



Technical Committee Minutes

**For the meeting of
December 6, 2019**

TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the November 1, 2019 Technical Committee Meeting

The minutes of the November 1, 2019 Technical Committee Meeting were approved unanimously.

2. Proposed 2016 - 2020 PBPP Safety Targets

Jon Schermann, TPB staff, briefed the committee on the staff recommended 2016-2020 regional highway safety targets. He informed the committee that these targets are scheduled to be approved by the board at its December meeting.

The staff-recommended regional highway safety targets were presented to the board as an information item during the November TPB meeting and are unchanged from those shared with the Technical Committee during its November meeting. Mr. Schermann provided a brief recap of the federal requirements for setting safety targets and noted that the methodology used to develop the targets was unchanged from what was used last year.

Kanti Srikanth, TPB staff director noted that the board understands the federal requirements that these targets must be set, and must be data-driven, but that does not mean that they are happy with them. He added that it is likely that the TPB will be looking to take actions in the coming year to proactively address safety and this would be more than simply encouraging state DOTs and member jurisdictions to do more. While it is not clear just what these actions might be, they could include forums and/or activities conducted with the support of the safety subcommittee.

Bob Brown, Loudoun County suggested that we incorporate some of the topics related to planned safety activities that Mr. Srikanth outlined into the resolution itself. Both Mr. Srikanth and Mr. Schermann agreed with the suggestion and noted that this would be addressed within the various whereas clauses in the resolution.

Mr. Erenrich noted that fatalities are significantly higher in the Maryland portion of our region than they are in Northern Virginia and that this is likely related to the differences in the street networks and facility types. He further noted that this information should be presented to the board as part of the target setting item. Mr. Srikanth responded that this was one of the reasons that we commissioned the safety study and that the findings will be released and presented to the board after the analysis is complete.

3. Bus Transformation Project

Kanti Srikanth opened the agenda item by recapping the importance of the year-long Bus Transportation Project effort, which was briefed to the board twice earlier this year and regarding which the TPB wrote a comment letter in July. The effort is now concluding with an action plan for how the project's recommendations could potentially be implemented. He asked that jurisdictional representatives brief their board members ahead of the discussion at this month's board meeting. This is a call for action for each jurisdiction, but there are opportunities for multi-lateral coordination and implementation as well.

Lora Byala, Foursquare ITP, then briefed the committee on the recommendations of the final strategy and the action plan for implementation of those recommendations. The project published its final strategy in September and the action plan is coming next Monday. She opened by reviewing the need and challenges for the study, including decreasing bus ridership and increasing bus operating costs, but also how bus could help address many of the greater challenges in the region. She did caveat that the study focused on bus systems close to the core, not all those within the TBP planning

area, but that the recommendations could be expanded to include those. She noted the involvement of several staff in the meeting today in the advisory bodies for the project.

She then covered the four overarching recommendations of the strategy document. She noted changes from the draft strategy document in July, including the addition of a rider feedback platform and improvements in safety and security for staff and customers. However, the final strategy removed discussion of transitioning bus routes and of centralizing back office functions. The final overarching recommendation to convene a task force has been made less prescriptive and instead focuses on the need for improved regional coordination with detailed steps for implementation within each recommendation of the Action Plan. Existing groups or forums could oversee or facilitate the implementation of the Action Plan recommendations.

From the Strategy document the project team developed the Action Plan document, with twenty-six individual action steps to implement the Strategy's recommendations, which will be published Monday. She emphasized that many of these actions are already being undertaken in the region; the Action Plan builds on or leverages these with a schedule for implementation region-wide over the next several years. The detailed schedule is hard to read, but lists each recommendation from A to Z, with implementation for many starting right away. Several recommendations have synergies or dependencies though, which will need to dovetail at certain milestones. In conclusion, the implementation of the recommendations should lead to key outcomes being achieved. She then wrapped up the presentation by covering next steps, including a presentation to the WMATA Safety and Operations Committee, the TPB, and in 2020 to jurisdictional councils and agency boards.

Gary Erenrich, Montgomery County, noted that there was little mention of financial constraints, and he questioned the timing of the recommendations of the Bus Transformation Project given the recently proposed Metrobus service reductions in the draft FY 2021 WMATA budget. He suggested that any TPB endorsement be delayed for several months.

Kanti Srikanth responded that this item for the board meeting will focus on updating the board on the recent changes and presenting them with the final set of recommendations. No TPB action is planned for December. There will likely be open-ended discussion among the board members, with any possible follow-up action coming sometime in early 2020. The timeline and cost of implementation are merely some of the challenges that would have to be addressed, for example fare assistance to low-income households. TPB may need to take its time.

Sree Nampoothiri, NVTA, added that he agrees there needs to be more regional concurrence before any TPB endorsement. He asked if the NVTA board would receive a briefing, and Lora Byala responded that this was being scheduled. He also asked about the role of the task force, and Lora clarified that the action plan recommendations do not depend on the task force and that there is no immediate schedule for setting up the proposed task force.

Kanti Srikanth also asked several questions about the task force role in tracking the recommendations as well as implementing them. Lora answered that the Action Plan does not depend on the task force being set up.

Bill Orleans asked if there was a schedule available yet for council and board meetings. Lora responded not yet; many are still being scheduled. Bill asked if smaller jurisdictional councils would get briefings, and Lora responded that she would take this question back to WMATA. Bill then opined that this project's purpose is to promote privatization of Metrobus.

Finally, Clinton Edwards asked if other comments from the Technical Team on the draft documents were addressed besides that of the timing of the action steps. Lora responded that every comment was reviewed and that she believes that the team will be pleased with the final document, though of course not every single comment could be addressed.

4. MATOC Briefing to the TPB

Andrew Meese, TPB staff, began in noting that at the October 16 TPB meeting, Councilmember Mendelson had inquired about a specific traffic-impacting incident that took place on October 11. While involved agencies were still looking into that specific incident, it was thought to be an opportune time to provide another briefing to the TPB on the MATOC Program, for context and to describe how MATOC agencies collaborate and share information. Today's presentation was a preview of the presentation anticipated to be given by MATOC Facilitator Taran Hutchinson at the December 18 TPB meeting [later deferred to a future TPB meeting due to time constraints]. The presentation itself was segmented into introductory read-ahead slides; a main group of slides to be discussed at the meeting; and a group of reference slides at the end with additional detailed information if needed.

As highlighted on Slide 7 of the presentation, MATOC's operations procedure, including hours of operation, staffing, and role as a regional "watch desk" were mentioned. In addition to regular weekday hours, MATOC stands up operations for instances such as the Fourth of July and severe weather events.

Slide 8 highlighted MATOC's partner agencies, including the set of core transportation and regional homeland security watch desk agencies involving frequent, real-time communications. Another set of entities become involved under certain circumstances such as severe weather; new in this category was a protocol now being established for MATOC outreach to regional Public Information Officers (PIOs), for public outreach during extreme incidents. MATOC also has a wider list of agencies that subscribe to its text/email notifications, and MATOC staff itself monitors information sources from a wider list of agencies, especially police and fire communications. MATOC staff uses a long list of tools and information sources to maintain situational awareness of the region.

MATOC's activities have included operations support of major NCR Events, such as July 4th Celebrations, Presidential Inaugurations, the Papal Visit, the World Police & Fire Games, the NHL Stanley Cup Championship Parade, and the MLB World Series and Parade. MATOC hosts a particularly active Severe Weather Coordination Working Group, as well as a Regional Construction Coordination Working Group and other topic-specific subcommittees. MATOC staff maintains a well-regarded Regional Event Calendar at www.matoc.org/regional-event-calendar/.

MATOC has sponsored regional Traffic Incident Management events, including a 2016 Conference (College Park, MD), a 2018 Table Top Exercise (Alexandria, VA), and an anticipated 2020 Table Top Exercise (Washington, DC). MATOC has also hosted regional after-action reviews for major freeway incidents such as the June 20, 2018 Woodrow Wilson Bridge tractor trailer crash and fire, and the March 28, 2019 American Legion Bridge overturned gasoline tanker incident.

MATOC has a defined geographic area of interest, which may be adjusted seasonally or due to weather, construction, or special event issues. MATOC has operating procedures that have triggers/thresholds for notifications, such as number of lanes closed and duration of incident. MATOC's role is especially strong once an incident has been verified. There is a challenge of right-sizing notification protocols to make sure there are not too few notifications (missing important ones), nor too many notifications (which become "noise" for recipient agencies). Tools used by MATOC staff also help hone in on the critical incidents. MATOC staff works regularly with MATOC's Steering Committee and Operations Subcommittee to ensure that communications protocols and standard operating procedures are correct; notification performance metrics are regularly reviewed.

Other ongoing challenges included system resiliency (e.g. during power failures); ensuring existing data sets/sources are maintained (MATOC depends on the data generated by partner/other agencies is impacted by any disruptions); limitations on arterial and transit data availability; and limitations on security/utility-specific incidents and events (information may not be made available, or even suppressed, for security reasons). However, overall, MATOC continues to fulfill its roles and to pursue its core missions to serve the region.

Mr. Srikanth noted that TPB members have raised the issue of notifications to the media (though MATOC's core mission is notifications to public agencies, not to the media). To this end, MATOC has been working with COG's Public Information Officers on outreach. Currently under final development, this new protocol would mean that if defined criteria were met for an event (e.g., a total facility closure for a duration that will span multiple rush hour periods), MATOC staff would notify the designated PIO committee chairperson and/or COG PIO committee staff persons, for the PIOs to consider a special notification/outreach to the public and media. The example used was the March 28 American Legion Bridge-area tanker truck incident involving a full closure of the road for more than 12 hours, where wide outreach was important.

Mr. Meese added that transportation agencies are also now working on systems that automatically share incident information with apps, social media, or other systems used by travelers, such as Waze. Also noted was that incidents with a duration of less than one hour, and with backups entirely within one jurisdiction, offer less opportunity for MATOC involvement than do long-duration incidents.

5. FTA Section 5310 Enhanced Mobility Program

Sergio Ritacco, TPB staff, presented an overview of the Enhanced Mobility grant program, status of the selection process, and the timeline for TPB committee briefings and actions in the coming months. Mr. Ritacco began by presenting the guiding principles, policies, and planning document guiding the solicitation process. This review included information on the needs, strategies, and priority projects established in the Coordinated Plan and guides the selection of Enhanced Mobility projects.

Mr. Ritacco described the solicitation for grant applications which ran from August 14 to November 4, 2019. TPB staff held six pre-application conferences: one in VA, one in MD, three at COG, and one virtual. The Selection Committee met in December and was chaired by AFA Chair Ms. Kacy Kostiuik. Twenty-nine applications were reviewed by the Selection Committee. The total federal request was much greater than funding available: \$12.5 million in requests for the \$7 million available.

Mr. Ritacco said that the TPB Officers would be reviewing the funding recommendations and with their concurrence, the recommendations will be presented to the TPB for approval on January 22. The recommendations will be made public the day of the TPB mailout: January 16, 2020. The applications not recommended for funding will receive a letter with tips for improving their application for the next solicitation. The TPB solicits for projects every two years and the next solicitation is planned for Summer 2021.

Technical Committee members did not have any questions or comments.

6. Curbside Management at DDOT

David Lipscomb, DDOT briefed the committee on DDOT's recent curbside management efforts including their coordination with other jurisdictions in the region.

After reviewing demographic and mode share data for the district, Mr. Lipscomb described the role that parking, loading and unloading for people and goods, ADA compliance, as well as transit, bicycle, and micromobility modes (scooters/mopeds) plays in curbside management.

DDOT conducted the Connecticut Avenue Nightlife Restriction Pilot which removed nighttime parking on the busiest sections of Connecticut Avenue near Dupont Circle to establish pick-up/drop-off zones to facilitate the safe and efficient movement of people and goods, reduce curbside turnover time, and make space for all modes to interact with the curbside. Based on the positive results of the Connecticut Avenue pilot and the subsequent 14th and U Street pilot, an additional 20 pick-up/drop-off zones were installed in the district by the end of 2019.

Mr. Lipscomb then highlighted the regional aspects of curbside management in the areas of accessibility, parking supply management, and operations. DDOT has convened a Regional Curbside Management Roundtable that meets periodically to share knowledge and explore partnership

possibilities. The roundtable is well attended and includes representatives of many jurisdictions in the region.

Mr. Lipscomb responded to a question about towing by noting that towing along cannot solve the curbside issues. He further noted that DDOT is coordinating with DPW and MPD to ensure that all agencies have a common understanding of the program. Some success has also been realized through implementation of market-based pricing of curb parking.

7. Transportation Land-Use Connections (TLC) - A Review of Implementation Progress from a Sample Group of Past TLC Recipients (FY16-FY18)

Nick Suarez, TPB staff, presented to the group on the Transportation/Land-Use Connections (TLC) Program. The TLC program, which provides funding for consulting services to TPB-member jurisdictions to carry out small planning projects, typically results in studies and preliminary design work for jurisdictions to build on. Over the past three months, TPB staff conducted a review of past TLC projects by contacting recipients and gathering information on how projects have progressed toward implementation.

Mr. Suarez detailed the range of impacts that TLC projects have had for jurisdictions across the region. In speaking with 21 out of 25 program recipients from FY2016 – FY2018, TPB staff categorized the impacts of these projects into six categories; capital improvements, informing small area plans, new planning tools, contributions to policy change, new employees/committees, and ongoing conversations and summits. The study sample of TLC projects considered in this review found that the most common implementation category was capital improvements, in which 10 of the 21 projects were recorded to have followed up with further design/engineering work. Mr. Suarez went on to describe the four projects in this category that jurisdictions have begun construction for. The presentation summarized each category of TLC implementation and described how at least one project had “succeeded” in that area. An accompanying memo with more detailed information was made available to the committee.

TPB staff’s review of the TLC program also offered a chance for recipients to make comments and suggestions on how the TPB could better support implementation. Mr. Suarez shared the suggestions made to TPB staff through conversations with jurisdiction staff at the end of the presentation.

Mr. Suarez’s presentation was accompanied with remarks by John Swanson, TPB staff on the upcoming solicitation for FY2021 projects. The application will open on January 6, 2020 and end on March 9. In addition, TPB staff will be hosting a TLC Peer-Exchange event as an opportunity to share results from the program’s most recent FY 2020 projects as well as discuss successful implementation strategies of past projects. That event will be held at the Ronald F. Kirby Training Center on January 13, 2020, starting at 10:00 AM.

8. Other Business

• Public Participation Plan Update

Bryan Hayes updated the committee on the projects schedule. He noted that post the information gathering stage, staff will now reach out to all DTP staff to gather more input in respect to the importance of the plan and how it can support staff in their various roles. The next phase in the project will be the development of a memo that will be shared with the committee in January 2020. Focus groups will be conducted through February with the expectation of a complete draft plan in March. The plan will then be released for a 45-day public comment period with the goal of having the plan approved by the TPB in May.

- **National Capital Region Trail Network Update**

Mike Farrell shared that only two remaining jurisdictions, Prince William County and Loudoun County, needed to provide meta data to complete data gathering process for the trail network.

- **Station Access update**

John Swanson informed the committee that TPB staff recently completed a round meetings with jurisdiction staffs on Transit Access Focus Areas (TAFA's). Throughout the months of October and November TPB staff met with 5 jurisdictions, those being Arlington on October 28, Fairfax on November 15, Montgomery County on November 18, Prince George's on November 19 and, DC on also, November 19. Mr. Swanson thanked the jurisdiction staff who attended the site visits for their time and extensive contributions to the dialog and project as a whole.

- **TLC Peer Exchange**

Jaleel Reed announced that this event will be held on Jan. 13, in the Kirby Training Center from 10AM to 2:30 PM. The event may offer participants the opportunity to receive AICP credits. He described the event as an opportunity for current and former TLC grant recipients to share with each other regarding past outcomes and lessons learned in an interactive way with the goal of advancing regional and jurisdiction-based priorities and how the TLC program can better help.

- **7-Day Panel Survey**

Tim Canan reminded the committee of a previous announcement made regarding additional resources that were budgeted for the Regional Travel Survey to conduct a more modest 7-day panel study. This study has concluded with staff having reached the target of 1000 households. Staff looks forward to synthesizing the data collected and reporting results back to committee members and the board in several months.

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

Jane Posey announced that the amendment to the Visualize 2045 AQ analysis is underway and that results are very similar. She noted that the data has undergone significant scrutiny and review has reached a significant degree of confidence after having clarified discrepancies related to fuel sulfur levels and federal guidance. The report will be released for public comment at the end of January with the goal of board approval in March 2020.

- **COG/MPO Convening on Transportation and Climate Initiative – January 16, 2020**

Erin Morrow shared that the Transportation and Climate Initiative (TCI), which is the group of 13 Northeastern and Mid-Atlantic states working to reduce carbon emissions from transportation, will release a draft Memorandum of Understanding (MOU) in December that will outline its proposed cap-and-invest program. TCI will be accepting comments on the (MOU) through February.

TPB staff are part of an informal group of staff from MPOs and COGs in the TCI states lead by Boston's regional planning agency that are discussing the role for MPOs and COGs in TCI's work. MWCOG will host the second in-person convening of this group on January 16, 2020.

Mr. Erenrich asked if local jurisdiction staff were invited. Ms. Morrow responded that the agenda for this convening is geared toward COG and MPO staff.

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

Lyn Erickson, TPB Plan Coordination and Development Director, reminded committee members of the outreach efforts that are happening between TPB staff and member jurisdictions and noted that through this process, staff are learning more about the work jurisdictions are performing and how they align with the long-range plan's aspirational goals. She encouraged representatives to consider how their work can be brought to and shared with the technical committee and TPB.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – December 6, 2019**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings

DCOP Kristin Calkins

MARYLAND

Charles County Alex Waltz

Frederick County Ron Burns
City of Frederick David Edmondson (phone)
Gaithersburg -----

Montgomery County Gary Erenrich
Prince George's County Anthony Foster (phone)
Rockville -----

M-NCPPC -----

MDOT -----

Takoma Park Jamee Ernst

VIRGINIA

Alexandria Jim Maslanka
Arlington County Dan Malouff
City of Fairfax Chloe Ritter (phone)
Fairfax County Malcolm Watson (phone)
Falls Church -----

Fauquier County -----
Loudoun County Robert Brown

Manassas -----
NVTA Sree Nampoothiri

NVTC -----
Prince William County Paolo Belita

PRTC Betsy Massie (phone)
VRE Sonali Soneji (phone)

VDOT Norman Whitaker
Regina Moore

VDRPT Todd Horsley (phone)
Clinton Edwards (phone)

NVPDC -----

VDOA -----

WMATA Charles Dingbloom

FEDERAL/REGIONAL

FHWA-DC -----

FHWA-VA -----

FTA -----

NCPC -----

NPS Laurel Hammig

MWAQC -----

MWAA -----

COG STAFF

Kanti Srikanth, DTP

Lyn Erickson, DTP

Tim Canan, DTP

Andrew Meese, DTP

Mark Moran, DTP

Abigail Zenner, DTP

Brandon Brown, DTP

Bryan Hayes, DTP

Daivamani Sivasailam, DTP

Dusan Vuksan, DTP

Eric Randall, DTP

Erin Morrow, DTP

Gregory Grant, DTP

James Li, DTP (phone)

Jessica Mirr, DTP

John Swanson, DTP

Jon Schermann, DTP

Karen Armendariz, DTP

Kenneth Joh, DTP

Matthew Gaskin, DTP

Michael Farrell, DTP

Nicole McCall, DTP

Nick Suarez, DTP

Patrick Zilliacus, DTP

Sergio Ritacco, DTP

Stacy Cook, DTP

William Bacon, DTP

Sunil Kumar, DEP (phone)

Jaleel Reed, DHSCP

OTHER

Alex Brun, MDDOE (phone)

Toria Lassiter, MDOT SHA (phone)

Mitsuru Tanaka, EXP

Lora Byala, Foursquare

Winstina Hughes, MDOT

Patricia Happ, NVTC (phone)