetings from DRPT and MTA, in introducing the agenda item. Ms. Andrea Burnside, WMATA, introduced herself as the agency's Chief Performance Officer and then spoke to a presentation on the agency's targets for transit asset management. She mentioned the final FTA rulemaking and then reviewed the four performance measures required under the rule. A timeline of WMATA's activities in complying with the rule was presented. The information today is based on FY17 data; the FY18 targets will be set once the FY18 budget is approved later this month.

Ms. Burnside covered WMATA's performance against the four performance measures, starting with a description of WMATA's approach to setting the vehicle targets and the

appropriate Useful Life Benchmarks (ULBs), and then showed the selected targets. Special mention was given to the 1000-series railcars all planned to be retired by August 2017. She then went on to the service vehicle targets and the facility targets, showing the five-point TERM scale for the latter, performance for which is based on the TAICA program assessment now being conducted. She ended with the infrastructure measure, which looks at speed restrictions in effect, averaged across the year from data from the first Wednesday of every month. She noted that Denver and MARTA (Atlanta) have comparable performance for speed restrictions, giving WMATA some confidence their targets are appropriate. She concluded with next steps, including FY18 performance, completing the facility assessment, and working on the TAM Plan required in 2018.

Mr. Byrne asked for clarification on the targets and why the performance measures seem backwards or for negative measures, rather than more positive, i.e., why not state that 99% of vehicles are within ULB rather than that 1% of vehicles exceed ULB? Ms. Burnside responded that the measures and targets were set by the FTA, but that she would take his comments under advisement in communicating in future presentations.

Mr. Erenrich noted that vehicles that have exceeded ULB could still be good performing vehicles. He noted that the target of 1% would be about 12 railcars

Mr. Malouff asked how the targets would work given that railcars arrive spread over several years when taken into service. It was noted that WMATA started operation in 1976, and the first railcars would date from this period and would be older than the 40 year benchmark.

Mr. Roseboom asked if the WMATA board approved the targets. Ms. Burnside responded that the GM as the accountable executive approved the targets, as required by the rulemaking. He also asked if the performance measure data was available. She said that it was not yet available and was still being entered into the National Transit Database. WMATA will then include the data in the quarterly vital signs report.

Ms. Hoeffner stated that VRE has been working on its own transit asset management targets.

At the request of Mr. Davis, Mr. Randall then spoke to next steps for the TPB regarding transit asset management performance. He mentioned that the status was discussed at the Regional Public Transportation Subcommittee earlier in the week. Information has been received from or on behalf of many of the smaller agencies, but he is awaiting information from Montgomery County, DDOT, and Fairfax County, though the county is still deliberating on whether the rule applies to them. The plan is to collect all information this month, and present the region's results to the Technical Committee and the board in April, with the board then approving the targets in May. He also noted that no guidance has been issued by FTA on how MPOs will report targets, so it appears the TPB will simply approve the combined information of the agencies.

Mr. Srikanth then emphasized that the region's targets must be approved by the board, and that such targets should be based on the performance for each agency, rather than aspirational in nature. Such factors as the useful life benchmark are determined individually by each agency. Measures and targets should be set based on science, and this will be an issue for all the MAP-21 performance measures. Technical staff should review the requirements with their respective board members.

11. Street Smart Update

Mr. Farrell spoke to a PowerPoint. He said the Spring campaign will run from mid-April to mid-May. This will be the last year that the campaign uses the tired faces creative; new creative is under development. The Fall campaign will focus on visibility. October-January have some of the highest crash rates. He said that most of the program's money is spent in the Fall.

Mr. Farrell said the Fall press even was successful, as were the enforcement activations, which are scheduled enforcement events. He said that street team events are done at the same locations, ahead of the enforcement. All activities will be documented in more detail in the Annual Report. He said the Spring campaign will have a smaller paid media budget, since funds needed to be set aside for campaign development.

12. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – March 3, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County -----
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George's County Anthony Foster
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Tyson Byrne
Kari Snyder
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County James Davenport
PRTC -----
VRE Christine Hoeffner
VDOT Norman Whitaker
Regina Moore
VDRPT Tim Roseboom
NVPDC -----
VDOA -----

WMATA

Allison Davis

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS Laurel Hammig
MWAQC -----
MWAA -----

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Andrew Meese, DTP
Nicholas Ramfos, DTP
Andrew Austin, DTP
Bill Bacon, DTP
Anant Choudhary, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Ken Joh, DTP
Wendy Klancher, DTP
Arianna Koudounas, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Jane Posey, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Nicole McCall, DCPS

OTHER

Alex Brun, MDE
Andrea Burnside, WMATA
William Pines, MdTA
Meredith Hill, MDOT
Bill Orleans