

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For meeting of
November 4, 2016

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the November 4, 2016 Technical Committee Meeting

The Minutes were approved as written.

2. Recap of Items Out for Public Comment and Summary of Public Comments to Date: Draft 2016 CLRP Amendment, FY 2017-2022 TIP, Air Quality Conformity Analysis

Ms. Erickson stated that the documents that had been posted for the agenda item had all been released for a 30-day public comment period on October 13. She added that the TPB would be asked to approve these documents at its November 16 meeting.

Mr. Austin briefed the committee on the number and nature of the comments that had been received so far. He said TPB staff would continue to monitor the incoming comments and share them with the appropriate agency personnel. Mr. Austin noted the comment period closed on Saturday, November 12 and that would allow for only two working days for staff from TPB and member agencies to develop responses prior to the board's meeting on the 16th. Mr. Austin also stated that all persons who had submitted comment

Mrs. Erickson asked committee members to alert their board members that the response to comments memo would be delivered to them at the meeting and that they would be asked to accept these responses for inclusion in the documentation of the CLRP, the TIP, and the Air Quality Conformity Analysis. She described the order of approval by the board of the remaining items.

Mr. Srikanth echoed the need for input from agency staff in the development of responses. He also noted that the TPB's Access for All Advisory Committee had reviewed the CLRP and would be submitting comments. Ms. Erickson added that the Metropolitan Washington Air Quality Committee had reviewed the conformity analysis and had submitted comments as well. Mr. Srikanth stated that any project-specific comments would be shared with agencies ahead of time to get input for the responses. Mr. Srikanth reported that Mr. Allen from the District of Columbia would summarize the AFA's comments at the meeting.

Mr. Brown asked if the order of approval between the Air Quality Conformity Analysis and the CLRP could create any confusion on behalf of board members. Mr. Srikanth and Ms. Erickson stated that they would examine how the materials were packaged and presented to make sure board members understood the relationship between each of the pieces.

3. Self Certification Statement

Ms. Erickson described the federal requirement that each MPO must certify that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements. The TPB will be asked to endorse the statement of certification and it must be signed by the TPB Chair, DDOT, MDOT and VDOT. TPB staff will also provide a document which describes how the MPO is addressing each federal requirement as part of the approval. Ms. Erickson asked the

committee members to make sure their board members are comfortable with the information provided and if they have any questions to please contact her.

4. WMATA-COG Technical Panel “Interim Report” and Metro Safety Commission Update

Mr. Srikanth briefed the committee on two items related to WMATA. The first item was the work done on assessing WMATA, which the TPB Chair identified in January as one of the key three priorities for the year. At the same time, COG board also focused on WMATA as a priority. Two Metro symposiums were held by COG and the Board of Trade, in March and June, for which TPB staff assisted.

In June, the COG board authorized the convening of a technical panel to prepare an assessment of Metrorail safety, reliability, state of good repair needs and funding. The panel was composed of the Chief Administrative Officers and the CFOs of WMATA and DC. Specific tasks included an assessment of Metro’s unmet long-term operating and capital needs and the development of a set of performance metrics and targets by which Metro can be evaluated. The panel then considered alternative funding options to meet Metro’s needs as well as the economic benefits of Metro to the region. TPB staff assisted in the work of the supporting the panel.

Last week, the COG board received a briefing on the interim report of the panel. The interim report is available on the COG/TPB website. Mr. Srikanth also noted relevant items and excerpts of the interim report in the mail-out material that was made available to the committee. The work of the panel will continue into next spring and produce a final report, which will include information about long-term funding options. Mr. Srikanth noted that this information will help inform the financial analysis for the 2018 CLRP, as required for a long-range plan quadrennial update. He reviewed the financial details in the interim report, including ranges for Metro’s annual capital and operating needs for the next ten years.

Ms. Davis noted that WMATA staff are working on the comprehensive Capital Needs Inventory, which should be ready around the end of the year. It will include both state of good repair needs and also systemic needs including the capacity projects originally proposed as Metro 2025.

Secondly, Mr. Srikanth reported on the progress made in the development of the Metro Safety Commission. This is the name for the planned new state safety oversight agency, which will replace the current Tri-State Oversight Commission by incorporating the new requirements of the MAP-21 and FAST Act for these rail safety oversight agencies. These new requirements include more legal authority and enforcement ability, which should lead to the MSC being much more effective. To set up the MSC, the three states each have to pass a new law and there will have to be a new interstate compact, plus Congress will have to pass legislation as well. The state attorneys-general, FTA, and other stakeholders have been involved in drafting the bill and getting it onto the legislative agenda for the three states. DC is expected to pass the bill by the end of this year, and Maryland and Virginia in early 2017. Meanwhile, COG is assisting in setting up the new MSC, figuring out staff, duties, budget, organization, office needs, and other requirements. Mr. Ramfos is the staff lead at COG for this activity, with assistance from a management consulting firm.

Mr. Holloman asked about the deadline for setting up the MSC set out by US DOT Secretary Foxx. Mr. Ramfos responded that the deadline is February 7, but that it will likely not be met due to the time needed for the states’ legislative action let alone that of Congress. The US DOT deadline letter threatened to withhold up to \$15 million of FTA funds from Maryland,

Virginia, and District, but this is at the discretion of the US DOT Secretary, which will likely be a new person by next February. Mr. Srikanth emphasized that it will be up to the Secretary, he has the authority but also the discretion. Presumably, if a lot of progress is being made, the funds will not be withheld.

Mr. Srikanth also noted that only this region and Metro had this short a deadline to establish the new state safety oversight agency. The federal legislation gave three years for the new state safety oversight agencies to be established. It is because of the WMATA L'Enfant Plaza incident and the FTA's takeover of safety oversight of WMATA that this region has a short deadline.

A question was asked about the model used by the DC chief financial officer to project WMATA's long-term funding needs and whether any minutes of the technical panel meetings are available. Mr. Srikanth responded that the model covers several scenarios for a ten-year period, and that minutes were not taken at meetings of the panel.

5. Long-Range Plan Task Force Phase I Report

Mr. Srikanth explained that the purpose of the Long Range Plan Task Force meeting this month will be to review the draft of the Phase I Report. The report presents findings from the analysis of the unfunded capital needs compiled from member jurisdictions and will be a key element of the 2018 Long Range Plan. Staff will be asking for comments from the TPB and Technical Committee. Mr. Swanson added that the outline presented today is straightforward and that the draft report will be in TPB mailout next week.

Mr. Roseboom noted that this work has been going on for a while and a lot of work has been put into it. Now that Phase I is coming to a close, many are interested to see what is next.

Mr. Emerine asked if the purpose of the task force meeting is to review the Phase I report, and if there will be a discussion of next steps. Mr. Srikanth responded that the November task force meeting would focus on the draft Phase I report. Plans for Phase II will be taken up at a future.

6. Briefing on Federal Planning Regulations

Mr. Randall spoke to a presentation to update the committee on developments in federal rulemaking, including performance-based planning and programming. He referred to the memorandum included in the mail-out.

Mr. Randall started with an update on the proposed rulemaking on MPO planning area reform. The committee was briefed about this in July and in September, including the submission of formal comments by the August 26 deadline. Due to many responses, the comment period was re-opened by USDOT, along with a request for more information in response to three questions. TPB staff submitted a letter in response to this extended request, which was included in the mail-out. It discussed potential costs and the tremendous amount of work of implementing this rule if it was finalized. Mr. Srikanth added that beside the costs for the TPB that Eric listed from the letter, there would also be considerable time and effort required of jurisdictional staff and other stakeholders in the metropolitan planning process.

Mr. Randall then moved on to the latest schedule for publication of the proposed and/or final rulemakings for the five categories of performance rules. The final Highway Asset Management Plan rule came on October 24. It has no significant requirements for MPOs, but

will inform Highway and Bridge Condition performance measurements. He then displayed a slide with a calendar for 2017 and 2018, with the months that DOTs and Transit Agencies would set targets in each of their respective PBPP areas, followed within 180 days by the MPO. Targets would thereafter be set annually for transit assets and for safety, highway and transit, and biennially for highway condition and system performance. The dates shown are still preliminary for the highway conditions and system performance, pending the final rules. The only targets that should be set by the TPB in 2017 are the transit asset targets, but then early 2018 will require setting targets in many more PBPP areas. The FTA clarified recently that the initial transit asset targets do not need to be submitted via the National Transit Database, but that there is still a requirement for transit agency accountable executives to set targets by the end of this year.

Mr. Randall added that the new Planning Rule became effective in June of this year, and any new CLRP and TIP should meet the requirements in the rule by June 2018, which will include the 2018 CLRP and the 1019-2024 TIP. Other recent events included the Initial System Performance Reports due from each state DOT to FHWA by October 1. The three of these for the region have been collected. There were no significant findings to report for the TPB, but they do have good information on the Highway Asset Management Plans currently being developed in Maryland and Virginia. Regarding Highway and Bridge Condition Performance, Nicole McCall has completed new analysis with the 2015 pavement data, which became available in October. He anticipates sharing this analysis with the state DOTs shortly and then presenting the results to the Technical Committee in December.

A slide was shown on the PBPP coordination required between road and transit agencies and MPOs, including how projects are reported and added to the TIP and CLRP. Written documentation of responsibilities is required under the Planning Rule, and TPB staff are planning to send out a letter soon requesting formal cooperation for agreeing on respective responsibilities for PBPP. The TIP and CLRP should be restructured to collect data on how each project will affect PBPP performance, which will then have to be reported on.

Finally, Mr. Randall noted that the FASTLANE FY2017 notice of funding opportunity has come out, and highlighted features of the opportunity. He also congratulated Fairfax County for winning a \$400,000 grant for transit oriented development planning along Richmond Highway.

Mr. Roseboom asked if the FASTLANE grant notice specified a maximum amount, as he did not see one. Mr. Randall agreed there did not appear to be a maximum amount specified in the notice.

7. Analysis of Transportation Impacts of WMATA's SafeTrack Program

Mr. Randall recapitulated the previous updates on WMATA's Safetrack program made to the TPB on agency and jurisdictional plans and experiences in mitigating the impacts of the transit safety work. There is no intention for an update to the board in November, but that there will likely be a new brief at some future meeting.

Secondly, he spoke to the Committee on plans to analyze the regional transportation impacts of WMATA's SafeTrack program. TPB staff will be reaching out to collect supporting data, including transit ridership, bike counts, and other relevant data. The work plan will include a review of traffic congestion impacts, using the analysis by Mr. Pu and more recently

Mr. Sivasailam to quantify impact of congestion around Surge work zones. Previous finding that traffic somewhat worse in work zone area but no significant regional impact still holds

true. Other data analysis will include looking at transit usage, quantifying the use of Metrorail, Metrobus, and local commuter services for each Surge from One through Ten, the current Surge. This will lead to an attempt to quantify the number and percentage of persons still using transit or that made other choices: car, telework, etc. This data will also include traffic counts with car numbers on key arteries in Surge work zones and other data such as bike counts, bikeshare figures, or any other data that could be used to quantify travel impacts from SafeTrack.

Ms. Davis asked about the timeline for the work. Mr. Randall responded that the intent is to work on this over the remainder of the year, and hopefully have something ready for the January Technical Committee meeting.

Mr. Srikanth added that the purpose of this briefing was to ask each jurisdiction to start sending TPB staff the data so that work could begin on a comprehensive analysis. Not just data compilation, but also any story that comes out of analysis. It will not be a surge by surge analysis, but rather an overall look at the impacts of SafeTrack. Mr. Roseboom added that there is a lot of anecdotal data available, but a quantitative analysis is needed.

8. Update on CPG's Climate, Energy, and Environmental Policy Committee's (CEEPC) Action Plan and Multi-Sector Working Group (MSWG) Activities

Mr. Sivasailam provided an update on the status of COG's Climate, Energy, and Environmental Policy Committee's (CEEPC) Proposed Action and a special meeting to be held on December 2 at the conclusion of the December TPB Technical Committee meeting. He reviewed the documents that had been sent to the Technical Committee and laid out the outcomes of the December 2 meeting. He also requested Technical Committee members to distribute the proposed action plan to other staff in their agencies such as those dealing with demand management programs to review and comment on the strategies. In response to a question, Steve Walz, Director of Environmental Programs, said that if members feel the list does not include measures that are being implemented by any of the jurisdictions, staff should be informed so they can be included in the list.

9. Briefing on the TPB Traffic Incident Response Conference on November 2

Mr. Meese reported. In January 2016, TPB Chairman Tim Lovain identified Traffic Incident Management as one of his priorities for the year. This set in motion the planning and organization of the "Championing Traffic Incident Management in the National Capital Region" conference. Conference planning was advised by MATOC committees and TPB subcommittees. The conference was held Wednesday, November 2, 2016, 9 AM to 12 Noon, at COG in the Ronald F. Kirby Training Center. Invitations were sent to TPB, the TPB Technical Committee, the COG Police and Fire Chiefs committees, MATOC committees, and others. There was an accompanying media/social media outreach effort. Conference materials have been posted at www.mwcog.org/TIM2016.

Approximately 50 persons participated or attended, either in person or via a webinar option. The conference convened a variety of agencies and disciplines including transportation operations and planning, and public safety, including state DOTs, the National Park Service, local jurisdictions, state and local police, and others. The event including opening and closing chairman's remarks, plus three panelist sessions.

First was a session on Traffic Incident Management (TIM) in the Washington Metropolitan Area, including DDOT, MDOT-SHA, VDOT, and MATOC. These agencies pursue many activities in common, especially monitoring, technology application, data collection and analysis,

standard operating procedures, and interdisciplinary training among responder personnel. DDOT's Soumya Dey had emphasized DC's systems, processes, and data analysis, as well as some of the unique challenges (federal presence, reliance on arterial streets) of the District. MDOT-SHA's Joseph Sagal had described their statewide program and NCR activities, including their robust performance measurement efforts. VDOT's Hari Sripathi had emphasized how their Safety Service Patrols do more than just assist motorists – they are integral to managing overall traffic flow at the scenes of incidents. And MATOC's Taran Hutchinson had described their coordination activities as well as the TIM practitioner conference they had hosted in April 2016.

A second session focused on TIM in other states/metropolitan areas, including Las Vegas/Southern Nevada, Philadelphia, and a National Scan (focusing on a Seattle example). Southern Nevada's Brian Hoeft had described their highly integrated institutional structure, plus their applied data/photo analysis to determine ways to reduce the number of secondary crashes. John Ward of the Delaware Valley Regional Planning Commission had described the Philadelphia region's MPO-led TIM support program, which receives extra (non-UPWP) funding, supporting eight separate corridor-based task forces. And MDOT-SHA's Joseph Sagal had provided national context of the NCR's TIM activities from the perspective of his former job with the FHWA, saying our region compares quite well to programs around the country. He also had used a Seattle example to show what happened when TIM was not effectively in place (a nine-hour closure), and improvements there after TIM was adopted.

The third session highlighted opportunities for enhancements of TIM in the National Capital Region, a discussion among Chairman Lovain and the DDOT, MDOT-SHA, VDOT, and MATOC representatives. What the TPB and the region can encourage and pursue included ways to address responders getting stuck in traffic on the way to incidents (emergency lights, training, dispatching quickest rather than nearest); regionally coordinated opportunities for TIM training and federal guidance-based "TIM self-assessments"; expanding the number of agencies using data tools such as the Regional Integrated Transportation Information System (RITIS); informing Maryland General Assembly consideration of expanding existing Potomac River Bridges Towing Compact to additional bridges; and expanding the number of local jurisdictions sharing automated computer dispatch information from 911 call centers with transportation data systems, to shorten transportation agency detection and response times. Anticipated follow-ups on these recommendations would be by TPB and its subcommittees, especially the Systems Performance, Operations, and Technology Subcommittee (SPOTS), the RESF-1 Emergency Transportation Committee, and MATOC's committees.

Mr. Roseboom noted that he had called into the conference, and thought it was very well executed. He also noted Chairman Lovain's strong interest in this topic. Mr. Meese added that Chairman Lovain was very knowledgeable about the subject, reflected by the comments he made and the questions he asked of the discussion panel.

Mr. Erenrich asked if there were very specific recommendations on Maryland legislation to be supported. Mr. Meese replied that the only issue he was aware of was expanding the specific bridges covered under the towing compact, but agreed to look into details on legislation and provide a reply to Mr. Erenrich. Mr. Srikanth added that the proposal would expand coverage of the towing compact to include the US 15, US 17, and US 301 bridges.

In response to a question from Mr. Davenport on whether there had been any discussion during the conference about the involvement of transit in incidents, Mr. Srikanth noted that MATOC's presentation described how they provide highway incident information to transit agencies as necessary. Mr. Meese added that MATOC has a Transit Task Force and has engaged transit agencies on the locations of their bus routes, and whether incidents that

MATOC is aware of may be on one of those bus routes. Such information is particularly important to Prince William County for the Potomac-Rappahannock Transportation Commission's OmniRide buses, since they traverse freeways, as well as for Loudoun County Transit.

10. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – October 7, 2016**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County David Whitaker
City of Frederick -----
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George's County Victor Weissberg
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Kari Snyder
Ted Yurek
David Rodgers
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
Harun Rashid
NVTC -----
Prince William County James Davenport
PRTC -----
VRE Christine Hoeffner
VDOT Norman Whitaker
VDRPT Tim Roseboom
NVPDC -----
VDOA -----
WMATA Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Bill Bacon, DTP
Anant Choudhary, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Bryan Hayes, DTP
Charlene Howard, DTP
Ken Joh, DTP
Wendy Klancher, DTP
Nicole McCall, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Erin Morrow, DTP
Dzung Ngo, DTP
Jinchul Park, DTP
Jane Posey, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Abigail Zenner, DTP
Greg Goodwin, DCPS
Steve Walz, DEP
Sunil Kumar, DEP
Maia Davis, DEP
Paul DesJardin, DEP

OTHER

Alex Brun, MDE
David Jordan, VDOT
Bill Orleans
Dan Painter, VDOT
David Skiles