

**TPB TECHNICAL COMMITTEE  
ITEM #1**

# **TRANSPORTATION PLANNING BOARD**

---

## **Technical Committee Minutes**

For meeting of  
**April 3, 2015**

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – April 3, 2015**

DISTRICT OF COLUMBIA

DDOT -----  
DCOP Dan Emerine

MARYLAND

Charles County -----  
Frederick County Ron Burns  
City of Frederick Timothy Davis  
Gaithersburg -----  
Montgomery County -----  
Prince George's County Victor Weissberg  
Rockville -----  
M-NCPPC  
Montgomery County -----  
Prince George's County -----  
MDOT Mike Nixon  
Matt Baker  
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman  
Arlington County -----  
City of Fairfax -----  
Fairfax County Mike Lake  
Falls Church -----  
Fauquier County -----  
Loudoun County Robert Brown  
Manassas -----  
NVTA -----  
NVTC Claire Randall  
Prince William County James Davenport  
PRTC -----  
VRE Sonali Soneji  
VDOT Norman Whitaker  
VDRPT Tim Roseboom  
NVPDC -----  
VDOA -----

WMATA

Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, MWCOG  
Robert Griffiths, DTP  
Ron Milone, DTP  
Andrew Meese, DTP  
John Swanson, DTP  
Andrew Austin, DTP  
Bill Bacon, DTP  
Lamont Cobb, DTP  
Michael Farrell, DTP  
Bryan Hayes, DTP  
Jessica Mirr, DTP  
Mark Moran, DTP  
Erin Morrow, DTP  
Dzun Ngo, DTP  
Jinchul Park, DTP  
Jane Posey, DTP  
Wenjing Pu, DTP  
Eric Randall, DTP  
Sergio Ritacco, DTP  
Rich Roisman, DTP  
Daivamani Sivasailam, DTP  
Daniel Son, DTP  
Jeff King, DEP  
Sophie Mintier, DCPS

OTHER

Alexandra Kremupasanka, Maryland  
Department of the Environment  
Bill Orleans

---

## **TRANSPORTATION PLANNING BOARD**

### Technical Committee Meeting

---

#### Technical Committee Minutes

#### **1. Welcome and Approval of Minutes from March 6 Technical Committee Meeting**

The March minutes were approved as written.

#### **2. Briefing on Regional Bike to work Day 2015**

Mr. Franklin of COG/TPB staff briefed the committee on the regional Bike to Work Day event to be held on Friday May 15. Bike to Work Day celebrates bicycling to work as a clean, fun, inexpensive, and healthy commute mode and it's free and open to all commuters in the National Capital Region. The objective is to get SOV commuters to give bicycling to work a try. In fact, single occupancy vehicles are the normal commute mode of 40 percent of participants.

Bike to Work Day is organized by Commuter Connections and the Washington Area Bicyclist Association (WABA) and has grown tremendously over the years. The goal for 2015 is 19,000 registered bicyclists.

Amongst the 51 largest U.S. cities, 43 host Bike to Work Day events, and the Washington region ranks among the top. The event has been celebrated regionally in the Washington metropolitan area since 2001 and has representation from all COG jurisdictions at 79 pit stops. Bike to Work Day generates tremendous media attention and brings out elected officials, many who are members of the TPB.

The event coincides with National Bike to Work week and welcomes both novice and experienced bicycle commuters. Mr. Franklin explained that Bike to Work Day helps empower commuters to try bicycling to work with confidence through its bicycle convoys, each of which is led by an experienced bicycle commuter. In addition, WABA offers free cycling classes on how to ride safely with traffic. Mr. Franklin also noted that Commuter Connections' Guaranteed Ride Home program is available to bicyclists.

A 2013 COG survey of Bike to Work Day participants, 17 % of respondents never commuted by bike before participating; and 10% of participants subsequently started biking to work an average of 1.4 days per week after the event. Bike to Work Day participants include all age groups and an equal percentage (34%) work for both federal and private-sector employers.

New marketing materials were created for Bike to Work Day 2015 including posters, flyers and rack cards. The campaign has a Hispanic outreach element, with a quantity of flyers in Spanish and placement of advertising in Spanish. The Bike to Work Day web site has been launched for 2015 at [www.biketoworkmetrodc.org](http://www.biketoworkmetrodc.org). Outdoor vinyl banners will be created for each of the pit stops for marketing and photo opportunity purposes. The first 14,000 registrants who attend a pit stop will receive a free T-shirt and a chance to win raffle prizes such as bicycles.

Flyers will be distributed to employers throughout the region, as employers are a key influential component. Employers benefit from employee bicycling to work due to lower parking overhead costs and healthier employees. The Commuter Connections' Employer Outreach Committee assists employers with a bicycling guide, and instructs on how to provide bicycling subsidies, storage, shower facilities, lockers, and bikesharing stations/memberships. About a fourth, (24 percent) of employers in the region offer some form of bicycling services/support; the most popular being bike racks.

At the April TPB meeting, a proclamation will be presented to Chairman Mendelson to recognize May 15 as Bike to Work Day throughout the National Capital Region. The local jurisdictions will be encouraged to do the same.

The Bike to Work Day Committee discussed having a rain policy based on the heavy storm which occurred in 2014. The committee decided to conduct the event, rain or shine, however the pit stops will have contingency plans in place should disruptive weather conditions occur. Ultimately, pit stops are empowered to make the call to cancel their own individual events, should safety become a concern.

For the first time, WABA will be sending out letters to elected officials in the region and other VIPs to invite them to participate in Bike to Work Day. All TPB members are on the list. Officials who wish to participate will be asked to RSVP to the pit stop of their choosing.

Mr. Tim Davis asked if the proclamation was available.

Mr. Franklin distributed a copy and indicated it will be on the event web site after the TPB meeting.

Mr. Milone asked who the top employers are who typically have the greatest number of employees participating in Bike to Work Day.

Mr. Franklin noted that the National Institutes of Health is typically the largest, and mentioned a few other employers within the region who have been recognized for significant participation, including Orbital Sciences, AOL, Department of Justice, and the U.S. State Department.

Mr. Davenport inquired about reverse commute data from Bike to Work Day.

Mr. Franklin said that home and work zip codes are captured during the registration process and will be examined.

**3. Update on the Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP to use MOVES2014**

Ms. Posey indicated that there were two items in the meeting notification materials (a PowerPoint presentation & scope of work) and she distributed a draft letter from MWAQC to TPB. Ms. Posey told the group that MOVES2014 was released in July 2014 and that staff has been testing the model since then. She noted that staff has been comparing test results with those found by EPA and air agencies and is now comfortable with the model. EPA gave agencies two years before the MOVES2014 was required for use, but asked that the model be used as expeditiously as possible. Staff would like to use the model in the conformity analysis of the 2015 CLRP. Ms. Posey added that staff will need to recalculate emissions for the PM2.5 Maintenance Plan using MOVES2014, and if MOVES2014 is used for conformity, then emissions analysis will not have to be done twice. She also noted that the tests were run using all inputs from the 2014 CLRP.

Mr. Park discussed the MOVES2014 test results using a PowerPoint presentation. He gave some background on the model, and listed some new features of MOVES2014, including the ability of the model to account for Tier 3 and new CAFE standards. He discussed tables showing summary results comparing MOVES2010 and MOVES2014 for the 2015 and 2040 analysis test years. He noted the change in emissions between the two models. He briefly discussed a slide showing the detailed emissions (running, start, idle, etc) for one pollutant, and then noted that the details were shown for each pollutant on subsequent slides. He said that the results were consistent the findings of EPA and the state air agencies.

Mr. Srikanth pointed out that staff has been sharing the test results with the state air agencies and DOTs and there is general agreement that the results are reasonable and consistent with those found by others. He noted that the tests were run using the MOVES2014 model with inputs from the 2014 CLRP—no changes to travel model results, land activity, etc. He indicated that the changes in emissions are a result of the MOVES2014 model being able to include federal programs such as Tier 3 and new CAFE standards which the MOVES2010 model did not account for.

Ms. Davis noted the large change in emissions estimates between the two models and asked if other regions were getting the same kind of results.

Mr. Srikanth replied that the reductions are a result of federal control programs that were not able to be quantified by MOVES2010, and that they were consistent with results found by other agencies.

Ms. Davis suggested that the slides should show this, and also show that others are getting similar results.

Ms. Posey pointed out that the slides showing test results would not be presented to TPB, but would be presented to MWAQC TAC. She noted that MWAQC planned to send a letter to the TPB supporting the use of MOVES2014 in the 2015 CLRP conformity analysis. She indicated that a draft copy of the letter had been distributed to the group at the beginning of the discussion. She said that the TPB had approved the original scope of work for the conformity analysis, and would need to approve the updated version showing the use of MOVES2014 instead of MOVES2010.

A committee member suggested that staff should emphasize that the MOVES2014 model gives a more accurate prediction of emissions.

Mr. Griffiths suggested that staff should emphasize that programs such as Tier 3 and updated CAFE standards affect the whole fleet and have a large impact on emissions.

Mr. Srikanth noted that staff shared inputs and methodologies with the consultation agencies, and that MWAQC has been asking TPB to use MOVES2014 as quickly as possible. He indicated that the draft letter from MWAQC to TPB would be shared with the TPB in April. He asked Mr. Walz if he had anything to add. Mr. Walz restated that if staff used MOVES2014 for the 2015 CLRP conformity analysis, then the work would not have to be redone for the update of the PM2.5 maintenance plan emissions estimates. Mr. Srikanth asked if it was anticipated that the MWAQC letter would be completed for TPB by the April meeting. Mr. Walz indicated that it would.

#### **4. Briefing on Proposed Projects for Funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Virginia**

Mr. Swanson briefed the committee on the projects in Northern Virginia that a TPB review panel had recommended should be funded in FY2016 through the Transportation Alternatives Program (TAP). He explained that the TPB is responsible for project selection for a sub-allocated portion of TAP funding for each state. He described the origin of the TAP program and the process for selecting projects in Virginia.

Mr. Cobb described the nine projects, totaling \$2,546,740, that the review panel had recommended for funding.

Mr. Srikanth further explained that the review panel's recommendations would be presented to the TPB for an up-or-down vote on April 15 and were not subject to further revision at this time.

Mr. Swanson said the solicitation for TAP projects in Maryland was currently open. The deadline is May 15, 2015. He said a solicitation for projects in the District of Columbia would be conducted in the summer.

A committee member asked how many applications were submitted for Northern Virginia.

Mr. Swanson said that 17 applications were submitted.

Mr. Emerine said it would be important to remind the TPB that the selected projects were consistent with regional goals, as articulated in the Regional Transportation Priorities Plan, and that recommended projects had been the subject of TPB-funded studies through the Transportation Land-Use Connections (TLC) Program.

**5. Briefing on the FY 2016 Solicitation for Projects for the Transportation Land Use Connections (TLC) Program**

Mr. Cobb presented an overview of the TLC Technical Assistance Program and announced the FY 2016 solicitation. Since its inception in 2007, the program has funded \$2.8 million across 81 projects in the region. Nine projects, including seven planning and two design projects, were approved for \$425,000 in funding. Mr. Cobb stated the program encourages jurisdictions to submit applications involving Activity Centers, stations in the TCSP Station Access Project, and cross-jurisdictional efforts. Applicants have the option to submit abstracts for staff review, which are due on April 22. Applications are due June 3.

Mr. Holloman asked if jurisdictions received funding as part of the program.

Mr. Cobb responded that the technical assistance program does not contract directly with jurisdictions; the Council of Governments serves as the contracting entity. No funding or contractual obligations directly involve jurisdictions.

Mr. Srikanth noted that Mr. Cobb's presentation served as the official kickoff of the FY 2016 solicitation and that it would be announced to the TPB at their April Board meetings.

**6. Briefing on the Status of Reauthorization of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)**

Mr. Srikanth briefed the committee on a draft resolution and set of policy principles regarding the reauthorization of federal surface transportation legislation. He said the TPB would be asked to consider this draft for approval at its meeting on April 15. He said the TPB was being asked to act on this resolution expeditiously because the expiration of the current federal transportation legislation will occur on May

31. He noted that the TPB is prohibited from lobbying so this draft language had been carefully crafted to represent policy principles not advocacy positions. He further noted that the document had been drafted so that it was not be specific to the needs of our region, but rather would be appealing to members of Congress from throughout the nation.

Mr. Weissberg asked if the document addressed the need for a short-term extension before May 31 if Congress fails to enact a long-term reauthorization.

Mr. Srikanth said that the possibility of a short-term extension was addressed in two of the “whereas” clauses. He noted, however, that the focus of the document was on long-term principles.

Mr. Srikanth described the document, including its preamble, resolution text, and three categories of principles.

Mr. Weissberg suggested that the first sentence in the third bullet point under the second principle should be amended to include the word “balanced” before the word “multi-modal.”

Mr. Meese suggested that the first sentence in the first bullet under the third principle should be amended to include the word “flexible” before the word “requirements.”

Mr. Whitaker suggested that the third bullet under the third principle should be amended to include the words “and enhanced” after the word “maintained.”

Ms. Davis suggested that the first sentence in the second bullet under the first principle should be amended to replace the word “sought” with “pursued.”

Mr. Emerine said in closing that he understood that staff would revise the resolution and principles based on this discussion and a new version would be presented to the TPB for action at their meeting on April 15.

## **7. Update on Steering Committee Reports to the TPB on the January 12, 2015 Metrorail Smoke Incident near the L’Enfant Plaza Train Station**

Mr. Srikanth spoke to a memorandum from the Steering Committee distributed at the February 18 TPB meeting. The memorandum was a report of the Steering Committee to the board on developments since the January 12, 2015 Metrorail smoke incident near the L’Enfant Plaza train. The report was in response to a directive at the TPB meeting in January that the Steering Committee review and brief the TPB on relevant items for the Board stemming from the incident. The memorandum summarized a timeline of events and briefings since the incident. The memo also listed the COG committees that are involved in safety and their actions subsequent to the incident.



There will be a briefing at the April TPB meeting on COG and WMATA's actions, largely in response to letters from Senators Warner and Mikulski. Stuart Freudberg, COG Deputy Executive Director, will provide an update for the COG committees and then a WMATA spokesperson will speak to actions WMATA has taken since the January 12 incident. These briefings are limited by National Transportation Safety Board restrictions in speaking while the formal investigation is in process. An additional memo and the presentations will be made available at the time of the April TPB meeting.

Ms. Davis added that WMATA government relations staff is coordinating WMATA's presentation.

Mr. Holloman asked if this would be a recurring monthly briefing.

Mr. Srikanth responded that the Steering Committee will likely continue to monitor and report to the TPB as necessary, but no TPB follow-up briefing is scheduled, unless requested.

Mr. Randall added that the completion of the NTSB investigation would likely be the time for a subsequent briefing to the TPB.

**8. Briefing on the Activities of the transportation Sector Group of the COG Multi-sector working group to Examine Greenhouse Gas Reductions**

Mr. Griffiths said the activities of the Multi-Sector Working Group (MSWG) were continuing to move quickly. He reported that nine proposals had been submitted in response to the Request for Proposals (RFP) for consultant assistance to be provided on this project. The proposal review and selection committee composed of representatives from the Land-Use, Transportation, and Energy/Built Environment MSWG Sector subgroups had met on March 13, reviewed the nine proposals, and recommended that ICF International be awarded the contract for this project.

He also reported that the initial transportation and land use GHG reduction strategies identified in the February brainstorming sessions of the Land Use and Transportation MSWG Sector subgroups had been cross-referenced and reviewed in joint meeting of the Land Use and Transportation MSWG Sector subgroups held on March 27.

A draft evaluation framework that could be used by the consultant to perform a qualitative assessment of the identified land-use and transportation strategies was also presented by staff at this meeting. Further, staff reviewed a memorandum on the GHG reduction strategies being considered and pursued in other metropolitan areas with the members of the Land-Use and Transportation Sector subgroups. Members of the ICF consultant team were also introduced at this meeting.

Mr. Griffiths concluded his presentation by stating that the next joint meeting of the Land-Use and Transportation MSWG Sector subgroups would be held on April 17 and at this meeting the consultant would be presenting technical memorandums describing the initial strategies identified for the Land-Use, Transportation, and the Energy/Built Environment Sectors and an initial qualitative assessment of these strategies. He stated that the draft consultant memorandums would be released for public comment at the TPB CAC meeting on April 9 and that the public comment period would extend until April 22.

Mr. Griffiths encouraged the members of the Committee to attend the April 17 joint meeting of the Land-Use and Transportation Sector subgroups and to provide their comments on the initial strategies and the qualitative assessment of them at this meeting.

**9. Briefing on the Strategic Plan to improve COG/TPB's Travel Forecasting Procedures**

After introductory remarks by Mr. Milone, Mr. Moran presented a status report on work to develop a multi-year strategic plan to improve the COG/TPB's travel forecasting procedures. The plan, which is being developed jointly by COG/TPB staff and Cambridge Systematics, Inc. (CS), should be ready by the end of the fiscal year. Mr. Moran first discussed the COG/TPB travel modeling consultant-assistance project, which is now in its tenth year and is the mechanism by which the strategic plan is being developed. Next, he discussed the strategic plan itself, whose goal is to ensure that the COG/TPB travel demand modeling process is, at least, state of the practice, and, possibly, state of the art, when compared with peer MPOs. To help determine areas where the current COG/TPB model may need improvement, staff and the consultant sought input from current and recent users of the COG/TPB travel demand model ("modeling stakeholders"). This was done via a web-based survey, conducted from February 13 to March 3, and a stakeholder meeting held at COG on February 27. Mr. Moran presented some findings from the stakeholder survey. To help determine how the COG/TPB travel demand forecasting process measures up against its peer MPOs, a survey was conducted of 23 MPOs (22 peer MPOs plus the TPB). The goal of the MPO survey was to assess the state of the practice in travel demand modeling, with particular emphasis on two new, emerging modeling techniques: activity-based travel demand models (ABMs) and dynamic traffic assignment (DTA). All 23 MPOs responded to the MPO survey, but results had not yet been tabulated. Mr. Moran indicated that some results might be presented at the May 22 Travel Forecasting Subcommittee meeting.

Mr. Roseboom mentioned that VDRPT was one of the agencies that participated in the web-based stakeholder survey. He mentioned that his experience with the regional travel demand model was that it had difficulty differentiating between transit sub-modes, such as Metrorail, LRT, and BRT. VDRPT staff also felt that the model did not do well in representing walk to transit in suburban areas.

Mr. Moran noted that the model contains less network detail in suburban areas because zone sizes are larger.

Mr. Milone noted that COG/TPB staff has been reviewing recently emerging techniques to better estimate walk access to transit service. Mr. Milone also noted that WMATA has expressed an interest in improving the fidelity of the travel model regarding walk access to transit.

Mr. Griffiths noted that the regional model often lacks the scale needed for detailed analyses.

Mr. Srikanth noted that, on the one hand, stakeholders expressed concern with the long model run times, but, on the other hand, wanted to add detail to the model, which would likely result in increased model run times.

Ms. Soneji, from VRE, wanted to know how well the perspective of the transit operator was represented in the stakeholder survey.

Mr. Moran stated that although “transit operators” represented only 4% of the survey responses, he felt this was largely due to the fact that many transit operators did not run the model themselves. Instead, most transit agencies rely on consultants to run the model. Since the largest share of survey respondents (40%) was from consultants, Mr. Moran thought that the transit agency concerns were probably represented in the survey.

Mr. Srikanth asked whether the survey was directed at local transit agencies.

Mr. Moran noted that the survey was sent to anyone on the Travel Forecasting Subcommittee, anyone who requested the model inputs or outputs in the last year, anyone who requested a copy of the survey, and, thanks to a WMATA initiative, to the members of the WMATA's Jurisdictional Coordinating Committee (JCC).

Regarding the use of ABMs and DTA, Mr. Brown mentioned the recent Northern Virginia modeling work done by AECOM for VDOT and NVTA, which was necessitated by recent Virginia legislation, such as HB 599 of 2012. The AECOM modeling work makes use of both the regional COG/TPB travel model and also components of TRANSIMS, a suite of software tools that can be used for implementing ABMs and DTA/traffic microsimulation (The AECOM work is making use of the traffic microsimulation modules in TRANSIMS, but not the ABM components). Mr. Brown thought that this work should be part of CS's report on the use of ABM and DTA. He also noted that now that this model has been developed for Northern Virginia, it might be possible to extend it to cover the entire region.

Regarding Mr. Brown's first comment, Mr. Moran said that staff had already discussed this issue with CS, and, though the focus of the COG/CS study is on MPOs, it is planned to have the consultant review the HB 599 modeling work in its report. Regarding the second issue, COG/TPB staff noted that, even if such a traffic simulation model had been developed for the entire region, that does not mean that the model would be useable at a regional level. For example, the model run times might be exceedingly long. Similarly, a region-level traffic microsimulation model requires so many detailed inputs (e.g., traffic signal timings, detailed road geometry), that it might not be possible to maintain such a model with existing staff resources.

Mr. Milone is serving on a review panel for the HB 599 modeling work and plans to continue to monitor what is being done, to determine if there are any aspects that would be useful to the COG/TPB regional travel model.

Mr. Emerine asked whether this item would go to the TPB.

Staff said that it would not go at this time, but it may in the future, especially when the strategic plan is finished or in a more finalized state.

Mr. Orleans wondered if more could be done to incorporate taxi cab usage data into the regional travel demand model.

Mr. Moran said that if COG can obtain observed taxi cab data from the taxi cab industry, staff would consider how the data might be able to be used within the COG/TPB model. Second, Mr. Moran noted that Uber, the ride hailing app, has offered to share its data with one or two select cities, starting with Boston. If Uber expands the sharing of its data with the Washington, D.C. area, then COG/TPB staff will consider how it might be used to improve the model.

#### **10. Update on the Development of a List of Unfunded Transportation Projects**

Mr. Griffiths reported that much progress had been made on the effort to develop the list of unfunded transportation projects requested by the Board. He then asked Mr. Austin to give a short presentation on the compilation of unfunded projects assembled to date.

Mr. Austin distributed a set of data tables listing the unfunded transportation projects that had been submitted by local jurisdictions and implementing agencies. He gave an overall summary on the status of the submissions received from each jurisdiction and reviewed the data tables with members of the committee. He noted that he was still seeking supplemental information on unfunded transportation projects from Fairfax County and Charles County. He also stated that he would be following up with committee members to obtain missing data items that were not provided in some of the submissions received in February and March. He further stated that GIS data on the

location of many of the unfunded projects was still needed so that these unfunded projects could be mapped as the Board had requested.

Mr. Griffiths asked the members of the Technical Committee to review the data tables to see if anything was missing and to provide the additional supplemental information and GIS data requested by Mr. Austin.

Mr. Griffiths said he anticipated that the Technical Committee would complete the review of the full list of unfunded project at the May 1 Technical Committee meeting and that the final list would be presented to the TPB at their May 20 meeting.

**11. Update on the Development of MAP-21 Performance Measures**

Mr. Eric Randall quickly updated the committee on the latest developments regarding U.S. DOT regulations on performance measures under MAP-21, speaking to a presentation. He provided an overview of the status of the proposed rules for the five categories of performance rules, emphasizing that no rules are yet final. The most recent rules propose standards for asset management of pavement and bridge condition. The next rules are likely to come out in June for system performance and July for transit safety and asset management. He then spoke to coordination with the state DOTs and WMATA. TPB staff leads and a coordination leader have been identified and provided to these agencies. The DOTs and WMATA are requested to fill in the table for their responsive leads. The plan is to hold topical discussions with these other agencies, and use the information shared to develop the agenda for a workshop as offered by Federal Highway Administration.

Mr. Emerine asked if a date had been set for the workshop.

Mr. Randall responded that no date had been set yet. This might be determined by the next Committee meeting.

**12. Other Business**

There was no other business.

**13. Adjourn**