

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region  
**Transportation Planning Board**

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Technical Committee Minutes

**For meeting of  
May 6, 2016**

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**TRANSPORTATION PLANNING BOARD**  
Technical Committee Meeting

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**Minutes**

**1. Welcome and Approval of Minutes from the May 6 Technical Committee Meeting**

The minutes were approved as written.

**2. Approval of the Technical Assistance Recipients Under the FYA 2017 Transportation Land-Use Connections (TLC) Program Briefing on Regional Bike to Work Day 2016**

Mr. Cobb presented on the recommended projects for the FY 2017 Transportation/Land Use Connections program for technical assistance. Since 2007, TLC has supported 92 projects across the region through \$3.3 million in funding. TLC projects promote TPB goals at the local level, support multimodal transportation, access to transit, land use and economic development, inclusion and equity in development, as well as cross-agency and cross-jurisdiction collaboration. TPB staff convened a selection panel of area experts to score and rank projects for funding. The panel recommended eight projects for \$420,000 in funding, including \$160,000 reserved for projects in Maryland. Contingent on TPB approval, the projects will contract consultants over the summer and begin project work by early fall 2016.

Mr. Whitaker introduced Kojo Hasan. Mr. Hasan is working with the TPB as part of VDOT's leadership development program.

Ms. Snyder thanked TPB staff for their work on reviewing the TLC applications. She noted that MDOT hopes to coordinate with staff earlier in the review process for the future.

Mr. Cobb stated that staff would discuss how to better coordinate with MDOT on TLC application review in the future.

**3. Briefing on the Development of the Bicycle and Pedestrian Subcommittee's List of Top Unfunded Projects**

Mr. Farrell spoke to a PowerPoint. He said the purpose of the list is to raise awareness. Projects are nominated by the jurisdictions, but they should address regional selection criteria. This list is a response to 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. The most recent version was adopted in January 2015. He said that in the past the 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 a jurisdiction's priorities change.

Mr. Farrell discussed two examples of projects on the list, the Rhode Island Avenue Trolley trail, and the Cinder Bed Bikeway in Fairfax County. The Cinder Bed Bikeway would connect Fort Belvoir and other employment centers to the Franconia/Springfield metro station. In the future this list may be incorporated into the long range transportation plan. Mr. Farrell said that the list is a mostly bottom-up planning process, whereas the Long Range Plan process is more top-down.

Mr. Srikanth added that this short list is different from the Long Range Plan task force process. The Long Range Plan task force will produce its own list of multimodal projects, aimed at improving regional mobility. He said the Bicycle and Pedestrian Subcommittee's list is different; it is something that the subcommittee has been doing since 1995. Many of the projects on the list are ongoing and need additional funding. The focus of this short list has been the TIP, not the long range plan.

#### **4. Briefing on Maryland's Public Private Partnership to Design, Build and Operate the Purple Line Light Rail System**

Ms. Snyder introduced Mr. Madden, who is the Deputy Project Manager for the Purple Line. Mr. Srikanth also welcomed Mr. Madden and said this project fits two objectives: sharing project planning initiatives that TPB members are involved in, and sharing projects which affect the region as a whole. He noted that the TPB has been very involved and that the Purple Line project is an important part of CLRP. Mr. Srikanth also noted that the Purple Line will be the first transit P3 project in the region and the second one in the country, and it will be the first time there will be an innovative use of FTA funding for a transit project that involves the private sector.

Mr. Madden shared the history of the Purple Line project, highlighting a Maryland law passed in 2013 which made it easier to implement a P3 project. It was very appealing to implement a P3 in order to share the risk with a private partner who is more capable of managing risks. Purple Line Transit Partners is the winning team and they are under a 36-year contract, six years of which is to design, build, and construct, and the rest is for operation and maintenance. Mr. Madden gave a general project overview of the route, stations and connections to other transit, as well as the trail which will parallel the route.

Mr. Weissberg noted that construction of the Purple Line will start on New Carrollton side. Mr. Madden confirmed this is correct.

Mr. Madden shared ridership projections, headways, hours of service, and plans for maintenance facilities. He stated that even though the vehicles that were purchased and the infrastructure as it will first be built will only need to accommodate 7.5-minute headways, however, the system needs to be built in a way for 5-minute headways to be possible in the future.

Mr. Madden described how the concessionaire, Purple Line Transit Partners, will be taking on much of the risk and have lots of performance requirements they must reach including the quality of product and on-time performance. If they don't meet the performance requirements they will be financially penalized. He gave an overview of the companies and highlighted the major team members, and mentioned that the contractors will be hiring many subcontractors throughout the project.

Mr. Madden then gave an overview of the payment plan and the process they went through for selecting the winning project team. The winning team had the most alternative concepts to solve engineering and cost issues, and Mr. Madden discussed some of those ideas that were adopted for the project plan. He shared renderings of the selected light rail vehicle, details about the relocation of the planned Silver Spring Purple Line Station, and details about the maintenance and operations facilities in Glenridge and Lyttonsville. He closed by laying out the next steps which include the financial close (June 2016), FTA funding (Summer 2016), construction start (Late 2016) and revenue service (Spring 2022).

Mr. Roseboom inquired about the unique aspects of the P3 as a purely transit project. Mr. Madden responded that the law passed in 2013 made the financing part of its work, and that Maryland has done some P3 financing in the past for visitors centers. They studied P3s in Europe, Canada, and Denver and focused their research on how to best minimize risk. Mr. Srikanth noted that in Virginia using a P3 for a transit project would likely be a question of project readiness.

Mr. Lake inquired about the initial resistance from the University of Maryland. Mr. Madden said that overall, things have gone pretty smoothly. He praised the new President, who welcomed the Purple Line and understood the impact it could have on the students. He noted that the university has working groups to address topics of concern like electromagnetic wave emissions and architecture.

Mr. Malouff inquired about the land next to the Silver Spring Transit Center being used for the new Purple Line Station, saying that it had been set aside for transit-oriented development. He wanted to know if the relocation of the station would result in lost opportunity costs from not having the space available for development. Mr. Madden replied that the space will still be available for private development because the new station would reduce the available space very slightly.

Mr. Malouff inquired about the pedestrian access between the new Purple Line Station and the connection to Metro in Silver Spring. Mr. Madden replied that the new design does require a little longer walk between Purple Line and Metro, but that 80 percent of Purple Line transfers will be to buses. To reach the Metro station, riders transferring from the Purple Line will still need to "go around" the Transit Center.

Mr. Malouff commented that he really likes the vehicles and that his research shows that they will be the longest light rail vehicles in the US. Mr. Madden replied that even though they will be the longest, they are very flexible in terms of turning.

Mr. Emerine asked how many vehicles will be in the initial procurement. Mr. Madden replied that it is about 24 or 25, and that in the future as headways decrease more vehicles will be purchased.

Mr. Holloman asked whether pocket tracks were planned in the case of vehicle breakdown. Mr. Madden replied that there will be a pocket track outside of the University of Maryland station because there will be the need to store additional vehicles for servicing large events. He also noted that there are a number of crossovers located along the 16 mile route.

Mr. Orleans inquired about what the state will be doing to assure residents and business owners along the Purple Line corridor that they will not be priced out. Mr. Madden replied that the state is working closely with the economic development departments in both counties. He said there are about 800 businesses and they want to keep them open and accessible during construction. The state does not have a way to pay residents or business owners for increased rent, and they have no authority to control rent – that is up to the counties. The state is bringing in technical assistance to help businesses survive during construction and the state will be working closely with the concessionaire so that pedestrian and vehicle access to businesses are maintained.

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**5. Briefing on the Implementation of the TPB Regional Priority Bus Project Under the Transportation Investments Generating Economic Recovery (Tiger) Program**

Mr. Randall briefed the committee on the progress of the TPB's TIGER Grant. He noted that this item will be on the TPB agenda, in response to their request last year for periodic updates.

With under five months to go, four of the 15 projects are essentially complete, including PRTC's buses, the Potomac Yard Transitway, the real-time passenger information signs, and traffic signal optimization in downtown DC. Projects to be completed in the next few weeks include the Takoma Langley Transit Center, the Georgia Avenue Bus Lane, and WMATA projects at the Pentagon and Franconia Springfield stations.

The major project outstanding is the regional transit signal priority project, with DDOT, WMATA, City of Alexandria, and other agencies involved. Almost all of the signals are installed, but testing has only just started in the District. Metrobus still needs to equip buses in the District and for the routes in Alexandria that will use TSP, and they have run into some technological issues that need to be resolved. The grant-funded part of the project should be completed in July, however operational testing will continue and implementation will become part of ongoing operations.

Approximately \$45.2 million of the grant, or 77%, has been invoiced and has been or is in the process of being reimbursed. Mr. Randall reiterated that the grant is reimbursable only; any agency that does not get its invoices submitted in time for review will be at risk of not receiving reimbursement.

Mr. Srikanth encouraged staff for the implementing agencies to brief their board members on these projects prior to the board meeting. There were no questions from members of the committee. He asked Mr. Randall to emphasize the capital parts of the grant as distinct from the operational parts of the projects that will continue past the September end of the grant.

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

Mr. Srikanth reviewed material that will be discussed at the meeting of the Long-Range Plan Task Force on May 18. He said the agenda would include a discussion of the April meeting, discussion of the task force work plan, and discussion of preliminary draft regional criteria.

Ms. Snyder said that she would encourage representatives from Maryland to participate.

Mr. Roseboom said that in a number of agencies in Virginia have a lot of interest and experience in project scoring.

Mr. Srikanth emphasized that there would be two outcomes for the work plan, which will be completed by mid-2017: the identification of priority projects and the identification of regional criteria for project selection. He noted that the TPB is not currently scheduled to develop a CLRP amendment in 2017, which should free up time for the work related to the 2018 Long-Range Plan, including the identification of regional criteria and unfunded projects.

Mr. Vuksan thanked participants for the information they have provided for the All-Build scenario. He reminded committee members that if the project sponsors had not provided staff with sufficient project details, then staff would use default parameters to define projects for analysis.

Ms. Soneji asked if the Regional Freight Plan would be coordinated with the new long-range plan.

Mr. Srikanth said that staff hoped to include freight-supportive measures in the project selection criteria. In general, he emphasized that the TPB would be looking to incorporate recent planning activities, conducted by the TPB and its partners, into the development of the long-range plan. As an example, he cited WMATA's recent work on pedestrian station access.

Mr. Whitaker said it could be useful for the TPB to demonstrate to the state DOTs and local governments that a list of unfunded projects had received regional endorsement.

Mr. Srikanth said the overarching objective of these activities would be to get projects funded. He noted that the work could be used to pursue future grant opportunities.

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

Mr. Eric 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 draft rule for highway System Performance was published on April 22. The next anticipated rulemaking is the final Statewide and Metropolitan Planning rule, which federal staff have been saying will be out in May.

Mr. Randall then presented the performance measures proposed in the new draft rule, for the performance of the National Highway System, for freight, and for air quality and the CMAQ program. He then noted two takeaways; one that there will be only one set of targets for the Washington DC urban area for these measures, which will have to be agreed to by all the state DOTs and MPOs for the region. Secondly, he noted that significant progress can be achieved by beating the targets or by being better than the baseline conditions. He then continued with a note on the plans by the federal agencies to survey State DOTs and MPOs on the performance provisions. The questions in the survey, to take place later in the year, will indicate the role and capacity the federal agencies are expecting to implement the performance provisions.

Mr. Randall then concluded the presentation with a nominal calendar of upcoming actions. The final transit asset rule is expected in July, which would lead to the transit agencies adopting targets within 90 days, followed by the TPB adopting targets for transit asset by the end of the year. More final rules will come out, and then the planning rules would become effective in mid-2018, coinciding with the 2018 CLRP. TPB staff will continue to work on the proposed measures and initial data results, which will be shared in future meetings.

Mr. Holloman asked if TPB would be involved in target-setting for the Baltimore area. Mr. Griffiths clarified that urban areas as defined by the Census overlap jurisdictional boundaries across the greater region.

Mr. Nampoothiri asked what the consequences were of failing to meet performance targets. Mr. Randall responded that in general, more reports would have to be prepared. The one exception is for safety performance, where the FHWA could direct re-allocation of safety funds. However, for most performance measures and targets, there is no penalty. Mr. Srikanth noted that the federal framework is focused on reporting and visibility, but that funds cannot be re-programmed by federal direction or affected by the performance rules.

There is the expectation DOTs and MPOs will make an effort to show progress, but the initial focus of the first few years will be on reporting and integrating performance measurement into the planning process.

Mr. Griffiths asked about the freight measures and if truck speed data was discretely available. Mr. Pu responded that yes, the National Performance Management Research Data Set (NPMRDS) does separately include truck data, provided by the American Transportation Research Institute (ATRI). Mr. Griffiths asked if this available for the 13 truck types, but Mr. Pu that it is simply reported as passenger cars and trucks in two groups. Mr. Pu added that AASHTO and AMPO are planning to ask the FHWA to extend the deadline for commenting on the draft rule given its size and complexity. The associations will be submitting their own comments, but also encourage state DOTs and MPOs to submit their individual comments. TPB staff have some technical questions and may submit comments. He also mentioned the upcoming joint meeting of the MOITS and Vehicle Probe Data Users Group, which will be looking at the measures, the data, and other technical aspects of the newly proposed rule.

#### 8. Update on the Development of the Draft Regional Freight Plan

Mr. Schermann briefed the Committee on the status of the Draft Regional Freight Plan. TPB staff have received three additional comments on the draft freight policy language and, in response, have added a new policy statement and modified an existing policy statement as follows:

New policy statement: *The Transportation Planning Board supports the use of best practices for safety, engineering, and maintenance, of freight-related transportation infrastructure.*

Modified policy statement: (changes in italics and strikethrough): The Transportation Planning Board supports the consideration of potential social, economic, and environmental effects of freight-related programs, policies, and activities on minority populations ~~and~~, low-income populations, *and people with disabilities.*

Mr. Schermann noted that the draft regional freight plan is now complete. He provided a brief overview of the Plan's table of contents and noted where new content was added and where existing content was modified. Section 1.0 (Introduction) was modified to reflect the passage of the FAST Act. New content on truck types, truck parking, truck safety, rail service types, intermodal terminals, air cargo, and intermodal connectors was added to Section 2.0 (The Multimodal Freight System). Section 4.0 (Freight Trends and Issues) was modified to include content on freight in regional activity centers. Section 5.0 (Regional Freight Policies) and Section 6.0 (National Capital Region Projects Important to Freight) are both new to this latest draft version of the Plan.

Mr. Schermann asked Committee members to review the draft plan and provide comments by May 20. Next steps are to come back to the Technical Committee in May for another review of the Plan, present the draft Plan to the TPB in June as an informational item, and then bring the Plan back to the TPB in July as an action item for approval. In response to a comment from Mr. Rawlings, Mr. Schermann noted that staff will do an additional review of the draft freight policies in light of the recent CSX derailment. Mr. Srikanth noted that policy statements 3, 8, and 10 already address the derailment issue and that much of the conversation at the TBP work session on this topic in October of last year focused on this issue of rail safety.

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**9. Status Report on Activities of COG's Multi-Sector Working Group on Greenhouse Gas Emissions**

Mr. Sivasailam presented the current status of the Multi-Sector Working Group (MSWG) project. He briefly touched on the history and the timeline of the project including the request from the Metropolitan Washington Air Quality Committee (MWAQC) and Climate Energy and Environment Policy Committee (CEEPC) to the Transportation Planning Board (TPB) that initiated the formation of the working group. He described the January meeting of the MSWG COG Board Policy Working Group and their direction to staff to conduct a survey among local governments as to whether the straw proposal of consensus projects presented to them can be implemented, and the level of implementation. Staff developed the survey instrument and sent it to all the director level staff at the COG member local governments, state agencies, and regional entities such as Washington Metropolitan Area Transit Authority (WMATA). Staff are currently compiling the answers from the survey to answer the two basic questions asked by the policy working group, namely: whether the project can be implemented and the level of implementation including timeline. Staff are waiting for answers from a few more jurisdictions and trying to convene a meeting of the policy working group in late May and present a status report on MSWG to the COG board in June.

In response to a question whether local government staff can view the compiled results, staff replied the results will be presented at the regional level and once the policy group reviews the results they will be shared with MSWG members.

**10. Adjourn**



**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – May 6, 2016**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP Dan Emerine

MARYLAND

Charles County Ben Yeckley  
Frederick County -----  
City of Frederick -----  
Gaithersburg -----  
Montgomery County -----  
Prince George's County Victor Weissberg  
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  
Malcolm Watson  
Falls Church -----  
Fauquier County -----  
Loudoun County Robert Brown  
Manassas -----  
NVTA Sree Nampoothiri  
NVTTC -----  
Prince William County -----  
PRTC -----  
VRE Sonali Soneji  
VDOT Norman Whitaker  
VDRPT Tim Roseboom  
NVPDC -----  
VDOA -----

WMATA Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

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Robert Griffiths, DTP  
Ron Milone, DTP  
Andrew Meese, 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  
Wenjing Pu, DTP  
Eric Randall, DTP  
Sergio Ritacco, DTP  
Rich Roisman, DTP  
Jon Schermann, DTP  
John Swanson, DTP  
Dusan Vuksan, DTP  
Feng Xie, DTP  
Lori Zeller, DTP  
Abigail Zenner, DTP  
Patrick Zilliacus, DTP  
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Mike Madden, MTA  
Kodjo Messan, VDOT  
Bill Orleans