

TRANSPORTATION PLANNING BOARD

Technical Committee Minutes

**For meeting of
January 8, 2016**

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

1. Welcome and Approval of Minutes from the January 8 Technical Committee Meeting

The minutes were approved as written.

2. Briefing on an Update to the PM2.5 Maintenance Plan Used to Meet Federal Air Quality Requirements Related to Particulate Matter

Ms. Posey went through a slide show to review the PM2.5 Maintenance Plan update. She gave background about PM2.5 in the region, and indicated that the States agreed to update the Mobile Budgets from the original (2013) PM2.5 Maintenance Plan. She presented graphs showing the region's monitored PM2.5 levels, pointing out the drop through time, also showing 2007, 2017, and 2025 direct PM2.5 and Precursor NOx inventories for all sources. While describing how the mobile budgets were set in the original maintenance plan (with two tiers of budgets, one set at the inventory, and one set with a 20% buffer), she listed the technical assumptions in the development of mobile inventories for both the original Maintenance Plan and for the updated Maintenance Plan.

Ms. Posey also pointed out the many differences between the two plans, showing the mobile inventories for the original and updated Maintenance Plan. She explained that the drop in emissions in the 2007 inventory was generally a result of the different science in MOVES2014 vs. MOVES2010, but that the drop in emissions in 2025 was mostly related to being able to take credit for the Tier 3 fuel programs. Ms. Posey showed the updated mobile inventories with a 20 percent buffer, and explained that this was the same buffer the TPB recommended for the original Maintenance Plan. She explained that the 20 percent value came from a sensitivity test done related to vehicle fleet turnover at the time of the development of the original Maintenance Plan. She noted that the Mobile Budgets can be in place for a long time, and that a buffer is necessary to allow flexibility for technical changes in future conformity analyses. She indicated that the TPB was recommending the same 20 percent buffer for the updated Maintenance Plan, and pointed out that the recommendation was in the letter that was included in the Technical Committee mailout. She informed the group that two approaches are being discussed for the development of Mobile Budgets: 1) Tier 1 & Tier 2- same as in the original Plan, and 2) a simpler single-tiered approach. She showed graphs of both approaches. She reviewed a schedule for the update of the Maintenance Plan. She pointed out that there is a memo documenting the development of the mobile budgets.

Mr. Walz indicated that he believed that it is important to have a 20 percent buffer in recognition of technical uncertainties in the future. Mr. Kumar noted that both approaches would be discussed at the upcoming MWAQC TAC meeting.

Mr. Srikanth mentioned that if EPA approves the updated Maintenance Plan or finds the Mobile Budgets adequate before next October, then we would have to use the updated Mobile budgets in the 2016 CLRP. Typically, even if EPA has not approved the budgets, TPB shows conformity using the MWAQC-adopted budgets.

3. Briefing on COG Multi-Sector Working Group (MSWG) Consensus Recommendations on Greenhouse Gas Emissions Strategies

Mr. Griffiths provided an update on the first meeting of the Policy Working Group of the Multi Sector Working Group (MSWG). At that meeting, staff presented the interim technical report findings and a proposed list of consensus strategies for implementation at the regional level and selected local jurisdictional levels. Mr. Griffiths said that after discussion, the group requested that staff survey professional staff in each local jurisdiction and state agencies to determine how the reduction strategies could be implemented in their jurisdictions. This input was needed before the Policy Working Group could commit to the strategies proposed for implementation.

Mr. Srikanth and Mr. Walz also commented on the common letter that will be sent soon to the jurisdictions and discussed the schedule. In response to a question from a member on how the question on road pricing staff would be framed, staff clarified that inputs are solicited on consensus strategies shown on tables 1 and 2 of the handout and not table 3 which are for future consideration. Technical Committee members wanted to make sure when the communication is sent out that senior level administrators in the jurisdictions know the name of the staff who represented their jurisdiction at the MSWG. Another member requested that elected officials on TPB, MWAQC and other policy boards receive the letter. Another member requested that when members comment on the strategies, they should consider how to pay for certain measures such as lower transit fares by raising revenue through road pricing.

4. Update on the Unfunded Capital Needs Working Group

Mr. Swanson briefed the Committee on the Unfunded Capital Needs Working Group. He explained that the group met three times in the fall of 2015 and approved a work plan with three phases, including 1) analysis of “no build” and “all build” scenarios, 2) development of a regional plan of unfunded priority projects, and 3) integration of this work into the TPB’s long-range plan in 2018, which for the first time will include an unfunded element as well as a constrained element.

Ms. Posey explained that coding and analysis for phase I was currently underway, but more details regarding projects were needed for the “all build” scenario.

Mr. Thomas asked what network would be used for the “no build” scenario.

Ms. Posey answered that the 2017 network would be used.

Mr. Malouff noted that this item was related to Item 5 on the agenda under which the committee would discuss proposals to form a new working group to discuss evaluation of CLRP project submissions. He said he agreed with the staff determination that the work of the Unfunded Capital Needs Working Group was related to the topic under Item 5. He said he had spoken about this with Mr. Fiset, the TPB member from Arlington who had suggested forming a new working group. He said that Mr. Fiset agreed that his interests could be addressed through the Unfunded Capital Needs Working Group, although Mr. Fiset asked that the membership of the existing working group be expanded to include elected officials.

Mr. Srikanth said this could be discussed under Item 5.

Mr. Brown said that other planning bodies in the region are developing their own plans, including the new TransAction plan which is under development by the Northern Virginia Transportation Authority (NVTA). He questioned whether and how these other plans would be integrated with the TPB's work. He also said the Technical Committee should probably get a briefing on NVTA's current efforts.

Mr. Swanson said that work pursued through the Unfunded Capital Needs Working Group was designed to build upon the work of the TPB's members, including the work of NVTA.

Mr. Srikanth said that the NVTA plan provided the basis for the development of the TPB's Inventory of Unfunded Projects. He further said the Regional Plan of Unfunded Priority Projects would be a limited list of projects that, for Northern Virginia, would probably be a subset of the NVTA plan. Therefore, it would not be duplicative. He added that staff intended to bring in NVTA for a briefing on their activities.

Mr. Whitaker suggested that the name of the working group should be changed because its scope had evolved.

Mr. Griffiths responded that the group could be named the Long-Range Planning Working Group.

5. Briefing and Discussion on a Special Work Session on Proposals to Form a Working Group to Evaluate CLRP Projects According to Regional Goals

Mr. Srikanth said that a memo had been distributed announcing that a work session would be conducted on the morning of January 20 prior to the TPB meeting. The work session would provide opportunity for a discussion regarding suggestions to form a work group to develop enhancements to the CLRP process including developing a system for evaluating CLRP project submissions. He noted that suggestions to form a new working group were partially rooted in a general dissatisfaction with the forecast performance of the CLRP and a sense that the CLRP was not adequately addressing regional goals and priorities. He noted that the Unfunded Capital Needs Working Group had been set up to address these concerns.

Mr. Emerine said he agreed that the concerns of board members that had been expressed in the resolutions submitted could be addressed through the Unfunded Capital Needs Working Group. He noted, for example, that the work plan for the Working Group that Mr. Swanson had described, called for the development of selection criteria. He further added that it would be beneficial for the TPB and Technical Committee members to learn about the work of other metropolitan Planning Organizations (MPOs) in this regard.

Ms. Soneji said it would be useful for the TPB staff, in developing these activities, to identify ways in which this work might provide value and benefits to the TPB's member jurisdictions.

6. Status Report on the 2015 Solicitation for Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program Grant Applications

Mr. Roseboom stated that he had the opportunity to serve on the Selection Committee and acknowledged the good TPB staff work involved in the process. Ms. Klancher thanked Mr. Roseboom for his participation in the Selection Committee, which was chaired by TPB member Patrick Wojahn.

Ms. Klancher presented an overview of the solicitation for grant applications under the Enhanced Mobility program. The solicitation was issued on August 14, 2015 with a deadline

of November 2, 2015. Approximately 1,200 individuals received notice of the grant opportunity and five pre-application conferences were held to familiarize interested applications with the on-line application process and Federal requirements. An online application process is used, and there is an application for vehicle acquisition specifically and an application non-vehicle projects.

Ms. Klancher stated that the selection was very competitive this year, with funding requests two and half times the amount available. At the conclusion of the solicitation, 24 applications were submitted totaling \$13.9 million in Federal funding requests (\$5 million was available). The themes from the applications this year include vehicle acquisition, with over 240 vehicles requested, travel training, volunteer driver programs and transportation vouchers.

Ms. Klancher stated that the selection committee included five members, plus Chairman Wojahn. The Selection criteria is from the TPB's Coordinated Plan which was approved in November 2014. Ms. Klancher said that a strong emphasis is placed on the criterion "Institutional capacity to manage and administer an FTA grant" and prior grant performance if the applicant has had a 5310, JARC or New Freedom grant. The TPB Officers have been asked to concur with the funding recommendations for presentation and final approval at the January 20 TPB meeting. The recommendations would expend the \$5 million available in FY2014 and FY2015 federal Enhanced Mobility funds. Once the funding recommendations are released for the TPB mailout, the applicants will be notified.

Mr. Holloman commented on the application that WMATA submitted for 62 MetroAccess vehicles. He said that the providers for the City of Alexandria's paratransit service are also MetroAccess providers. He asked which providers might receive the MetroAccess vehicles.

Ms. Klancher replied that given the competitive nature of this year's selection, it was unlikely that WMATA would get all 62 vehicles, and that WMATA did not state in the application which providers would get the vehicles or where the vehicles would be focused geographically.

7. Update on TPB TIGER Grant

Mr. Eric Randall briefed the committee on the progress of the TPB's TIGER Grant. He spoke to memorandum distributed to the TPB in December, following the progress briefing provided to the December Technical Committee meeting.

The TPB will be briefed at their January meeting on grant progress. With just over eight months to go, over \$21 million of the grant funds remain unspent. Most projects are on track, but there are completion concerns for the WMATA projects at the Pentagon and Franconia Springfield stations and for the regional transit signal priority project. In addition, FTA is conducting a review of TIGER projects across the nation, and FTA representatives met with COG leadership to review the progress of the TPB's grant and request an evaluation of any funds likely to be unspent so that the FTA could re-direct them to other grants.

There were no questions from members of the committee.

8. Review of Outline and Preliminary Budget for the FY 2017 Unified Planning Work Program (UPWP)

Mr. Griffiths briefed the committee on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2017 (July 1, 2016 through June 30, 2017). A

complete draft of the FY 2017 UPWP will be presented to the Technical Committee and the TPB in February. He said the information distributed assumed that the department will be fully staffed up. It also did not assume a budget increase because the new funding levels provided through the recent federal reauthorization act (FAST) were not yet known. Further, he noted that additional funding would be needed for TPB core work activities. Given these assumptions, he said that the draft budget had reduced the percentage of funding for technical assistance to the states. He noted that later this spring, when the FAST funding levels are known and carryover funds are identified, it was possible that some of that technical assistance funding could be restored.

Mr. Griffiths further noted that this was the first UPWP that Mr. Srikanth had been fully engaged in developing. He called attention to the consolidation of individual work activities into nine larger categories.

Mr. Srikanth said that the state DOTs had recommended developing a two-year UPWP, which staff was considering.

Mr. Whitaker expressed support for the proposed consolidated format for the UPWP, which was reflected in the outline. He expressed concern about funding reductions for technical assistance. He also noted that staff was proposing to not develop a 2017 CLRP Amendment, although he said he understood that off-cycle amendments could occur. He said he hoped a process or system could be developed for such off-cycle amendments.

9. Briefing on a Revised Draft Agreement between the TPB and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

Ms. Posey reviewed an agreement between the TPB and the new Southern Maryland MPO, C-SMMPO. The agreement formalizes a procedure that has been in place for years—including Calvert County projects in the TPB's conformity analysis. The document was presented to TPB as a notice item. After the TPB, the Maryland representative for the FHWA requested that we add more details, so staff updated the agreement. She indicated that the updated agreement would be shown to the TPB for their approval.

Ms. Erickson added that MDOT presented the document to the C-SMMPO Board. She noted that one additional change was made by that Board— that only projects in their MPO's area would be included in their TIP and Long Range Plan, not all projects in the county.

10. Update on the Call for Projects for the 2016 CLRP Amendment and FY 2017-2022 TIP

Mr. Austin reminded the committee members that the deadline for CLRP project submissions and Air Quality Conformity inputs was Friday, January 22. He stated that he would be electronically distributing the conformity tables to each agency for their review and to use as a guide to updating completion dates. Mr. Hampton distributed a sample "project profile" sheet to committee members, which informs the reader in which ways the project supports the regional goals described in the Call for Projects document. Mr. Austin noted that this profile page would be completed for each new major project or for changes to existing major projects.

Mr. Whitaker asked Virginia local agency members to make sure their inputs had been submitted to VDOT by Wednesday, January 20.

11. Briefing on Current Regional Travel Trends

This item was deferred to February.

12. Briefing on the Time-Lapse Travel Survey

Mr. Sivasailam presented the findings of the one-second time lapse aerial photo (TLAP) pilot study conducted as part of the congestion monitoring work program in the region. He explained the methodology, how the nine locations were selected, and the type of data that could be extracted from a TLAP program. He said that the primary use for the analysis was to better understand the dynamics behind bottlenecks and to identify the causes that are not readily understood from ground counts and other means. He demonstrated some of the video generated by the pilot project and results of the study. He said the pilot found that the method could be used for selected local studies and specifically to identify bottleneck causes, but it cannot be used as a regional congestion monitoring tool. In response to a question on the selection of the pilot locations, staff said locations were selected using criteria to ensure coverage for urban, rural, suburban geography, facility coverage of freeway, arterial, bridge crossings, bus routes. The locations were selected by staff but reviewed by the MOITS subcommittee.

13. Update on the Development of Policy Language for the Regional Freight Plan

Mr. Schermann updated the Committee on the development of draft policy language for inclusion in the National Capital Region Freight Plan. He noted that during the July TPB meeting, Chairman Mendelson asked that the Board be given an opportunity to provide policy input to the Freight Plan at an “early stage” of development. This request resulted in the TPB Work Session held immediately prior to the October TPB meeting. Since then, staff has been working to develop draft policy language using the input gathered at the TPB Work Session. These efforts have resulted in the 14 draft policy statements listed in the hand out.

Mr. Schermann said the Freight Subcommittee reviewed these policy statements and provided two suggested edits which have not yet been incorporated. The first suggestion was that the types of hazardous materials for which real time information sharing is encouraged should be specified. The second suggestion was to reword the phrase “limiting encroachment” which has a negative connotation, to something more positive.

Mr. Schermann asked Committee members to provide comments on the draft freight policies by January 28. Updated draft policies will be brought back to the Technical Committee and the TPB in February. Once the Board approves the freight policies, they would be incorporated into the National Capital Region Freight Plan which would then be brought back to the Technical Committee and the TPB at a later date

Mr. Srikanth noted that this will be the first National Capital Region Freight Plan with a policy element and that it is important to have regional consensus on the language. He encouraged Committee members to take the draft policy statements back to their jurisdictions for internal review and comment.

14. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – January 8, 2016**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County Ben Yakley
Frederick County David Whitaker
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County John Thomas
Prince George's County Anthony Foster
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Lyn Erickson
Kari Snyder
Samantha Biddle (SHA)
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
NVTC -----
Prince William County James Davenport
PRTC Betsy Massie
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 -----

COG STAFF

Kanti Srikanth, DTP
Robert Griffiths, DTP
Ron Milone, DTP
Andrew Meese, DTP
Nick Ramfos, DTP
Andrew Austin, DTP
Lamont Cobb, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Wendy Klancher, DTP
Eulalie Lucas, DTP
Nicole McCall, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Jinchul Park, DTP
Jane Posey, DTP
Wenjing Pu, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
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Steve Walz, DEP

OTHER

Bill Orleans
Alex Brun (MDE)
Rick Rybeck
Jim Ponticello