

**TPB TECHNICAL COMMITTEE
ITEM #1**

TRANSPORTATION PLANNING BOARD

Technical Committee Minutes

**For meeting of
September 4, 2015**

TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

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1. Welcome and Approval of Minutes from September 4, 2015 Technical Committee Meeting

The minutes were approved as written.

2. Overview of the Draft 2015 Constrained Long-Range Plan (CLRP)

Ms. Posey informed the group that the 2015 CLRP Amendment and FY2015-2020 TIP and conformity analysis would be released for public comment on October 10. She listed the major project changes since the 2014 CLRP. These included the addition of 10 bike lane projects in DC, and I-66 HOT lanes and US 1 BRT in Virginia, as well as the removal of the Benning Rd. streetcar spur in DC, and the removal of the Columbia Pike and Crystal City streetcar projects in Virginia. She noted that VDOT is requesting a TIP amendment to include all the projects in the conformity analysis and others funded by NVTA. She mentioned that ads announcing the public comment period will run in the *Washington Post*, the *Washington Hispanic*, and the *Afro-American* newspapers, as well as electronically published via email, the web site, and social media. She noted that the website was updated to give an automated response, thanking people for commenting and letting them know the next steps of the process.

Ms. Howard demonstrated an interactive GIS-based map of all the projects included in the air quality conformity analysis. She noted that the map is accessible on the CLRP webpage.

Mr. Srikanth stated that the FHWA and the FTA, in the most recent federal certification review, recommended the use of more visualization tools in the conveying of information. He noted that the GIS-based mapping tool will be useful in getting more standardized information for projects, but cautioned that more details are needed for many of the projects. He also noted that one of the RTPP priorities is increasing public confidence by providing more information.

Mr. Holloman suggested that a nice feature, for the future, would be the ability to use the interactive map to comment on projects. Ms. Howard agreed, and indicated that staff had been considering adding that ability.

Mr. Thomas asked if there were any funding issues with the additional projects. Mr. Whitaker indicated that the funding had been in place since the fall. Mr. Thomas asked if that included the BRT project as well. Mr. Lake replied that he was not sure of the

funding sources, but knew that there had been fiscal consideration of the project. Mr. Whitaker noted that the project to widen US 1 has been in the CLRP for years, and those costs cover some of the BRT project. Mr. Srikanth added that NVTA funds are being added to projects in northern Virginia. Mr. Whitaker noted that even projects without any federal funding must be included in the conformity analysis.

3. Briefing on the Draft Air Quality Conformity Analysis of the 2015 CLRP

Ms. Posey distributed the draft summary conformity report and a copy of the slide presentation. She noted the pollutants included in the analysis. She reviewed the key technical inputs, including new Round 8.4 Cooperative Forecasts, new project inputs, the Version 2.3.57 travel demand model, new 2014 VIN data, and use of EPA's new MOVES2014 emissions model. She noted that detailed presentations covering each of these topics was given in the Spring, and pointed out that the online version of the slide presentation includes hyperlinks to the detailed presentations. She pointed out that households and employment are growing through time. She reminded the group that VDOT had requested that two alternatives be tested for I-66 outside the beltway. She noted that Alternatives A and B are generally similar except for variation in access points. She informed the group that VDOT had public meetings concurrent with the conformity analysis, and was developing a locally preferred alternative that included elements from both Alternatives A and B. Mr. Whitaker noted that the locally preferred alternative was closest to Alternative B operationally, but included the preservation of right-of-way for future transit in the median from Alternative A. Ms. Posey stated that VDOT had drafted a letter to the TPB asking the TPB to select Alternative B when approving the 2015 CLRP Amendment. The letter is included as attachment B of the summary report. Ms. Posey noted that staff is using new 2014 VIN data for the conformity analysis. She indicated that the vehicle fleet is increasing through time and that it is continuing to age with the slower turnover of older vehicles. She noted the use of EPA's new emissions model, MOVES2014, and explained that the new model accounted for federal programs (Tier 3 engine and fuel, CAFE, etc.) that the previous model did not. She listed the analysis years, and showed a map of the geography of the various non-attainment areas. She showed vehicle and transit trips and VMT through time, and noted that these values are very similar when comparing the VDOT alternatives. She reviewed emissions graphs for each of the pollutants, and noted that there was a significant drop in emissions due mostly to the new federal programs accounted for in MOVES2014. She indicated that emissions levels for all pollutants are below mobile budgets. She showed a table of emissions reductions associated with TERMS. She noted that the public comment period runs from September 10 to October 10, and that the TPB would be asked to approve the conformity analysis, along with the TIP and the CLRP at its October meeting.

4. Briefing on the Performance Analysis and Priorities Plan Assessment of the Draft 2015 CLRP Amendment

Mr. Sonenklar gave a presentation on the performance analysis of the 2015 CLRP and used a presentation to highlight the data in graphics and maps. He gave an overview about what was included in the plan, and then went through a series of 28 slides that contained information on the following: expected population and job growth, mode share and travel demand, roadway congestion, transit congestion, job accessibility, air quality and greenhouse gas emissions, and an assessment of how the 2015 CLRP moved the region toward implementing the priorities spelled out in the Regional Transportation Priorities Plan (RTPP).

Mr. Brown requested that TPB staff provide Technical Committee members and TPB members with additional time to review and discuss the performance analysis, methodology, and results. Mr. Srikanth responded that in the Technical Committee meeting staff was seeking input from members and that there will also be a work session before the TPB meeting on September 16 to go over the details of the analysis with board members and agency representatives. Mr. Srikanth went on to say that if there are any questions on the analysis during the public comment period (September 10 – October 11) to please contact TPB staff.

Mr. Brown said that the material in the presentation is great, but it may be too much for the TPB and may benefit from being shortened a little bit. Mr. Griffiths responded that the TPB presentation will be much shorter.

Mr. Emerine expressed concern that there be dissonance in the messaging of this report and the following agenda item, which is a report on the Multi-Sector Working Group which has identified gaps between our projections and previously set COG goals. He continued by saying that by only reporting on reductions without showing the gap between forecast CO2 emissions and COG's goals, this slide was giving a partial picture despite the fact that the TPB has not adopted specific emissions reduction targets. Mr. Griffiths proposed that the presentation could state that this forecast brings us toward the goal, but not all the way to achieving it.

Mr. Mokhtari, noting that substantial job growth is expected in Prince George's County and nearby in the District of Columbia, asked why many areas of Prince George's County would be experiencing substantial losses in the number of jobs that are accessible within a 45 minute commute by automobile? Mr. Sonenklar and Mr. Vuksan answered that this is because traffic is increasing on many of the roadways coming into the district of Columbia, causing travel times to increase, and making commutes from these parts of Prince George's County longer than 45 minutes.

Mr. Weisberg followed up on Mr. Mokhtari's question by stating that the map showing losses in job accessibility will generate questions as to what we are doing about this projected imbalance. Rather than just showing this slide, Mr. Weisberg asked that TPB staff spend some time and attention to understand the causes and solutions to this pattern. Mr. Srikanth responded that staff can certainly look into this. Mr. Malouff said that this measure is a good example of why Tech committees and board members need more time to talk about this and other performance measures.

5. Briefing on Activities of the COG Multi-Sector Working Group (MSWG) on Greenhouse Gas Emissions

Mr. Griffiths presented the draft Power Point presentation on Interim Findings from the analysis of potential Greenhouse Gas Reduction (GHG) Strategies that he had given to the members of the Multi-Sector Working Group (MSWG) on the previous day. He stated that based on the comments he had received from the MSWG members, this presentation would be further refined in the next few days and sent out to the MSWG members for an another review. After that review, a final version of this presentation would be mailed out to the TPB on September 10. The purpose of this presentation was to summarize the results of GHG reduction strategies analyzed for the Energy and Built Environment, Land Use and Transportation sectors. He noted that this presentation would also be given to the Metropolitan Washington Air Quality Committee (MWAQC), The Climate, Energy and Environment Policy Committee (CEEPC) and the COG Board. Mr. Griffiths added that in the next phase of this effort, the members of the MSWG would be exploring specific GHG reduction targets in each of four sectors.

Chair Rawlings suggested that because the meeting was running behind schedule, TPB Technical Committee members with comments on the draft presentation of MSWG Interim Findings contact Mr. Griffiths directly after the meeting.

6. Briefing on DDOT Traffic Signal Optimization

Mr. Wasim Raja, DDOT briefed the Committee on the District of Columbia Department of Transportation's (DDOT) ongoing city-wide traffic signal optimization effort and the results of the project completed in the downtown core in May 2015, undertaken in conjunction with the TPB's Transportation Improvements Generating Economic Recovery (TIGER) grant for regional transit improvements.

Speaking to a presentation, Mr. Raja noted that signals are being optimized to accommodate increased transit and pedestrian movement and reduced driving, in accordance with the latest traffic engineering recommendations and the newest technology. The conflicting requirements for traffic signal cycle time, especially across some of the District's complicated intersections, are challenging. He spoke to the Anacostia area optimization in 2014, and then reported on the most recent phase of the signal optimization project, the optimization of 654 traffic signals in the downtown area, which was recently completed. Cycle lengths have been adjusted for each time period,

ranging from 80 to 110 seconds. Before and after studies show that travel times have improved throughout the downtown area, resulting in a 23% reduction in delay overall. Bus and bicycle travel times have also improved, as has Metrobus on-time reliability. A graph of bus travel time saving calculated savings by adding together the cumulative travel time over a network of bus routes, looking at before vs. after; this captures the cumulative travel time savings achieved. Mr. Raja also shows a set of embedded videos, showing the comparative driving experience one week before and one week after the optimization activation. The remaining phases of the project will be completed by the end of 2016 and DDOT aims to continue the optimization process every 5 years.

Mr. Malouff asked for clarification on the travel times savings experienced by buses. Mr. Weissberg verified the presentation would be available on the Technical Committee website. Mr. Randall noted that the downtown signal optimization, and the future optimization on the bus corridors, is being funded by the TPB's TIGER grant.

7. Update on the Establishment of the TPB Working Group on Unfunded Capital Need

Mr. Swanson distributed a memo announcing that the kickoff meeting of the Unfunded Capital Needs Working Group would be held on September 16. He said that TPB Chairman Mendelson appointed the group in July with Bridget Newton as chair and Jonathan Way as vice-chair. He said the group has two tasks: 1) to oversee the completion of the draft inventory and 2) develop a scope of work for regional planning activities that will use the inventory as the basis for analysis and outreach. He emphasized that all members of the Technical Committee were invited to attend the meeting.

Mr. Srikanth said the group will meet at 2:30 after the TPB meeting. He encouraged the Committee members to attend.

8. Discussion of the Draft National Capital Region Freight Plan 2015

Mr. Schermann briefed the Committee on the status of draft freight plan development, including the request to bring the draft plan to the Board at an early, non-finalized stage to facilitate Board members' input. He noted that key elements of the not-yet-quite-complete draft plan were presented at the July 10 Technical Committee meeting. Since then, staff has continued work to complete the plan and to address comments from stakeholders.

Mr. Schermann also said that the Board expressed interest in the freight plan during its July 22 meeting. The Chairman requested a review of the draft freight plan at an early, non-finalized stage so that board members could provide input – especially on the issues of hazardous materials transport and the shared use of rail facilities by passenger and freight trains.

To accommodate this request, a briefing at the October 21 board meeting has been scheduled. Because there is not enough time to do these issues justice during the afternoon Board meeting, a pre-meeting work session with the Board will be held immediately prior to the meeting.

It seems likely that the Board will want to include policy ideas or statements within the freight plan relating to these two issues. The pre-board meeting work session provides an opportunity for the Board to dig in to these and perhaps other issues as well. It also allows the opportunity to have some influence on what potential policy statements will be included in the freight plan.

To prepare for the pre-board meeting work session, the entire agenda of the next Freight Subcommittee meeting is devoted to preparations for the TPB work session. Technical Committee members are encouraged to participate in this meeting to help plan for the TPB work session and to provide thoughts on what such policy statements might look like.

The next freight subcommittee meeting is on Thursday, September 17 from 1:00 to 3:00 in Rooms 4/5.

Mr. Srikanth emphasized the Board's interest in providing policy input to the freight plan update, particularly in the areas of shared use of freight rail tracks by commuter and freight trains as well as the transportation of hazardous materials. These issues may be of relevance to varying degrees within different jurisdictions, so Mr. Srikanth asked committee members to forward any information or ideas to Jon.

Ms. Soneji noted that sometimes freight issues at the local jurisdictional level are overlooked in the freight planning process and asked whether the freight plan will address these issues.

Mr. Schermann responded that these local delivery issues are an important concern and are discussed in the regional freight plan, especially with respect to the planned growth in activity centers and the implications of that growth for freight.

9. Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER)

Mr. Eric Randall briefed the Committee on the progress of the TPB's TIGER Grant, awarded in 2010. He spoke to memorandum distributed as part of the materials for the meeting. Slow but steady progress continues to be made on the projects of the grant, including work on DDOT and WMATA's transit signal priority projects and on the transit stations at the Pentagon and Takoma-Langley. However, it appears WMATA will be requesting an additional budget revision from FTA, removing the Army-Navy Drive Bus Bays project from the TIGER grant and using these funds at other transit stations.

Mr. Randall noted that this memo is in response to the TPB's direction to provide an update on TIGER grant progress every other meeting, alternating between memos and presentations. The TPB was last briefed in July, so the next update is a memo for September and then the Board would be briefed again in November. He closed by noting that some \$30 million or over half the grant funds have yet to be expended through reimbursement to the project implementing agencies, while only just over a year is left until the grant expires on September 30, 2016.

10. Update on the Development of MAP-21 Performance Measurements Report on the Development of a Regional List of Unfunded Transportation Projects

Mr. Randall briefed the Committee on updates to the US DOT regulations on performance measures under MAP-21, speaking to a presentation. He provided an overview of the schedule for publication of the proposed and/ or final rulemakings for the five categories of performance rules. USDOT provides a schedule every month of when the rules are expected to be published. For the past several months, every new month update had the publication dates also moving a month out. The final rulemaking of most interest to TPB staff, that for State and Metropolitan Planning, is now scheduled to be published at the end of the year. However, he noted that one group of rulemakings, the proposed transit rules, were not delayed in the most recent update and are scheduled to be published over the next few weeks.

Mr. Randall said that one minor proposed rulemaking was published in August, for the Public Transportation Safety Program, which provides a strategic overview for FTA's plans for transit safety. This rule applies to all recipients of Federal transit funds, which includes many jurisdictions that operate local bus systems. The rulemaking announces FTA's commitment to Safety Management Systems (SMS), a safety philosophy, as FTA's foundation for transit safety planning. In addition, the rulemaking establishes FTA's new safety authority, with the FTA Administrator now able to conduct audits and investigations, impose more frequent reporting requirements, restrict or withhold Federal assistance, and issue safety advisories and directives.

The transit safety rulemakings will also include a National Public Transportation Safety Plan rule, a safety training rule, and a Public Transportation Agency Safety Plan rule. There will also be more rules for the State Safety Oversight (SSO) Program, which will affect the Tri-State Oversight Committee (TOC) which oversees Metrorail's safety.

Mr. Randall then spoke to coordination with the State DOTs and WMATA. TPB staff leads for each performance area have been identified, as have their counterparts at the State DOTs and WMATA. The previous day, TPB staff conducted their first discussion session with DDOT, MDOT, and VDOT staff on highway conditions. He noted that Maryland and Virginia both seem on top of the MAP-21 rulemakings and already have substantial performance measurement activities. He also noted that VDOT is having a workshop for Virginia jurisdictions in Williamsburg at the end of the month. There will be another discussion next week on highway safety with the State DOTs. Further topical

discussions will be held as more of the rulemakings are published, and the Committee will be updated as the discussions progress.

11. Other Business

Ms. Erickson spoke to Maryland's tour meetings presenting the Consolidated Transportation Program (6-year annual budget) to cities and counties. Tour meetings in the Washington, DC region include Frederick, MD (Oct. 15, 7:00 p.m.), Charles County, MD (Oct. 20, 6:00 p.m.), Prince George's County, MD (Oct. 22, 2:00 p.m.), Montgomery County, MD (Oct. 22, 7:00 p.m.). Presented by the Secretary, the Program feeds and informs the TIP. After the Draft phase, including public comment, the Program is finalized in January, 2016, when it is presented to Maryland State Legislature for approval. After approval, the Program is included in the TIP.

Mr. Srikanth spoke to the 2015 CLRP Amendment Performance Analysis discussion, requesting Members to contact Mr. Griffiths for any additional discussion, questions, or requests for clarification. Mr. Srikanth clarified that the majority of findings from the analysis, for the exception of emissions, did not change from to last year.

Mr. Srikanth spoke to the Papal visit to the National Capital Region on September 23-24. TPB staff has been encouraged to not conduct meetings on these days. Any meetings currently on those days will be rescheduled. Staff has also been strongly encouraged to telework on both days.

Mr. Malouff asked if Washington, DC is considering cordoning off parts of the city to alleviate traffic issues. Mr. Srikanth said he was not aware of any plans. He said many federal agencies are working to coordinate.

12. Adjourn

None.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – September 4, 2015**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County Ron Burns
David Whitaker
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County John Thomas
Prince George's County Victor Weissberg
Rockville -----
M-NCPPC
Montgomery County Eric Graye
Prince George's County Famararz Mokhtari
MDOT Lyn Erickson
Kari Snyder
Samantha Biddle (SHA)
Meredith Hill (SHA)
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcom Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC David Koch
Prince William County James Davenport
PRTC Betsy Massie
VRE Sonali Soneji
Tim Hickey
VDOT Norman Whitaker
Andy Beacher
VDRPT Tim Roseboom
NVPDC -----
VDOA -----

WMATA

Jonathan Parker

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Robert Griffiths, DTP
Ron Milone, DTP
Andrew Meese, DTP
Elena Constantine, DTP
Nick Ramfos, DTP
Bill Bacon, DTP
Anant Choudhary, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Wendy Klancher, DTP
Erin Morrow, DTP
Dzung Ngo, 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
Dan Sonenklar, DTP
John Swanson, DTP
Marco Trigueros, DTP
Dusan Vuksan, DTP
Feng Xie, DTP
Steve Walz, DEP
Amanda Campbell, DEP
Paul DesJardin, DCPS
Greg Goodwin, DCPS
John Kent, DCPS

OTHER

A. Wasim Raja, DDOT
Rick Rybeck, Just Economics LLC