



National Capital Region
Transportation Planning Board

Technical Committee Minutes

**For the meeting of
October 4, 2019**

TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the September 6, 2019 Technical Committee Meeting

The minutes of the September 6, 2019 Technical Committee Meeting were approved unanimously.

2. COG Housing Resolution

Paul DesJardin, COG Director of Community Planning and Services, briefed the committee on a resolution adopted by the COG Board of Directors (COG Board) on September 11, 2019, adopting targets to address the region's housing needs. In his presentation, Mr. DesJardin reviewed the activities of COG's Planning Directors Technical Advisory Committee, the Housing Directors Advisory Committee, and Housing Strategy Group over the previous 12 months responding to a call to action by the COG Board to assess the region's housing needs. This included identifying the amount of additional housing, location of additional housing, cost bands of additional housing needed, and impediments to housing production.

This activity ties directly to the Visualize 2045 Aspirational Initiative, "Bring Jobs and Housing Closer Together," and was prompted in part by the TPB in response to the recommendations of the TPB Long-Range Plan Task Force, which found that providing additional housing in key locations would optimize land use and transportation in the region and have a beneficial impact on the performance of the region's transportation system.

Mr. DesJardin presented data indicating that housing construction is not on pace to keep up with regional housing needs. As part of his presentation, he reviewed the adopted regional housing targets. Regional Target 1 (Amount) calls for the region to increase the number of planned housing units by at least 75,000 additional homes between now and 2030, increasing from the 245,000 housing units currently forecasted to at least 320,000 units. Regional Target 2 (Accessibility) calls for at least 75 percent of all new housing to be located within Regional Activity Centers and near high-capacity transit. Regional Target 3 (Affordability) calls for at least 75 percent of all new housing to be affordable for low- and middle-income households.

There were several questions and discussion points raised by participants. Gary Erenrich, Montgomery County, noted that there are many housing units that are planned and approved, but not built and likely will not be built. As a result, they are included in forecasts and therefore the region accounts for them as a worst-case scenario in its travel forecasting activities. He asked how the parties involved in the housing initiative accounted for and addressed this. Mr. DesJardin noted that this problem has been acknowledged and discussed, but this continues to be an ongoing topic for discussion. He noted the work of the Urban Land Institute (ULI) and the Urban Institute in identifying this issue and calling upon the development community to participate in this discussion.

Dan Malouff, Arlington County, discussed the inherent difficulty in providing affordable housing within Activity Centers because of the demand for higher end housing in these areas, underscoring the challenge to find a place to provide the "missing middle" in housing. Mr. DesJardin concurred with this observation and noted that the Housing Directors Advisory Committee (HDAC) continue to address this topic and noted that in some cases, locating more affordable housing may need to be more proximate to Activity Centers and areas with high capacity transit. Kristin Calkins, DC Office of Planning, stated that the Technical Advisory Committee (PDTAC) tried to address this and agreed that the discussion led to a need to consider how the boundaries of Activity Centers are viewed and identify opportunities along or just outside Activity Center boundaries.

Mark Phillips, WMATA, requested that the parties involved in this discussion should also consider how this process and the regional targets might be used to help make transit more sustainable. He

suggested focusing more on the high capacity transit areas where transit service is already provided, rather than future transit areas. Dan Malouff followed up by suggesting that high capacity bus lines, which are not in high capacity transit areas, should also be considered for opportunities for affordable housing and locations to provide the “missing middle,” further noting that these lines are important connections between Activity Centers.

Tim Canan, COG/TPB, informed the committee that, in addition to Mr. DesJardin’s briefing, TPB Chair Martin Nohe will be briefing the COG Board at its October 9 meeting, to congratulate the board on reaching this important milestone of setting regional housing targets and to thank them for taking up this issue, which was prompted by the work of the TPB and its Long-Range Plan Task Force. Mr. Canan also stated that Chuck Bean, COG Executive Director, on behalf of the COG Board, will brief the TPB in October on the regional housing targets and will thank members for their call to action.

Bob Brown, Loudoun County, requested that this topic should be discussed more frequently within the Technical Committee. In response, Mr. DesJardin and Lyn Erickson, COG/TPB, stated that while this is an important topic, the conversation is being hosted and led by the PDTAC and HDAC and they encouraged interested individuals to attend their meetings.

Finally, David Edmonson, City of Frederick, noted that more should be done to evaluate impediments to land use and transportation infrastructure that make it difficult to implement projects in Activity Centers and high capacity transit areas.

3. Activities to Address Safety Challenges in the Region: Virginia Department of Transportation (VDOT)

Stephen Read, Virginia Department of Transportation (VDOT), presented information on Virginia’s recent safety outcomes, its 2016-2020 statewide highway safety targets, and its safety efforts in the National Capital Region (NCR).

He noted that since the initial set of statewide safety targets were established, fatality trends have increased, and serious injury trends have flattened out and therefore it appears that Virginia will not meet its fatality and serious injury targets. The most recent set of highway safety targets were set based on a new predictive model that considered the external risk factors that most impact fatalities, serious injuries, and non-motorist performance measures. This model enables VDOT to forecast and evaluate behavioral impacts and the influence of infrastructure investments on safety. This approach has resulted in significantly higher fatality targets. Key findings that have emerged from this approach include the relatively limited effect of infrastructure investments on fatality numbers and the positive effect of relatively small investments in behavioral initiatives.

Mr. Read noted that VDOT is planning to shift more of its safety budget to systemic treatments while deemphasizing spot treatments. He said that VDOT is looking to partner with local jurisdictions in getting more of these systemic improvements, such as high visibility backplates, curve signs, pedestrian crossings, and rumble/mumble strips, implemented. Collaboration in the areas of enforcement and education are important to reducing fatalities as well. Recommendations include jurisdictional safety plans, engaging a regional DUI task force, and adding highway safety subject matter to statewide public-school curriculum.

4. Activities to Address Safety Challenges in the Region: Virginia Department of Transportation (DDOT)

Emily Dalphy, District Department of Transportation (DDOT), safety engineer in the Vision Zero division, opened in noting the distinction between DC and VA’s methods in that DC’s efforts are in the form of a city-state hybrid. She explained that DC has a commitment to the Vision Zero program, which Mayor Bowser believes provides citizens access to safe, reliable and affordable transportation and is important to equity and economic opportunity. She then provided an overview of the Vision Zero program acknowledging a core component of the program, that being promotion of the understand that traffic fatalities are preventable.

The District's action plan has multiple agencies involved in a renewed commitment to eliminating all traffic fatalities and serious injuries through four themes: creating safer streets, protecting vulnerable road users, preventing dangerous driving, and by generally being more transparent and responsive. She then described the connection with the state highway safety plan, with its commitment to the Towards Zero Deaths program and a focus on incremental improvements over time.

Ms. Dalphy then spoke to the numerical goals for fatalities and serious injuries included in the District's 2015 strategic highway safety plan, which aimed for a 20 percent reduction by 2025. However, since that time the District has seen an increase in traffic fatalities and serious injuries, so now the safety offices are trying to analyze the information and identify the key factors and how to make those numbers move downward.

She then spoke to trends in the five federally required safety performance measures for the District. As opposed to the target of 26 fatalities on a five-year rolling average, the 2018 actual fatalities were 33, and the actual five-year rolling average was 27.4, two deaths over the target. The same applies to the fatality rate measure, however the serious injury measure and serious injury rate measure targets were met. Regarding the non-motorized measure of a five-year rolling average of the number of fatalities and serious injuries, the target was exceeded by between four and five percent. This matches a national trend in increased pedestrian and bicycle accidents. She noted that competing factors are at work; for instance, the thicker frame on car windshield frames increases occupant protection, but also reduces driver visibility particularly during turns, leading to more incidents.

Ms. Dalphy moved on to cover the new set of safety performance targets being set in the HSIP, which are 29 percent higher for fatalities and a similar increase in the non-motorized target. This is admittedly opposite to the Vision Zero plan, but the HSIP and federal targets must be evidence-based and data-driven based on recent experience. She then moved on to discuss internal and external coordination and cooperation on safety by key district agencies and external partners. She then spoke to the highway safety office program funding. Of those funds, the largest, orange piece of the pie is 36 percent is on impaired driving, that's DUI and other impaired driving issues. The gray is occupant protection, mostly seatbelts. Yellow is pedestrian and bicycle safety and then 14 percent is police and traffic services. Finally, 21 percent is traffic records. These funds flow through the District Highway Safety Office to fund key programs and include grants to key partners.

District Highway Safety Office also works with the Washington Regional Alcohol Program as well as the Street Smart program that is operated out of COG in addition to some work with the Washington Area Bicyclists Association especially for outreach to citizens in Wards 4, 7 and 8. There is also all the advertising you might see on Metrobus wraps and other things are funded through this program. On the national and global fronts, the district is also a NACTO member, National Association of City Transportation Officials, and a Vision Zero City with the Vision Zero Network. Other involvement is with AASHTO, the American Association for State Highway and Transportation Officials, and NHTSA. The District is also working with ITE, with the Transportation Research Board, as well as the NCUTCD, which controls traffic control devices, otherwise known as markings, signs, and signals that control yielding behavior.

Finally, Ms. Dalphy turned to areas for regional and interjurisdictional cooperation on safety where COG and TPB could assist. As is widely known, the district relies heavily on Automated Traffic Enforcement (ATE), including speed cameras, red-light cameras, and truck weight. However, a lot of these tickets go unpaid. Only 38 percent of vehicles involved in crashes in the district are registered in the District of Columbia, and under the influence of the DMV. Over forty percent are from Maryland tags and 15 percent are Virginia tags. One person from Virginia has nearly \$40,000 in unpaid citations in DC. Similarly, District residents likely receive ATE citations in other jurisdictions, but without reciprocity would not have to pay. So, reciprocity would benefit all jurisdictions and help with safety outcomes. The other primary opportunity for regional action is on the identification and improvement of high-risk corridors and intersections, particularly those that cross boundaries. This includes work with colleagues in Prince George's County about some of their high crash corridors that connect directly to

the district's high crash corridors at the border. Periodic driver education and re-licensing is another area for opportunity as laws and requirements change and as only a third of the vehicles that are involved in crashes in the district are from the district. Coordination between a regional Vision Zero and the Towards Zero Death initiatives, to make sure that everyone is working together and creating a synchronized and maximized effect versus a spotty and potentially out of step effect would be good. Finally, data sharing, trying to make sure everybody has the same data and can look at how and where crashes are happening and what is effective would be beneficial and would improve transparency and accountability with the public.

Norman Whitaker, VDOT, asked about the Open Streets initiative for the next day. Emily responded that a section of Georgia Avenue is being shutdown to cars for much of the day to create an open street event with various educational and outreach activities as well.

Dan Malouff, Arlington County, asked about reciprocity and why is that not happening now? Emily responded that it requires a state executive level decision and a discussion between the Mayor and the Governors. Jurisdictional support could move such a discussion forward.

Also, Mike Farrell, TPB staff mentioned the recent event hosted by COG with police officers on best practices in enforcement. The biggest obstacle mentioned to traffic enforcement is having people both trained and motivated. Emily agreed that traffic enforcement is often a secondary priority to crime issues and noted that this is one reason the mayor is moving ATE to DDOT from the police.

5. Safety Study Update and the Methodology for PBPP Highway Safety Targets

Jon Schermann, TPB staff, briefed the committee on the recent regional safety trends and on the proposed methodology for setting the 2016-2020 regional safety targets. He also provided an update on the progress to date of the regional safety study.

He noted that the performance for each of the five performance measures showed modest improvement between calendar years 2017 and 2018. This improvement was not enough for the region to meet its 2014-2018 fatality, fatality rate, and non-motorist targets set two years ago, however the regional targets for the number of serious injuries and the serious injury rate were met.

Mr. Schermann then explained that the methodology staff plans to use to set the upcoming round of regional safety targets (2016-2020) is the same as that used to set our previous targets. This methodology consists of developing sub targets for each state's portion of the National Capital Region (NCR) using the respective state methodologies, and then mathematically combining them into a single set of regional targets. The resulting targets are then capped at the previous year's level.

Mr. Schermann reminded the committee that the goals of the regional safety study are to 1) understand the factors contributing to crashes in the region, 2) determine where crashes are over-represented, 3) identify proven effective solutions, and 4) provide the TPB and member jurisdictions specific suggestions to improve safety. He noted what items have been completed by the consultant team and which items were still outstanding. Key accomplishments to date include the completion of the peer MPO interviews and the acquisition and consolidation of the crash data from the three states. Crash data analysis is currently in process and a network screening method has been proposed.

Mr. Erenrich suggested that staff investigate how much safety funding has been provided in the TIP. Ms. Erickson noted that we already have this information in last year's TIP. She also noted that this is just federal safety money and that not every safety project goes into the TIP. Mr. Brown added that much of the money spent in Northern Virginia comes from NVTA and not directly from VDOT. Ms. Erickson suggested that Mr. Schermann could begin to compile this information as he is continuing to work with the states. Mr. Schermann added that now that evidence is coming in as to the effectiveness of behavioral spending in improving safety, we might be able to suggest additional behavioral activities that the TPB could undertake to reduce fatalities and serious injuries in the region.

6. FAMPO Update

Lyn Erickson, TPB's Plan Coordination and Development Director, began in gauging the audience's awareness regarding the contractual arrangements between the TPB and the Fredericksburg Area MPO. Given the audience's awareness she noted that this will allow for more brevity in her presentation. Continuing Ms. Erickson provided a presentation summary noting that she will cover details on the FAMPO/TPB relationship and its history, the related recommendations from the Federal Certification Review, and the process outlined to fulfill those recommendations.

Continuing she shared details regarding the geographic location that the MPO covers, its board structure and staff, its population and work program budgets, noting that it is not a TMA or large MPO and that the 2004 MOU with the TPB established the role of FAMPO in contributing to the planning process exclusively for the northern Stafford region.

Regarding the Federal Certification Recommendations, it was recommended that the two parties update the agreement in order to reaffirm roles. Additionally, it was recommended that the two parties draft a letter of agreement as it relates to performance-based planning and programming.

She then provided a graphic of maps which reflected the growth of FAMPO's urbanized area between 1990 and 2000.

Lyn noted that there was a deadline set to execute the recommendations of June 2020 and that between then and now, in respect to the MOU update, FAMPO will have to affirm Stafford County's preference, administrative updates, clarifications, corrections of roles, responsibilities and process including additions, as needed will have to be performed in order for a final federal review and board action to take place at its May 2020 meeting.

Regarding the PBPP letter of agreement, applicable PBPP requirements will need to be identified, roles and responsibilities will have to be documented which will be reviewed by the federal government prior to both parties' approval of the documented agreement.

The key element at present is Stafford County's decision to either remain apart of FAMPO or officially join the TPB.

A question was asked as to what would happen if Stafford County decided to join COG, to which Ms. Erickson replied that it would be essentially an exercise in documentation which would include Stafford's municipal government, a resolution of the TPB, and consultation with VDOT in respect to funding.

An additional question was asked regarding further absorption of FAMPO into the TPB to which Ms. Erickson replied that it is contingent upon the population growth that will be reflected post the 2020 Census however the likelihood of such a scenario is uncertain.

7. Regional Travel Survey

Dr. Kenneth Joh, TPB staff, presented this item and distributed a handout to the committee. He provided an update on the 2017-2018 Regional Travel Survey (RTS), a once-in-a-decade household travel survey for the National Capital Region. He provided an overview of the RTS files and shared preliminary findings of select indicators from the RTS. Dr. Joh also outlined the next steps in the remaining data processing tasks and invited the committee to provide input on future RTS tabulations.

Mr. Phillips asked whether the technical committee presentation could be presented at least a month in advance of the presentation to TPB to provide the technical committee an opportunity to review the report of survey findings. Mr. Canan replied that the TPB presentation will not be accompanied by a report as these are initial findings from the RTS and that there will be another presentation to the technical committee in November that will share additional findings from the RTS.

Kari Snyder, MDOT, stated that a key finding from the State of the Commute (SOC) survey is that vehicle ownership rates are increasing in the region. She suggested that the distinction between the

RTS, which includes both work and non-work trips and the SOC survey which includes only work trips, should be highlighted. Dr. Joh agreed.

Mr. Erenrich stated that there are other ongoing surveys such as the Metrobus survey that may or may not relate to the RTS, so it is important to keep these linkages together so that they reflect similar travel trends. He noted that there are also gender differences in the Metrobus survey so there should be consistency when analyzing data from the RTS, SOC, and other surveys. Dr. Joh replied that the RTS results will be compared with transit ridership later.

Mr. Orleans asked how many completed responses were in the RTS considering that some people may not have answered every question on the survey. He also asked how carsharing differs from ride-hailing. In response to the first question, Dr. Joh said that there were 15,976 completed household responses in the survey region. Additionally, the survey was structured in a way that no questions could be skipped except for a few questions that provided a “prefer not to answer” option. In response to the second question, Dr. Joh said that carshare services include short term car rentals by the hour while ride-hailing refer to Uber and Lyft. He added that there is much interest in ride-hailing and these trips will be examined more closely in the Trip File which is based on actual observed trips. Mr. Orleans followed up with another question about the use of taxi cabs in the survey which were not included in the frequency of travel option question. Dr. Joh responded that taxis are an important travel mode and are treated as a separate mode from ride-hailing which will be examined more closely in the Trip File.

Mr. Brown asked if there was a breakdown available by county-level jurisdiction. Dr. Joh responded that a handout was prepared that show the breakdown by county-level jurisdiction.

A committee member said she was invited to a follow-up survey to the RTS using a smartphone app and asked if there was way to complete it online. Dr. Joh confirmed that there is a follow-up survey that is aimed to test a new methodology using a smartphone app so it can only be completed using a smartphone.

Mr. Rawlings asked when the input from the committee on future tabulation plans will be due and how these should be transmitted. Dr. Joh said comments should be submitted by email within one week.

8. Metro Summer 2019 Platform Shutdown: Traffic Impacts

This item was postponed due to time constraints and will be presented at the next TPB Technical Committee Meeting on November 1, 2019.

9. Other Business

- **FTA TOD Planning Grant Notice**

Eric Randall informed committee members of a notice by FTA regarding over \$19 million in grant funding for transit-oriented development projects and applications are due by mid-November. He asked that if any jurisdiction or agency is interested in receiving a letter of endorsement, the sooner TPB staff are contacted the better.

- **Federal Preemption of State Fuel Economy Standards**

Dusan Vuksan informed members that the federal government has enacted legislation that will change previous mandates in respect to fuel economy. This legislation will prohibit states from adopting their own fuel economy standards and has the potential to affect the region’s air quality goals in the future.

- **Transportation Climate Initiative (TCI) Update**

Erin Marrow briefly explained the background of the TCI. She noted that a draft regional policy proposal framework released by the group for public comment with a deadline of November 5. There was also an updated schedule for their work program released. In December the group plans to release a draft MOU, modeling results and cost benefits of different design options and will be seeking public comment on these documents as well between January and February of 2020. She noted that currently COG and TPB staff are preparing questions and plan to work with the Georgetown Climate Center to gather more information to share with the board.

- **Public Participation Plan Update Underway**
John Swanson informed members that staff are in the process of updating the Public Participation Plan which was last updated in 2014. Staff have been evaluating national best practices as well as reviewing the recommendations of an evaluation that was provided by a consulting firm last year as well as the recommendations from the federal certification review. A concept paper in the form of a memo will be generated which will be used for external discussion with the goal of gathering feed back to include in a draft plan to potentially be approved by the board in early 2020. Staff will provide the technical committee with a status report next month.
- **Community Leadership Institute (CLI) - Fall program**
John Swanson informed members that staff are still receiving applications for CLI and encouraged members to nominate persons of interest. He noted that this session will be the seventeenth of its nature and the second of 2019. He shared that the three-evening event is designed to help community leaders understand the regional context of transportation planning and to bring learned information back to their communities to act locally.
- **Connected and Autonomous Vehicles related activities**
Andrew Meese shared that the 2020 UPWP contains a goal to provide a TPB forum on the subject and staff have been gathering information with a time frame for implementation anticipated between February and June of 2020. There will be multiple events. A planning advisory group has been formed with members with an upcoming kick off conference call on October 10.
- **Street Smart**
Michael Farrell notified members that staff will be holding a press event on October 30 in D.C. He noted that staff recently coordinated a best practices in pedestrian enforcement workshop with presentations that are now available on the Street Smart website. Also, the FY 2019 Annual Report will be forthcoming.
- **Association of MPOs Conference – Baltimore, October 21-25**
Lyn Erickson shared that four staff have been awarded the opportunity to make presentations at the annual meeting. Staff will be reporting back to the committee regarding the content of their individual presentations.
- **Aspirational Initiatives Site Visits Update**
Lyn Erickson reminded members of this activity and gave them notice that as members they will be included on communications between TPB staff and jurisdictional transportation representatives. She also reminded members of the request made by Stacy Cook, Principal Planner, regarding the online form she had previously provided and requested that members who have not engaged this platform that they do so. She noted that part of the purpose for the info request is to be able to tailor planned meetings to each jurisdiction accordingly in respect to local transportation priorities.
- **Request for presentations on local projects which exemplify the seven endorsed initiatives**
Lyn Erickson reminded members of the ongoing effort to add jurisdictional activities to the agenda and requested that members reach out in any case in order to share their local activities with the rest of the region.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – October 4, 2019**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings

DCOP Kristin Calkins

MARYLAND

Charles County -----

Frederick County -----
City of Frederick David Edmondson

Gaithersburg -----

Montgomery County Gary Erenrich

Prince George's County Anthony Foster

Rockville -----

M-NCPPC

MDOT Kari Snyder

Takoma Park Jamee Ernst

VIRGINIA

Alexandria Jim Maslanka

Arlington County Dan Malouff

City of Fairfax Chloe Ritter

Fairfax County Malcolm Watson

Falls Church -----

Fauquier County -----

Loudoun County Robert Brown

Manassas -----

NVTA Sree Nampoothiri

NVTC Dan Goldfarb

Prince William County Paolo Belita

PRTC Betsy Massie

VRE Sonali Soneji

VDOT Norman Whitaker

Regina Moore

VDRPT Xavier Harmony

NVPDC -----

VDOA -----

WMATA Mark Phillips

FEDERAL/REGIONAL

FHWA-DC -----

FHWA-VA -----

FTA -----

NCPC -----

NPS Laurel Hammig

MWAQC -----

MWAA -----

COG STAFF

Lyn Erickson, DTP

Tim Canan, DTP

Andrew Meese, DTP

Mark Moran, DTP

Abigail Zenner, DTP

Arianna Koudounas, DTP

Brandon Brown, DTP

Charlene Howard, DTP

Daivamani Sivasailam, DTP

Dusan Vuksan, DTP

Eric Randall, DTP

Erin Morrow, DTP

James Li, DTP

John Swanson, DTP

Jon Schermann, DTP

Kenneth Joh, DTP

Matthew Gaskin, DTP

Michael Farrell, DTP

Nicole McCall, DTP

Patrick Zilliacus, DTP

Ray Ngo, DTP

Sergio Ritacco, DTP

Stacy Cook, DTP

William Bacon, DTP

Sunil Kumar, DEP

Paul DesJardin, DCPS

OTHER

Bill Orleans

Alexandra Brun, MDE

Sonya Lewis-Chatham