



Technical Committee Minutes

**For the meeting of
January 10, 2020**

TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the December 6, 2020 Technical Committee Meeting

The minutes of the December 6, 2020 Technical Committee Meeting were approved unanimously.

2. 2019 ENHANCED MOBILITY PROGRAM PROJECT SELECTION

Sergio Ritacco, TPB staff, revisited the Enhanced Mobility grant program selection by providing a review of the selection process, a summary of the types of applications received, and the timeline for TPB approval of selection committee recommendations for funding.

Mr. Ritacco recognized selection committee members, including chair Ms. Kacy Kostiuk, described the selection criteria the applications were scored by, and additional considerations used by the committee to recommend \$7.3 million dollars in projects from \$12.3 million in requests.

Mr. Ritacco provided an overview of the 24 applications recommended for funding, which included 17 for acquisition of a total of 81 vehicles, and 7 for projects “other than vehicles.” The types of applications received included Mobility Management, volunteer driver program support, support for alternatives to Metro Access, travel training, and wheelchair accessible taxis.

Mr. Ritacco advised that TPB approval was scheduled to occur on January 22, successful applicants would be notified, staff would work with them to ensure compliance with Federal requirements, and staff would submit an application with all the projects to the Federal Transit Administration for approval. The next solicitation for Enhanced Mobility will occur in the Summer of 2021.

3. Performance-Based Planning and Programming: Draft 2020 Transit Asset Management Targets

Eric Randall briefed the Technical Committee on the federal PBPP requirements for setting annual transit asset management targets by metropolitan planning organizations. A draft set of 2020 transit asset management targets for the National Capital Region was presented. The presentation also showed a comparison of actual 2019 performance versus the 2019 adopted targets. The board will be briefed on the draft targets at its January meeting and asked to approve final transit asset management targets at its February 19 meeting.

All transit providers that are a recipient or subrecipient of federal funds must set transit asset management targets. Targets had to be submitted to the NTD by October of 2019. MPOs, specifically the TPB, has 180 days after that date to set regional targets. These targets are not submitted to the FTA but rather shared with state DOTs. Additionally, these transit asset management targets will be included in the upcoming TIP, to be adopted in March 2020, as well as future long-range plans. To accomplish this objective, TPB staff took the transit provider targets and applied them to the total number of assets; trains, buses, autos, stations, etc. in the region.

A question was posed concerning MARC, there are a number of track miles that enter the TPB Planning Area, specifically around Frederick, how come those miles are not included in the transit asset management targets? Mr. Randall responded that MARC already reports that information to MTA. MTA is in the Baltimore region, so it is not reported to us to avoid double counting. Mr. Randall went on to state that agencies that need to report transit asset management must be open to the public and available to the public for use. When the Purple Line opens it will be included in the transit asset management targets.

4. Review of Outline and Preliminary Budget for The FY 2021 Unified Planning Work Program (UPWP)

Lyn Erickson, Plan Development and Coordination Program Director, briefed the committee on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2021 (July 1, 2020 through June 30, 2021). A complete draft of the FY 2021 UPWP will be presented to the board for review at its February 19 meeting. The UPWP is a federally required document and contains work scope of TPB staff activities.

Ms. Erickson provided an overview of MPO responsibilities and framed the presentation on fiscal resources, revenues, and expenditures. She then provided an overview of the UPWP major work activities for which staff are tasked with conducting.

Mr. Erenrich suggested staff include, as part of future summaries, a specific report out on the plan and activities expected to be completed as part of the FY 2021 UPWP.

Ms. Erickson concluded by providing next steps including finalizing revenues and the draft document to share with the Technical Committee in February. She encouraged members to share comments regarding the process. In March, the FY 2020 UPWP will be amended to remove projects that were not able to be completed and included in the FY 2021 UPWP. Future questions and comments should be directed to her attention.

5. UPWP Technical Assistance Overview

Nicole McCall, TPB staff, delivered an overview of the UPWP Technical Assistance program. She encouraged Technical Committee members to view the program as an opportunity and to consider how it might assist them with preliminary planning of projects, programs or policy evaluations that advance metropolitan planning, including regional goals, priorities, and aspirations. She explained that projects range from the Market Assessment for VRE-MARC Run Through Service to Bus Rapid Transit Study Coordination in Montgomery County to Northern Virginia Bike, Pedestrian, and Scooter Counts. Projects are typically supported by tools, techniques, data, and staff capabilities. In some cases where special expertise or additional capacity is needed, consultants are hired. After explaining how past projects have emerged, Nicole explained that concepts must meet two criteria to be considered for funding: (1) Eligible for FTA and/or FHWA Planning Funding and (2) Aligns with, supports, or advances metropolitan planning. Technical Committee members were directed to contact Nicole McCall if they would like to discuss a potential project idea. In addition, contacts for each of the accounts were included on a one-page overview of the program.

Jim Maslanka, City of Alexandria, suggested a feasibility to determine if Transit Strategic Plans should be adopted regionally or at the jurisdiction level.

Kari Snyder, MD SHA, noted that in addition to ideas from local jurisdictions, sometimes ideas come from Board Members. The scope for the recent Safety Study emerged through the interests of the Board.

Norman Whitaker, VDOT, noted that projects that advance road and transit were encouraged by VDOT.

Kanti noted TPB is also willing to partner with other organizations and use the Technical Assistance funding to supplement other funding sources.

Bob Brown, Loudoun County, inquired about the level of involvement for local jurisdictions once projects are underway. Nicole explained that she seeks to leverage local expertise of staff to the fullest extent possible. She also asked Sonali and Kyle to speak about their experiences working on the MARC-VRE Run through Service Market Assessment. Sonali explained that MARC and VRE were involved from the very beginning with developing and reviewing the scope, selection of the consulting team, and also given latitude to ensure that the study remained focused on what MARC and VRE needs. Kyle concurred with Sonali's statements.

Nicole concluded by noting that she hoped the overview provided more clarity about how assistance can be requested through the program.

6. Regional Safety Study Update

Ms. Waldheim and Mr. Schermann briefed the committee on the progress to date of the regional safety study - emphasizing the initial findings from the crash data analysis.

Ms. Waldheim reviewed a series of slides showing a variety of crash information by jurisdiction and by state. These data included numbers and rates for fatalities and serious injuries plus the total number of crashes. The numbers and rates of fatalities are higher in the Maryland portion of the region than they are in the District of Columbia or Northern Virginia whereas the numbers and rates of serious injuries are higher in the Virginia portion of the region.

The crash data enable many types of analyses. Contributing factor analysis shows what types of factors or behaviors “contribute” to fatal and serious injury crashes. The contributing factor analysis for the region revealed that people not wearing seat belts was a factor in 27 percent of crash fatalities in the region. This was followed by crashes with pedestrians (25 percent), crashes at intersections (23 percent) crashes involving lane departure (23 percent), and crashes involving excess speed (22 percent).

Further analysis showed that about 36 percent of fatalities occurred on major arterials yet major arterials only account for about 16 percent of lane miles in the region; meaning that fatalities are overrepresented on our region’s major arterials. Ms. Waldheim noted that additional analysis would be conducted on pedestrian crashes, intersection crashes, and crashes along major arterials.

Mr. Erenrich asked if the difference in fatalities between Virginia and Maryland could be due to differences in emergency response, particularly because there are more crashes in Virginia, but more fatalities in Maryland. Ms. Waldheim noted that it was a very interesting question and that she was not aware such analyses being done anywhere – also that such information was not in the crash data being analyzed. Mr. Erenrich agreed that other data sources, such as 9-1-1 response times and trauma center locations would need to be obtained. He also noted that at least the study should include this as an unanswered question.

Mr. Srikanth added that there are many contributing factors to consider, and that safety analysis is very complicated. The study is ongoing and it is important to note that there are too many fatalities and serious injuries in every jurisdiction throughout the region – this analysis is not intended for comparing jurisdictions and making inferences but rather to identify sets of recommendations that could help every part of the region and that each jurisdiction will need to apply the ideas from this study in ways that are particular to their needs.

Mr. Brown noted that a large portion of Loudoun County is rural and has many two-lane roads with lots of traffic. It would be helpful to see separate analyses for the rural parts and urban parts of the county. In response to a question about breaking down the analysis by core, inner, and outer jurisdictions, Ms. Waldheim indicated that many requests have been made for this breakdown and that this would be done later in the study.

In response to a question about reporting differences related to serious injuries, Ms. Waldheim said that each of the states are using the same criteria for determining serious injuries. Ms. Snyder noted that often an injury that might not be considered “serious” turns out to be so classified at the hospital which is not then reflected in the crash data. Ms. Waldheim agreed that linking hospital data with crash reports is an issue in every state and that underreporting of serious injuries is likely.

7. San Antonio Safest Driver Contest

Mr. Reinhart briefed the Committee on San Antonio’s innovative Safest Driver Contest.

Nearly 160 people on average are killed in roadway crashes each year in the City of San Antonio. The City has adopted Vision Zero as a framework for eliminated traffic-related fatalities. One of the key

aspects of the Vision Zero effort is to improve driver behavior. The City partnered with USAA and Cambridge Telematics to conduct a “Safest Driver Contest” to help change driver behavior by reducing phone distractions, speeding, and harsh braking.

Participants in the safest driver contest downloaded an app to their phone that scored each of their trips according to how often they drove over the speed limit, used their phones while driving, or braked harshly. Cash prizes (provided by USAA) were awarded for various categories such as overall safest driver, safest military driver, and least distracted driver. Random drawings for prizes were also held as a reward for participation in the contest.

Over 14,000 people participated with the following results:

- 29% reduction in distracted driving;
- 17% reduction in harsh braking; and
- 45% reduction in speeding.

Ms. Snyder asked about the contributions that the City made to support the contest. Mr. Reinhart responded that while the City initially contracted with Cambridge Telematics for \$50k and was prepared to fund the contest itself, once USAA partnered with them, they reimbursed the \$50k and provided all of the prize money so in the end the cost to the City was only the staff time required to support the contest.

Mr. Meese noted that at the recent AMPO conference in San Antonio, the City presented on their use of gamification to encourage public interactions with the City. Mr. Reinhart responded that the City's new 3-1-1 system recently added a feature where people who report potholes, overgrown yards, etc. receive points enabling competition and that this has worked well and encouraged participation by the public. In response to a question from Mr. Schermann, Mr. Reinhart noted that the contest app runs completely in the background and does not require any interaction with the driver.

In response to Mr. Schermann's question about whether staff should include a safest driver contest in its recommendations to the board, Mr. Erenrich noted that insurance companies already offer discounts to drivers that agree to download apps similar to the one used for the San Antonio contest and that there might be better ways to collect the data we need to improve safety. Mr. Schermann and Mr. Reinhart noted that the primary benefit of the contest was the use of competition to change the behavior of drivers rather than data collection. Ms. Snyder added that she thought the contest, by engaging people's competitive natures, would likely be effective in this region as well. She also noted the benefit of sponsors in increasing engagement and gave the example of the increase in car free day participation when Chipotle sponsored it and offered a free burrito for those who pledged to go car free.

8. Long Bridge Update

Mr. Valenstein, FRA, and Ms. Youngbluth, DRPT, briefed the committee on the latest developments for the Long Bridge and associated rail improvements and what developments might be expected in the future. Mr. Valenstein began by conducting a review of the Environmental Impact Statement including project overview, purpose and need, alternatives considered, temporary construction impacts, permanent impacts, and a review of next steps in the EIS process.

Ms. Youngbluth provided additional details on Virginia's plan for implementation. On December 19, the Commonwealth of Virginia and CSX shared an agreement to include the Long Bridge within public ownership, allowing future separation of passenger rail from freight. For the Long Bridge, additional rail and state funds have been included but additional revenue is needed and DRPT is working with State, Federal, and Regional sources to shore up those funding. Improvements to the bridge and a fourth track allows for permanent passenger rail service as part of the improvements.

Ms. Youngbluth concluded with next steps including the conclusion of the EIS process, followed by a preliminary design process, and followed by full engineering design and construction.

Mr. Burns asked on the planned completion date for the bridge. Ms. Youngbluth provided CY 2027 or 2028 for the Long Bridge and, for the additional projects, the region can expect a similar completion date with service disruptions during construction.

Mr. Maslanka ask for clarification on the total right of way the Commonwealth of Virginia plan on having and its purpose. Ms. Youngbluth provided details on purchasing abandoned CSX rail lines near North Carolina, the Buckingham Branch near Staunton in order to control passenger rail on the rails. Also allows for building infrastructure to allow for those improvements.

Mr. Phillips asked on probable impacts on Yellow line service on Metro. Mr. Youngbluth suggested that they have not elaborated on any possible impacts, however, the anticipated construction is over the tunnel and there is not yet much detail on possible impacts. Mr. Valenstein elaborated that the construction is likely to be over the portal of the Yellow line, including both exposed and underground sections. Ms. Youngbluth noted that WMATA has been a part of ongoing hearings.

9. Transportation and Land Use Connections (TLC) Program Solicitation Announcement

On behalf of Mr. Swanson, Ms. Erickson announced the solicitation for the FY 2021 round of TLC technical assistance, which is now scheduled to open on January 6. Proposal abstracts, which are optional for applicants, are due on January 27. The deadline for applications is March 9. On Monday, January 13, COG staff will be hosting a TLC peer exchange highlighting some of the great work associated with the program.

Ms. Erickson noted that the same amount of funding (\$240,000) from previous solicitations is currently expected to be available for these projects.

10. Other Business

• TPB Bus Routes Question

Mr. Srikanth provided an update on the bus routes question received after WMATA's presentation of the Bus Transformation Project recommendations at the December TPB meeting. Those questions focused specifically on proposals in WMATA's 2021 budget, especially those seeking to reduce frequency and/or eliminating bus services in the region.

Chairman asked TPB staff to work with WMATA to get clarification on the process for how WMATA reaches its proposed service changes. WMATA staff will be providing staff with a written response on the process for identifying these proposals, emphasizing the status of these service changes as budget-related proposals that will go through a formal public comment period. Those with questions or comments about the proposals can reach out to WMATA directly as part of the public comment period.

The TPB Chair also asked that all members of the board, including those not in the WMATA compact area, receive a presentation from WMATA on the Bus Transformation Project recommendations. Once the TPB membership has been informed about the recommendations, the TPB will then have an opportunity to discuss and how best support those recommendations. Actions can be done at local, multi-jurisdictional, or region wide.

• Visualize 2045 Aspirational Initiative: Bring Jobs and Housing Closer Together

Mr. Srikanth provided an update on the bring jobs and housing closer together aspirational initiative. Last September, the COG Board adopted a set of regional housing targets including affordability, forecasting housing units to be built in the next ten years, and locating new housing near regional Activity Centers or near high-capacity transit stations.

The new board would like to dive deeper on Transit-Oriented Communities (TOC) and how they can assist and collaborate on building more TOC. TPB staff was asked to provide assistance and help the COG board be more effective on this initiative. TPB staff provided details on ongoing work activities that can be shared with the COG board. TPB staff also plans to provide additional data on the

typology of regional Activity Centers and high-capacity transit stations in the region, including forecast data on jobs and housing. Finally, staff is working to provide details on the walk-access performance of high-capacity stations in the region as well as how it could perform on other modes, including, bicycle, micromobility, or transit. It is expected that some of these activities will be included in the FY 2021 UPWP.

In addition, COG officers requested additional report out on climate change and the impact of transportation. COG Board is developing a 2030 target to also bring to the TPB, expected in Summer 2020.

- **FY 2021-2024 TIP Forum**

Mr. Austin provided an update on the FY 2021-2024 TIP forum scheduled for Thursday, January 16, 2020 at 5:30 PM at COG. The format includes an open house for Q & A with state DOT and TPB staff as well as a presentation format.

- **FY 2021-2024 TIP and Plan Amendment Air Quality Analysis status**

Mr. Vuksan provided an update on the TIP and Plan amendment air quality analysis status. The analysis is on track for on time completion, staff is currently finalizing the documentation. The analysis finds the region under budget for pollutant criteria with similar findings from the initial Visualize 2045 analysis, including invoking Tier 2 budgets for 2025 and 2030 associated with vehicle registration data. Public comment begins January 31, 2020 with briefings to the TPB in February and action in March.

- **Transportation and Climate Initiative (TCI) MOU**

Ms. Morrow provided an update on the Transportation and Climate Initiative MOU. A draft MOU was released on December 17th outlining a proposed “cap and invest” plan. Comments are being accepted through February 28th. TCI expects to release the final MOU in Spring 2020 for states’ consideration, with early-2022 the earliest for plan implementation. The draft MOU and other reference materials can be found in the meeting materials.

- **Public Participation Plan Update**

Mr. Hayes provided an update on the TPB Public Participation Plan update. Staff is currently in the process of best understanding how the plan can best support all of TPB work. After, staff will work on a summary to then share with the Tech Committee and other interested stakeholders. A completed draft of the plan is expected in early-2020 and a TPB approved plan no later than June or July 2020.

- **New Member Orientation**

Mr. Brown provided a summary on the new member orientation materials for new TPB members. This year, the TPB is expected to have 11 new members. Mr. Brown briefly summarized the materials in the orientation packets, a review of the remote participation bylaws, a reminder to provide contact information for new staff, as well as ensuring TPB has formal documentation from member jurisdictions on the new member appointment.

Mr. Bob Brown requested clarification on the level of documentation necessary for new members. Mr. Brandon Brown confirmed that any formal action is acceptable. Mr. Bob Brown also asked about the process for formalizing alternates to the TPB. Ms. Erickson clarified that the process for alternates is the same as member.

- **Association of MPOs annual membership dues**

Ms. Erickson provided an update on TPB’s membership dues for its participation in the Association of Metropolitan Planning Organizations (AMPO). TPB staff plan to continue its membership in the association with the annual cost of \$25,000.

- **December 9 Dockless Workshop Summary**

Mr. Farrell provided an update on the December 9 Dockless Workshop, the fourth of the ongoing series. Riding on sidewalks and the blocking of sidewalks were among many of the issues productively discussed during the workshop. Members are likely to continue and renew their dockless and micromobility programs with additional pilot projects, especially in Virginia. TPB staff expect to have an additional workshop in another six months.

Ms. Erickson noted that, even after being an hour over schedule, many of the participants stayed till the end of the conversation, noting the importance of this topic in the region. Ms. Kostiuk will be conducting a report out of AFA comments and activities at the January TPB meeting.

- **Request for presentations on local projects which exemplify the seven endorsed initiatives**

Ms. Erickson requested Tech members to speak with staff if there are any local initiatives advancing the Visualize 2045 initiative that they would like to present to the committee.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – January 10, 2020**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings

DCOP Kristin Calkins

MARYLAND

Charles County Alex Waltz

Frederick County Ron Burns
City of Frederick David Edmondson

Gaithersburg -----

Montgomery County Gary Erenrich
Prince George’s County Victor Weissberg (phone)

Rockville -----

M-NCPPC Eric Graye

MDOT Kari Snyder

Takoma Park Jamee Ernst

VIRGINIA

Alexandria Jim Maslanka

Arlington County Dan Malouff

City of Fairfax -----

Fairfax County Malcolm Watson

Falls Church -----

Fauquier County -----

Loudoun County Robert Brown

Manassas -----

NVTA Sree Nampoothiri

NVTC -----

Prince William County Meagan Landis

PRTC Betsy Massie (phone)

VRE Sonali Soneji

VDOT Norman Whitaker

Regina Moore (phone)

VDRPT Ciara Williams (phone)

Xavier Harmony (phone)

NVPDC -----

VDOA -----

WMATA

Charles Dingbloom

FEDERAL/REGIONAL

FHWA-DC -----

FHWA-VA -----

FTA -----

NCPC -----

NPS Laurel Hammig (phone)

MWAQC -----

MWAA -----

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Tim Canan, DTP

Andrew Meese, DTP

Mark Moran, DTP

Brandon Brown, DTP

Bryan Hayes, DTP

Charlene Howard, DTP

Dan Sheehan, DTP

Dusan Vuksan, DTP

Eric Randall, DTP

Erin Morrow, DTP

Feng Xie, DTP

Gregory Grant, DTP

Jane Posey, DTP

Jon Schermann, DTP

Karen Armendariz, DTP

Michael Farrell, DTP

Nicole McCall, DTP

Nick Suarez, DTP

Sergio Ritacco, DTP

Stacy Cook, DTP

Sunil Kumar, DEP (phone)

Jaleel Reed, DHSCP

OTHER

Katherine Youngbluth, VDRPT

Laura Richards, Cambridge Syst.

Nicole Waldheim, Cambridge Syst.

Cory Hopwood, Cambridge Syst.

Mitsuru Tanaka, EXP

Winstina Hughes, MDOT/SHA