

TRANSPORTATION PLANNING BOARD

Technical Committee Minutes
for meeting of

June 7, 2013

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - June 7, 2013**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine
 Anthony Foster

MARYLAND

Charles County -----
Frederick Co. Ron Burns
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. Gary Erenrich
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. -----
 Prince George's Co. Faramarz Mokhtari
MDOT Mike Nixon
 John Thomas
MTA -----
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
City of Fairfax -----
Fairfax Co. Mike Lake
Falls Church -----
Loudoun Co. Robert Brown
Manassas -----
Prince William Co. Monica Backmon
NVTC Claire Gron
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Valerie Pardo
VDRPT -----
NVPDC -----
VDOA -----

WMATA

WMATA Mark Kellogg

FEDERAL/OTHER

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

COG Staff

Ron Kirby, DTP
Gerald Miller, DTP
Elena Constantine, DTP
Andrew Austin, DTP
Nick Ramfos, DTP
Mark Pfoutz, DTP
Ron Milone, DTP
Andrew Meese, DTP
Jane Posey, DTP
Eric Randall, DTP
William Bacon, DTP
Ben Hampton, DTP
Wendy Klancher, DTP
Daivamani Sivasailam, DTP
Paul DesJardin, DCPS
Joan Rohlfs, DEP

Other Attendees

Randy Carroll, MDE

TRANSPORTATION PLANNING BOARD

June 7, 2013

Technical Committee Minutes

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

Minutes were approved as written.

2. **Briefing on the Draft 2013 CLRP**

Mr. Austin spoke to a presentation on the significant additions and changes proposed for the 2013 CLRP. These projects were released for public comment in January 2013 and included in the Air Quality Conformity Analysis which has now been completed. He briefly described each of the projects, including the four alternatives of the Western Dulles Access project. He concluded by covering the upcoming schedule for the CLRP, stating that the projects would be released for public comment along with the Air Quality Conformity Analysis on June 13 and that the TPB would be asked to approve the CLRP on July 17.

Mr. Kirby noted that all four alternatives would be released for public comment and that by July 17, VDOT would need to select an alternative or the no-build alternative to be approved.

Mr. Brown stated that VDOT was holding a public hearing on the four alternatives in Ashburn on June 13. Mr. Kirby asked if that hearing was distinct from the Tri-County Parkway and North-South Corridor hearings. Mr. Brown noted that the projects were all defined distinctly, but were connected as part of a larger corridor. Mr. Kirby added that some pieces of that corridor were being advanced into the CLRP.

Mr. Erenrich asked if a full conformity analysis was run for each alternative. Mr. Kirby said yes, for the most part.

3. **Briefing on Draft Air Quality Conformity Assessment of the 2013 CLRP and FY 2013-2018 TIP**

Ms. Posey distributed two items. The first was the draft summary conformity report. The second was a PowerPoint presentation summarizing the results. She went through the slides and discussed the revalidation of the Version 2.3 travel demand model (now version 2.3.52). The model was updated to reflect recent travel data and national and local VMT trends.

Ms. Posey stated that VMT & VMT per capita have not followed historic trends since 2007. She listed potential reasons for this change. She reviewed charts showing

national and local VMT and VMT per capita. She noted that VMT has been decreasing nationally since 2007, and staying flat locally. She pointed out the VMT per capita has been decreasing in the Washington region for the past several years. Ms. Posey listed some specific adjustments that had been made to the travel demand model to reflect these changing trends. These included: the increase of non-motorized trips in dense mixed use areas with a corresponding decrease in motorized trips, a refinement of highway network facility type codes, and an adjustment to bridge links, amongst others. These modifications resulted in an improvement of the estimated to observed (HPMS) VMT from 1.04 to 1.00. She noted that VDOT requested the analysis of several alternatives for a western Dulles Airport access project, and showed a table describing alternative details. VDOT consultants are running environmental studies of each of these alternatives. Travel demand and emissions results are shown for each alternative. The CTB is expected to select a final alternative before the TPB approves the conformity analysis in July. The final conformity report will only show results from the analysis of the selected alternative.

Ms. Posey reviewed bar charts showing emission inventories for VOC, NO_x, Direct PM_{2.5} and Precursor NO_x. She pointed out the mobile budgets for ozone season VOC and NO_x, and noted that the forecast year inventories are below the budgets, as is required for conformity. She showed that for fine particles pollutants, that forecast year emissions are below those of the 2002 base, as is required for conformity. She explained that the Tier 1 & Tier 2 mobile budgets shown on the fine particles bar charts are for informational purposes only, and will not be used for conformity until they are approved by EPA.

Ms. Posey reminded the group that the public comment period starts on June 13 and ends on July 13, and that the TPB will be asked to approve the conformity analysis, CLRP, and TIP in July.

Ms. Pardo asked how HPMS VMT data is collected. Mr. Milone explained that data samples are expanded using vehicle count data.

Mr. Malouff asked how the areas are selected for the non-motorized trip adjustment. Mr. Milone stated that Area Types are defined based on density of population and employment in a TAZ.

Mr. Emerine asked what is the density threshold for changing Area Type definition. Mr. Milone said that he did not know off the top of his head. Mr. Kirby noted that the calculation to define density type uses Cooperative Forecast data. Mr. Milone noted that the adjustments were made based on Mr. Griffith's household travel survey data.

Mr. Malouff suggested that the adjustment was a good one, but questioned that areas such as Tyson's have more trips than some areas in Arlington. Mr. Mokhtari noted that the adjustments were for non-work trips.

Mr. Erenrich suggested that more detailed maps could be provided. Mr. Kirby said that maybe those could be provided next month.

Mr. Erenrich asked if the (fine particles mobile budget) tiers reflected the discussion of providing a buffer in the PM maintenance SIP. Mr. Kirby responded yes, and explained that the Tier 2 buffer would be triggered by an emissions increase from an event out of our control, such as a emissions model change or an adjustment of the vehicle fleet mix. He noted that emissions are down for now, with decreased VMT, but we don't know what will happen in the future.

Mr. Erenrich commented on a comparison of regional vs. national VMT per capita. Mr. Kirby replied that the data on the charts are not directly comparable. He noted that VMT had been increasing since WWII, but for the last 5 years it has been decreasing. There has been much speculation about the reasons for this. Mr. Kirby suggested that the economy plays a big role, and pointed out that there had been some historical flat spots in VMT growth which correspond to slow economic times.

4. Briefing on a Draft Outline of the TPB Regional Transportation Priorities Plan (RTPP)

Mr. Kirby spoke to a handout providing detailed outline of the Regional Transportation Priorities Plan, a full draft of which is due to be presented to the TPB at its meeting on July 17. He explained to the Committee that the challenges and strategies currently slated to be included in the draft plan reflect input from a series of listening sessions in January and February of 2012 and a citizens forum in June 2012, and will include feedback from a public opinion survey currently underway. He noted that the citizens forum last June provided quite a few thoughtful additions to the draft plan elements and added to staff's understanding of the public's view of transportation challenges and strategies in the region.

Mr. Kirby focused mostly on the draft strategies included in the detailed outline and briefly walked the Committee through each of the strategies. He then explained that the draft report, will have a full section on the results of the public opinion survey, organized chronologically. He said that there will also be a work session prior to the July 17 TPB meeting, which will essentially be a reconstitution of the priorities plan task force, chaired by Mr. Turner. After the work session and TPB meeting, the draft plan will be put out for public comment in August.

Mr. Holloman commented that the plan seemed to focus heavily on Metro and not to mention other transit options like MARC and VRE. Mr. Kirby said that a lot of the transit-related strategies applied to transit more broadly, not just Metro. Ms. Hoeffner said she thought it was worth emphasizing all transit in the language for the challenges and

strategies. Mr. Kirby reassured the Committee that the modeled network includes all of the different transit services.

Mr. Mohktari suggested identifying one top priority for each transportation mode. Mr. Kirby said that really was one level lower than the priorities plan, which he said is more broad-brushed with a greater focus on the bigger picture. But, Mr. Kirby said, if strategies like bus priority get a lot of support in the public opinion survey or from the Board or stakeholders, then we might be able to start talking about those kinds of top priorities for individual modes.

Mr. Emerine asked how explicit the plan would be in describing timeframes for implementation of strategies. Mr. Kirby explained that the near-term strategies could be done in 1-5 years, that the ongoing strategies will “never be completely done,” and that the long-term strategies would be completed by 2040. He noted that decisions will still need to be made now and that the long-term strategies will require staging over time in order to be complete by 2040.

Mr. Malouff asked how detailed the plan will be in spelling out specific maintenance and rehabilitation needs. Mr. Kirby explained that over time greater detail would surely be added, but that for now it will remain a more broad-brushed effort.

Mr. Burns asked whether the plan should mention the need for context-sensitive strategies, noting that one-size-fits-all approaches rarely work on a regional scale. Mr. Kirby said that the Strategic Investment Plan for activity centers, which COG staff are currently working on, identifies different types of activity centers and context-sensitive strategies appropriate to each.

Mr. Erenrich noted that Montgomery County has been seeing a kind of tension between exurban travelers passing through the county versus residents in the urban core, and he asked whether the plan will address demand from outside the region. Mr. Kirby explained that several of the longer-term strategies, including HOT lanes and long-distance BRT will help address some of those concerns, as will efforts to move people around more effectively in areas of concentrated development.

Mr. Erenrich also made the point that it might make sense for the outcomes of the priorities plan to be fed into Metro’s process of reaching another funding agreement with the jurisdictions, which is slated to happen by 2016, when the current agreement will no longer be valid.

5. Status Report on the CY 2013 Solicitation for Job Access Reverse Commute (JARC) and New Freedom Projects

Ms. Klancher provided a status report on the 2013 solicitation and selection of JARC and New Freedom projects using a PowerPoint presentation. She stated that the 2013 solicitation is anticipated to be the last solicitation for JARC and New Freedom funds under SAFETEA-LU. MAP-21 eliminated the JARC program, and combined the New Freedom and Section 5310 into a new program: Enhanced Mobility for Persons with Disabilities and Older Adults. The TPB is expected to become the designated recipient of the new Enhanced Mobility Program. In March, the TPB approved letters be sent to the Governor of Maryland, the Governor of Virginia and the Mayor of D.C. requesting the TPB be designated as the recipient of the Enhanced Mobility program for the Washington DC-VA-MD Urbanized Area. To date, the TPB has received the designation letter from the Governor of Virginia.

Ms. Klancher said that the solicitation and selection process is supported by the TPB's Human Service Transportation Coordination Task Force. The Task Force oversaw development of TPB Coordinated Human Services Transportation Plan which guides project selection and includes evaluation Criteria.

The 2013 solicitation for JARC and New Freedom projects ran from February 12 through April 17, 2013. \$1.3 million was available in Federal JARC funds and \$728,000 in Federal New Freedom funds. Matching funds are required; 20% for capital and 50% for operating. Approximately 1,500 organizations received an email announcement and brochure about the project solicitation. Staff held four pre-application conferences for potential applicants; one in Suburban Maryland, one in Northern Virginia and two at COG. The Human Service Transportation Task Force developed priority projects for the 2013 solicitation; however, applicants that submit these types of projects don't receive extra points in the evaluation process. The four priorities this year were: Taxi Vouchers, Low Interest Car Loan or Car Donation Programs, Travel Training and Wheelchair Accessible Taxis. At the conclusion of the solicitation, 13 complete applications were received. The requests for funding were well above the amounts available, and all of the remaining JARC and New Freedom funds are expected to be allocated.

Ms. Klancher stated that this year there was a selection committee for JARC and a selection committee for New Freedom. Both committees were chaired by TPB Member Mr. Wojahn. Applications were scored using selection criteria established in the Coordinated Plan. Each Committee met twice in May. Committee members represented local public transit, human service transportation, workforce development, and disability issues. Funding recommendations will be presented to TPB for final approval on June 19, following review by TPB Officers. Applicants will be notified after the TPB mailout (June 13).

Ms. Klancher spoke about the next steps for implementing the MAP-21 Enhanced Mobility program for persons with disability and older adults. The Human Service Transportation Coordination Task Force will meet in the Fall to review and update the Coordinated Human Services Transportation Plan and selection criteria, if necessary. \$2.8 million in Enhanced Mobility funds have been apportioned to the Washington DC-VA-MD Urbanized Area for FY13. Eligible projects and recipients are similar to the New Freedom program. A TPB solicitation for projects is anticipated to occur between January and April 2014.

Chair Nixon asked if the JARC and New Freedom projects tend to be repeat applicants or all together new projects. Ms. Klancher replied that most projects tend to be repeat projects or continuation grants, and that very few projects are sustainably funded once the JARC or New Freedom grant is expended. One project out of about 35 has been continued without JARC or New Freedom funds.

6. Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

Mr. Randall gave a presentation on the progress of implementation of the TPB's TIGER Grant. He reviewed the signing of the grant agreement on December 10, 2010, the 16 component projects of the grant, and the process for managing the grant in accordance with Federal Transit Administration (FTA) and other requirements. He then spoke to the recent accomplishments and upcoming work for each of the five project owners: City of Alexandria, DDOT, MDOT, PRTC, and WMATA. He then closed with an overview of the projected expenditures for the project, and a review of key issues in completing implementation on schedule.

Mr. Mokhtari asked how easy it was to access the performance monitoring reports submitted for the TIGER projects. Mr. Randall responded that these were large files, but that he could send those for Prince George's County to Mr. Mokhtari.

Mr. Mokhtari asked if the transit signal priority project would be usable by other bus systems, as WMATA only operates a small portion of the service on US-1. Mr. Randall responded that the TIGER grant does not fund signal priority for other bus systems than WMATA. However, there is no reason that other bus operators could not procure compatible technology going forward. However, it would be good to get the TIGER funded system up and running so that it can be evaluated first. Mr. Erenrich added that State Highway Administration will be implementing the transit signal priority system in Maryland, so any local bus operator would work with them in future.

Mr. Emerine asked for more details on the bus stop improvements. Mr. Randall responded that these are primarily small repairs or accessibility improvements, such as

bus shelter rehabilitation or retainer wall replacement. Details are available in the memorandum or in the grant scopes of work as available on the website.

Mr. Emerine also asked if the real-time passenger information system would also show information from rail systems. Mr. Randall responded that he did not know the answer. The contract has only just been signed with the manufacturer, and details on the data feeds and data provided will be designed in the coming months. WMATA and the other regional agencies would have to work out the details.

7. Briefing on the 2013 Regional Bike to Work Day

Mr. Ramfos gave an overview of the results from the regional Bike to Work Day event held on May 17th. As part of the event, there were posters and rack cards which were produced and distributed to employers and bicycle shops in the region in order to promote the event. A regional Bike To Work Day site was also promoted. The web site is jointly maintained by COG/TPB staff and WABA staff. There are also dedicated Bike to Work Day Twitter Page and Facebook pages. Followers for both social media sites were kept up to date on event happenings. On event day there were several posts on both pages and Twitter users were instructed to use a special “hashtag” address to post their experiences from the event. The “hashtag” was #BTWDC. Mr. Ramfos stated that there was also regional advertising for the event on both radio and the web and a newspaper ad in the Express. T-shirts were ordered and distributed to at least 12,000 event registrants. Local pit stop vinyl banners were produced for almost all of the 70 plus pit stops. The banners were placed in strategic locations surrounding the pit stops in order to promote the event.

Mr. Ramfos then discussed the regional Bike to Work Day Proclamation that was adopted by the TPB at its April meeting. Local jurisdictions were encouraged to adopt similar Proclamations. He showed a series of event day photos including a snapshot from the Sterling pit stop off of the W&OD bicycle trail, one of the pit stops in Arlington, an overhead street banner in the City of Fairfax, and the pit stops at the Reston Town Center and Freedom Plaza. Mr. Ramfos stated that Fairfax County created a “gas top pump” short video that was placed at strategic gas stations close to the bike pit stops in the County to promote the event. He also said that Fairfax Connector representatives were present at the Reston Town Center to give demonstrations to cyclists of how to place their bicycles on the bus bike racks before boarding the bus.

Mr. Ramfos also showed a partial list of elected officials and dignitaries that participated in the event at various pit stops. He showed snapshots of DC’s Mayor Gray speaking at the Freedom Plaza pit stop, DC Councilmember and TPB First Vice-Chair Wells at the Mt. Vernon Triangle pit stop, and USDOT Secretary LaHood with USDOT employees that bicycled to work. Mr. Ramfos also stated that the Bike to Work Day graphic developed for the Washington DC regional event was used by Secretary LaHood on both his Facebook page and blog.

Next, Mr. Ramfos gave an overview of the earned media strategy for the event which was to build on momentum generated by past years and communicate benefits of bicycling to work as a fun, healthy, and cost effective way to get to work. The goals were to exceed the previous year's 12,000 registration level, and exceed 2012 sponsorship dollars. He reviewed the various tactics used to attain the goals which included driving those interested to the web site to register and to obtain media coverage for the event. One half-dozen press releases were sent out between the end of March and the event date and live interviews were conducted with radio and television media and interviews were also given to newspaper reporters.

Mr. Ramfos then reviewed the event results which included 14,673 registrants, which was a 15% increase from last year at 72 pit stop locations, up from 58 locations the year before. He then showed the top 25 pit stop destinations and a chart showing event participation growth going back to the 2006 event.

Lastly, Mr. Ramfos reviewed the corporate sponsorship results for this year's event. Corporate sponsorship dollars reached a record-breaking cash total of \$48,550, which is a 6.5 percent increase over 2012. In addition, in-kind sponsorships of \$17,450 were received which exceeded last year's total by 13 percent.

8. Status Report on the Development of the Regional Activity Centers Strategic Investment Plan (SIP)

Mr. DesJardin presented a PowerPoint to the Committee and stated that the Activity Centers Strategic Investment Plan (SIP) was called for in COG's "Economy Forward" report and builds directly on work to develop the new Regional Activity Centers map, which was approved by the COG Board in January 2013. He stated that COG staff, a consultant team, and local government planning staff have been developing elements of the SIP – including place-based and people-focused typologies, and convening focus groups to review elements of the proposed Plan – under the direction of a Region Forward Coalition Steering Committee.

Mr. Malouff inquired about the relationship between the Activity Centers concept map 'circles' and the study area for the SIP. Mr. DesJardin stated that COG staff was working with members of the Planning Directors Committee and the Cooperative Forecasting Subcommittee to finalize the analysis geographies for the Activity Centers, which will include TAZs and Census tracts and block groups to permit detailed studies. Mr. DesJardin also stated that DCPS staff was working on a web-based mapping tool to allow users to view the Activity Center analysis geographies online with Google maps as a base map.

Mr. Erenrich stated that research has indicated that some established neighborhoods are frequently opposed to the growth and change that can occur in an Activity Center. Mr. DesJardin said that the Planning Directors, in coordination with the Region

Forward Coalition, had developed strict criteria for designating Activity Centers, as well as a proposed schedule for updates to reflect major local plan changes. Mr. Kirby noted that the region continues to change and Activity Centers evolve as well, noting that Centers such as Friendship Heights and Vienna have changed dramatically. Mr. Kirby also noted the diversity of Activity Centers and stated locally-specific charrettes would be more helpful than a 'cookie cutter' approach to planning for them.

Mr. Emerine stated that the elements of the SIP make sense but inquired about the prioritization in the Plan itself. Mr. DesJardin stated that those recommendations will be included in the final report and noted, for example, that the State of Place scores were based on 10 discrete measures of urban design characteristics.

9. Update on a Survey on Traffic Signal Optimization in the Washington Region

Mr. Meese presented, referring to a handout memorandum. The TPB Technical Committee had been given a status report on this item at the May 3 meeting, including a review of previous and anticipated activities and schedules; today's presentation provided an update of actions since May 3.

At the February 20, 2013 meeting, the Transportation Planning Board had requested a status report on traffic signal timing/optimization in the region, as well as a review of the TPB's discussions of the topic in conjunction with a 2002-2005 Transportation Emissions Reduction Measure (TERM) addressing optimization. The Traffic Signals Subcommittee discussed the request at March 5 and April 2 meetings. TPB staff designed a survey to compile regional signal timing information, and distributed it to the region's signal agencies on April 17 and 18, with results requested by May 1. Staff presented and reviewed the draft survey findings at the May 14 meeting of the Traffic Signals Subcommittee and the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee. At those meetings, the subcommittees provided feedback regarding the draft survey results that necessitated further information gathering by staff. The subcommittees also requested that they have more technical review opportunities at subsequent meetings before presentation to the TPB. The complexity of this work, along with some June and July scheduling issues, meant that the needed subcommittee reviews would not be able to be completed prior to the June 28 TPB Technical Committee nor the July 17 TPB meeting. It was now anticipated that the draft survey results will be presented to the TPB Technical Committee at the September 6 meeting, and, if agreed, to the TPB at the September 18 meeting.

It was still anticipated to have one or two representatives from the Traffic Signals Subcommittee present examples of their agency signal timing activities along with the presentation of survey results at the TPB briefing, to help illustrate the breadth of these activities in the region. Staff and the subcommittees remained committed to bringing together and presenting to the TPB and Technical Committee information on the signal

timing topic that is correct, understandable, and reflective of the breadth of traffic signal activities in the region.

In response to a question from Mr. Brown, Mr. Meese explained that what was being sought in the current efforts was information on active management of signals in addition to the previously compiled information on periodic computer-based retiming.

10. Other Business

A letter was distributed at the beginning of the meeting that was sent by local Congressional Representatives to both Mayor Gray and Council Member Mendelson to object to the proposed commuter bus fee in the District of Columbia's budget. Mr. Kirby told the Committee that the subject would be discussed at the Steering Committee meeting following the Technical Committee meeting.

11. Adjourn