
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES
May 17, 2017**

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Allison Davis, WMATA
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House of Delegates
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
R. Earl Lewis, Jr., MDOT
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Jackson H. Miller, Virginia House of Delegates
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC-DOT
Kelly Russell, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Victor Weissberg, Prince George's County
David Whitaker, Frederick County
Mark Wolfe, City of Manassas
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths
Lyn Erickson
Eric Randall
Rich Roisman
John Swanson
Ron Milone
Ken Joh
Andrew Austin
Andrew Meese
Jinchul Park
Dusan Vuksan
Michael Farrell
Mark Moran
Jane Posey

Ben Hampton	
Abigail Zenner	
Lori Zeller	
Wendy Klancher	
Sergio Ritacco	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stuart Freudberg	COG/EO
Steve Kania	COG/OC
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Monica Backmon	NVTA
Mary Hagopian	Resident of Dunn Loring
Deanna Heier	Resident of Dunn Loring
Julie Hirka	Resident of Vienna
Patricia Happ	NVTC
Bob Chase	NVTA
Stewart Schwartz	Coalition for Smarter Growth
Max Smith	WTOP
Clinton Edwards	VDRPT
Nichole Opkins	DC Council, CM Allen
George Phillips	Prince William County
Nydia Blake	Prince William County
Pierre Holloman	COA
Malcolm Watson	FCDOT
Jeff Folden	MDOT TSO
Rick Rybeck	Just Economics
Rafael Olarte	MCDOT
Nancy Abeles	TPB CAC
Tim Roseboom	VDRPT
Regina Moore	VDOT
Norman Whitaker	VDOT
Maria Sinner	VDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Hagopian spoke in regards to the I-66 outside the Beltway project. She urged the board to hold VDOT accountable to the public and stated her concerns about trucks using the express lanes and the height and width of the ramps.

Ms. Heier also spoke against the I-66 outside the Beltway project. She said there were community concerns that she felt had still not been addressed including the design of the ramps, noise, environmental concerns, and traffic flow into neighborhoods.

Ms. Hirka also spoke against the I-66 outside the Beltway project. She focused on community concerns about air and water quality and about trucks using the express lanes. She also felt that community concerns were not being addressed by VDOT.

Mr. Schwartz talked about the information to be discussed in the Long-Range Plan Task Force meeting focusing on data about population and job growth in the region. He said that land-use and transit access are the most important issues. He said that HOT lanes tend to favor long commutes and are not the best way to solve congestion challenges.

Mr. Chase supported moving the I-66 outside the beltway project on to air quality analysis. He noted that final designs still have not been made but that the analysis should be done. He felt that the project would take cars off of local roads and move them onto the highway contained inside barrier walls.

Mr. Rybeck commended the TPB for the work of the Long-Range Plan Task Force. He spoke about policies centered on transportation access fees. These are different from user fees as they are fees on land that has access to transportation infrastructure. He suggested a combination of user fees and access fees to pay for transportation projects.

2. APPROVAL OF MINUTES OF THE APRIL 19, 2017 MEETING

A motion was made to approve the minutes from the April 19, 2017 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on May 5 to discuss items that are on the board agenda, including: a presentation from MDOT staff on the I-270 congestion management project; a monthly briefing on the Long-Range Plan Task Force; a briefing on the federal requirements for setting transit asset management targets as part of performance-based planning and programming; a briefing on the projects selected for the FY 18 Transportation / Land-Use Connections Program. He said that the committee was also briefed on the findings of the COG Metro Technical Panel report. He said that Mr. Kannan presented on WMATA's prioritization process for funding projects. He mentioned that Mr. Ramfos will participate in Bike to Work Day in Frederick.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE

Mr. Martin said that the May 10 Citizens Advisory Committee meeting focused on a discussing the Long-Range Plan Task Force. He said it is important for the whole CAC to have the opportunity to provide input into the process. He said that the committee agreed on the importance of strengthening the regional transit network. He said that members emphasized the following types of initiatives: Added capacity on the existing heavy rail system (including an additional tunnel at Rosslyn or elsewhere throughout the region); added circumferential connections by rail, complemented with bus rapid transit; dedicated funding to make sure this all will happen. He said that in addition to being practical, projects should be imaginative and bold. He said the committee also received a briefing on public involvement for the quadrennial update to the Financially Constrained Long-Range Transportation Plan. He said the committee was shown a draft of the survey and that there is enthusiasm about potential branding efforts.

Mr. Allen said that the Access for All Advisory Committee met on May 11 and that his comments were summarized in a handout. At the meeting, he said, the committee provided input on priority projects for the upcoming round of Enhanced Mobility program. He said that the next TPB solicitation will be open from August to November 2017. He said that \$4.6 million in matching grant funds are available. At the meeting the committee ranked and commented on twelve priority projects previously identified for the solicitation. He said that the committee also discussed the Long-Range Plan Task Force work. He said that AFA encourages the task force to address the East/West Divide through transportation improvements and policies that encourage job growth on the eastern side of the region. He said the committee also said that the Equity Emphasis Areas should be used to help incentivize transit-oriented

development and affordable housing. The committee also believe that existing transit should be improved and that transit fares should be reduced for riders with limited incomes. He said the committee was also briefed on the survey for the 2018 long-range plan update and on Metro's Title VI Nondiscrimination Activities.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth said that the Steering Committee met on May 5. At the meeting the committee approved three TIP amendments. The first was a request from MDOT with Prince George's and Frederick County to add \$6.5 million into the Potomac River Branch Bridge replacement project, and \$21 million for planning, design, and reconstruction of the Queens Chapel Road. The second amendment was from VDOT which requested that \$8 million be added to the Northern Virginia Transportation Authority pay-go bond funds for planning and engineering of the Soapstone connector project. The final amendment was also requested by VDOT to add \$6.5 million for I-395 express lane extension.

Mr. Srikanth announced that the City of Laurel is the newest member of the TPB. He said that Ms. Hudgins and Ms. Smyth invited the TPB staff to brief the Fairfax County board on TPB activities, but also to get feedback on regional transportation plans and programs. He said that the Regional Public Transportation Subcommittee held its annual Private Provider Forum on May 11. He added that the regional Street Smart campaign kicked off on April 25 at the new Takoma-Langley Crossroads Transit Center.

Mr. Srikanth said that the U.S. Senate passed a joint House and Senate resolution that established a Metrorail Safety Commission. He said that the House of Representatives still needs to approve the legislation.

6. CHAIR'S REMARKS

Chairman Newton welcomed Delegate Krimm and Delegate Gaines. She also welcomed Laurel as a new TPB member.

Chairman Newton said that over the last few years the cities of Rockville, Gaithersburg, and Frederick challenged each other to see who could get the most people to sign up for Bike to Work Day.

Chairman Newton noted that the board would receive a very important briefing related to Metro under Agenda Item 12. She noted the recent efforts by the board to examine WMATA's funding situation, starting with former chairman Mr. Mendelson in 2015, continuing through Mr. Lovain's chairmanship in 2016 during which TPB partnered with COG in hosting a couple of regional forums focused on Metro with the intent of restoring Metro to a world class system. She noted how this forum had led to the COG board convening a technical panel to develop a common basis for understanding Metro's funding needs. She said that WMATA member jurisdictions' CAOs worked with WMATA's staff, along with COG and TPB staff, in developing a report. She said the Board would be briefed on the findings of this report, which was presented to the COG Board earlier this month. Ms. Newton said that the TPB "has said for a very long time that Metro is a truly regional transit system. I've heard the term "America's subway" used several times." She said that it is critical to both this region's mobility and economic success that we maintain this infrastructure. As a regional transportation organization, she said we must work together to both understand the challenges Metro is facing and find effective ways to address them collectively.

7. REVIEW OF ALL COMMENTS RECEIVED DURING THE 30-DAY PUBLIC COMMENT PERIOD AND ACCEPTANCE OF RECOMMENDED RESPONSES FOR THE ADDITIONAL PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY 2017-2022

Ms. Posey referenced a memo that was distributed to the board. This memo describes two resolutions.

The first, Resolution A, was approved by the TPB in April. to include inputs to the off-cycle air-quality conformity analysis. This resolution did not include the I-66 projects outside the Capital Beltway. She said that the Fairfax County Board of Supervisors met yesterday and approved the language for Resolution B, from the memo. She said that the board is being asked to update Resolution A with language from Resolution B so that the I-66 work can be included in the analysis.

Ms. Smyth thanked the board for giving Fairfax County Board of Supervisors the opportunity to review and provide input into the air-quality conformity analysis.

Ms. Hamilton said that a series of public information meetings are planned for June, and a public hearing about design is planned for the fall. She said that VDOT will continue to work with residents and emphasized the important of the I-66 project outside the Beltway.

Mr. Austin said that MDOT requested the I-270 congestion management project be included in the out-of-cycle air-quality conformity analysis. He said that MDOT held a public comment period for the project and that staff have reviewed the comments. He said that only 14 comments were received. Referring to his memo, he summarized the comments and response and grouped them into six categories. The first comment was about additional capacity being needed on I-270 between Clarksburg and Frederick. The second comment said that the corridor would benefit from dedicated transit lanes or additional investment in transit. The third comment stated that congestion on the Capital Beltway needs to be addressed in conjunction with the I-270 project. The fourth comment said that toll or HOT lanes should be implemented on I-270 and I-495. The fifth comment said that congestion on I-270 could be reduced by reconfiguring or eliminating local lanes. The final comment advocated for an additional Potomac River Crossing.

8. APPROVAL OF MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) ADDITIONAL PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CLRP AND FY 2017-2022 TIP

Chairman Newton said that the resolution for Item 8 was discussed during the previous item.

A motion was made to approve Resolution R23-2017 to approve the project submissions for inclusion in the out-of-cycle air-quality conformity analysis of the Amendment to the 2016 CLRP and FY 2017-2022 TIP. The motion was seconded and approved.

9. LONG-RANGE PLAN TASK FORCE RESOLUTION CLARIFICATION AND STATUS REPORT

Chairman Newton said that the Long-Range Plan Task Force has been discussing the interim action that the board would take in July and have proposed a revision to the task force's charter resolution. She described the proposed change to the sixth charge under the Resolved clause of the resolution.

Mr. Fisetta said that this proposed change clarifies that in July the Board will be accepting a set of initiatives for technical analysis and that there will be no final conclusion until the end of 2017 when these initiatives have been analyzed.

Mr. Snyder asked if there was an opportunity for the task force to endorse projects for final selection. He noted that he would not want us bounded to endorsing all of the projects that would be accepted in July at the end of this process. He said he continues to object to the exclusive membership of the task force. He said he will vote no.

Mr. Groth asked if the proposed change takes the teeth out of the task force's work.

Mr. Fisetta said that he does not believe that the change to the resolution removes any of the teeth out of this work. He noted that the change clarifies that the action in July is an interim step where the TPB would accept a limited number of projects, programs or policies winnowed down from a large set of

suggestions to have analyzed. The results of the analysis and other considerations would inform the final action by the Board in December. He said that some of these projects, program or polices may not survive the final vote in December.

Chairman Newton said that the resolution as it currently stands could be read inaccurately to suggest that the task force's work ends in July, when it actually extends beyond that. She said that the board will continue to put pressure on the task force.

Mr. Herling asked if the board will have the ability to make comments and suggest changes to the task force's work.

Chairman Newton said that the board makes the final decision, so there is an opportunity to influence the work.

A motion was made to adopt Resolution R16-2017, as amended, to provide clarification to the Task Force's activities. The motion was seconded and approved. Two board members voted against the resolution.

10. PERFORMANCE BASED PLANNING AND PROGRAMMING - REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Mr. Randall reminded the board that they were briefed in April on the methodology and proposed set of targets. He referenced a draft resolution and report that cover the federal requirements and actions to adopt transit asset targets. He said that keeping transit assets like buses, rail cars, and track facilities in a state of good repair is fundamental to the operation of the region's transit network. He said that this is the first time that the region is setting objective standards-based targets for the transit system based upon inputs from transit providers. He said these providers have worked with TPB staff on this effort by providing information and initial sets of targets. He referred to his presentation and said that the board is being asked to adopt a matrix of the respective targets. He said that after the targets are approved, next year the board will be asked to approve targets again.

Mr. Kannan pointed out an error in the report. He said that while the report accurately states guidance from the FTA, it does not include clarification from the agency that describe how to accommodate different transit agencies that have different budget cycle years. He asked that his updated information be included in the report.

Mr. Lewis said that MDOT agrees.

Mr. Srikanth said that the change proposed by Mr. Kannan will be made but it would not change the recommended targets the board would adopt. As such he encouraged the board to adopt the resolution today with the change proposed by Mr. Kannan.

Mr. Kannan said that unless the documented is corrected it is not acceptable to the region's largest transit provider.

Mr. Lewis asked that the vote be postponed.

Chairman Newton said that the vote will be postponed until June.

11. APPROVAL OF TECHNICAL ASSISTANCE RECIPIENTS UNDER THE FY 2018 TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

Ms. Newton introduced the approval of technical assistance recipients for the FY 2018 Transportation and Land Use Connections Program. She praised the program for helping member jurisdictions to develop projects or programs that connect transportation and land use activities at the local level.

Ms. Koster explained that the program does a great job in exploring the connections between

transportation and land use and find ways to build capacity within jurisdictions and to consider innovative approaches. She thanked John Swanson and Lamont Cobb for their work with the program.

Mr. Swanson referred to the presentation describing the TLC program and the projects being recommended for approval. He thanked Ms. Koster and ULI for their partnership in the solicitation process. He also explained that the program promoted livable, sustainable, and walkable communities. He said there were eight projects up for approval and referred to the presentation to explain them. He also explained that one additional project, the Central Avenue Trail in Prince George's County recommended for funding was pulled when MDOT said the project was not ready at this time, but he said they looked forward to seeing an application in the future when it is ready.

Mr. Brown asked how TPB staff works with jurisdictions in cases in which projects are not funded at the fully requested amount.

Mr. Swanson said that the application asks about scalability. He said that when projects are not fully funded, staff consults with the jurisdictions in question to determine if they still want to move forward.

A motion was made to approve the FY 2018 TLC projects. The motion was seconded and approved unanimously.

12. WMATA FUNDING – CAO REPORT

Mr. Freudberg presented the board with the findings of the COG CAOs technical report on WMATA funding. He referred to the report and presentation. He explained the background of the work of the committee and explained WMATA's funding needs. He pointed out the gaps in funding over the next ten years. Next, he reviewed the panel's findings and recommendations for closing the funding gap. He explained that four revenue options were reviewed including a sales tax, two kinds of property taxes, and the gas tax. The panel did have some preferences for a sales tax. He also reviewed the importance of Metro for the regional economy and its other benefits to the region. He explained that the COG Board has created a Metro strategy group that will begin to take the technical work into the policy arena with the goal of introducing legislation in January 2018.

Mr. Harris asked about the assumptions made by the panel for the analysis. He asked about other options that might change the financial situation including changing fares.

Mr. Freudberg explained that the analysis did provide some flexibility for future changes but that those changes did not change the issue of the funding gap.

A question was asked about additional federal funding.

Mr. Freudberg explained that there have been many discussions about additional federal funds starting with the PRIIA funding and then the FTA grants. But he said that as of now there are no more additional federal funds available.

13. 2018 QUADRENNIAL UPDATE OF THE LONG-RANGE PLAN

Ms. Erickson said that for the 2018 quadrennial update to the long-range plan the TPB is going to take a different approach. She said this plan will include public outreach, unconstrained projects and programs, and the financial constraint in addition to the new projects for the constrained element. The plan will also include new branding. She said that most MPOs take four years to complete their plans, but that the TPB will take just a year and a half. She referred to her memo and said that it summarizes the elements of the plan. She said that this work is has been shared with the Technical Committee as well as the Citizens Advisory Committee and Access for All Advisory Committee.

Ms. Erickson said that this update will include outreach activities that include a controlled and open survey to the public to gather attitudes about regional transportation. Additional outreach will be

conducted in the fall. This work will be included in the final report, but also be used to inform the call for projects for the constrained elements later this year.

Ms. Erickson said that from a federal perspective the most difficult part of the four-year plan update is demonstrating fiscal constraint. She said that the plan must include sufficient financial information to confirm that projects can be implemented using committee or available revenue sources. She said that there are fifteen different funding agencies in the Washington region drawing on more than 73 funding sources. These funding agencies are presently engaged in an exercise to figure out how much funding is reasonably expected to be available. She said that later it will be necessary to reconcile revenues and expenditures to clearly demonstrate that the plan is fiscally constrained. This will be another chapter in the final plan.

Ms. Erickson said that another new element in the plan include the unconstrained or unfunded list of projects that was developed by the Long-Range Plan Task Force in phase one.

Ms. Erickson referenced her presentation and summarized the timeline, which includes a November 2017 deadline for project submissions. She said that there are lots of activities underway and that the Technical Committee will be briefed monthly. She reminded the board that their constituents will be contacted and asked to participate, and that TPB staff will work with jurisdiction staff on additional outreach activities. She said that the financial analysis component is under way and that staff will work with the Long-Range Plan Task Force to include their work in the final product.

Mr. Zimbabwe asked if the board or the Technical Committee will have an opportunity to provide input into the survey.

Ms. Erickson said yes, that staff will work with the DOTs and the Technical Committee.

Mr. Swanson added that staff welcome questions and input from stakeholders.

Mr. Zimbabwe said that DDOT had conducted surveys with MetroQuest, but also conducted a mailout survey. He said these will be shared.

Mr. Erenrich asked about how this survey relates to the State of the Commute and other surveys conducted by the TPB. He said it would be nice to compare the survey to see if there is a correlation.

Ms. Erickson said that the CLRP MetroQuest survey would be at a high level and staff will work to see the results from the surveys align.

Mr. Snyder asked if a professional public opinion survey firm will be conducting the survey.

Mr. Srikanth said that they survey is being conducted in two ways. First, as a controlled scientific survey. Second as a survey that is open to the public. He added that there will be detailed focus groups throughout the region in the fall to dive deeper into survey results.

Mr. Snyder asked how significant changes in technology and small projects that have a big impact will be factored into the plan.

Mr. Srikanth said that these topics will be addressed in the survey and focus groups.

14. ADJOURN

There being no other business, the meeting was adjourned at 2:00.