

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
DECEMBER 1, 2017

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

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

Chair Davis called the meeting to order. Participants introduced themselves. A motion was made to approve the minutes. The motion was seconded and was approved unanimously.

2. VISUALIZE 2045: Briefing on Project Submissions for the Constrained Element

Andrew Austin, TPB Transportation Planner, distributed a memorandum and described the project information that had been received from implementing agencies following the Technical Inputs Solicitation. He thanked committee members for their timely submittals. He stated that after review and editing, this draft list of projects would be released for public comment on Thursday, December 14. He requested that committee members review the information presented for accuracy prior to the public comment release. Going through the memo, he described a group of twelve “major” projects and changes to or removals of six existing major projects. He also noted that a significant number of smaller projects had been submitted that would be released for public comment.

Mr. Brown noted that there were some inaccurate responses included in the RTPP analysis matrix for the US 15 widening project. Mr. Austin said he would work with Mr. Brown and VDOT to make sure the project description sheet was updated accurately.

Ms. Posey, TPB Transportation Engineer, distributed copies of the Air Quality Conformity Inputs table and described the color-coding, noting that cells highlighted in yellow with bold text indicated a change from the previous conformity analysis and that any cells highlighted in orange had completion years that required review. She asked for any changes to be submitted by Thursday, December 7.

Mr. Randall, TPB Transportation Engineer, provided an update on the progress of the financial element of the Visualize 2045 long range plan, a federally required part of the long-range plan. Most importantly, the region is currently able to meet the fiscal constraint requirement that reasonably anticipated revenues are available to fully fund the operating and capital needs of the region’s highway and transit systems, Overall, for the period 2019 to 2045, the region projects about \$300 billion in revenues and matching expenditures. Some inputs are still being refined by agencies. Of this amount, approximately \$65 billion is projects to be spent on capital expansion projects, a significant increase from the \$40 billion of the 2014 financial analysis. This amount for capacity expansion is split approximately fifty-fifty between highway and transit, the former including the toll road projects proposed in Maryland along the Beltway and I-270 and the latter including commuter rail projects on MARC and VRE; the Montgomery County BRT system; and 100% eight-car trains, core station capacity improvements, and supporting infrastructure for WMATA. Regarding WMATA, the region would fully fund their projected operations and maintenance costs, state of good repair, and limited capacity improvements. To meet WMATA’s funding needs, the assumption is made that the ongoing regional conversation on establishing a new \$500 million a year dedicated funding source for WMATA will be successful and enable the region to meet WMATA’s needs. It is also assumed that the Virginia transit capital program will be renewed, which will enable the state to provide its PRIIA match and other modest funding for WMATA projects. However, given the uncertainty with the exact nature of these assumptions, the

Metrorail core capacity constraint will be retained in the travel demand model run for conformity analysis. The financial element report will be finalized next summer and approved as part of the overall Visualize 2045 plan.

Mr. Brown asked if this report was documented and available. Mr. Randall responded that information was still being finalized, and a memorandum or other report would be provided for a future meeting.

3. VISUALIZE 2045: Briefing on Draft Scope of Work for the Air Quality Conformity Analysis for VISUALIZE 2045 and the FY2019–2024 TIP

Jane Posey noted that the scope of work was included with the mailout. She directed the group to look at the technical inputs table on page 3. She reviewed the technical inputs, noting the changes since the last conformity analysis. She pointed out the need to consider two sets of mobile budgets since it is not known which budgets will be approved at the time of TPB adoption of the Visualize 2045 Plan. She indicated that the land-use forecasts will be updated to Round 9.1. She reviewed the HOV/HOT policy assumptions and she listed the analysis years. She reviewed the schedule on the last page of the document, pointing out the public comment dates and emphasizing that it is critical for the TPB to adopt the Plan in October to get Federal approval by January to avoid a Plan lapse.

Mr. Erenrich asked about the year of calibration for the travel demand model, questioning if recent decreases in transit ridership are reflected in the model. Ron Milone indicated that they were not. Mr. Erenrich expressed concern, citing a recent Purple Line lawsuit dealing with the impacts of loss of riders, and suggested examining the impacts of the transit changes and producing a technical memo. Mr. Milone indicated that staff had recently completed a thorough investigation of ridership levels and had drafted a memo explaining that the regional model does not capture the recent trends. Dusan Vuksan added that the analysis showed that the estimated to observed ridership is not off by a significant amount, 6-7% at the regional level, considering the number of overall trips in the region. He noted that for a project planning study, tweaks should be made, but that at the regional level the numbers are reasonable. Mr. Erenrich noted that the ridership trends are going down while the forecast trends are going up. Kanti Srikanth suggested that ridership levels vary by month, and that a recent report showed, while still not pre-safe-track levels, increases in passengers. He noted that the discussion of keeping up with recent trends is a common one at MPOs, but that MPOs only recalibrate the regional level travel models after undertake huge local surveys, such as this region's household travel survey, and collecting other regional data. He suggested that the technical memo discussing the ridership trends could be included with the conformity documentation.

4. Long-Range Plan Task Force Status Report

Mr. Srikanth described the memo sent to the committee explaining that the draft results of the analysis on the ten initiatives were presented to the TPB and Long-Range Plan Task Force on November 15. He also described the process that the task force was planning on using at the December 6 meeting to come up with a set of initiatives, from among those studied, to recommend that the TPB endorses at its December 20 meeting. He also described a memo that contains questions task force members asked about the analysis along with responses provided by staff and consultants. Mr. Srikanth also noted that the full list of detailed assumptions used in the analysis was recently redistributed at the request of the task force.

He also described, in detail, the process of straw polling using a ballot that was distributed, which will prompt the beginning of the discussion at the December 6 task force meeting. He said that members would be voting for initiatives they would like to see the task force recommend to the TPB and also rank them in terms of priority. He also noted that the December 6 meeting would start at 1:30, which is earlier than usual, to allow more time for discussion. Mr. Srikanth also described that the TPB can do what they wish with the task force's recommendation – they can take them as they are or change them. He also described the concepts of “TPB endorsement” and “future concerted action” to mean that the TPB will endorse initiatives which contain concepts which show promise to improve the region's transportation, and that jurisdictions are not required to take any action based on the TPB's decision.

Mr. Srikanth told the committee that the draft technical report was not yet ready to share but that it would be sent within the next few days.

Mr. Brown asked about the voting process set to take place at the December 6 meeting, asking for further clarification. He also inquired about the need for 2/3 support for any initiatives to move forward, and if there will be additional votes after the initial vote. Mr. Srikanth explained that the initial vote will show which initiatives received a 2/3 majority, so those can be assumed to have overwhelming support among task force members. He said any which did not receive the 2/3 majority can be discussed and perhaps people's minds would be changed. He explained that the chairs want the discussion to be open and fluid, so the votes are not cut and dry results.

Mr. Erenrich asked if there were any additional maps and graphics available to show the results, even if some were available for some initiatives and not all of them. Mr. Srikanth replied that those types of materials would not be prepared since the analysis was done at a regional level and the results were meant to be consumed at a regional level as opposed to viewing specific corridors or facilities.

5. PBPP Highway Safety Targets

Mr. Schermann briefed the Committee on the federal requirements for setting highway safety targets, the staff-proposed set of targets for the National Capital Region (NCR), and the plan to present the draft targets to the TPB in December as an information item followed by a request to approve a resolution establishing the targets in January.

Federal regulations stemming from MAP-21 and the FAST Act require MPOs to set targets for each of five safety performance measures (PM); 1) the number of fatalities; 2) the rate of fatalities per 100 million VMT; 3) the number of serious injuries; 4) the rate of serious injuries per 100 million VMT; and 5) the number of non-motorist fatalities and serious injuries. Each of these performance measures are expressed as 5-year rolling averages. MPOs can satisfy this requirement by either setting a quantifiable target for each PM or agreeing to plan and program projects so as to contribute to the accomplishment of the state DOT safety targets. Federal requirements also specify that the targets must be data-driven and realistic and that they must be established in coordination with State partners.

The draft NCR highway safety targets were developed by applying Maryland's methodology to the Maryland portion of the NCR to establish a Maryland sub-target, applying Virginia's methodology to the Virginia portion of the NCR to establish a Virginia sub-target, and directly incorporating the District of Columbia's targets as the District of Columbia sub-target. These three sub-targets were then mathematically combined to determine the overall NCR target.

The resulting 2014-2018 (rolling average) staff-proposed targets for the NCR are:

Number of fatalities	253.0
Fatality rate (per 100 MVMT)	0.588
Number of serious injuries	3,007.3
Serious injury rate (per 100 MVMT)	6.791
Number of non-motorist fatalities and serious injuries	528.8

In response to a question from Mr. Erenrich about why the fatality and serious injury numbers are higher for Maryland portion of the region than they are for the Virginia portion, Mr. Schermann noted that this has been the case for a long time and that, while staff tracks the factors that contribute to fatal and serious injury crashes, it is difficult to know why there is such a discrepancy. Mr. Srikanth added that traffic operations, particularly with respect to safety, are dependent on a wide range of factors including engineering, enforcement, education, and emergency medical services. Given that, it is very difficult to come up with the top handful of reasons as to why the Maryland numbers are higher than the Virginia numbers. Mr. Erenrich further noted that to meet the targets there needs to be a program of improvements. Mr. Schermann agreed and highlighted that the proposed regional targets reflect what each of the states think they can achieve with their safety programs.

Mr. Srikanth further added that the federal requirements are that these targets need to be data driven, and not aspirational.

6. Non-Motorized Regional Priority Projects

Mr. Swanson briefed the committee on a regional package of pedestrian and bicycle priority initiatives that have been developed for inclusion in Visualize 2045, the forthcoming long-range transportation plan that is scheduled for approval in October of 2018. He said the package of non-motorized initiatives includes: 1) the National Capital Trail (previously known as the Bicycle Beltway) and 2) Metrorail station access improvements. He described the regional policy framework underlying the initiatives and he provided some detail on each of the two initiatives. He said that staff will present these initiatives to the TPB in December. The board will be asked to vote on endorsing them at their January meeting.

Mr. Brown noted that Loudoun County will have Metrorail stations in the future, and he hoped those station areas could be considered as part of these priority initiatives.

Mr. Srikanth said the initiatives that Mr. Swanson presented were intended to be conceptual and the specific projects that were identified should be considered illustrative. So therefore, the locations and projects to which Mr. Brown referred could be considered consistent with the initiatives that Mr. Swanson described.

7. National Capital Planning Commission Parking Study

Kael Anderson, Urban Planner for the National Capital Planning Commission (NCPC), briefed the Committee on NCPC's recent parking study. On behalf of NCPC, the U.S. Department of Transportation John A. Volpe National Transportation Systems Center prepared the parking study to assess federal parking policies for federally-owned and operated facilities located within the National Capital Region (NCR). The study reviewed NCPC's parking ratio policies using various

tools, including conducting a transportation literature review, benchmarking current parking policies against those of local jurisdictions in the region, and assessing current and predicted future transportation accessibility at a range of federal facility locations throughout the NCR. The study featured an application of home-to-work accessibility data analysis using data from the TPB regional travel demand model, which helped explain variations in the provision of parking across 20 sampled federal facilities in the region. The NCPC parking study found that industry best practices and available data indicate there are opportunities for NCPC's parking policies to be more data-driven, standardized, and performance-based.

Mr. Srikanth asked about the next steps for this effort and how might local jurisdictions in the region become further engaged. Mike Weil (NCPC) explained that the study will be used several ways. First, it will help inform future revisions to the Transportation Element of NCPC's Comprehensive Plan. Second, the sketch planning-based tool that was produced as a result of the study will be used to assist NCPC staff during the negotiation process with future applicants when setting the appropriate parking ratio for a proposed federal facility. Mr. Weil explained that NCPC welcomes the opportunity to work with local jurisdictions to help refine this tool. Mr. Srikanth suggested that two committees at COG and TPB may be interested and could help with this effort: TPB's Travel Forecasting Subcommittee and COG's Planning Directors Technical Advisory Committee.

8. Update on the Metropolitan Area Transportation Operations Coordination (MATOC) Program

Mr. Meese presented, referring to a PowerPoint presentation. Some slides were provided as background, and not covered during the presentation. MATOC is a joint operations program between DDOT, MDOT, VDOT, and WMATA to improve inter-agency information sharing and coordination. It focuses on DOT operations and traffic management to provide situational awareness of transportation operations in and around the National Capital Region (NCR). MATOC is not command and control, it is advisory in nature and serves as a decision support function.

Several slides on the history of MATOC were provided.

MATOC is funded for a total of \$1.2 million per year by DDOT, MDOT/SHA, and VDOT, and administered through the University of Maryland Center for Advanced Transportation Technology. It has a steering and advisory committee structure, and a website at www.matoc.org. MATOC has a small operations center in College Park, with hours of operation Monday-Friday 4:30am-8:00pm, and after hours and weekends on an on-call basis. MATOC is able to ramp up to 24/7 operations when necessary. There is currently a staff of 5.

MATOC staff monitors the Regional Integrated Transportation Information System (RITIS), public safety and media scanners and systems, local, regional, and statewide alerts, commuter bus and rail operations, weather, DOT mobilization plans, and social media. MATOC serves as a transportation watch desk/information clearinghouse/resource desk for its stakeholders.

MATOC operations particularly rely upon RITIS, developed at the University of Maryland's Center for Advanced Transportation Technology Laboratory (2006). RITIS compiles real-time (near real-time) traffic and transit data from agencies around the nation, consolidates the data into a common format, archives the data for performance measures and visual analytics, and enables the data to be shared with agencies. RITIS is now getting more police information feeds, as well as getting information from Waze. MATOC staff provides frequent RITIS training to public agency staff; see www.matoc.org/training.

Mr. Meese reviewed a number of new and interesting MATOC activities. A recent feature of RITIS is “RITIS Meeting”, a collaborative decision tool available to RITIS users. RITIS Meeting is a simple web meeting/webinar function (usable on any Internet browser without other specialized software) that allows for call/meeting management, multiple-presenter functionality, interactive mapping, document/image sharing, and drawing functions. It provides a shared view of an event or incident for stakeholder collaboration and decision-making (e.g., real-time polling). Participants receive an automatically-generated PDF meeting summary at the end of the session. RITIS Meeting has been used in MATOC severe weather coordination calls, as well as for coordination during the recent Papal Visit.

MATOC’s Severe Weather Coordination Working Group began 2012, as an after-action of the January 2011 snow event. It includes snow chiefs of state DOTs, with the US Office of Personnel Management (OPM), the National Weather Service, WMATA, the National Park Service, and some local DOTs. The group focuses on condition and readiness of transportation infrastructure before, during, after big weather events. It provides opportunities to coordinate and formulate advice to OPM and “COG Snow Calls” regarding government personnel/closure decisions. MATOC also conducts separate transit-specialized severe weather calls with the wider membership of the MATOC Transit Task Force.

MATOC’s Regional Construction Coordination Working Group began in 2015. The group works to reduce potential for conflicting lane/road closures and special events. They schedule regular meetings for key personnel to discuss construction related lane closures and special events. They also share agency best practices (e.g. on work zone lane closure permitting systems). MATOC tracks planned events in and around the National Capital Region to better inform its stakeholders of potential issues that may arise from an increase in demand on the region’s transportation network. MATOC issues a 10-day Travel Advisory at the end of each work week to advise its stakeholders of upcoming special, planned, and construction events that may impact the transportation network in the week ahead. The MATOC Regional Event Calendar is updated continuously and is publicly available. Mr. Meese emphasized that MATOC staff goes through a lot of time-consuming effort to produce these lists, but stakeholders find them useful.

MATOC now coordinates with the recently developed Regional Information Collection and Coordination Center (IC3). The IC3 began in 2016. IC3 is a regional “watch desk” partnership (separate from MATOC) managed by DCHSEMA and the FEMA Office of National Capital Region Coordination. IC3 monitors and provides regional agencies notifications/situational awareness on a variety of events, hazards, and other public safety issues (not just transportation). IC3 actively coordinates with MATOC staff. Both IC3 and MATOC can generate COG “RICCS” messages (the Regional Incident Communication and Coordination System). With the devoted MATOC and IC3 staffs, RICCS messages are now more complete and timely. IC3 operates 24/7, and provides coverage of transportation issues outside MATOC’s operating hours (18/5). But MATOC staff always has staff on call, and can stand up quickly 24/7 in emergencies, or with advance notice for special events.

A final recent activity was Traffic Incident Management (TIM) coordination. TIM focuses on multi-disciplinary coordination at roadway incident scenes. TIM was not originally in MATOC’s regional scope of work, but opportunities arose for MATOC to assist member agencies in their TIM efforts. An April 2016 special event at UMD and the Maryland Fire and Rescue Institute focused on regional interagency awareness, complementing TPB’s November 2016 TIM event. The next planned MATOC TIM event in the April/May 2018 time frame, perhaps with an exercise focus. TIM also is anticipated as a COG Board special focus area for 2018, in coordination with the MATOC Steering Committee.

Overall, MATOC operations staff benefits from observing the entire regional situational awareness picture, and “connecting the dots”. This puts MATOC in a position of identifying actions/responses that would be helpful when incidents occur; MATOC staff contacts and recommends actions to DOTs and transit agencies. Long-term training and coordination activities are just as vital as the real-time notifications. Future desires include more information on arterials and transit. MATOC continues to evolve in an evolving world, now with IC3, Waze, other social media, big data, and enhanced member agency programs.

9. Other Business

Ms. Erickson said the recruitment process for the 2018 Citizens Advisory Committee was underway. The deadline for applications was December 15. She also reiterated that Long-Range Task Force meeting would begin at 1:30 on December 6.

Mr. Randall introduced a new staff member, Matthew Gaskin, who will be working on safety planning.

Ms. Erickson thanked Mr. Davis for his leadership as the 2017 chair of the Technical Committee. She announced that Bob Brown will be the 2018 chairman.

10. Adjourn

The meeting was adjourned at 12:05 p.m.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – December 1, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

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 Kari Snyder
 Matt Baker
Takoma Park -----

VIRGINIA

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

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Tim Canan, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Anant Choudhary, 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
Rich Roisman, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Lori Zeller, DTP
Abigail Zenner, DTP

OTHER

Meredith Hill, MDOT
Steve Charles, MDOT
Alex Brun, MDE
Kael Anderson, NCPC
Bob Chase, NVTA
Sonya Lewis-Cheatham, Virginia DEQ
Bill Orleans