

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For meeting of
April 1, 2016

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

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

The minutes were approved as written.

2. Briefing on Regional Bike to Work Day 2016

Nicholas Ramfos gave a PowerPoint presentation regarding upcoming activities for the region's Bike to Work Day event. He stated that Bike to Work Day will be held on Friday, May 20 and the event is being implemented regionally by Commuter Connections and the Washington Area Bicyclist Association (WABA) in 2001. The event is geared towards encouraging commuters in the region to use bicycling as a clean, fun and healthy way to get to work. Participation in the annual event has increased every year.

He said the region supports bicycling in a number of ways including cycling classes, bike to work guides as well as a record-breaking 83 "pit stops" that will be gathering points for this year's event. Commuter Connections' Guaranteed Ride Home program (GRH) is also available to cyclists. WABA hosts "commuter convoys" that originate at several of the pit stops and then head out to Freedom Plaza in the District of Columbia. A substantial portion of the pit stops have food and prizes as well as bike maps and vendors tables with literature. There are regional and local bicycle raffles held as well as bicycle tune-ups at some of the pit stops and free t-shirts for those who register by the deadline.

Mr. Ramfos then showed a graph that tracked the growth of the Bike to Work Day event by both event registrants and number of pit stops. Bike to Work Day coincides with National Bike to Work week. In 2015 there were approximately 17,500 registrants and the goal for 2016 is to reach another 1,000 registrants. The TPB will be asked to adopt a Bike to Work Day Proclamation during its April meeting.

Mr. Ramfos said employers promoting bicycling benefit from reduced parking needs and improved employee health and fitness. There are several employers in the region that host Bike to Work Day pit stops and Commuter Connections also promotes an Employer Challenge. The top five employers with the most employees registered for the event are selected and then one is randomly chosen as the winner. Employees from that site who registered for the event are treated to lunch and the employer is presented with a plaque of appreciation. Employers can support bicycling by installing and maintain bicycle racks, lockers and cages as well as shower facilities. Employers can also offer the federal tax free bicycle cash benefit of up to \$20 per month and/or Capital Bikeshare memberships for employees.

Next, Mr. Ramfos stated that a regional survey is conducted of Bike to Work Day event participants every three years as part of the Commuter Connections Mass Marketing TERM Analysis. The purpose of survey is to measure impacts of event participation and to assess use of bicycles for commute travel before and after event. Mr. Ramfos stated that survey results are used in the regional TERM Analysis Report. The last survey was administered in 2013 via e-mail to 14,653 event participants and there were 4,255 completed questionnaires were received, representing a 29% response rate.

Mr. Ramfos reviewed additional results from the survey including that three-quarters of the participants are between the ages of 25 and 54. 44% of the participants live in Virginia, and 28% live in the District of Columbia and 28% live in Maryland. Mr. Ramfos also reported that 48% of the participants work in the District of Columbia, while 21% work in Maryland and 31% work in Virginia. 34% of Bike to Work Day event participants work for the federal governments and an equal amount work for the private sector. 21% of the participants work for non-profit organizations and 9% work for

state or local governments. About 2% of the participants are self-employed. 17% of the survey respondents stated that they had never commuted by bicycle prior to Bike to Work Day and 10% of the respondents stated that they started bicycling to work about a day and a half each week after the event.

Next, Mr. Ramfos stated that Bike to Work Day is a rain or shine regional event. Each of the pit stops is encouraged to have a contingency plan and can determine whether or not to cancel their local pit stop event based on severe weather conditions. A regional rain date is not set mainly because there is no clear definition on what is enough rain and whether it may be raining in one part of the region and not another. Also, there are no guarantees that it wouldn't rain on the rain date. Setting a rain date may send the wrong message that commuters can't bicycle to work in the rain. WABA plans to send VIP invitations out to formally invite elected officials to participate in the event. All of the TPB members will be on the list and will be asked to RSVP to the pit stop of their choice. Interested participants can register at www.biketoworkmetrodc.org, which is the event web site. There are also Facebook and Twitter event pages. Posters and "rack cards" have also been produced for employers, bicycle shops and others to use to promote the event. Mr. Ramfos reported that this year there will be a push to encourage a diverse audience to participate in the event. In particular, there will be additional outreach to women and minorities through information and promotional materials, offers of cycling seminars and pit stop representation and public relations activities that will feature women/minority individuals that plan to participate in the event. Mr. Ramfos reported that the event poster was translated into Spanish as part of this effort.

Mr. Ramfos also stated that corporate sponsorship dollars will be used to produce large pit stop banners that can also service as an advertising mechanism in the areas surrounding each of the pit stops.

Pierre Holloman asked about the addition of pit stops in the District of Columbia east of the river and in Northeast. Mr. Ramfos stated that there were currently three pit stops in those areas and that is up from zero just a few years ago. DDOT has been advocating for more pit stops in that area. Staff is interested in increasing pit stops in that area and if there are specific locations and/or individuals willing to host pit stops they can contact Mr. Ramfos directly.

3. Briefing on Projects Recommended for Funding under the Federal Transportation Alternatives Program for FY 2017 in Northern Virginia

Mr. Cobb presented the funding recommendations for Northern Virginia in the FY 2017 Surface Transportation Block Grant Program Set Aside (STP Set Aside). The STP Set Aside is the new iteration of the Transportation Alternatives Program under the 2015 FAST Act. The former TAP allocated funds under MAP-21 toward projects considered alternative to traditional highway capacity expansion. The STP Set Aside maintains the same eligibility, and funding formula as TAP. The TPB works cooperatively with VDOT to administer the STP Set-Aside. TPB staff organized a selection panel of transportation planners from the District of Columbia and Maryland to lend their local expertise in project selection. The panel scored each project based on their professional opinion as well as the project's alignment with regional goals and priorities. Eight projects in Northern Virginia were funded for \$2,914,395 from Arlington, Fairfax, Prince William Counties and the Town of Herndon. Projects not funded by the TPB are still eligible to receive statewide funds from the Commonwealth Transportation Board.

Mr. Emerine asked if staff considered the bicycle and pedestrian committee's unfunded projects list, and how that relates to STP Set Aside project selection.

Mr. Cobb answered that the committee's list had not been considered for the program.

Mr. Swanson said that staff will work to integrate that list and projects identified in the unconstrained portion of the TPB's Long Range Plan in the future. He did note that several projects from the committee's list are highlighted in the TPB's 2012 Station Access study.

Mr. Emerine recommended that staff note in future solicitations that they welcome projects listed on the unfunded priorities list.

Mr. Malouff asked if projects not fully funded by the TPB were eligible to receive further funds. Mr. Cobb responded that projects not fully funded by the TPB are still eligible for statewide STP Set-Aside funds from the Commonwealth Transportation Board and they can re-apply in future years.

4. Briefing on the March 30 Forum on the Future of Metro hosted by COG and the Greater Washington Board of Trade

Mr. Srikanth briefed the committee on the March 30 forum with regional leaders discussing the future of Metro, a forward-looking event focusing on the region working together to restore Metro as a world class system. An invitee-only event, due to the size of the room, the event included primarily elected officials of the COG Board, TPB Board, and the Board members of WMATA. The session began with a key note panel, the secretaries of Maryland and Virginia Departments of Transportation and Transportation Director for the District of Columbia discussed their plans and visions for supporting Metro. Afterward, Mr. Evans, the chairman of the Metro Board, and Mr. Wiedefeld, the general manager, briefly spoke to the audience on the current activities they are focused on. Then, Mr. Puentes, formerly of Brookings and incoming President and CEO of the Eno Center for Transportation, presented on future issues affecting transportation policy. A facilitated brainstorming session followed, asking attendees to identify 1) elements of the current system worth sustaining and improving, 2) what is keeping Metro from being a world class system, and 3) what are the opportunities to work together. Mr. Srikanth noted a key takeaway was the focus on the connection between key funding challenges and the overall safety and reliability of the system. Dedicated funding and governance was discussed as well. Generally, Metro acknowledges its need to work on rebuilding confidence with riders.

Mr. Srikanth noted a specific action item from the meeting will be a June or July regional event looking at hallmarks and traits of a world class system. In addition, participants discussed options for dedicated funding sources, but they identified no collective action other than continuing to explore this challenge.

Mr. Griffiths, noted the importance of having the key decision makers in the room and an eagerness to know next steps.

Mr. Holloman asked the role the public in general may have in future meetings, or will it stay at a high-level, with elected officials and business leaders.

Mr. Srikanth noted he is unsure of future plans, however, it is reasonable to assume a similar group will be convened for future discussions, as well as broader outreach in the future. Plans could include input from other national transportation providers as well as international consultation. Mr. Griffiths noted a member of the Advisory Committee was a part of the discussions.

Ms. Davis asked if there are any working groups or next steps to come from the sessions to address longstanding issues.

Mr. Srikanth noted that these issues are currently being worked on.

The item closed with a committee discussion about Mr. Evans comments about long-term shutdown of Metro lines in order to complete necessary track work.

5. Update on the TPB's Long-Range Plan Task Force

Mr. Swanson said the TPB group that is overseeing these activities had been renamed the Long-Range Plan Task Force. It was previously named the Unfunded Capital Needs Working Group. He said the next meeting of the task force would be on April 20 at 10:30 a.m.

Mr. Swanson described the process that is underway for identifying a list of unfunded regional priority projects that will be included in the TPB's 2018 long-range transportation plan. He said that staff is

analyzing two extreme scenarios – “All Build” and “No Build” scenarios – to provide context this work. He said that in the near future, the Long-Range Plan Task Force will discuss project selection criteria that will help identify a limited list of unfunded priority projects.

Mr. Vuksan said that staff is currently working to identify the project details for the All Build scenario. Mr. Swanson said staff would also be developing a process to promote regional criteria in the project development and selection processes of the TPB’s member jurisdictions.

Mr. Brown suggested that TPB staff should coordinated efforts with the Northern Virginia Transportation Authority (NVTA) which is currently developing an update to their long-range, TransAction.

Mr. Roisman said that TPB staff is in regular communication with NVTA staff.

6. Briefing on an Analysis of the Travel Effects on the March 16 Metrorail Shutdown and Other Recent Events

Mr. Pu briefed the committee on an analysis of the roadway transportation impacts of the March 16 Metrorail shutdown, January 20 snow/ice event, and the January 22-23 blizzard.

Mr. Pu said that on the day of the Metrorail shutdown, the regional average congestion was similar to or slightly less than a normal Wednesday, but it varied differently among geographic areas and time of day. Congestion increased in the regional core, but slightly decreased in the inner suburbs and outer suburbs. Congestion increased in the AM peak period but decreased in the PM peak period. The regional core saw the largest congestion increase in the AM peak hour and the deepest decrease in the PM peak hour. All inbound travel times along freeways inside the Beltway increased from typical conditions in the AM peak hour. The most significant increases, 2-3 times longer than normal travel times, were found on I-295 NB, I-395 NB and MD/DC-295 SB. In response to questions, Mr. Pu noted that this analysis was still a work in progress as TPB staff was still collecting more data, such as other transit systems ridership, bike, and vehicle volumes. The analysis results will be finalized and released in the near future.

Mr. Pu said that the most significant impact of the January 20 snow/ice event was prolonged delays. The unexpected snow/event created historic delays on the region’s freeway systems. According to the data, January 20, 2016 was the worst day of travel since January 1, 2010, when such data for regional speed monitoring became available. 9:00 P.M. to 10:00 P.M. on January 20, 2016 was the worst hour of travel since January 1, 2010.

Mr. Pu said the most noticeable impact of the January 22-23 category 4 blizzard was suspended transportation services and record-low vehicle volumes on freeways. The region’s traveling public responded well to government personnel and school decisions, and the calls to action to stay off the road during dangerous conditions and during the period of major snow clearance. During the blizzard, January 23, only 3% of normal vehicle volumes were found on freeways. Comparing the January 20 and the January 22-23 adverse weather events, it is clear that adequate advance warning and preparation are vital.

7. Update on the Development of MAP-21 Performance Measures

Mr. Schermann and Mr. Randall briefed the committee on updates to the US DOT regulations on performance measures under MAP-21, speaking to a presentation. Mr. Randall opened the presentation with a review of the schedule for publication of the proposed and/or final rulemakings for the five categories of performance rules. The final rules for the Highway Safety Improvement Program (HSIP) and Safety Performance Measures were published on March 14. The next rulemaking is the System Performance proposed rule, anticipated in April.

Mr. Schermann then spoke to the Highway Safety final rulemakings in detail, covering the provisions in both the HSIP and the Safety Performance Measures final rules. Of these, the Safety Performance

Measures rule is more relevant to MPOs and was therefore covered in more detail. The Safety Performance Measures final rule includes five major provisions; 1) the definition of the five safety performance measures, 2) the process by which state DOTs and MPOs must set targets; 3) the method by which state DOTs and MPOs are required to report their targets; 4) how the FHWA will assess whether significant progress has been made toward meeting DOT set targets (not applicable to MPOs); and 5) the consequences for DOTs that do not demonstrate significant progress (not applicable to MPOs). In addition to describing the details of the five major provisions, Mr. Schermann summarized the outcomes that US DOT expects after the rule is implemented and described the differences between the final rule and the previously released proposed rule. Key differences between the proposed rule and the final rule include: 1) the addition of a 5th performance measure for non-motorized fatalities and serious injuries, 2) the expansion of the definition of a public roadway to include publicly owned paths and trails, 3) removal of the requirement for MPOs to document the process by which they report targets to the state DOT within the Metropolitan Planning Agreement, 4) allowance for MPOs to use their own vehicle miles travelled (VMT) estimates instead of requiring the use of HPMS, and 5) allowance for state DOTs to set additional targets for any number of urbanized areas within their boundaries.

Mr. Randall then concluded the presentation by noting four grant opportunities recently announced by USDOT: two from Federal Highway (HWA) and two from Federal Transit (FTA). The FHWA grant opportunities are for 1) the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program, with up to \$60 million available for new technology projects, and 2) the Surface Transportation System Funding Alternatives (STSFA) Program, with up to \$15 million available for states to research alternatives to gas taxes. The FTA grant opportunities are 1) the FY 16 Buses and Bus Facilities and the FY 16 Low-No Emissions Grant Programs, with a total of \$256 million available for new buses and facilities, including alternative fuels, and 2) Rides to Wellness (R2W) Demonstration and Innovative Coordinated Access and Mobility Grants, with \$5.3 million available for transportation healthcare access solutions.

Ms. Massie noted that PRTC is considering applying for several grants, with the application language calling for the proposed projects to be in or eligible to be added to the TIP. She asked how PRTC would obtain a statement regarding that status.

Mr. Randall responded that TPB staff have been facilitating a number of requests for letters of endorsement for TIGER and other grant applications. Requests can be sent to him, and TPB staff will provide a standard letter of support signed by the TPB Chair.

8. Briefing on the Development of the Bicycle and Pedestrian Subcommittee's list of Top Unfunded Projects

Mr. Farrell spoke to a hand-out. With an unconstrained long-range plan in development, there is some interest in the selection process that the Subcommittee uses to develop its short list of priority projects. This list came out of the larger Bicycle and Pedestrian Plan for the National Capital Region, which includes a list of all the major planned bicycle and pedestrian projects in the region, including hundreds of unfunded projects.

Mr. Farrell said that in response to comments on the Plan, the Subcommittee decided to select a very short list of unfunded projects that would be responsive to the goals of the TPB Vision. Each jurisdiction was asked to nominate a project, using the criteria outlined in the memo. Transit access meant rail stations or transit centers. The total funding ask for any particular year was generally less than 2% of what was spent on roads and bridges in that year.

Mr. Farrell said that in the past, this list was compiled once a year, before the TIP update. Since the TIP has become a rolling document the list now is updated more often. Projects can be dropped when they are funded, or when the jurisdiction's priorities change. The Cinder Bed trail was added recently. The list does not correspond directly with the TAP funding applications, which depends on the applications that are submitted for TAP (STP Set-Aside) funding.

9. Update on the Development of the Draft Regional Freight Plan

Mr. Schermann briefed the committee on the status of the Draft Regional Freight Plan. The draft freight policy statements were presented as an informational item to the Transportation Planning Board (TPB) at their last meeting on March 16. There were no questions from the Board and only one comment which was supportive of the recent inclusion of a new policy statement addressing environmental justice. The only remaining work on the draft freight policies is to respond to the most recent comments provided by two members of the Access for All Committee.

He said that staff is currently working to add a policy chapter and finish up the remaining technical elements of the draft National Capital Region Freight Plan. When this is complete, the draft Plan will be reviewed by both the Freight Subcommittee and by this Committee before being presented to the TPB for review and action for approval.

10. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – April 1, 2016**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County Ben Yeckley
Frederick County -----
City of Frederick -----
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
Meredith Hill
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 Dan Goldfarb
Prince William County James Davenport
PRTC Betsy Massie
VRE Sonali Soneji
VDOT Norman Whitaker
Andy Beacher
VDRPT Tim Roseboom
Todd Horsley
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
Bill Bacon, DTP
Lamont Cobb, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Nicole McCall, DTP
Mark Moran, DTP
Erin Morrow, DTP
Dzung Ngo, DTP
Jinchul Park, DTP
Wenjing Pu, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
John Swanson, DTP
Marco Trigueros, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Abigail Zenner, DTP
Patrick Zilliacus, DTP
Steve Kania, OC

OTHER

Alexandra Brun
Bill Orleans
Dan Painter