



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
MAY 4, 2018

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the April 6, 2018 Technical Committee Meeting

Attendees at the meeting introduced themselves. A motion was made to approve the minutes. The motion was seconded and approved unanimously.

2. Approval of Technical Assistance Recipients Under the FY2019 Transportation Land-Use Connections (TLC) Program

Mr. Swanson, COG/TPB Staff, presented the nine projects that the TLC Selection Panel recommended for technical assistance funding for FY 2019. He said that 20 applications were received this year and the competition was greater than last year. He shared that a total of \$500,000 was available, including \$260,000 from a general TLC fund in the UPWP, \$160,000 from the Maryland Technical Assistance Account, and \$80,000 from the Virginia Technical Assistance Account. He then stated that selection panel had recommended 5 projects in Maryland, 3 in Virginia, and one in D.C.

A member asked if the list of pre-qualified consultants could be made available. Mr. Swanson replied in the affirmative. Mr. Erenrich, Montgomery County, provided some background on the Montgomery County projects. Mr. Srikanth, COG/TPB Staff, emphasized that all the TLC projects are supportive of the TPB's endorsed initiatives. Robert Brown, Loudoun County, asked if more extensive information about the recommended projects could be provided in the TPB mailout. Mr. Swanson noted that more information can be provided.

3. Performance Based Planning and Programming – Draft Regional Targets for CMAQ Program Traffic Congestion and Emissions Reduction Measures

Mr. Randall, COG/TPB Staff, briefed the committee on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction. A draft set of targets developed by staff in coordination with the state DOTs was presented. In June, the board will be asked to adopt traffic congestion and emissions reduction targets for the region.

Mr. Randall then spoke to a presentation that reviewed three measures, their requirements, where the data is derived, the applicable areas over which they apply, how forecasts were developed, and the proposed draft targets. He emphasized that much of this data is preliminary and so figures may change before approval by the TPB in June.

Betsy Massie, PRTC asked a question as to whether or not different MPOs can set different targets for their respective urbanized area. Mr. Randall clarified that the target for each urbanized area must be the same, but separate urbanized areas can and should have different targets.

Mr. Erenrich, Montgomery County, asked for clarification as to whether the PHED measure applies to the peak hour to the peak period. Mr. Randall responded in noting that it applies to two four-hour periods collectively, AM and PM. Mr. Erenrich noted how transit trips are growing in number, but the mode share stays flat. Mr. Randall agreed that the proportion is staying flat, but the absolute number

of people taking transit trips is growing. Mr. Erenrich then noted that it is very difficult to grow transit capacity, let alone share, without financial investments to match.

Mr. Brown, Loudoun County expressed that this was a good presentation for the Technical Committee, but too detailed for the planning board. Mr. Randall responded noting that the intention is to educate the Technical Committee regarding the technical details so that they can respond to any questions from their board members, but the version that will be presented to the board will be more concise.

Mr. Srikanth added that presentations to the board are more focused, while bringing important information to the Technical Committee. It is important the board understand the actions they are undertaking in response to any and all new federal requirements.

4. Visualize 2045: Bicycle and Pedestrian Element

Mike Farrell, COG/TPB Staff presented to a PowerPoint regarding the Bicycle and Pedestrian Element of Visualize 2045. Visualize 2045 includes a series of independent elements, in addition to the bicycle and pedestrian element. Visualize 2045 includes a financially constrained element, seven aspirational initiatives, and an unconstrained or “all-build” element. Funded bicycle and pedestrian projects are included in the financially constrained element. Two of the seven aspirational initiatives pertain to pedestrian and cyclist activity. The Bicycle and Pedestrian Plan for the National Capital Region adopted in 2015, includes unfunded bicycle and pedestrian projects that are incorporated into the unconstrained element of Visualize 2045. The Bicycle and Pedestrian Plan is due for an update, which is currently underway.

The TPB has long supported bicycling and walking in its planning documents, starting with the Vision in 1998, and most recently in the Regional Transportation Priorities Plan.

The TPB has also adopted stand-alone policies supportive of walking and bicycling, including “Complete Streets” in 2012, and “Green Streets” in 2014. The TPB held pre- and post-adoption workshops to share information and build consensus.

Activities of the Bicycle and Pedestrian Subcommittee include the oversight and maintenance of the Bicycle and Pedestrian Plan, advising other committees on bicycle and pedestrian issues, helping member agencies coordinate their planning efforts, and sharing information on best practices. The Subcommittee also sponsors professional development workshops.

Mr. Farrell summarized the character and purpose of the regional Bicycle and Pedestrian Plan, which is currently being updated.

Mr. Farrell briefly summarized the Access to Transit and National Capital Trail aspirational initiatives. He then suggested that the National Capital Trail could be viewed as the start of a regional trail network. Development of The National Capital Trail is well under way, with identified projects that will fill in the remaining gaps.

Mr. Farrell then discussed the Street Smart Pedestrian and Bicycle Safety Campaign, which focuses on changing public behavior through a series of advertising campaigns.

Mr. Farrell then discussed the Capital Trail Network which is a regional trails plan currently under development by the Capital Trails Coalition. TPB staff participates in this effort, which is funded by REI, and housed at the Washington Area Bicyclist Association and Rails to Trails, and staffed with 1.5 full time equivalents, including a full-time coordinator at WABA, and a half-time GIS analyst at Rails to Trails. Some local governments, including TPB member agencies, are also members of the Capital

Trails Coalition. Presently, the network is expected to cover the urban core and adjoining jurisdictions of the Metropolitan Washington Region. The geographic scope was determined by available resources. Mr. Brown, Loudoun County asked why the W&OD was not shown to extend into Loudoun County.

Ms. Harris of WABA noted that the current map is a first iteration and that an updated map will be available in early June which will show existing trails that extend beyond the Capital Trails Network footprint, including the W&OD.

Mr. Srikanth, COG/TPB Staff, asked why this project was called the Capital Trails Network, when the National Capital Region covers a larger geographic area. Ms. Harris replied that the Capital Trails Coalition did not want to plan beyond its capacity to produce. A larger geographic area would be harder to manage in terms of coordination meetings and data gathering.

Mr. Erenrich, Montgomery County, asked why the Metropolitan Branch Trail was not shown on the National Capital Trail map. Mr. Farrell provided clarification in demonstrating how the National Capital Trail was intended to be a circumferential route around the urban core, while the Metropolitan Branch Trail passes through the center.

All major project that are within a member agency plan, including the Metropolitan Branch Trail, is in the regional Bicycle and Pedestrian Plan.

Mr. Brown said that it is confusing to focus on a sub-regional planning effort with its own implementation group. Mr. Srikanth noted that this Capital Trails Network is an outside effort with which the Bicycle and Pedestrian Subcommittee coordinates. Mr. Farrell said that the Capital Trail Network would build a more extensive prioritized network that would be something in between all-build and no-build.

Andrew Meese, COG/TPB Staff suggested that it may be helpful to add an all-build map which would show all the projects in the bicycle and pedestrian plan.

Mr. Farrell then announced some upcoming activities of the Bicycle and Pedestrian Subcommittee, including a briefing on the Harry Nice Bridge on May 15.

5. Visualize 2045: Public Outreach

John Swanson, COG/TPB Staff, provided a status update on recent outreach activities. He shared that the public forums series of nine evening sessions as for Visualize 2045 began on April 11 and will conclude with a virtual session, anticipated for the end of May or early June. He then thanked committee staff for their assistance in setting up the meetings.

Kari Snyder, MDOT, shared that she was in attendance for all of the forums that took place in Maryland. She noted that she viewed them as successful and well-attended and that the discussions generated effectively integrated the regional perspective with local concerns.

Mr. Brown, Loudoun County, confirmed that the session in Leesburg would be on May 16.

6. Visualize 2045: Update to the Equity Emphasis Areas

Wendy Klancher, COG/TPB Staff provided an overview of the updated Equity Emphasis Areas initiative to the committee. The TPB adopted the methodology for Equity Emphasis Areas (EEAs) in March 2017. TPB staff used the 2012-2016 5-year estimates from the American Community Survey

(ACS) to update the Equity Emphasis Areas using the TPB-approved methodology. The 2010-2014 5-year estimates were used to prepare the map initially. Although the methodology is unchanged, using updated demographic data resulted in some minor changes to the original EEAs. TPB staff briefed the Planning Directors Technical Advisory Committee (PDTAC) on the updated Equity Emphasis Areas at its April 10th meeting and the Planning Directors were supportive of the update. Ms. Klancher said that no other comments from the Planning Directors had been received. The EEA's will be used to analyze Visualize 2045 for disproportionate impacts on low-income and minority populations; the Tech committee will be briefed on the results of this analysis in the fall of 2018. TPB staff will update the EEAs with the latest data in conjunction with each major long-range plan update (which is now required every four years by federal regulations). Ms. Klancher concluded in noting that comments on the updated EEAs were due by May 18th. There were no further questions or comments.

7. COG and TPB Electric Vehicle (EV) – Related Policies and Initiatives

Erin Morrow, COG/TPB Staff, provided an overview of COG and TPB policies related to electric vehicles (EV). Both TPB and COG support policies to increase the use of alternative fuel vehicles, specifically including EVs. This support can be found in the TPB's Regional Transportation Priorities Plan, the Multi-Sector Working Group's (MSWG) final recommendations to the COG Board, and in COG's Region Forward Climate Goal. In addition the, Commuter Connections Employer Outreach program considers whether an employer provides electric charging stations, among many other services offered, when determining levels of employer effort.

COG's Department of Environmental Programs (DEP) conducts most day-to-day planning activities related to electric vehicles, with assistance and data from TPB staff. Leah Boggs, COG DEP Staff, provided an overview of initiatives that are currently underway.

The 2017-2020 Regional Climate and Energy Action Plan, which is overseen by COG's Climate, Energy, and Environment Policy Committee (CEEPC), emphasizes an increase in EV ownership and infrastructure to help the region move towards its greenhouse gas reduction goals. The plan provides several voluntary actions for jurisdictions to consider. According to 2016 vehicle registration (VIN) data, the number of plug-in EVs in the region has increased from 3,700 in 2014 to over 8,000 in 2018, which was noted, is still less than 0.5% of the vehicle fleet. The goal in the action plan is to have 1,000 EV charging stations in the region by 2020. Currently, the region has over 700.

Fleets for the Future (F4F) is a US Department of Energy funded project in partnership with the National Association of Regional Councils (NARC) and four other regional councils. F4F is a cooperative public-sector procurement of alternative fuel vehicles and fueling infrastructure (including EVs) that is available to COG member jurisdictions. The program has 17 vehicle types (including light, medium, and heavy-duty) available from three vendors. In addition to EVs, there are CNG, propane, and ethanol (E85) vehicles available through the program. There will also be cooperative purchasing available for infrastructure, which will include level 2 fast charging and DC Fast Charging. She emphasized that this program does not provide money to jurisdictions; it is a purchasing mechanism to buy down the cost of these vehicles and infrastructure. She suggested looking at funding streams such as CMAQ and VW settlement funds. For our region, the program is administered through COG's Cooperative Purchasing program and a username and password is required to view the details of the program. Contact Ms. Boggs or TPB staff for more information.

Robert Brown, Loudoun County asked if those purchasing and installing infrastructure through this program would charge those using the charging stations to make the point that those driving EVs are not contributing to the fuel tax, which is a large contributor to transportation funding. Ms. Boggs responded that to her knowledge, jurisdictions have not been charging for the electricity, but may be looking for ways to recoup the cost of installing the stations and providing the electricity. There has

been legislation passed in DC, MD, and VA to ensure that jurisdictions that provide public charging stations are not being considered as a utility. Mr. Brown noted that charging for the use of charging stations may eventually be a policy that the TPB needs to take on. Mr. Erenrich noted that Maryland's Public Utility Commission approved a surcharge on residential electric bills to fund a statewide installation of charging stations. Ms. Boggs noted that DEP staff maintains a list of legislative actions and can provide that list to TPB staff.

Ms. Boggs also briefly discussed coordination and planning underway by the state air agencies as part of the Volkswagen settlement and work being done by VW's company, Electrify America. COG applied with an extensive list of projects to Electrify America for Cycle 1 funding, which did not get funded, and has submitted a pared down list of projects for Cycle 2, which included funding for a workplace charging program for Commuter Connections. Also, as part of Electrify America's Cycle 2 funding process, the Northeast States for Coordinated Air Use Management (NESCAUM), which included representation from MD, DC, VA and COG, provided input to Electrify America for its Cycle 2 funding and Ms. Boggs can provide that document on request.

Lastly, CEEPC identified several priorities related to EVs at its joint meeting with MWAQC at the 2018 Washington Auto Show.

8. The City of Frederick Plug-In Electric Vehicle Charging Infrastructure Implementation Plan

Timothy Davis, City of Frederick, gave a presentation on the City of Frederick's recent Plug-in Electric Vehicle (EV) Assessment and Infrastructure Implementation Plan. Mr. Davis noted that he serves on the Maryland Electric Vehicle Infrastructure Council (EVIC). This plan came from the City's sustainability plan that was adopted in 2016. Both plans are available on the City's website. Mr. Davis then discussed the procurement and selection for the contractor (Energetics) to complete the plan. The plan was developed using data, which included outputs from the COG/TPB travel forecasting model and vehicle registration (VIN) data, to develop maps to help determine locations for EV charging stations (both Level 2 and DC Fast Charging). The forecast range for the number of future EV charging stations needed to meet demand is based on the range of projected EVs in the area which is based on three future forecasts for fuel prices (low, reference, and high).

Developing the plan required support from city leadership and coordination between city staff in from multiple departments. There was also a great deal of public input from the beginning of the process until the adoption of the plan. One question that came up during the public input process was how the city would handle charging for the use of the city-owned charging stations. There is still some internal debate on how that will take place.

The plan has recommendations for residents that use dedicated parking, shared parking, and street side parking. The plan also recommends improving the already robust process for permits and inspections as demand increases from the private sector. The city is also in the process of amending land development codes to incentivize locations and make it easier for the private sector to install EV infrastructure. Referring to the previous presentation, Mr. Davis noted that one of the legislative items that EVIC has tried to put forward for the last three years unsuccessfully, would make it so individual owners in condos and homeowners associations would be able to install EV charging stations for their use. The City of Frederick is trying to work on that issue within its own regulations. The plan can be found at: www.cityoffredMr.Randallk.com/DocumentCenter/View/10005

9. Embark Richmond Highway

Presentation Series: Implementing the Concepts of TPB's Seven Endorsed Initiatives

Lyn Erickson, COG/TPB Staff and Paul DesJardin COG/DCPS Staff introduced their presentation as an example of the TPB's seven endorsed initiatives moving towards implementation in the context of Visualize 2045. The Planning Directors Committee and its chair this year, Mr. Shaw of DCOP, have a particular interest in leveraging the forecasts of land use that can impact the work of the TPB's long range task force. Several presentations on development plans, including for Eisenhower Avenue in Alexandria and in two weeks on the Purple Line, are taking place at the Planning Directors.

Tom Burke, Fairfax County DOT, then briefed the committee on Fairfax County's Embark Richmond Highway, initiative which is focused on providing multimodal transportation solutions and creating opportunities for economic development in the Richmond Highway Corridor. This integrated transportation and land-use plan combines a Bus Rapid Transit system and other transportation improvements with transformative redevelopment of Community Business Centers.

Mr. Burke introduced the goals and objectives of the Embark plan, reviewed the map and context of the corridor. Embark Richmond Highway dates to 2004 and an initial centerline study, followed by a transit study that resulted in the BRT proposal in 2015. BRT will run from Huntington down to the Occoquan river; in future the Yellow Line might be extended with two stations. A comprehensive plan amendment was passed by the County. Mr. Burke also spoke about how the plan would address social equity and inclusion as well as employment opportunities and accessibility. He then moved on to the schedule for implementation, the guiding planning principles for re-visioning the community business centers, the transportation goals, street cross-sections and BRT station locations, and the new business center sketch plans. He concluded in sharing the next steps and the various plans and policies that need to be developed and/or completed, highlighting the story map that is available to the public.

Mr. Srikanth COG/TPB Staff thanked Mr. Burke and mentioned his own early work on Richmond Highway. He then highlighted the TPB initiatives and policy priorities that Embark includes noting that most jurisdictions have similar efforts, and the Technical Committee is the venue to highlight these efforts and share the good work being done in regional planning.

Ms. Massie, PRTC complimented the public outreach that the County has carried out for the plan.

Mr. Bill Orleans asked about industrial activities along the corridor.

10. WMATA CNEWS

Mark Phillips, WMATA, briefed the committee on WMATA's Capital Needs Early Warning System (CNEWS), a web-based tool that supports proactive planning for infrastructure and service needs. CNEWS has consolidated data from every jurisdiction for every project in the development pipeline within a half-mile of all Metrorail stations. Metro's Office of Planning developed this tool a couple of years ago and utilizes this data to estimate the number of new riders, potential farebox revenue, and capacity/service needs likely to be generated by those developments. This allows Metro to better align its capital improvement plan with known, near-term needs and link the needs to developer activities. CNEWS also includes contextual data – demographics and economics; commuter patterns and rail ridership; master plans, zoning, and development incentives – that can serve as a one-stop info-shop for quality TOD planning for interested jurisdictional partners.

He spoke to a presentation, highlighting WMATA's needs to anticipate growing demand and the impact of new public transportation projects being completed. He reviewed the sources of data and summarized the data collected on the extent and types of development in the pipeline around each Metrorail station as well as characteristics of the station areas. He then opened the web tool to showcase some of its features, including data layers, settings, filters, and exportable data.

Mr. Brown, Loudoun County, stated he looked forward to exploring the website and asked if it was still in test mode. Mr. Phillips responded that it's a ready-to-go product at this point, though further refinement will continue, and asked for any feedback.

Dan Malouff, Arlington County, added his compliments and stated that he thinks graduate school students and data crunchers could do a lot of free analysis for Metro with it. Mr. Phillips cautioned that they are still doing some maintenance and have not yet made it a public tool, though that is an intention.

Victor Weissberg, Prince George's County, asked how the tool could be used for under-developed station areas. Mr. Phillips responded that he thought the demographic and other information could make the tool of marketing utility.

11. Other Business

Ms. Erickson, COG/TPB Staff announced that Bike to Work Day is May 18th and that the TLC Peer Exchange Webinar on bike-ped station access is May 10th.

Ms. Klancher, COG/TPB Staff, announced that the COG Title VI Plan and Program developed for FTA will be adopted by the COG Board soon.

Mr. Desjardin COG/DCPS Staff, announced that the June 19 Mid-Atlantic Regional Planning Roundtable will be hosted by COG and other regional organization and MPOs and will discuss megaregions and commercial development. AICP credits will be available.

Ms. Erickson announced that next month Montgomery County DOT will present at the Technical Committee about BRT in the county. She asked for additional recommendations for presentation on topics that exemplify the seven endorsed initiatives.

Mr. Randall, COG/TPB Staff announced that the grant program formally known as TIGER is now BUILD. It has \$1.5 billion, over a third of which will go to rural locations. He reminded committee members that if they are applying for a project and need an endorsement letter from TPB to please let staff know. Ms. Massie, PRTC asked if VRE should contact staff for an endorsement letter because she knows they are planning to apply, and Mr. Randall responded that in the affirmative. Mr. Brown, Loudoun County asked if there was a minimum dollar amount for projects, and various committee members responded that the minimum is \$5 million but that there is no minimum on planning proposals.

Jane Posey, COG/TPB Staff announced that EPA just completed the designation for non-attainment areas for the 2015 ozone standard, and our region is marginal non-attainment, which is the lowest level of non-attainment. This means the region needs to meet the standard by 2021. Another requirement is that a conformity analysis must be run within a year. The analysis for Visualize 2045 will count for that except that now additionally the analysis will need to include the attainment year of 2021 which wasn't previously part of the scope of work. That change in the scope of work will be taken to the TPB in May without public comment.

12. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – May 4, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Kristin Calkins

MARYLAND

Charles County -----
Frederick County Charles Freeman
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George's County Victor Weissberg
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Matt Baker
Kari Snyder
Takoma Park -----

VIRGINIA

Alexandria Ramiro Rios
Arlington County Dan Malouff
City of Fairfax Chloe Ritter
Fairfax County Malcolm Watson
Mike Lake
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVRTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County Paolo Belita
PRTC Betsy Massie
VRE Sonali Soneji
VDOT Norman Whitaker
Regina Moore
VDRPT Ciara Williams
NVPDC -----
VDOA -----

WMATA

Allison Davis

OTHER

Clinton Edwards, VDRPT
Katie Harris, WABA/Capital Trails Coalition
Alex Brun, MDE
John Dimitriou, Frederick County Planning

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Tim Canan, DTP
Andrew Meese, DTP
Anant Choudhary, DTP
Michael Farrell, DTP
Matthew Gaskin, DTP
Charlene Howard, DTP
Ken Joh, DTP
Wendy Klancher, DTP
Arianna Koudounas, DTP
James Li, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Erin Morrow, DTP
Jane Posey, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Jon Schermann, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Lori Zeller, DTP
Leah Boggs, DEP
Sunil Kumar, DEP
Paul DesJardin, DCPS
Greg Goodwin, DCPS
Nicole McCall, DCPS

OTHER

Tom Burke, Fairfax County DOT
Mark Phillips, WMATA
Sonya Lewis-Cheatham, VA DEQ
Margie Ray
Mena Lockwood
Andrew Pike
Bill Orleans