

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
NOVEMBER 3, 2017

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the October 6, 2017 Technical Committee Meeting

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

2. Critical Urban Freight Corridors

Mr. Schermann noted that the proposed National Capital Region (NCR) Critical Urban Freight Corridors (CUFC) were presented to the TPB as a notice item during their October 18 meeting. To date, no comments have been received by either the Board or the Technical Committee. While there have been no changes to the set of proposed CUFCs since the Board meeting, Mr. Schermann noted that there was a single change to the Virginia CUFCs since the last Technical Committee meeting. This change was the replacement of a one-mile segment of VA 28 with a one-mile segment of the Prince William Parkway. This change is reflected on page 7 of the memo provided in the mailout. The Board will be asked to approve these NCR CUFCs at their November 15 meeting.

3. Amendment to update Projects and Funding in the District of Columbia Section of the FY 2017-2022 TIP

Mr. Austin stated that DDOT had requested an amendment to update all projects and funding in its section of the FY 2017-2022 Transportation Improvement Program (TIP). The draft amendment was released for public comment on October 12 and the TPB had been briefed on the request at its October 18 meeting. Since the amendment was released for comment, DDOT had requested a set of 12 corrections. The corrections would add approximately \$340 million to the TIP amendment, which is a larger amount than TPB staff was comfortable approving as a technical correction. Mr. Austin said that TPB staff would take the proposed corrections to the November 3 TPB Steering Committee and ask that they review the changes and recommend to the TPB that they be included in the amendment when it is considered for approval on November 15.

4. Long-Range Plan Task Force Status Report

Mr. Srikanth provided an update about the activities of the Long-Range Plan Task Force. He described the events of the October 18 task force meeting at which the final performance measures were presented and a process was decided upon for the task force to decide on a set of initiatives to recommend to the TPB for endorsement. The process is described in detail in the memo and attachments that were distributed. He announced that the December 6 meeting of the task force may begin 30 minutes earlier than had been scheduled, at 1:30 instead of 2:00 P.M.

Mr. Brown asked if the 2/3 vote as part of the process meant members needed to be present for the vote and if the 2/3 proportion would be out of the total task force membership or total membership present. Mr. Srikanth said that remote voting is possible should a member be unable to attend, and that remote participation in the meeting is possible, but it may be difficult for task force members to participate in the conversation remotely.

Ms. Snyder stated that there was precedent for the remote voting, as other task force members had done so at previous meetings.

Mr. Holloman asked if the TPB would be checking in with the TPB member jurisdictions to see if and how the projects are being advanced locally, and what the future vision would be after the task force's work concludes. Mr. Srikanth answered that the task force and TPB have not yet determined this path forward, but that some members have expressed the view that there should be a system in place for jurisdictions to report back after TPB endorses initiatives. He added that there has been precedent in the past for this with traffic signals.

Mr. Erenrich asked how far in advance the analysis would be ready for the November 15 TPB meeting. Mr. Srikanth replied that staff was aiming to post the results by the morning of November 14. Mr. Erenrich asked for the information to be double- and triple-checked. Mr. Srikanth replied that the technical team is working very hard to check work and will continue to do their best.

Mr. Brown added that the task force item at the board is not an action item in November, and he asked if it will be the first item discussed to allow for plenty of discussion time. Mr. Erenrich added that many people will not have had time in advance of the meeting to read the document and comprehend the technical analysis. Mr. Srikanth replied that the November 15 TPB meeting has been planned to leave enough time for discussion of the task force items, and other items on the agenda were included only if they were considered absolutely necessary for that month. He added that most of the other items were not expected to require in-depth discussion. He also added that the board members will be able to ask clarifying questions with what time allows but that there will not be enough time to delve more deeply into discussion – and that the task force meeting time would be devoted to the deeper discussion..

Mr. Brown added that he suspected the presentation would take up a lot of the meeting time. He asked what “future study” would mean when the TPB makes endorsements in December. Mr. Srikanth said that staff does not anticipate TPB staff to do further study, and that the “future concerted action” referred to in the resolution referred to future concerted action by TPB member jurisdictions. He added that if the TPB asks staff to do more, then staff could look into it within the resource constraints that exist.

Mr. Brown asked about the path towards any of the initiatives being included in Visualize 2045 after the TPB vote. Mr. Srikanth said that the Visualize 2045 plan will have constrained and unconstrained elements – the unconstrained element will include the “All Build” analysis which was done last year, plus the endorsed initiatives from the task force.

Mr. Erenrich asked if the initiatives need a project sponsor. Mr. Srikanth replied that no project sponsor is needed for the unconstrained element, and that endorsement of certain initiatives should be considered a “call for action.” Mr. Erenrich clarified that this element would be more like a report. Mr. Srikanth added that these initiatives need to be studied further to see which are viable and what it would take to make them happen.

Mr. Davenport asked if the task force will reconvene next year after the December 20 meeting. Mr. Srikanth stated that he is not sure what the incoming TPB chair would decide, and that it will depend upon what happens on December 20.

Mr. Emerine suggested that staff should anticipate that some TPB members may wish to continue the discussion beyond this year, and it might be prudent to explore what kind of budgetary flexibility staff has to accommodate more future work. Mr. Srikanth said that internally this discussion has already begun.

5. VISUALIZE 2045 Technical Inputs and Financial Analysis Status

Mr. Austin, informed the committee that the updates to project costs and the completion dates of records in the database for the Constrained Element (iTIP) were nearing completion. He stated a final draft report would be provided to each agency to take care of any remaining issues. Mr. Austin reminded committee members that the Technical Inputs Solicitation had been approved by the TPB at its October meeting and that agencies should be working to submit their projects ahead of the November 15 deadline. He stated that TPB staff would appreciate any advanced notice for larger projects that would need a project profile and inclusion in the RTPP/Federal Planning Factor analyses. He provided a brief reminder on how to update air quality conformity data and that transit assumption information would need to be provided to Jane Posey by January 5, 2018.

Mr. Whitaker said that he would need any additional information from local or regional agencies in Virginia as soon as possible. Ms. Massie asked if agencies could update their own projects. Mr. Whitaker said that would be acceptable and Mr. Austin offered assistance to any agency staff that wanted to do that.

Eric Randall provided an update on the progress of the financial element of Visualize 2045, which is a federally required part of the long-range plan. He reported that the major agencies, including State DOTs, WMATA, and NVTA, have completed their revenue forecasts and their updates for currently planned projects and programs in the TIP/CLRP database. In turn, the DOTs have been reaching out to the local jurisdictions and agencies to get their information. At this time there is a funding gap, but the financial analysis will be re-run after the submissions are received in response to the Technical Inputs Solicitation. Staff will then work to reconcile the final numbers over the next few weeks, so that an analysis is complete and ready for the December board meeting to approve the conformity inputs.

6. DC Metro Area Joint Flood Study by US Army Corps of Engineers/COG

Mr. Sivasailam provided a quick overview of how the study relates to resiliency planning for the long-range plan and introduced Tanya Spano the COG project Manager for the study. Ms. Spano described the forthcoming three-year study and the expected outcome of the study. She mentioned data needs and how the work already done by agencies could help the study. There will be periodic updates to the members of the Technical Committee as the study progresses. In response to a question as to whether data is required only within the defined study area, Ms. Spano clarified that the study related to an area specified in a map in the attachment, but she added that studies conducted outside the study area but within COG member jurisdictions would be useful. The study will identify the impacts of flooding on all assets including transportation, which will be useful for the TPB. The study will develop a risk assessment of all critical infrastructure within the study area.

7. Non-Motorized Regional Priority Projects

Mr. Swanson briefed the committee on a proposed process for developing a regional package of pedestrian and bicycle priority initiatives 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 will include: 1) the National Capital Trail (previously known as the Bicycle Beltway) and 2) Metrorail station access improvements. Staff proposes that the TPB be asked to act on this package at its meetings on December 20, along with the planned endorsement of initiatives from among the ten that are currently being analyzed on behalf of the

Long-Range Plan Task Force. He said the Technical Committee will receive a more comprehensive briefing on the non-motorized initiatives at its December meeting.

Mr. Brown noted that Loudoun County had received technical assistance through the TLC Program to study station access improvements at future Metrorail stations. He asked if these kinds of improvements will be prioritized as part of these initiatives.

Mr. Srikanth answered yes, these are the kinds of projects the TPB would be seeking to prioritize. He said that the projects that have been identified in WMATA's 2016 Metrorail Strategic Investment Strategy (MSIS) represented the types of projects that might be pursued, although he noted that that precise list of projects in that study may be somewhat out of date. He noted that the TPB has a small amount of funding through the TAP and TLC programs that could be used for these types of initiatives. He also noted that in the future, the region may want to bundle some of these projects together in a TIGER grant application.

Mr. Erenrich noted that pedestrian and bicycle projects are not typically "funded" for out-years in a plan. He emphasized that the challenge related to implementing these projects was not necessarily a lack of funding, but a lack of prioritization.

Mr. Emerine suggested that staff might consider integrating bikesharing demands and opportunities into the identification of non-motorized priorities.

Mr. Nampoothiri asked if the pedestrian and bicycle priorities included in the NVTa's TransAction plan were included in WMATA's list of station access improvements in the MSIS.

Ms. Allison said that the MSIS was finished in 2016 and the projects in it were taken from approved local plans, so it should include the priorities in TransAction.

Mr. Orleans called attention to a situation in which WMATA had been reluctant to implement necessary station improvements.

Mr. Srikanth noted that every station area will present unique challenges for implementation.

8. PBPP Overall Update

Mr. Randall, TPB Transportation Engineer, provided an update on federal PBPP rulemaking and TPB's plan for implementation, speaking to a memo. He went over the PBPP rulemakings that became effective in May, for Pavement and Bridge Condition and for System Performance (Highway, Freight, CMAQ Program). He said the System Performance rule had a measure on Greenhouse Gas emissions reporting which was indefinitely suspended in May, but this performance measure became effective in September, closely followed by a notice of proposed rulemaking to repeal it. A comment letter in response to this notice was discussed at the October TPB meeting and will be approved by the Steering Committee this afternoon, asking to retain the measure.

Mr. Randall noted that one PBPP proposed rulemaking is still pending, that for Transit Safety. Speaking to the board schedule, he said the board approved the regional transit asset targets in June; next up are the highway safety targets due by February 2018. He said Mr. Schermann would be speaking to those targets next on the agenda. He said the State DOTs have to set many of the highway performance measure targets by May 2018, and the board will need to act by next November. He said that work is ramping up, and local jurisdictions will be involved for portions of the National Highway System (NHS) that they own. Finally, he noted that all affected parties need to jointly agree upon and document in writing the coordinated processes for collecting data,

selecting targets, and reporting targets and actual performance. He said that this is a federal requirement, and the federal staff are very keen on seeing it accomplished.

9. PBPP Highway Safety Targets

Mr. Schermann briefed the Committee on the status of the PBPP Regional Highway Safety Targets. He noted that the states have each submitted their statewide targets to the FHWA as part of their Highway Safety Improvement Program (HSIP) reports distributed at the end of August. MPOs have until the end of February 2018 to submit their regional targets to the state DOTs. TPB staff are in the process of developing proposed targets for the National Capital Region (NCR) using a methodology that incorporates each state's unique target-setting approach. He said he would be presenting these regional targets to the Technical Committee at its December meeting.

In response to a question from Ms. Snyder, Mr. Schermann noted that while TPB staff have not explicitly coordinated with the FHWA on the development of the NCR highway safety targets, staff at FHWA's safety office have been apprised of the TPB approach and have invited TPB to participate in an FHWA Highway Safety Target-Setting Peer Exchange in December 2018.

10. NVTC I-66 Commuter Choice Program

Ms. Happ, Northern Virginia Transportation Commission, spoke to a presentation on the I-66 Commuter Choice Program, providing an overview of the program, the status of funded projects, and an update on the current call for projects. The program will use toll revenues from I-66 Inside the Beltway to fund multimodal transportation projects that improve travel in the corridor. For the first two rounds of funding, VDOT has advanced funding ahead of the imminent start of tolling. She described the three project requirements, noting the projects must: 1) benefit the toll payers of I-66 Inside the Beltway, primarily by getting cars off the road; 2) meet legal eligibility (location, type, applicant); and 3) meet one or more of the Transform 66 Improvement goals. She spoke to eligible applicants and project types. The first round of projects for FY 2017 led to the approval of 10 projects for funding of approximately \$9.8 million dollars. Projects that would be ready to go and could be ready by the time tolling starts next month were the priority. These projects are being monitored to see if they perform as expected, and she provided a list of the anticipated benefits. The second Call for Projects for FY 2018 has been issued for projects to be funded with the anticipated tolling revenue. Selected projects go to the Commonwealth Transportation Board for final approval.

Mr. Holloman asked if there is an opportunity to bank funds to allow a larger project to be funded after several years. The response was that this is a future goal, but the immediate focus is on quickly implementable projects.

Mr. Erenrich asked about the anticipated increase in toll revenues. The response was that VDOT has provided projected numbers to date, but these will be adjusted after the tolling begins.

Mr. Srikanth added that funding multi-modal improvements such as transit and TDM was a key goal of the VDOT project, but toll revenues will also need to cover operations and maintenance of the toll road. He reminded the committee members that VDOT is directly operating the Inside the Beltway portion of the I-66 toll facility, as opposed to I-95 and I-66 Outside the Beltway. Similar funding will be leveraged from the I-66 and the I-395 extensions of the tolling facilities.

11. Citizens Advisory Committee Recruitment and Selection

Mr. Hayes reminded the committee about the history and mission of the TPB's Citizens Advisory Committee (CAC). He said that the committee will start accepting applications the week of

November 6. He said that the application window closes on December 15 and that a packet of all the applications will be shared with the 2018 TPB officers at the December TPB meeting. He said that the officers will select their nominations who will be approved at the January TPB meeting.

Mr. Hayes said that in the last few years there have been members of the committee that changed jobs mid-term and ended up working at a TPB member jurisdiction or agency. He said that there is a desire to prevent the possibility of a conflict of interest. He referred to his memo and described changes that have been made to the CAC application to prevent conflicts with CAC members working as transportation staff for TPB board members. He said that the main change is that people who work for TPB members are no longer eligible to serve. He said that there is an exemption for the 2018 committee for people who work for TPB members and serve on the 2017 committee. He said that the other change is that staff will work with the board to determine whether input from transportation professionals is valued as part of the CAC.

A question was asked about whether employees of federal agencies are eligible to serve on the CAC.

Ms. Erickson said that generally federal employees can serve on the committee. However, employees of FHWA and FTA are not eligible because those agencies are ex-officio members of the board. She said that people who work for agencies that sit on the board have an opportunity to participate formally through their board members.

Mr. Srikanth said there are a variety of ways that the public can participate at the TPB, including public comment at TPB meetings and directly through the board members that represent their jurisdiction. He said that because there is demand to serve on the committee, he said that it is important to offer the seats to people who do not have the opportunity to comment via their employer.

Mr. Malouf asked if this requires a change to the bylaws.

Mr. Srikanth said that it does not.

Mr. Hayes said that it will be included in the next update to the TPB's Participation Plan.

A question was asked about people who work for organizations that are on COG's vendor list.

Mr. Srikanth said that is not something that is being decided at this time. He clarified that there are some people who work as transportation professionals that serve on the committee.

Ms. Erickson added that the application now asks people whether or not they have business with COG or the TPB.

Mr. Hayes said that in a typical year there are 24 members of the committee, and that between one and four are transportation professionals. He added that the application includes an ethic statement requiring members to declare any possible conflicts of interest.

A question was asked about how jurisdictions can help promote the application window for the CAC.

Mr. Hayes said that the window will be announced via TPB newsletters, committee meetings, and via TPB News and social media. He said that staff is asking members of the Technical committee to think of folks in their jurisdiction that might be a good fit for the CAC and encourage them to apply.

Mr. Erenrich asked about the Community Leadership Institute as a source for recruitment. He asked when the next session is scheduled.

Mr. Swanson said that the next CLI session is not scheduled.

12. Aviation Technical Subcommittee Overview and Update

Ms. Erickson introduced this item by noting that staff was giving the first of these presentations to strengthen the linkage between the Technical Committee and its functional subcommittees. Mr. Roisman introduced Mr. Hewitt from the Metropolitan Washington Airports Authority (MWA), the 2017 Subcommittee chair.

Mr. Hewitt presented information on responsibilities, membership, and program funding sources of the TPB Aviation Technical Subcommittee. The subcommittee is responsible for the coordination of airport system planning with the regional transportation planning process and works primarily with the three regional commercial service airports: BWI, DCA, and IAD, as well as with the FAA. Mr. Hewitt noted how valuable the regional air passenger survey overseen by the subcommittee is to him and his agency, particularly due to the large sample size. It provides a wealth of observed data on a number of topics of interest on airport activities.

Mr. Roisman presented information on the history of the subcommittee and CASP program, going back to the first major regional aviation study, "The Future of Washington's Airports" in 1975. He then covered the current air systems program that operates on an odd/even year cycle, beginning with the biannual regional air passenger survey in odd-numbered years (field data collection for the 2017 air passenger survey concluded on October 31) and associated program deliverables. In addition to the survey, Mr. Roisman covered the airport ground access forecast update and ground access element, airport ground access travel time study, air cargo element, and regional air system plan updates. The ground access element is the synchronizing mechanism that links airport ground access needs to the metropolitan transportation plan.

A subcommittee member asked about other regions and MPOs that conduct air system planning. Mr. Roisman noted that New York, Los Angeles, the San Francisco Bay Area, Seattle, Dallas/Fort Worth, and Philadelphia are all active regions that he will be speaking with as part of the plan update process. A citizen asked about the interaction between transportation network companies (TNCs) and airport ground access. Mr. Roisman noted that the ground access travel time study is highway mode neutral; i.e., the average travel time is assumed to be the same between regional origins and airport destinations whether you are driving alone or riding in a TNC, all other things held equal. The results of the 2015 air passenger survey showed a significant number of people accessing the airports via TNCs.

13. WMATA COG Board

Mr. Randall provided a brief update on recent activities of the COG board and the Metro Strategy Group (MSG) and regional initiatives and proposals related to Metro funding. The Committee was previously updated on the workings of the MSG of local elected and appointed officials. The MSG had reached consensus on the need to generate \$500 million annually in new dedicated funding to cover WMATA's capital funding gap, through a predictable, recurring and bondable source. The MSG is continuing to work toward a consensus on the best solution that works for all three major jurisdictions – the District of Columbia, Maryland and Virginia – on raising the agreed-upon amount of new dedicated funding. Several plans have been proposed, including a regional sales tax, a proposal by Governor Hogan for four years of funding split four ways among the States and Feds, and an anticipated budget proposal by Governor McAuliffe in Virginia.

The MSG is awaiting the publication of the “LaHood Report,” an assessment of WMATA’s status and needs commissioned by Virginia Governor McAuliffe and led by former US Secretary of Transportation Ray LaHood. The chairs of the MSG will provide a brief update at the November 8 COG Board meeting. An action or recommendation is expected to be brought to the COG Board at a special meeting on December 13.

14. Other Business

Ms. Erickson introduced the other business portion of the agenda.

Ms. Zeller announced there would be a webinar work session on November 27 for Technical Committee members to provide feedback as to what information would be most interesting from the Visualize 2045 Public Input Survey, as staff is currently planning the analysis. She also stated members are invited to share feedback through e-mail or over the phone.

Ms. Erickson described two letters that staff is drafting: 1) There is a draft of the comment letter on the Notice of Proposed Rulemaking to repeal the Greenhouse Gas measure, which will be discussed at the following Steering Committee meeting, and sent out afterwards. 2) There is a draft comment letter on Maryland’s Governor Harry W. Nice Bridge as discussed at the October TPB meeting, which will also be discussed at the TPB Steering Committee.

Mr. Schermann described the Freight Forum which took place earlier in the week with a theme of freight and neighborhood livability.

Mr. Srikanth described the TOD Forum which took place the day before which included TPB staff presenting ideas for improving bike and walk access to Metro stations. Mr. Randall suggested members look at the presentations which are available online.

Ms. Erickson announced that the Street Smart fall regional launch took place earlier this morning in Fairfax, she also announced that Ben Hampton is leaving TPB staff to join Arlington County.

15. Adjourn