

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region  
**Transportation Planning Board**

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Technical Committee Minutes

For the meeting of  
**JANUARY 5, 2017**

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**TRANSPORTATION PLANNING BOARD**  
Technical Committee Meeting

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**Minutes**

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

Participants introduced themselves. A motion to approve the minutes was made and seconded. The minutes were approved unanimously.

**2. Visualize 2045: Review of Comments Received and Approval of the Project Submissions for the Constrained Element and Scope of Work for the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 Transportation Improvement Program**

Mr. Austin stated that approximately 35 comments had been received since the opening of the public comment period. He briefly characterized the nature of the comments and said he would forward project-specific comments to the appropriate DOT representatives during the following week. Mr. Austin noted that the comment period closed on Saturday, January 13 and that the 15 was a holiday, which would leave only one working day to summarize the comments and prepare responses between the close of the comment period and the date of the TPB meeting.

Ms. Posey noted that she had received several technical corrections for the conformity inputs table. She indicated that these would be reflected on the table included in the TPB mailout and would be specifically mentioned at the TPB meeting. She also reminded the group that the transit coding details are due, and that she has received inputs from WMATA, DDOT, Fairfax County (for the US1 BRT), and some details from Montgomery County for their new BRT projects. She noted that she still needed additional information (stops, and bus info) for the Montgomery County BRT.

Ms. Choplin gave a presentation on MDOT's Traffic Relief Plan, the projects on I-270 and I-495 and the nature of the public private partnership that MDOT would be seeking to design, build, finance, operate and maintain the new facilities.

Mr. Brown suggested that it might be good for the TPB to see at least some of the presentation as well. Mr. Srikanth noted that they would review the upcoming TPB agenda at the Steering Committee meeting and consider whether there might be time for the presentation.

Ms. Khan asked what considerations were being reviewed for coordinated land-use planning. Mr. Srikanth said that the project was still in its initial planning stages, but noted that as it becomes better defined, the land-use forecasts can be coordinated in future plan updates.

Mr. Srikanth inquired about the nature of the dynamic tolling on the new lanes. Ms. Choplin stated that right now the project scope only states that dynamic tolling would be used to maintain free-flow conditions, but that no definition of "free-flow" had been established yet.

Mr. Srikanth noted that there was not any initial proposal for transit service to be included with the project. Ms. Choplin stated that the inclusion of transit service would be considered when proposals have been submitted. Mr. Srikanth stated that it would be useful for the board to know that transit is being considered on the new facilities.

Mr. Srikanth also asked if HOV users would be exempt from tolling. Ms. Choplin stated that this was under consideration, but no final determination had been made yet. Mr. Srikanth said the board would be supportive of that scenario. Mr. Brown added that it would also be consistent with user experiences on the Virginia portion of the Beltway.

Mr. Srikanth noted that since the project was in its early planning stages, that it was likely that refinements would be made to the scope and definition of the project in future updates.

Mr. Phillips asked about the public involvement process and if MDOT was currently taking comments. Ms. Choplin said they were not currently taking comments prior to the selection of a contract. She noted that once under development, the projects would have their own websites that would be used to take comments.

### 3. PBPP Highway Safety Targets

Mr. Schermann briefed the Committee on the staff-recommended National Capital Region highway safety targets and the plan to request that the TPB approve a resolution establishing these targets at its January 17 meeting.

Federal regulations stemming from MAP-21 and the FAST Act require MPOs to set targets for each of five safety performance measures (PM); 1) the number of fatalities; 2) the rate of fatalities per 100 million VMT; 3) the number of serious injuries; 4) the rate of serious injuries per 100 million VMT; and 5) the number of non-motorist fatalities and serious injuries. Each of these performance measures are expressed as 5-year rolling averages. MPOs can satisfy this requirement by either setting a quantifiable target for each PM or agreeing to plan and program projects so as to contribute to the accomplishment of the state DOT safety targets. Federal requirements also specify that the targets must be data-driven and realistic and that they must be established in coordination with State partners.

The staff recommended NCR highway safety targets were developed by applying Maryland's methodology to the Maryland portion of the NCR to establish a Maryland sub target, applying Virginia's methodology to the Virginia portion of the NCR to establish a Virginia sub-target, and directly incorporating the District of Columbia's targets as the District of Columbia sub-target. These three sub-targets were then mathematically combined to determine the staff-recommended NCR target.

The resulting 2014-2018 (rolling average) staff-recommended targets for the NCR are:

Number of fatalities	253.0
Fatality rate (per 100 MVMT)	0.588
Number of serious injuries	3,007.3
Serious injury rate (per 100 MVMT)	6.791
Number of non-motorist fatalities and serious injuries	528.8

In response to a comment from Mr. Brown that the presentation should be shorter for the board, Mr. Schermann noted that the presentation for the board would be brief and include just the recommended targets and a request that the resolution establishing the recommended targets be approved.

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#### **4. Status Report on the 2017 Solicitation for Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program Grant Applications**

Ms. Klancher provided an overview of the Enhanced Mobility grant program and the status of the selection process by reviewing the memorandum mailed-out to the Technical Committee. A selection committee met in December and was chaired by AFA chair Charles Allen. Ms. Klancher described the solicitation for grant applications which ran from August 14 to November 3, 2017. TPB staff held five pre-application conferences: one in VA, one in MD and three at COG. Nineteen applications were reviewed by the Selection Committee and 17 were recommended for funding. The total federal request was two and half times the funding available – \$13 million in requests for the \$6 million available. Some applications were recommended for partial funding due to the competitive nature of the selection. Ms. Klancher said that the TPB Officers are currently reviewing the funding recommendations and with their concurrence, the recommendations will be presented to the TPB for approval on January 17. The recommendations will be made public the day of the TPB mailout – January 11, 2018. The two applications not recommended for funding will receive a letter with tips for improving their application for the next solicitation. The TPB solicits for projects every two years and the next solicitation is planned for 2019.

The Technical Committee did not have any questions or comments.

#### **5. Non-Motorized Regional Priority Projects**

Ms. Erickson stated that at its next meeting the TPB was scheduled to endorse a package of pedestrian and bicycle initiatives for inclusion in the aspirational element of Visualize 2045. She discussed the two components of the package: the completion of the National Capital Trail and prioritization of pedestrian and bicycle access improvements to high-capacity transit stations. She stated that since the last Technical meeting some changes have been made to the package and that the accompanying memo describes the changes.

Mr. Whitaker said that big lists of projects and lots of data are hard for elected officials and the public to digest, but having two major ideas like this are good examples of how to move forward with the rest of the long-range plan. He said that people will not remember huge lists but they will remember concepts, like the big loop trail and the facilities that enhance transit. He wished to pass on accolades to the subcommittee responsible for these ideas.

Mr. Srikanth thanked Mr. Whitaker and said he would pass on the message to the staff who worked on this effort. He agreed that these are being presented as concepts and that staff will ensure the resolution that goes along with this will capture that it is not about specific projects but about concepts.

Mr. Whitaker agreed and noted that a list of projects will always be fluid but concepts are enduring things. A committee member asked if there was any thought around broadening the focus from stations to corridors.

Mr. Srikanth said no, not as part of this initiative, as this project is focused on high-capacity transit stations. He described the genesis of these ideas based on the history of the Unfunded Capital Needs Working Group and WMATA's Metrorail Station Investment Study.

#### **6. Review of Outline and Preliminary Budget for the FY 2019 Unified Planning Work Program (UPWP)**

Ms. Erickson briefed the committee on the outline and preliminary budget for the FY 2019 Unified Planning Work Program (UPWP, July 1, 2019 through June 30, 2019). The Unified

Planning Work Program (UPWP) is the annual budget for TPB staff to carry out the metropolitan transportation planning process. Ms. Erickson and DTP Team Leaders presented a preliminary total budget estimate for the FY 2019 UPWP, the proposed funding level for each work activity, and an outline of the proposed FY 2019 work tasks. This information is preliminary and will be refined over the next two months. A complete draft of the FY 2019 UPWP will be presented to the TPB for review at its February 21 meeting be asked to approve the FY 2019 UPWP at its March 21 meeting.

## 7. Long-Range Plan Task Force Next Steps

Mr. Srikanth recapped the activities of the Long-Range Plan Task Force in 2017 up through the TPB's endorsement in December of five initiatives recommended by the task force. He emphasized that the initiatives were meant to be seen as concepts and not as specific projects. He described that the endorsement is a call to action for member jurisdictions and agencies to explore how they can help move initiatives forward for the benefit of the region. He noted that TPB staff will be briefing member jurisdictions and agencies as well as TPB subcommittees and other interested groups. He said that staff will also be assessing how the new projects proposed for inclusion in the constrained element of Visualize 2045 help advance the call of the five initiatives, and that the five initiatives will be included in the aspirational element of Visualize 2045. Lastly, Mr. Srikanth said that TPB can prioritize planning funds for projects that help advance the five initiatives and/or staff can help coordinate TIGER or other applications.

Mr. Brown said he would submit questions in writing.

Mr. Whitaker said this is a good strategy and it is a good year to consolidate the work of the task force into the long-range transportation plan. Mr. Srikanth said this will be a good challenge to take the work over the past few years and translate it into an easily digestible plan document.

Mr. Brown said that the TPB may try to continue the effort forward but he was not sure what form that would take.

Ms. Snyder said that the past year has provided a lot of valuable information

## 8. PBPP Letters of Agreement

Mr. Randall spoke to a presentation and memorandum on the federal requirement for documentation of performance-based planning and programming (PBPP) responsibilities by stakeholders in the metropolitan planning process. To implement PBPP, there is a requirement (planning rule § 450.314(h)) for each MPO, highway agency, and provider of public transportation in the region to jointly agree upon and document in writing the coordinated processes for:

- Collection of performance data
- Selection of performance targets for the metropolitan area
- Reporting of metropolitan area targets
- Reporting of actual system performance (related to those targets).

Each jurisdiction that operates a public transportation system or owns part of the National Highway System, as well as State DOTs and transit agencies, will need to sign such documentation. Various responsibilities would apply for each PBPP performance area: Highway Safety, Highway and Bridge Condition, System Performance (Congestion, Freight, and CMAQ Program). TPB staff have drafted a Letter of Agreement (LOA) that would be signed with each

stakeholder to meet the documentation requirement for applicable PBPP performance areas, as well as to provide for the planning and programming of projects in the TIP and long-range plan that would enable meeting performance targets. These LOAs would be appendices to the overall 3C planning agreement between the State DOTs and the TPB, which cover the whole metropolitan planning process responsibilities. Mr. Randall covered the outline of the LOA and asked each stakeholder attendee to undertake initial review of the proposed LOA draft by the end of the month.

Bob Brown noted that Loudoun County does not own any of the NHS in the county and asked about the applicability of the LOA to the county.

Lyn Erickson emphasized that while the PBPP responsibilities are new, the participation in the metropolitan process is not changing, just documenting what already takes place. Attendees are here to participate in the Technical Committee meeting, the local jurisdictions submit projects for the long-range plan and TIP via the State DOT or other lead agency, and so forth. None of this is changing, except for adding the new PBPP responsibilities. Legal and other review will take time, but TPB staff are looking for initial feedback in the next few weeks. Meanwhile, the board will be approving the 3C agreement in April or May, and these LOAs support that agreement.

Bill Orleans asked about private providers of public transportation signing these documents, and Mr. Randall responded that these requirements do not apply to

#### **9. Maryland Department of Transportation (MDOT) Presentation on Highway Transportation Asset Management Plan**

Meredith Hill, MDOT State Highway Administration, spoke to a presentation on MDOT's actions in meeting the federal requirement for development of a transportation asset management plan (TAMP) by State DOTs for their highway assets: pavement and bridges. As a result of the Federal Performance Based Planning and Programming rule state DOTs must establish a statewide TAMP by June 30, 2019. State DOTs must submit initial plans describing their asset management plan processes by April 30, 2018.

Ms. Hill focused on MDOT's work to meet the TAMP requirements and associated elements of the federal rule such as the Part 667 requirement for more information on assets repeatedly affected by emergency events. She noted the TAMP applies to all NHS roads in the state, even federal or locally-owned roads. The ten-year financial plan requirement is also new, stretching the previous six-year plan tied to the STIP. She went through upcoming deadlines for the TAMP as well as the setting of pavement and bridge performance management targets by the DOT and the TPB. The current MDOT TAMP process was reviewed, which builds on a longstanding program for the state. The pavement and bridge condition performance measures were also reviewed. MDOT will use the TAMP to document the process by which future preservation, enhancement, and expansion decisions regarding the National Highway System will be made, in conjunction with local jurisdictions and other stakeholder engagement.

Kanti Srikanth thanked Ms. Hill and noted that DDOT and VDOT are also working on the highway transportation asset management plans. When the TPB adopts pavement and bridge performance targets later this year, it will be based on this type of data analysis and work.

#### **10. National Capital Region Freight Forum Review**

This item was postponed until the February Technical Committee meeting.

## 11. WMATA and COG Board Update

Mr. Randall provided an update on the recent activities of the COG board and the Metro Strategy Group related to Metro funding. In 2017 the COG Board convened the Metro Strategy Group (MSG) of elected and appointed officials to develop a regional plan to generate the additional capital funding needed to restore WMATA to a state of good repair. The MSG has been meeting since January to develop strategies and to support introduction of funding legislation in the 2018 legislative sessions. On December 13, 2017 the COG Board adopted Resolution R64-2017 on long-term dedicated funding and other actions supporting the restoration of Metro. The resolution calls for a long-term dedicated bondable reliable and sustainable funding solution of an additional \$500 million a year above FY2017 capital funding levels to fund WMATA's capital improvement program and state of good repair. In the short-term, it calls for full funding of WMATA's upcoming FY 2019 capital program and urges the federal government to renew its PRIIA funding commitment as well as provide new funding. The resolution also supports complementary governance and reform actions for WMATA, and offers to assist all parties in reaching agreement. The Governors of Maryland and Virginia have both proposed funding plans for WMATA, and the DC Council has had their won discussions. With the legislative sessions for Maryland and Virginia kicking off, this is a key item for the deliberations of all three governments. The COG board will continue to support a regional solution.

Mr. Brown noted that the \$500 million annually in additional funding is a long-term goal, but not be met right away. WMATA's goal is \$1.5 billion a year though, right? Mr. Randall responded that Metro anticipates a capital budget of \$1.5 billion a year on average, but year to year expenditures may be above or below this amount. When annual revenues exceed expenditures, bonds can be issued to smooth the longer-term financial flow.

Ms. Davis spoke about the General Manger's \$15.5 billion, ten-year plan, which equals \$1.5 billion a year. The goal is to get new sustainable, bondable funding in the amount of \$500 million every year.

Mr. Srikanth added that for the financial analysis of the Visualize 2045 long range plan, a critical assumption is that WMATA will get this additional funding. This funding has not yet been secured; the state still needs to figure this out. But for federal planning purposes, this assumption is being made.

Ms. Snyder asked about legislation being introduced. Mr. Srikanth responded that the expectation in Maryland is that the state legislators will introduce a bill walling off part of the Maryland transportation fund money for WMATA. In Virginia, the outgoing Governor has proposed a combination of some new taxes and a carve-out of NVTA funding.

## 12. Other Business

Ms. Erickson announced that at its next meeting the TPB will be asked to approve the TPB Citizen Advisory Committee nominations for 2018. She also announced another item on the TPB agenda will be to approve the annual membership to the Association of Metropolitan Planning Organizations at a cost of \$25,000.

Mr. Meese said the incoming COG board chair has an interest in traffic incident management as a priority for 2018. He said TPB staff would propose ideas at the next COG meeting for how to address the issue and to bring regional groups together. He said a task force and/or workshops may come out of this effort.

Ms. Erickson announced that the FY 2019 round of technical assistance projects for the Transportation Land Use Connections (TLC) Program will start in July and that the solicitation for applications will be released soon.

### **13. Adjourn**

The meeting was adjourned at 11:57 a.m.



**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – January 5, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP Sakina Khan

MARYLAND

Charles County -----  
Frederick County Charles Freeman  
City of Frederick Timothy Davis  
Gaithersburg -----  
Montgomery County -----  
Prince George's County Victor Weissberg  
Anthony Foster  
Rockville -----  
M-NCPPC  
Montgomery County -----  
Prince George's County -----  
MDOT Kari Snyder  
Matt Baker  
Takoma Park -----

VIRGINIA

Alexandria -----  
Arlington County -----  
City of Fairfax Chloe Ritter  
Fairfax County Malcolm Watson  
Falls Church -----  
Fauquier County -----  
Loudoun County Robert Brown  
Manassas Chloe Delhomme  
NVTA Sree Nampoothiri  
NVTC Patricia Happ  
Prince William County George Phillips  
PRTC Betsy Massie  
VRE Sonali Soneji  
VDOT Norman Whitaker  
Regina Moore  
Clinton Edwards  
VDRPT  
NVPDC -----  
VDOA -----  
WMATA Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Ron Milone, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Andrew Austin, DTP  
Michael Farrell, DTP  
Matthew Gaskin, DTP  
Charlene Howard, DTP  
Ken Joh, DTP  
Wendy Klancher, DTP  
James Li, DTP  
Jessica Mirr, DTP  
Mark Moran, DTP  
Jane Posey, DTP  
Eric Randall, DTP  
Sergio Ritacco, DTP  
Rich Roisman, DTP  
Jon Schermann, DTP  
Dusan Vuksan, DTP  
Lori Zeller, DTP  
Abigail Zenner, DTP

OTHER

Meredith Hill, MDOT SHA  
Jeff Folden, MDOT SHA  
Lisa Choplin, MDOT SHA  
Andrea Lasker, Prince George's County  
Alex Brun, MDE  
Bill Orleans