

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region  
**Transportation Planning Board**

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Technical Committee Minutes

**For the meeting of  
February 3, 2017**

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**TRANSPORTATION PLANNING BOARD**  
Technical Committee Meeting

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**Minutes**

**1. Welcome and Approval of Minutes from the February 3, 2017 Technical Committee Meeting**

The committee approved the minutes unanimously.

**2. TPB Bylaws Amendment**

The Maryland Department of Transportation (MDOT) asked the board to consider an amendment to the TPB bylaws to change the membership requirements of the “designated alternate” board member. MDOT had examined the bylaws of all the MPOs in Maryland and had come to the conclusion that in order to prepare for an upcoming federal review, all MPOs should have similar practices in place to provide accountability to the citizens of Maryland. There were some questions from the committee concerning which, if any, members this would impact, and if other states and MPOs had similar requirements. Staff was asked to look into these questions.

**3. Briefing on the Draft FY 2018 Unified Planning Work Program**

The Draft FY 2018 Unified Planning Work Program (UPWP) was presented. Ms. Erickson described how the states are not just board members, but are also oversight agencies since federal funding passes through them. While the revenue amounts were not yet final, each program director described the proposed activities for each task identified in the UPWP. Ms. Erickson asked for comments and Mr. Erenrich suggested that the upcoming TPB actions should be highlighted in the TPB presentation.

**4. Briefing on the Draft FY 2018 Commuter Connections Work Program (CCWP)**

Mr. Ramfos briefed the Committee on The Fiscal Year 2018 draft Commuter Connections Work Program (CCWP) through a PowerPoint presentation. Mr. Ramfos first gave an overview of Commuter Connections’ mission statement from the program’s adopted Strategic Plan. He then reviewed program benefits, program coverage area, MSA rankings for carpool and transit use, daily program impacts, the program’s role in the regional planning process, the program’s cost effectiveness, the proposed FY 2018 CCWP budget, and highlights of what is new with the program and budget, as well as next steps.

Mr. Ramfos explained that the Commuter Connections Strategic Plan contains the definition of the program. The program provides benefits to local jurisdictions, employers and workers. Commuter Connections benefits include reduced congestion for commuters, goods movement and tourist travel, reductions in emissions, and assistance in recruitment and retention of employers. Employers realize improvements in the recruitment and retention of their employees. Workers in the region have access to more commuting options, reduced stress and commuting costs as well as daily travel time to and from work.

The regional non-attainment map was shown and Mr. Ramfos explained the service area for both the Ridesharing and Guaranteed Ride Home (GRH) programs. Essentially, the Commuter Connections service area is much larger than the 8-hour non-attainment area for commuters using the GRH program, and even larger for commuters using ridematching services. A

ranking chart with US Census rankings for carpools and transit use for MSA areas show that the Washington

DC region ranks as one of the top urban areas in total percentage of carpools and transit users. We are just behind Houston, Los Angeles and Dallas for percentage of carpools and behind New York City and San Francisco areas for transit use.

The total daily transportation and emission impacts of the Commuter Connections program were then reviewed. Mr. Ramfos then covered Commuter Connections' role in the planning process. TDM is included in the federally-required congestion management process (CMP) and Commuter Connections is a major Transportation Demand Management component. Transportation emission reduction measure benefits for inclusion in the air quality conformity determination approved by the TPB are also provided through the program in the update of the region's CLRP and TIP. Green House gas emission impacts are also calculated. Results from Commuter Connections program impacts may also contribute to new performance measures and goals set under FAST Act requirements.

Next, Mr. Ramfos discussed the cost-effectiveness of the program with regards to vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting in the region. The program's cost-effectiveness is based on TERM evaluation results for both transportation and emissions.

The FY 2018 proposed CCWP budget was then compared to the FY 2017 CCWP budget and Mr. Ramfos reviewed the associated changes for each of the programs. Mr. Ramfos stated that there is a 3.4 percent increase in the budget from FY 2017 due to the fact that the costs associated with data collection efforts will be a bit more in the new fiscal year and each of the program areas had modest cost of living adjustments. The FY2018 CCWP budget breakdown was then reviewed and includes about 34% of the costs going to COG/TPB staff & overhead, 51% of the costs for private sector services, 8% of the costs are passed through to local jurisdiction TDM programs, and 7% of the costs are attributed to direct costs.

New items in the FY 2018 CCWP include the expansion of the 'Pool Rewards ridesharing incentive as part of the TMP for the Transform 66 project in Northern Virginia, publication and distribution of the 2016 State of the Commute general public report, final reports for the 2015-2017 TERM Analysis Report, and data collection and a report for the FY2018 Placement Rate Survey.

Mr. Ramfos then discussed upcoming review and approval steps for the document. Mr. Mokhtari asked about the Placement Rate Study and whether comparisons are made to previous studies conducted. Mr. Ramfos stated that the survey which is conducted every three years does look at previous surveys for trends. Gary Erenrich stated that the MSA Rankings Table for Carpool and Transit use in the presentation shows the success rate of the region but it doesn't necessarily come through by simply looking at the chart. Perhaps an additional column could be added to show a combination ranking for both carpools and transit. The results in this column would show the region as #2 nationally. This would be an impressive story. Mr. Ramfos stated that the hope would be that individuals could deduce that the region's ranking is in the top tier for the nation for both carpooling and transit and that the region is truly fortunate given its infrastructure and support from the elected officials and the general public on TDM program services. A question was asked regarding how often the data was updated for this chart. Mr. Ramfos stated that the data is from the 2010 Census. Staff will be closely monitoring the data when it's updated in 2020 to see if the needle has moved for the region.

## 5. Long-Range Plan Task Force Update

Mr. Srikanth briefed the committee on the status of the Long-Range Plan Task Force. He said the new TPB officers were taking the lead in developing a resolution that would propose activities for Phase II of the task force's work. He said the officers were not looking for staff input in establishing the framework for what would be evaluated in Phase II. He said that the TPB discussed a draft resolution at its January meeting. He said the TPB chair asked for members to submit comments and so far, staff had received two sets of comments from Prince William and Loudoun counties. He said that staff will need to evaluate the budget implications of the resolution.

Mr. Mokhtari asked if a system would be established to screen projects based on regional criteria.

Mr. Srikanth said the details for Phase II work need to be worked out. He said that last year, staff had developed draft criteria for selecting projects, but the task force members were not interested in pursuing that approach. He said that board members seem to agree that there is a backlog in addressing congestion and accessibility needs. He noted that in addition to addressing the role of new transportation capacity, the future work of the task force may look at scenarios that address potential policy changes, such as land-use, pricing and technology. Mr. Brown said that the TPB and its member jurisdictions already have policies in place that have been formally agreed upon. He expressed concern that the draft resolution included policies that had not been agreed upon and in some cases, he felt the draft implied things that aren't true. He said the task force should follow procedures that are already established and should adhere to federal requirements as laid out in the Unified Planning Work Program. He said he had drafted an alternative resolution.

Mr. Whitaker said the draft resolution should make explicit reference to the need for "multimodal solutions."

Mr. Srikanth said the TPB's work through this task force would not be legally binding for the jurisdictions.

Mr. Emerine asked Mr. Brown to further explain which statements in the draft resolution were mischaracterizations of policies.

Mr. Brown noted several examples, including the statement that forecast levels of congestion were unacceptable to the region and the statement that the TPB believes the region need to develop a plan that goes beyond the CLRP. He said these statements implied that the TPB had found the CLRP to be unacceptable and that it has no benefits, which is not true. He further noted that the draft resolution called for solutions that would achieve a reduction of 25% in congestion, which is not a target approved by the TPB.

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**6. Proposal to Amend the FY 2017-2022 Transportation Improvement Program (TIP) to Include Project and Funding Updates for the Northern Virginia Section of the TIP, as Requested by the Virginia Department of Transportation (VDOT)**

Mr. Whitaker spoke to a presentation on the VDOT TIP update. He stated that all MPOs in Virginia were updating their TIPs which would be incorporated into the new FY 2018-2022 STIP. He added that the TIP update would only include VDOT projects, and that DRPT would incorporate more updates later. Mr. Whitaker stated that the VDOT TIP update would total a little over \$2 billion. He said this would be a notice item on the TPB's February agenda and would be on the agenda for approval in March.

Mr. Whitaker also described the new Smart Scale and NVTA systems of funding projects as well as the major funding sources and projects that would be included in the update. All projects proposed for amendment into the TIP were included in or exempt from the Air Quality Conformity Analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP. Mr. Whitaker noted that the draft tables for the TIP amendment would be posted the following week.

Mr. Roseboom briefly described the DRPT process for updating the various MPO TIPs and STIP.

Mr. Davenport inquired about the location of the Innovation Metro Station. Mr. Whitaker clarified that it was in Fairfax County.

**7. Status Report on the Equity Emphasis Areas Map for the Proposed Enhancements to the Title VI / Environmental Justice Analysis of the CLRP**

On behalf of Mr. Ritacco, Ms. Klancher briefed the Committee on steps staff is taking to update the proposed Equity Emphasis Areas based on the board's decision to postpone action so staff and members could reexamine the methodology. Since the January TPB meeting, staff have been working to modify the methodology to take into consideration concerns and comments received in January both at the Technical Committee meeting as well as the TPB meeting. After finalizing the proposed methodology and before returning to the Technical Committee and the TPB, staff will present the proposed method to COG's Planning Directors Technical Advisory Committee on February 17, followed by a webinar with Planning Directors, Technical Committee members, and members of the Board on February 21 or 22. With the additional consultation, staff is taking a month delay to complete the additional engagement and will return to the Technical Committee and TPB in March for endorsement of the Equity Emphasis Areas map and methodology.

**8. Transportation and Land Use Connection (TLC) Update**

Mr. Cobb presented on the upcoming solicitation for FY 2018 Transportation/Land Use Connections (TLC) Program Technical Assistance components. The TLC program also incorporates TLC components around the Transportation Alternatives Program, and the Peer Exchange Network (TLC PeerX). TLC's technical assistance component offers consultant assistance to local TPB member jurisdictions. TLC technical assistance supports planning projects for \$30,000 - \$60,000, and 30% design projects for up to \$80,000. The TPB encourages projects that support TLC criteria around regional goals and priorities in Region Forward and the Regional Transportation Priorities Plan, cross-jurisdictional collaboration, activity centers, access to transit, and diversity and equity. Mr. Cobb also updated the committee on the status of the FY 2017 technical assistance projects, with highlights on the District of Columbia, Falls Church, and Frederick projects. The FY 2018 solicitation for

applications opened on February 1, 2017, and will close April 3, 2017. Optional abstracts are due February 24, 2017.

Ms. Davis noted that WMATA has recently completed a station access study related to the current District of Columbia FY 2017 TLC projects. The agency is open to partnering with local jurisdictions in applying for technical assistance projects that support the recommendations from their system-wide study.

## **9. Performance Based Planning and Programming (PBPP)**

Mr. Eric Randall spoke to a memorandum and presentation update on performance-based planning and programming. He started by noting the several final rules were issued on January 18, for pavement and bridge condition, transit safety, and system performance. With these rules, all of the PBPP performance measures are now final. Over the next two years, and particular in early 2018, the TPB will need to formally adopt targets across the PBPP areas. He then reviewed highlights from each of the three final rules, including the final performance measures. The only still pending element is part of the transit safety rulemaking which will lay out the due dates for the transit safety measures.

Mr. Randall then reviewed next steps for the TPB and stakeholder agencies. Staff are still working on collecting the region's transit asset management targets so that the TPB can set targets in May. All stakeholders will need to sit down and collectively document PBPP responsibilities. There will be future briefings on the region's PBPP performance, including highway safety and pavement and bridge condition at the next several meetings.

Mr. Malouff noted that CMAQ emissions reductions information for every project should be available for Virginia from NVTA.

## **10. PBPP – Coordination on MAP-21 Safety Performance Provisions**

Mr. Gianni briefed the Committee on Maryland's ongoing efforts to reduce fatalities and serious injuries, and provided an overview of Maryland's target setting methodology for the MAP-21/FAST highway safety performance measures.

Mr. Gianni noted that traffic deaths and serious injuries in Maryland have declined significantly over the ten years prior to 2015. In 2014, Maryland recorded the lowest number of fatalities (443) since 1948. However, the following year (2015) saw the greatest single year increase in fatalities since the early 1980s. Preliminary figures indicate the number of fatalities in 2016 will be very close to those recorded in 2015.

Data also show a very significant decline in serious injuries over the past ten years, but it is suspected that these results are due to an artifact of the crash data reporting process since hospital data do not show a decrease in serious injuries.

The federally required safety performance measures are (1) the number of fatalities, (2) the fatality rate per 100 million VMT, (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the sum of bicycle and pedestrian serious injuries and fatalities.

The methodology Maryland will use to set targets for these measures is based on an original Towards Zero Deaths (TZD) goal of halving the number of fatalities in 2008 by 2030. Recent

historical trends for these performance measures are projected using an exponential trend line such that the projected 2030 number equals the 2030 TZD target. Targets for interim years are then calculated using the resulting equation for this exponential trend line.

Mr. Gianni reviewed how using the Maryland methodology for the Maryland portion of the TPB planning area would result in specific fatality and serious injury targets which could be used as inputs to the overall regional target setting process.

Mr. Srikanth noted that the methodical approach the state of Maryland has taken is designed to identify achievable, not aspirational, short-term targets. As our Board begins work on this topic, there might be an interest to establish more aggressive targets than our member states have. It will be important for the Board to be mindful that the MPO does not have the responsibility to implement, nor does it have the funding to support the kind of projects and programs needed to achieve those more aggressive targets.

Mr. Gianni, in response to additional committee member questions, noted that these safety targets apply to all public roads in the state, not just state-owned roadways and also that the potential impact of autonomous and connected vehicles were not considered in target setting methodology.

He further noted that as knowledge about the safety effects of autonomous and connected vehicles becomes available, it may become possible to account for them in future target setting efforts.

#### **11. Transit Asset Management Initial Performance Targets for 2017- Department of Rail and Public Transit**

Mr. Todd Horsley, DRPT, spoke to a presentation on Virginia's statewide targets for transit asset management for the smaller transit systems. He noted this his presentation was very brief, as the committee had heard briefings from Maryland Transit Administration last month as well as TPB staff briefings. He also noted that this information was compiled at the state level in Richmond, and so applies to all of the Tier II operators in the state, which includes all systems that operate less than one hundred vehicles. For Northern Virginia this includes Alexandria DASH, Arlington ART, City of Fairfax CUE, Loudoun County Transit and WinTran in Winchester. Tier I providers in the region are Fairfax Connector, PRTC, and VRE, which will have to report separately.

He reported that DRPT is using the TransAm open-source software system to collect the transit asset management data. The system just went live in December, so there are ongoing efforts to transition more data into the system. He then showed the performance and number of vehicles within useful life benchmark (ULB) for the several classes of vehicles. DRPT chose to use the FTA's standard ULB guidelines, which may be revised in the future. DRPT then sent generous targets against current performance for the upcoming fiscal year. DRPT will continue to refine information as well as work on the state transit asset management plan to meet the requirements for a submitted plan by September 2018.

Mr. Holloman asked if paratransit vehicles were included in this data. Yes, this information should have been included, even for third-party contracted vehicles. Mr. Roseboom affirmed that this information is required by the FTA, as is information on leased or contracted transit facilities.

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## 12. Analysis of Transportation Impacts of WMATA's SafeTrack Program

Mr. Randall spoke to a memorandum and presentation summarizing TPB staff work on analyzing the transportation impacts of WMATA's SafeTrack program for surges one through ten. He emphasized that he was providing an overview of preliminary analysis of data available, not a comprehensive review with maps and other details for each surge. This effort was the first time TPB staff has tried to put together these multimodal information sources, including traffic congestion analysis, local transit information, highway traffic counts, and bikeshare and bicycle counts data.

He reviewed highlights from each area of analysis. Travel Time Index for the ten surges showed that only surge 1 had a significant level of travel time increases over normal. He noted that May was the baseline though, and traffic during the summer months, during which six of the ten surges analyzed took place, may have continued to little changes in the TTI. Mr. Randall then spoke to the transit information, which reflects Metro's in-depth analysis as well as information that was provided by local transit systems, though this was not comprehensive.

He noted specifically changes during surges 3 and 4, the rail shutdowns in Alexandria, when many people could take the Metroway BRT system, shuttles, or VRE as alternatives. The third area of analysis, traffic count data, only provided a few examples of changes during SafeTrack, as many counters are not permanent on parallel highways. One example was during surge 1 when there was observable increases, especially during the am peak. Finally, he spoke to bikeshare and bike count data. The bikeshare data was the first time this analysis had been performance, using a very large data set. The result was that surges in the District, as well as surge 1, showed the biggest changes in bikeshare usage. Bike counts on the Potomac crossings from Virginia also showed the biggest impact during surge 1. Overall, a few thousand, or tens of thousands riders, made different choices and experienced local traffic issues, but the regional impact on the transportation system was within normal day-to-day variation. He concluded by speaking to some potential future steps.

Mr. Erenrich highlighted the importance of mitigating actions that individuals and agencies took when facing SafeTrack. There was much planning and communicating that took place, because Metro is important, and that was why there were relatively modest impacts.

Mr. Bill Orleans asked about Uber information. Mr. Srikanth responded that Uber has made some information available, but only processed data of certain types. Uber's data will continue to be monitored for any future use by TPB.

## 13. Metropolitan Planning Organization Coordination and Planning Area Reform Final Rule

Mr. Randall spoke to a memorandum and presentation summarizing the final rulemaking on MPO planning area reform. Previously, the draft rulemaking was briefed to the committee in September and October, and TPB submitted comments twice in response to the proposed legislation. Now the final rule was published on December 20, and will affect MPOs by revising metropolitan transportation planning regulations. A map of the TPB planning area and other MPOs, along with the urbanized areas defined by the US Census, was displayed. The final rule requires a metropolitan planning area (MPA) to completely include an urbanized area as defined by the US Census as well as the area expected to be urbanized in a 20-year forecast. There should be a single MPO for each MPA, unless the Governors and MPOs affected agree on an exception. In this case, the multiple MPOs in a single planning area will have to jointly prepare unified planning products, including a single metropolitan transportation plan (i.e., CLRP), a single transportation improvement program (TIP) and a jointly established set of performance targets. A second exception can be made to the unified



planning products requirement, but in this case the exception must be agreed to by the USDOT Secretary. However, in any case, MPOs must document and demonstrate coordinated planning procedures, jointly adopted coordination agreement, and productive joint decision making. Planning agreements need to show cooperative planning responsibilities for the MPA, a process for joint decision making, and procedures for resolution of any disagreements.

The rule became effective January 19, 2017. Compliance date is set at 2 years after the US Census Bureau releases its notice of Qualifying Urban Areas following the 2020 census, which likely be sometime in 2024. While a long ways away, TPB will begin work on compliance, including a coordination agreement with adjacent MPOs and documentation of planning responsibilities with States and providers of public transportation.

Mr. Lake asked if that given this rule is applicable to TPB and the Philadelphia region, would it also be applicable to the New York New Jersey urbanized area. Mr. Randall responded that it is a function of how the urbanized areas and MPAs are delineated. The MPA could expand to reach from Maine to Hampton Roads, Virginia. Ms. Erickson added that staff would work with all adjoining MPOs to implement this rule.

#### **14. Access For All Committee Comments on WMATA Budget**

Ms. Klancher briefly called attention to a draft letter expressing concerns about the proposed WMATA budget, which was sent by Charles Allen, chairman of the AFA committee, to Bridget Newton, chair of the TPB. She said the Steering Committee would be asked to review the letter for inclusion in the TPB mailout.

#### **15. Adjourn**

The meeting was adjourned at 12:00 p.m.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – February 3, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP Dan Emerine

MARYLAND

Charles County -----  
Frederick County David Whitaker  
City of Frederick Timothy Davis  
Gaithersburg -----  
Montgomery County Gary Erenrich  
Prince George's County Anthony Foster  
Rockville -----  
M-NCPPC  
Montgomery County -----  
Prince George's County Faramarz Mokhtari  
MDOT Kari Snyder  
Matt Baker  
Kandese Holford  
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman  
Arlington County Dan Malouff  
City of Fairfax -----  
Fairfax County Mike Lake  
Malcolm Watson  
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  
Todd Horsley  
NVPDC -----  
VDOA -----  
WMATA Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

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Lyn Erickson, DTP  
Ron Milone, DTP  
Andrew Meese, DTP  
Nicholas Ramfos, DTP  
Andrew Austin, DTP  
Bill Bacon, DTP  
Lamont Cobb, DTP  
Michael Farrell, DTP  
Ben Hampton, DTP  
Charlene Howard, DTP  
Ken Joh, DTP  
Wendy Klancher, DTP  
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Eric Randall, DTP  
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