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**TPB TECHNICAL COMMITTEE  
MEETING MINUTES**

June 5, 2020

**1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL**

Staff described the procedures and protocols for the virtual meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

**2. APPROVAL OF THE MAY 1, 2020 TECHNICAL COMMITTEE MEETING MINUTES**

There were no questions or comments regarding the May Technical Committee meeting. The minutes were approved.

**ITEMS FOR THE BOARD AGENDA**

**3. SAFETY RECOMMENDATIONS**

Mr. Schermann briefed the committee on the staff recommendations to the TPB for reducing fatalities and serious injuries in the region. He spoke to a series of slides that described a proposed resolution for the board to consider at their June 17, 2020 meeting. The proposed resolution consists of four parts.

In part one, the TPB would urge its members to reaffirm road user safety as a top priority and to take actions at the local, state, and regional levels to 1) increase seat belt use, 2) reduce speeding, 3) reduce impaired driving, and 4) reduce distracted driving.

In part two, the TPB would urge its members to commit to working individually and/or collectively to implement any or all of the safety measures developed as part of the study. These approximately 50 measures were included at the back of the presentation and were covered in the May 1, 2020 Technical Committee meeting.

In part three, the TPB would initiate a regional roadway safety program which can assist its member jurisdictions and the region to implement projects, programs or policies to improve safety outcomes for all roadway users. This program would be modeled loosely on TLC program with assistance from the three DOTs and a proposed \$250k annual budget.

In part four, the TPB would urge its local member jurisdictions to adopt Vision Zero policies, and/or develop local roadway safety plans and it would urge its member states to adopt primary seat belt legislation and increase the use of ignition interlock devices for impaired driving offenders.

Mr. Weissberg asked for more detail on the proposed regional safety program.

Mr. Schermann noted that the mechanics of the proposed program are still being developed, but that current thinking is to “pilot” the program for the first year or two with the vision being that the program would mature over time to something similar to the current TLC program.

Mr. Srikanth added that assuming board approval, staff will work with the Technical Committee to develop the program. He further noted that our three state DOTs have been working hard to improve safety and he thanked them for their pledge of support for the proposed regional safety program. He also noted that many local jurisdictions are also working to improve safety and that the proposed safety program is a way for the TPB to assist in those efforts.

Mr. Erenrich voiced his support for the proposed recommendations and suggested that safety be emphasized on TIP and LRP project submittal forms and that the resolution should include the requirement that the TPB receive regular updates on the status of our safety efforts.

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Mr. Srikanth agreed that regular updates are a good idea and that the safety subcommittee is an appropriate venue to reviewing the inventory of safety projects, he also agreed that we should look to strengthen the safety language within our TIP and LRP project submittal forms.

Mr. Burns voiced his support for this effort and added that Frederick County has recently implemented its complete streets and green streets policies and plans to begin work, together with the City of Frederick, on a Vision Zero policy and that the list of countermeasures developed as part of the safety study will be helpful in that effort.

#### **4. TRANSIT ACCESS FOCUS AREAS**

Mr. Swanson referred to his presentation and memo as he described the process to develop a list of Transit Access Focus Areas (TAFAs), which have been highlighted as opportune locations for improving pedestrian and bicycle access to transit. He said this work is rooted in one of the aspirational initiatives of Visualize 2045, which called for improved walk and bike access to transit. He said the TAFAs are designed to provide some geographic specificity to that concept. He described the methodology for developing the TAFAs list. He said that 208 station areas had been identified for a regional analysis, which focused on identifying station areas with deficient ped/bike infrastructure, significant current or potential demand for walking/biking to transit, and high concentrations of minority and low-income populations. He said that staff produced a draft list of TAFAs and conducted extensive outreach with the TPB member jurisdiction staff to refine the list. He said the final list included 49 station areas. He said this list would be presented to the TPB as an information item in June and as an action item in July.

Ms. Calkins thanked staff for their responsiveness to the District's needs. She said that for DC, the list is reflective of where they want to make pedestrian and bicycle access improvements, particularly on the eastern side of the District.

Mr. Maslanka thanked staff for the collaborative process that underlay the development of the list. He said that Alexandria was pleased with the results and he was looking forward to follow-up. He said it was good to focus attention on the new Potomac Yard station as well as Eisenhower Avenue.

Mr. Malouff thanked staff for the project. He requested a last-minute switch in which Shirlington would be included and Glebe Road taken out. He said it was important to focus attention throughout Arlington, not just the areas where Amazon is locating.

Ms. Williams thanked staff for the project. She said she was excited to see the inclusion of Woodbridge.

Mr. Weissberg thanked staff for their deliberative and inclusive approach to this project. He expressed appreciation for the changes that were made a the request of Prince George's County which sought to ensure the inclusion of as many of the county's transit centers as possible.

Mr. Phillips thanked staff for their work on this project and for including WMATA staff throughout the process. He suggested that staff should include a map when it is presented to the TPB. He also said it would be helpful to be able to discuss how the project might be used beyond TLC and TAP.

Mr. Srikanth said that TLC and TAP are relatively small funding sources. He said that larger impacts might be achieved if the prioritization reflected in the TAFAs list were integrated into programming at the local and state levels.

Mr. Phillips said that the study suggested that there might be different ways to present mode share. He observed that the study highlighted the limited amount of land that is in proximity to transit. He noted that demand for transit is supply-constrained.

Mr. Srikanth responded that the TPB is on record in support of transit as a critical component of our system. He described the ways that transit ridership is contextualized in our analysis. He said that staff would be open to discussing others ways to present transit mode share.

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## **5. NATIONAL CAPITAL TRAIL NETWORK**

Mr. Farrell spoke to a memo on the status of the National Capital Trail Network. The National Capital Trail, originally a circumferential route around the core of the region, is one of the unfunded initiatives in Visualize 2045. It is currently about two-thirds complete. In December 2018, TPB passed a resolution directing staff to expand the National Capital Trail into a network serving the entire region, making use of work already done by TPB and others. That work is now nearly complete.

Mr. Farrell discussed the selection criteria for the facilities to be included in the regional network. It will be a long-distance, regional trail network, accessible to people of all ages and abilities. Connectivity is critical; every facility must be directly connected to the network in order to be eligible. Existing and planned facilities are acceptable; however, the planned facilities must be in an approved agency plan or document. The initial draft was presented to the Technical Committee in February. The Committee suggested some changes, particularly in Loudoun and Montgomery Counties. That work is now complete. Facilities from the new Montgomery County Bicycle Plan have been added, and routes have been selected in Loudoun County. Some changes were also made in the City of Manassas. Mr. Farrell showed the Committee the map of the National Capital Trail Network.

We will present this network to the TPB in June and return for action in July. The network will be used to prioritize funding for programs such as TLC and Transportation Alternatives. The network will likely need to be updated within a year or so, since much of the data is over a year old. The network will also be integrated into the regional bicycle and pedestrian plan, which will be updated in the coming year.

Mr. Brown of Loudoun County expressed his strong satisfaction and thanks for the work of TPB and Loudoun County staff.

Mr. Farrell and Ms. Howard thanked Mr. Brown, as well as the TPB GIS staff and Loudoun County staff.

## **INFORMATION ITEMS**

### **6. PERFORMANCE-BASED PLANNING AND PROGRAMMING – UPDATE**

Mr. Randall provided an update on developments under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for all performance areas, including recently collected 2018-2019 performance data in the areas of pavement and bridge condition and highway system performance. He spoke to a presentation. He opened by reviewing the purpose of PBPP and the requirement for State DOTs, transit agencies, and MPOs to set targets and report progress in five areas for a total of twenty-six performance measures. He then moved into presenting newly available performance data for 2018 and 2019 versus the adopted targets, for performance measures of pavement condition and bridge condition, travel time reliability and truck travel reliability (freight), and finally the three CMAQ Program performance measures: Traffic Congestion: Peak Hour Excessive Delay, Traffic Congestion: Mode Share (non-SOV), On road Emissions Reduction. He did caution that some of the data still needs to be confirmed by the State DOTs as this data was only just collected, particularly for the CMAQ emissions reductions performance.

Mr. Randall closed the presentation by reviewing next steps, including confirming the recent actual performance data, sharing progress against targets with the three State DOTs and the two adjoining MPOs. Staff will also consider revision of the 4-year targets for pavement and bridge condition and highway system performance (TTR, TTTR, CMAQ) in coordination and consultation with the State DOTs. Lastly, staff will need to complete the MPO CMAQ Performance Plan with MPO progress towards targets and submit it to State DOTs by September 2020.

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## **7. PERFORMANCE-BASED PLANNING AND PROGRAMMING – TRANSIT SAFETY OVERVIEW**

Mr. Randall briefed the committee on requirements under the federal performance-based planning and programming (PBPP) rulemaking for public transportation providers and MPOs to set targets for transit safety performance measures, including fatalities, injuries, safety events, and system reliability. He spoke to a presentation. He opened by reviewing the transit agency safety plans rule, which became effective July 2019 with a one-year implementation period. By July 2020, applicable transit providers must adopt safety plans and also set targets for the four transit safety performance measures. He then reviewed the applicability of the rule in detail: WMATA and PRTC are direct federal recipients of Section 5307 funds and the Maryland local systems are sub-recipients through MTA, so they are all working towards the transit safety requirements. However, the Northern Virginia systems don't receive these funds; however, some providers may comply regardless.

Mr. Randall closed the presentation by reviewing next steps, including collecting adopted targets from regional agencies, preparing draft regional targets for presentation to the Technical Committee and TPB in September, and then in October the TPB would adopt final regional transit safety targets. However, he noted that due to the pandemic the FTA has announced a deferment of enforcement of the rule by six months. Accordingly, some transit providers may postpone adopting targets, in which case TPB action may be delayed.

## **8. BIG DATA EVALUATION: PRELIMINARY RESULTS**

Mr. Canan briefed the Committee on the Big Data Evaluation project, an independent evaluation of Big Data and its use and limitations in regional travel and mobility analysis and modeling. The presentation highlighted the project background, scope, methodology, recent activities, and high-level preliminary findings. He reviewed the project background and scope with the Committee, and Mr. Tong, the consultant project manager representing the Kimley-Horn team, the consultant selected for this effort, presented the methodology, activities, and findings. This included a discussion of key research considerations, results from a survey on the state of the practice among peer MPOs and transportation agencies, high-level findings from the team's analysis, and a review of known challenges and limitations with Big Data.

Mr. Canan concluded the presentation by advising the Committee that, once the final report is received, TPB staff will engage with key agency stakeholders, including some members of the Technical Committee and the Travel Forecasting Subcommittee, to develop appropriate implementation and procurement strategies.

Mr. Maslanka asked if, and if so how, the Big Data Evaluation considered the effects of COVID-19 as part of the data evaluation.

Mr. Canan indicated that while the study did examine how big disruptions such as a pandemic might be considered in determining what data might be helpful in understanding these impacts, the scope of this study was not to conduct any planning analysis per se; rather, the intent of the evaluation was to better understand the landscape of Big Data and its capabilities to help address these considerations.

Mr. Phillips asked for clarification the next steps concerning a potential recommendation to invest in Big Data.

Mr. Canan explained that the independent evaluation conducted by the consultant team does include recommendations and these will be documented in the final report. However, TPB staff, in consultation with its agency partners will then work together to consider these recommendations and ultimately formulate their own recommendations to move forward in selecting and/or acquiring Big Data products.

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## **9. BRIEFING ON THE DRAFT 2020 CONGESTION MANAGEMENT PROCESS (CMP) TECHNICAL REPORT**

Mr. Meese presented, referring to a presentation, and noted that the full report had been included in the mailout. A Congestion Management Process (CMP) is a requirement in metropolitan transportation planning. As part of the CMP, a CMP Technical Report has been developed biennially since 2008 as a supporting document. The Draft 2020 CMP Technical Report was being made available for review now, for Technical Committee acceptance as final at the July 10 meeting. Comments/corrections were asked to be sent by June 19 to [ameese@mwcog.org](mailto:ameese@mwcog.org).

Main features of the CMP, and therefore reflected in the report, were to document the state of congestion in the region, plus to document the consideration and implementation of strategies in the region to address congestion. Unique to this report is an analysis of regional congestion based on vehicle probe data. Analyses were only through the end of 2019, not including more recent COVID-19 transportation impacts. The CMP report benefits from the vehicle probe data made available to TPB, an example of the growing importance of big data as discussed under Item 8 above.

Mr. Meese reviewed the report's findings and recommendations. Travel analysis results were similar to two years ago, with a general uptick in travel demand during that period. The report's Chapter 2, as well as appendices, provided many examples of breakdowns and detail on results such as congestion trends, bottleneck rankings, and reliability measures. Congestion analyses were shown for all roads, Interstates, the non-Interstate National Highway System facilities, and a defined set of transit-significant roads.

The Commuter Connections program was identified as the region's premiere strategy to address congestion from the demand side, and the Metropolitan Area Transportation Operations Coordination (MATOC) program as the region's premiere congestion management strategy from the operations management side.

Ms. Snyder asked if there was still an opportunity for comment.

Mr. Meese noted that June 19 was a preferred deadline for comments, but more time can be taken if needed.

Mr. Edmonson asked whether there were any plans or measures to look at the number of hours for passengers of transit who are stuck in traffic, similar to what was shown, but with a transit focus instead of a car focus.

Mr. Meese noted two features in the report. First was the data on congestion on the defined set of transit-significant roads, which give insight on whether the roads transit vehicles depend on were experiencing more congestion than roads overall in the region (this report did not find that to be the case). Second were historical studies on the bus operational experience, which depended on bus operations data from transit agencies. It has been a long time since TPB delved into that type of data and would be interested in obtaining and analyzing more such data, if transit agencies could make such data sets available to TPB staff.

## **OTHER ITEMS**

### **10. OTHER BUSINESS**

#### **FAMPO update**

Two actions were suggested by the last federal certification review. The first was to update the 2004 MOU related to the implementation of the "3 C" process for the TPB and FAMPO. The second was to execute a letter of agreement between the TPB and FAMPO that covers performance-based planning and programming. Both items were on the May FAMPO agenda. The latter was approved. FAMPO is still working through a comment process on the MOU.

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### **Scenario Planning Best Practices and Tools**

Staff are kicking off a scenario planning development project.

### **Park and Ride NOVA**

Staff are also kicking off a park and ride study as part of the Virginia technical assistance.

### **CAV Webinar**

The upcoming webinar is expected for Thursday, June 25. The state DOTs are expected to present on their activities. This is tentative but should be finalized next week.

### **Curbside Webinar**

The regional curbside management webinar will be held on June 22 from 1 to 4. An invite will be sent to the Technical committee.

### **LRP Performance Measures refresh task order, status update**

Progress is underway and staff expect to provide a further update in July.

### **Enhancements to Commuter Connections**

Commuter Connections formed a pandemic working group to address the returning to work messaging for commuting in the region. A webpage will be published in the coming weeks that will have messages for each of the modes. There will also be links to specific COVID-19 information. The CarpoolNow app was also updated to include carpool pickup points. These pickup points were also added to the Commuter Connections website. Finally, Commuter Connections is conducting an employer survey to better understand the impact of the pandemic and plans for re-opening.

### **11. ADJOURN**

No other business was brought before the committee.

## ATTENDANCE

DC	<ul style="list-style-type: none"> <li>• Mark Rawlings (DDOT)</li> <li>• Kristin Calkins (DCOP)</li> </ul>	
MD	<ul style="list-style-type: none"> <li>• Ronald Burns (Frederick County)</li> <li>• Kari Snyder (MDOT)</li> <li>• Gary Erenrich (Montgomery County)</li> </ul>	<ul style="list-style-type: none"> <li>• Victor Weissberg (Prince George's County)</li> <li>• Kyle Nemhard (MDOT)</li> <li>• Alex Waltz (Charles County)</li> </ul>
VA	<ul style="list-style-type: none"> <li>• Jim Maslanka (City of Alexandria)</li> <li>• Malcom Watson (Fairfax County)</li> <li>• Robert Brown (Loudoun County)</li> <li>• Sree Nampoothiri (NVTA)</li> <li>• Dan Goldfarb (NVTC)</li> <li>• Regina Moore</li> </ul>	<ul style="list-style-type: none"> <li>• Meagan Landis (Prince William County)</li> <li>• Dan Malouff (Arlington County)</li> <li>• Ciara Williams (VDRPT)</li> <li>• Sonali Soneji (VRE)</li> <li>• Betsy Massie (PRTC)</li> <li>• Norman Whitaker (VDOT)</li> </ul>
	<ul style="list-style-type: none"> <li>• Mark Philips (WMATA)</li> </ul>	
TPB/COG Staff	<ul style="list-style-type: none"> <li>• Kanti Srikanth</li> <li>• Lyn Erickson</li> <li>• Tim Canan</li> <li>• Andrew Meese</li> <li>• Mark Moran</li> <li>• Jon Schermann</li> <li>• Nicole McCall</li> <li>• Abigail Zenner</li> <li>• Charlene Howard</li> <li>• Jessica Mirr</li> <li>• Matthew Gaskin</li> </ul>	<ul style="list-style-type: none"> <li>• Karen Armendariz</li> <li>• Sergio Ritacco</li> <li>• Mike Farrell</li> <li>• John Swanson</li> <li>• Bryan Hayes</li> <li>• Erin Morrow</li> <li>• Martha Kile</li> <li>• Paul Desjardin</li> <li>• James Li</li> <li>• Eric Randall</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Jiaxin Tong (Kimley-Horn)</li> </ul>	