
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
November 18, 2015

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Robert Brown, Loudoun County
Ron Burns, Frederick County
Rick Canizales, Prince William County DOT
James Davenport, Prince William County DOT
Allison Davis, WMATA
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County DOT
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Jason Groth, Charles County
Renée N. Hamilton, VDOT
Neil Harris, Gaithersburg City Council
Cathy Hudgins, Fairfax County
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Melissa, McGill, FTA
Phil Mendelson, DC Council
Bridget Newton, City of Rockville
Mark Rawlings, DC DOT
Rodney Roberts, City of College Park
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Elissa Silverman, DC Council
Eric Shaw, DC Office of Planning
David Snyder, City of Falls Church
Todd Turner, Prince George's County
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County/DPW&T
Norman Whitaker, VDOT
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths
Andrew Meese
Nick Ramfos
Eric Randall
Rich Roisman
John Swanson
Ron Milone
Daivamani Sivasailam

Wenjing Pu	
Dusan Vuksan	
Michael Farrell	
Andrew Austin	
Jane Posey	
Mark Moran	
Ben Hampton	
Bryan Hayes	
Sergio Ritacco	
Lamont Cobb	
Jon Schermann	
Debbie Leigh	
Deborah Etheridge	
Stuart Freudberg	COG/EO
Stephen Walz	COG/DEP
Paul DesJardin	COG/DCPS
Bill Orleans	Resident
Faramarz Mokhtari	Prince George's M-NCPPC
Stewart Schwartz	Coalition for Smarter Growth
Sree Nampooltrin	NVTA
Tom Calcagni	AAA Mid-Atlantic
Jeanette Tejeda de Gomez	AAA Mid-Atlantic
Kari Snyder	MDOT, Regional Planning
Dennis Anosike	WMATA
Cory Stottlemeyer	MDOT
Sharmila Samarasinghe	Tri-State Oversight Committee
Reginald Bazile	DDOT
John B. Townsend, II	AAA Mid-Atlantic
Monica Backmon	NVTA
Todd Horsley	Virginia Department of Rail & Public Transportation
Nancy Abeles	TPB/CAC
Lee Schoenecker	DC/COG Region Forward Coalition
John Hartline	Tri-County Council Southern Maryland
Andrew Beacher	VDOT
Ryan Westrom	DDOT
Rick Rybeck	Just Economics
David Koch	NVTC
Sonali Soneji	Virginia Railway Express
Patrick Durany	Supervisor Jenkin's Office/PWC
Sam Rosen-Amy	DC Council
Tim Davis	City of Frederick
Regina Sullivan	WMATA
Ramond Robinson	City of Alexandria
Kathy Porter	Metro Board
Charlie Scott	WMATA
Bob Chase	Northern Virginia Transportation Alliance
Nancy Smith	Northern Virginia Transportation Alliance

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Stuart Schwartz, of the Coalition for Smarter Growth, stated that he hopes the TPB better connects the CLRP to COG's broader goals, such as Region Forward and the Regional Transportation Priorities Plan. Mr. Schwartz stated the current plan neither addresses the east-west divide, reduces CO2 emissions, nor makes any impact in reducing congestion. He also stated that the outside the Beltway proposal for I-66 does not adequately address transportation or land-use issues for that corridor. He commended the District of Columbia for looking at market-rate solutions through a parking study. He also noted that voters in Fairfax, Arlington, Alexandria, Rockville, Falls Church, and Takoma Park elected several leaders that support smart growth-oriented policies.

Bob Chase, of the Northern Virginia, congratulated the TPB on its 50th anniversary. He said that the TPB has shifted from a regional framework to supporting local policies and initiatives. He mentioned that the Board often does not take up regional transportation issues such as planned Potomac River bridges or suburb-to-suburb connectivity. He stated that lack of accountability for the regional transportation network might be the cause for increasing congestion in the National Capital Region. He suggested the formation of a new entity composed of state appointees and hired staff to supplant the work of the TPB to objectively identify, evaluate, prioritize, and advocate for highway and transit projects of greatest regional significance. He concluded that the TPB should consider his proposal, as well as look at local solutions towards the regional transportation framework the region needs.

David Miller, a resident of Vienna, VA, commented on the I-66 outer Beltway project affecting his home. He proposed the TPB work with Congress to impose a one percent service charge on the 1300 federal agencies in the National Capital Region. The funds would go toward implementation of all the region's unfunded transportation projects in the next ten years. Citing several examples, including the original Beltway highway system and Metrorail system, Mr. Miller stated that with federal oversight, these projects were quickly built, and new projects could follow suit. He said that the region is fifty years behind in transportation projects and faces a crisis concerning health, safety, security and quality of life for regional works, as well as local and federal government.

2. APPROVAL OF MINUTES OF SEPTMEBER 10 MEETING

A motion was made to approve the minutes of the October 21 meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Rawlings reported that the Technical Committee met on November 6 and TPB staff briefed the committee on the following items: An amendment to the 2016 UPWP per revisions to funding allocations from each state DOT; the draft call for projects for the 2016 CLRP and FY 2017 - 2022 TIP; and, a preview of a presentation on Metrorail safety and a briefing on the work activities of the Tri-State Oversight Committee (TOC), involvement of the Federal Transit Administration, and the reconstitution of TOC to the Metro Safety Committee.

The committee also reviewed the following information items: the activities of the Multisector Working Group to reduce greenhouse gas emissions; the latest developments for USDOT regulations on performance measures under MAP-21; the work session to include policy aspects in the Regional Freight Plan; the working group on Unfunded Capital Needs; and, an update on the activities to commemorate the TPB's 50th anniversary.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Summersgill reported that the Citizens Advisory Committee met on November 18. TPB staff briefed the committee on the draft Regional Freight Plan, and DDOT and NspireGreen staff presented and led

had an in-depth discussion on DDOT's Vision Zero policy. They also discussed the Committee Chair's draft resolution for the TPB to support policies that work towards zero traffic fatalities, similar to Vision Zero.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth reviewed the following three items:

The first item included actions of the Steering Committee. The committee met November 6 and approved two TIP amendments. The first amendment changed the source of funding for MDOT's road resurfacing project along the inner loop of I-495 in Montgomery County and the reconstruction of Route 40 in Frederick County for \$40 million. The second amendment was for VDOT's revenue-sharing program to include funding for the widening of Minnieville Rd in Prince William County and Syncolin Rd in Loudoun County.

The second item covered letters sent and received packet. The packet included: VDOT's changes to the response to public comments on the I 66 Outside the Beltway project in response to a request from Fairfax County; TPB member Peter Schwartz's detailed remarks regarding Board action on the 2015 CLRP amendments on October 21, 2015; and a copy of Fairfax County's an official position (as adopted by the Board of Supervisors) on VDOT's recommended design concept for the preferred alternative for transforming I-66 outside the Beltway.

The third item covered updates and announcements, including the following: A summary of the discussions and the takeaway from a work session for input to develop policy aspects of the Regional Freight Plan; a copy of the call for applications for membership to the 2016 Citizens Advisory Committee; a letter from Montgomery County regarding their grant funding requested for USDOT for \$6 million to fund low and no-emission vehicles; and, a letter from the TPB supporting Montgomery County's application for USDOT grant from the Low and No (LoNo) Vehicle Emissions Deployment Program.

6. CHAIR'S REMARKS

Mr. Mendelson noted that the TPB held activities before the meeting to commemorate the Board's 50th anniversary. He encouraged attendees to review the brochure and special video made for the event. He also commented on his remarks at the event, were he discussing the challenges and successes of the TPB over the past 50 years, particularly former TPB Chair John Mason's call for regional priority projects and funding for said projects in 2001. He noted the region's successes in improving air quality, promoting mode sharing, and he gave Mr. Snyder credit for helping to establish MATOC.

Mr. Mendelson also stated that Board members should have received invitations to attend COG's annual luncheon on December 9, with a focus on the TPB. The speaker will be noted futurist Glen Hiemstra.

Mr. Mendelson discussed the proposal to score projects in the CLRP. A working group would explore the proposal to develop a points-based methodology to rank proposed CLRP projects according to the goals of the Regional Transportation Priorities Plan and Region Forward. Low-scoring projects would not be rejected from the CLRP, but scores would inform how well projects match the priorities of the Priorities Plan. Mr. Mendelson recommended deferral on this action. TPB staff will work with the Board to discuss questions and outstanding issues and refine the proposal. Mr. Mendelson expects the Board will discuss this again in January.

Mr. Mendelson commented that the TPB would form a nominating committee for the 2016 chair and vice-chairs.

Mr. Mendelson stated that the Board would have three presentations at the meeting: two from Metro,

and one from the three TPB member jurisdictions on their activities related to safety oversight of the Metrorail system.

Mr. Schwartz said that he wrote a draft of a resolution to start a discussion on how to launch planning analysis of the next 50 years of the TPB, and included copies for TPB staff to provide to the Board for review. He asked that the Board take the 50th anniversary as an opportunity to look forward and address the region's transportation challenges in an unconstrained and creative way. He suggested forming a working group, called "The Fresh Look for the Next Fifty." He said that he hoped the Board would consider his proposal. A copy of Mr. Schwartz's proposal was distributed.

ACTION ITEMS

7. APPROVAL OF AN AMENDMENT TO THE FY 2016 UNIFIED PLANNING WORK PROGRAM (UPWP) TO REVISE THE BUDGET AND WORK ELEMENTS

Mr. Srikanth said that staff recommended that the Board approve an amendment to the TPB's fiscal year 2016 Unified Planning Work Program (UPWP). He referred to a mailout memorandum and described the proposed amendment, which reflected changes to the amount of federal funds available to the TPB in FY 2016. He said that the amendment would increase the approximately \$15 million budget by \$233,000. He said that that funding comes from new funds and unobligated funds from two years ago. He said these funding levels had not been finalized when the TPB approved the UPWP last spring. He said that this additional money would be used towards the core work program and activities of the Board.

A motion was made and seconded to approve Resolution R5-2016.

Mr. Erenrich said that some of the information on the TPB's website transportationplanninghub.org is out of date. He encouraged TPB staff to use some of this new money to update the website.

Mr. Srikanth said that the current UPWP funds CLRP visualization and public outreach activities, both of which cover the transportationplanninghub.org. He said that staff will be updating the transportation planning hub website and that the delay was to accommodate a system wide overhaul of the COG and the TPB websites.

Mr. Mendelson encouraged staff to update the out of date elements on the hub website and not wait for the system wide website upgrade.

The motion adopt resolution R5-2015 to amend the FY 2016 UPWP to revise the budget and work elements was approved unanimously.

INFORMATION ITEMS

8. BRIEFING ON THE DRAFT CALL FOR PROJECTS AND SCHEDULE FOR THE AIR QUALITY CONFORMITY ANALYSIS OF THE 2016 AMENDMENTS TO THE CLRP AND THE FY 2017-2022 TIP

Mr. Srikanth said that the TPB has an established annual cycle for amendments to the CLRP, including the air quality conformity analysis. He said that this process takes ten months ranging from October to November one year to September or October the following year. He said that process begins with the release of the Call for Projects, which provides detailed information on federal regulations, the TPB's policy framework, and detailed instructions for submitting projects. Referring to the Call for Projects document, he described key elements, including the TPB Vision, other regional documents, and seven areas considered to be the region's greatest needs. He said that the Call for Projects advises transportation

agencies to keep regional priorities in mind as they develop their projects. He said that the document also includes a schedule for the air quality conformity analysis.

Mr. Shaw expressed interest in developing a stronger narrative around regional priorities by asking agencies to answer specific questions about ways in which their projects address those priorities.

Mr. Srikanth said that the Call for Projects document was updated in 2014 for the 2015 amendment, and that the updated document included such questions. He said that staff would present a draft project description form at the December meeting that will highlight projects and their connection to regional priorities.

Mr. Mendelson asked if Mr. Shaw's question is addressed in the project description form.

Mr. Srikanth said that it was addressed, but acknowledged that perhaps it could be strengthened. He said that comments from the Board could help strengthen the form further.

Mr. Shaw said that it would be helpful if there were common language that members of the Board can share as they think about revisions going forward.

Mr. Srikanth said that TPB staff would work with agency staff to make sure that such common language is available.

Mr. Kannan said that discussions at previous TPB meetings reflect both comfort and frustration with the CLRP process. He said that there is potential for the Board to engage member jurisdictions and ask them to propose solutions to the region's transportation challenges.

Mr. Erenrich reminded the Board that the project description form is only used for new projects as they are added, and not for the hundreds of projects that are already in the CLRP.

9. BRIEFING ON METRO FUNDAMENTALS AND CAPITAL IMPROVEMENT PROGRAM

Mr. Webster said that he was presenting on behalf of Mr. Anosike, Washington Metropolitan Area Transit Authority's (WMATA or Metro) Chief Financial Officer. He said that the purpose of this presentation was to provide some context about WMATA's operations and a status update on the agency's financial outlook. He said that Metro serves more than one million trips on the average weekday, supports real estate development, and generates approximately \$3 billion in tax revenue for local jurisdictions. He said that Metro supports the second busiest rail system, the sixth busiest bus system, and the fifth largest paratransit system in the country. He said that it is in the region's best interest to ensure a safe, reliable, and customer-focused Metro system.

Mr. Webster said that Metro has made progress in building a stronger financial management foundation by completing all of the corrective action plans established by the FTA. He said that Metro continues to work closely with FTA. He said that Metro has to provide detailed documentation in order receive federal funds. He said that 56 percent of short-term borrowing has been repaid primarily through FTA reimbursements.

Mr. Webster referred to his presentation and said that Metro's combined operating and capital budget is approximately \$3 billion. The operating budget is \$1.8 billion and funds the operation and maintenance of Metrobus, Metrorail, and MetroAccess. He said that the majority of the operating budget pays wages, salaries, and benefits. The capital budget for the 2016 fiscal year is \$1.2 billion and is focused extensively on Metro's safety and state of good repairs program. He said that Metro's capital improvement program (CIP) runs from fiscal year 2016 to 2021. During that time, Metro expects to spend about \$6.2 billion to replace existing Metro assets and facilities, including the radio infrastructure and the rehabilitation of Metrorail. He said that the CIP also includes a substantial investment in new rail cars to replace old and failing cars.

Mr. Webster said that Metro's capital funding comes from federal grants and jurisdictions in the Washington region. Federal revenue streams include federal Passenger Rail Investment and Improvement Act (PRIIA) grants, federal formula grants, and discretionary federal grants. Local jurisdictions fund Metro through a capital funding agreement (CFA). He said that the CFA is an agreement between Metro, the District of Columbia, and the states of Maryland and Virginia. The CFA establishes the capital improvement program and the annual work program. The current CFA began in fiscal year 2011 and expires on June 30, 2016. He said that discussions are underway to renew the CFA. He said that some operating funding does come from fares. He reminded the Board that transit agencies in the United States do not turn a profit. He said that Metro revenue from fares was \$938 million of the \$1.8 billion operating budget.

Mr. Webster described some challenges faced by Metro in the years ahead. He said that the current CIP is focused on safety and state of good repair. He said that in the future Metro would have other needs that will compete for funding, including the need to replace rail cars that came into service in the mid-1908s. He said that there is no money available to replace those rail cars, nor the necessary power upgrades to run those cars. He said that capacity improvements for key stations are unfunded. He said that there is no funding for additional buses or expanded bus services. He also said that uncertain federal funding in the future represents another challenge for Metro.

Mr. Webster said that Metrorail ridership is linked directly to the region's economy. He said that there are number of external and market challenges—such as increased telecommuting, competition from other trip providers, and customer concerns—that also affect ridership levels. He said that expenses are growing at a rapid pace, and that the difference between revenue and expense will affect future jurisdictional operating subsidies. He said that if the region moves ahead with additional capital investments beyond safety and state of good repair, Metro's operating costs would also grow. He said that increasing rail and bus capacity will require additional personnel, and will increase costs for maintenance and supplies. He said that Metro must invest in transit priority to find ways to move people more efficiently and quickly. He said that there is no investment planned in the CLRP beyond safety and good repair. He said that if there were no support for Metro to increase carrying capacity on the existing system, then many local projects would not achieve their planned effectiveness.

Mr. Webster said that the most critical support that Metro needs from the TPB, the region, and the federal government, is sustained investment in priority safety and state-of-good-repair projects.

Mr. Allen asked why the level of expenditures in the CIP declines over the next six years.

Mr. Webster said that declines in spending relates to when new rail cars are purchased.

Mr. Allen asked if there was a plan to replace the cars that were purchased in the mid-1990s.

Mr. Webster said those cars would need to be replaced during the period of the next CIP, which has not been funded yet.

Ms. Silverman asked how Metro is addressing declines in Metrorail ridership. She noted that more people are living near Metro stations and more people are moving to the region.

Mr. Webster said that Metro is looking at competition from other trip providers for guidance. He said Metro is looking improving the reliability of the system and making transit fares more flexible.

10. BRIEFING ON MOMENTUM PLAN

Mr. Kannan briefed the Board. He first provided an overview of WMATA's strategic plan, known as Momentum, which was adopted by the WMATA Board of Directors in 2013. He said that the four primary goals in the strategic plan are safety, customer experience, connecting communities, and ensuring financial stability. He said that two and a half years after adopting the plan, more than 99 percent of all

administrative decisions made within the agency are aligned with the goals in the strategic plan.

In his presentation, Mr. Kannan also explained the Metro system's "core capacity" challenge and outlined a package of key capital improvements proposed in Momentum over the next 10 years to alleviate crowding and congestion. He said that several stations in the downtown core currently exceed capacity, and more will in the near future. He emphasized both the safety and reliability concerns of such overcrowding. Among the key capital improvements that have been proposed are running all eight-car trains during rush hours, expanding the busiest stations to handle more riders, and applying priority treatments to certain high-ridership bus routes to reduce delays and improve reliability. He also noted a proposal to expand capacity at Rosslyn, where three train lines come together to share the tunnel under the Potomac River into the District.

Mr. Kannan made the regional case for the package of improvements, noting that a majority of passengers using the most crowded stations in the District actually live in Maryland and Virginia. He also said that crowding and delays at these stations affects the whole Metro system, not just operations in the core.

Chairman Mendelson asked whether the region has funded any of the capital improvements proposed in Momentum, whether there are additional capital needs beyond what has been proposed so far, and what are the larger needs

Mr. Kannan said that no funding has been committed to the improvements identified in Momentum. He noted that the full strategic plan called for a total of 6.2 billion dollars in capital investments for the initiatives outlined over a 10-year period. Mr. Kannan noted that this investment would be, from a demand perspective, to catch up to 2005, 2008 conditions. Responding to the question of larger needs Mr. Kannan noted that WMATA staff will be working with their Board and the new G.M. to construct a more refined estimate of what the total long-term capital need for a state of good repair, for a state of good operations, for the system renewal as well as the strategic plan, and hope to be able to bring that forth for public discussion in the next six to eight months. Mr. Lovain asked whether routing some Blue Line trains across the Yellow Line bridge would help alleviate capacity constraints at Rosslyn.

Mr. Kannan said that doing so would essentially require taking slots away from Green Line trains at L'Enfant Plaza, as that station is currently at maximum capacity in terms of trains per hour.

Mr. Shaw asked whether the priorities outlined in Momentum align at all with the priorities in the TPB's Regional Transportation Priorities Plan.

Mr. Kannan said that the key priorities that emerged from Momentum were actually tested with the public as part of the development of the Priorities Plan. He also noted that the District's moveDC plan was aligned with the priorities from Momentum.

Mr. Snyder commented that Metro's funding challenges would only be solved by a multi-pronged approach, including greater financial support from the local jurisdictions in the region, higher fares from riders, and more financial support from the federal government. He also said he thought it was time for the TPB to take on Metro's challenges in all their complexity and to find a way to protect and enhance this vital system.

11. METRORAIL SAFETY OVERSIGHT: CURRENT PRACTICE AND PLANNED CHANGES

After a short overview by Chairman Mendelson, Mr. Bazile began to brief the Board. However, a fire alarm interrupted his presentation. The briefing on the Metrorail Safety Oversight was postponed to a later meeting.

OTHER ITEMS**12. ADJOURN**

No other business was brought before the Board. The meeting adjourned at 1:55 p.m.