
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

June 15, 2016

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
James Davenport, Prince William County
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Konrad Herling, City of Greenbelt
Sandra Jackson, FHWA
Catherine Hudgins, Fairfax City Board of Supervisors
John Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
R. Earl Lewis, Jr. MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Elissa Silverman, DC Council
Jarrett K. Smith, City of Takoma Park
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, NPS
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County/DPW&T
David Whitaker, Frederick County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

John Swanson	
Andrew Meese	
Ron Milone	
Eric Randall	
Andrew Austin	
Michael Farrell	
Jon Schermann	
Marco Trigueros	
Ben Hampton	
Bryan Hayes	
Abigail Zenner	
Sergio Ritacco	
Lamont Cobb	
William Bacon	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Steve Kania	COG/OPA
Paul DesJardin	COG/DCPS
Bill Orleans	HACK
Mike Lake	Fairfax County
Norman Whitaker	VDOT
Andrew Beacher	VDOT
Arlen Herrell	Mayor Bowser's Office
Jessica McVary	Union Station Redevelopment Corp.
Debbie Spielberg	Office of Councilmember Marc Elrich
Pierre Holloman	City of Alexandria
Tyson Byrne	MDOT
Patrick Durany	Supervisor Jenkins' Office
Alex Clegg	Coalition for Smarter Growth
Alex Cox	Coalition for Smarter Growth
Nancy Abeles	TPB/CAC
Richard Parsons	MDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Lovain called the June 15 meeting to order.

Mr. Richard Parsons, vice chair of the Suburban Maryland Transportation Alliance, commented on the Long Range Planning process. He said that there needs to be more capacity in the transportation network to deal with congestion. He also said all modes need to be taken into account and that congestion relief is the most important outcome. He noted a survey conducted by his organization that found that most people would pay more to ease congestion.

Mr. Stewart Schwartz from the Coalition for Smarter Growth said that traffic and transportation issues are a top concern of the public. He noted that in a growing region it will be impossible to solve the congestion problem by simply building more roads. He said better land use is key to smarter planning in a complex system.

2. APPROVAL OF MINUTES OF THE MAY 18 MEETING

A motion was made to approve the minutes of the May 18 meeting. The motion was seconded and was approved unanimously.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Roseboom presented the report of the Technical Committee. The committee met on June 3 and reviewed some of the items on the TPB agenda including a presentation about some activities that COG staff have carried out to support WMATA's SafeTrack program, including through Commuter Connections radio ads and emails. He reported that WMATA staff reminded the committee that there will be effects throughout the system. He reported that the committee received briefings about the draft Freight Plan, Metro's efforts in support of transit-oriented development, and the new federal Metropolitan Transportation Planning Safety rules. He said the committee received updates on the long-range plan task force focused on project selection and an update on the proposed process for evaluating the TPB's public involvement activities. Finally, he said the committee honored long-time TPB COG staff member Bob Griffiths who was retiring.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Stewart said that the CAC met on June 9 and was briefed on the draft of the National Capital Region Freight Plan and COG's efforts to coordinate communication about WMATA's SafeTrack program. He reminded the board that the committee's top priority for the year is figuring out how the public can participate in and add value to the 2018 long-range plan update and prioritization of unfunded projects. He said that CAC members Nancy Abeles and Gary Hodge regularly attend the Long-Range Plan Task Force meetings and report back to the CAC. He said that the committee is concerned about the uncertainty of the process and the role that the public can play. He said that there needs to be a demonstrated product for the long-range plan, whether it is in the form of an unfunded project list, a list of projects and programs, or a description of policies and their intended impacts. He said that the CAC urges the TPB and the Long-Range Plan Task Force to think about how public input can be a part of the process early on and is not an afterthought. He added that the process should be transparent to the public.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth reported on the Steering Committee's actions. He said that the Steering Committee approved four amendments to the FY 2017-22 TIP – one from each of the three state DOTs and WMATA. He also reported that the Steering Committee was briefed on the new members of the Access for All Advisory Committee and that Mr. Charles Allen would chair the committee. Finally, Mr. Srikanth

took a moment to recognize Bob Griffiths upon his retirement after more than forty years of service to COG and the TPB. He talked about Mr. Griffiths' accomplishments in data analysis, his experience running the COG mainframe computer, and his time playing on the COG softball team. He mentioned that Mr. Griffiths' last day would be June 17 but that he would be back to help with the next household travel survey.

Mr. Griffiths thanked Mr. Srikanth for the kind words and thanked the COG and TPB boards, noting that he was impressed that they always read and understood the data that he provided them. He then thanked the board for the privilege of serving in his role and making the region better for transportation.

Mr. Lovain thanked Mr. Griffiths for his counsel and for being knowledgeable, wise and entertaining.

6. CHAIR'S REMARKS

Mr. Lovain mentioned that he provided testimony on behalf of the U.S. House of Representatives Highway and Transit Subcommittee on the safety and reliability of WMATA. He stated that his testimony emphasized WMATA's importance to the region and to the federal government as the region's largest employer, as well as the ongoing efforts and need for federal support in addressing WMATA's existing safety and reliability challenges. WMATA CEO Paul Wiedefeld and Acting Administrator of Federal Transit Administration Carolyn Flowers also gave testimony.

Mr. Lovain remarked on his participation on the June 13 COG forum titled "Metrorail at 40: Lessons from Major North American Transit Systems". The forum included six rail transit executives from Atlanta, Chicago, Miami-Dade, New York City, and Toronto, as well as rail transit expert Alex Barron from the Imperial College of London and former Congressman Tom Davis. He said that one of his take away was that Metro's challenges are not unique, that other systems have had similar challenges. Some of the other systems said that single-tracking and shutdowns are a routine part of their normal operations now. He noted that the other systems who spoke have a stable and predictable source of funding, and they all talked about how critical that was for enabling them to plan and have predictability. He also noted how most other general managers who spoke had said that time and money are the two things needed to address the challenges of an urban and aging metro system. He said that lesson for Metro is not just about the money, but also about taking time for Metro to address its challenges.

Mr. Lovain also noted that several of transit operators, talked about the need to deal with the skeptics in the community by taking initiatives in the short term that are real kind of quality of life, customer-friendly initiatives. He mentioned that Mr. Wiedefeld has done some of that with Metro like with that 15-minute opportunity to leave the station without being charged. He said Mr. Barron praised WMATA for its fare policy, but recommended the agency use robust performance measurement and reinvest in existing infrastructure. He also mentioned that Mr. Davis discussed the passing of the 2008 Passenger Rail Investment and Improvement Act (PRIIA) through Congress and convincing local elected officials outside of transit service areas to invest in the systems.

Mr. Lovain said that COG and the Board of Trade are working together to identify a plan for stable and predictable funding for WMATA by the end of the year. Both organizations hope to get the plan to Maryland and Virginia legislatures by 2018, and sooner in the District of Columbia. COG will also organize a technical assistance panel to develop financial and operating data on WMATA rail by the end of the year. Mr. Lovain stated that TPB staff would assist in those efforts.

Next Mr. Lovain mentioned that he had addressed the COG Board earlier in the month to share the TPB's priorities for the year. He mentioned that members of the COG board urged the TPB to identify some regionally important projects. He said that he informed the COG board that the TPB's Long-Range Task Force was working on the issue, but the board was not satisfied them because this has not happened. He said the discussion in the Task Force's meeting today was very lively on this very topic and that he tried to impress on the task force this morning that the group needs to take input from

everybody and come up with the best ideas possible. He said that hopefully the group can get a plan in place and start focusing in on some key projects in time for the CLRP update next year.

Mr. Lovain then called on Mr. Bean to comment on COG's efforts with the Board of Trade regarding WMATA.

Mr. Bean stated that the COG Board passed resolution R39-2016 to create a Metrorail Assessment Technical Assistance Panel. The panel will develop financial and operating data on Metrorail and report back to the COG Board in October 2016. The panel will collect data on operating benchmarks and performance metrics on safety and reliability. The panel will document funding projections for operating WMATA in a safe and reliable way, as well as implementing a system rehabilitation program. Mr. Bean said that if the panel discovers a gap in funding, it would explore potential sources for additional revenue. He noted that the Board of Trade supports exploring new revenue options for Metrorail.

Mr. Snyder expressed his thanks to COG and the Board of Trade in their efforts to work with WMATA, and stated his desire to distance himself from Virginia state legislators that do not support additional funding for WMATA. He spoke about the importance of getting WMATA to a position of safe and reliable operations.

INFORMATION ITEMS

7. BRIEFING ON ACTIONS IN SUPPORT OF THE WAMTA SAFETRACK SAFETY SURGE PLAN

Mr. Srikanth announced that staff would give regular briefings on WMATA's SafeTrack work plan. He noted that TPB and COG staff were providing coordination and technical support to WMATA through Commuter Connections and the TPB's various subcommittees. Mr. Srikanth mentioned that staff will give regular updates on this activities, as well as invite WMATA and local jurisdiction representatives to coordinate, discuss and share their experiences with SafeTrack over the next 11 months.

Mr. Srikanth welcomed Nicolas Perfili from Fairfax County, Regina Sullivan and James Hamre from WMATA, to discuss their experiences with the first SafeTrack safety surge.

Mr. Perfili reported that ten of the 15 SafeTrack surges will affect Fairfax County. The County has collaborated with Metro and Commuter Connections in its public outreach strategies. For Surge 1 and 2, the County's mitigation strategies include express shuttle service in the I-66 and Dulles corridors, with additional Metrobus service parallel to the Orange line, in addition to cars and vanpools, park & ride, and other efforts. He stated that early data reported mitigation efforts in the I-66 corridor removed 1000 trips per day from the highway. The County also went to park & ride facilities and directed commuters to existing bus service, SafeTrack express bus services, and slugline operators.

Mr. Perfili stated that for Surge 3 and 4, Fairfax County would work with Metro to develop bus bridges around work zones, provide supplemental bus service in Southern parts of the County, and promote park & ride, Metro, and VRE stations with available capacity.

Ms. Sullivan thanked COG, the TPB and all the region's jurisdictions for their cooperation in mitigation efforts for SafeTrack. She asked commuters to determine alternative routes to work, as WMATA needs a significant number of riders not to use Metrorail. WMATA will have extra staff at stations, bus bays, to supplement their online and social media communications, and provide human interaction with commuters. Ms. Sullivan also thanked Mr. Allen for his help in coordinating with Ward 6 constituents.

Mr. Hamre said that the challenge of the Metrobus Planning, Scheduling and Customer Facilities office is mitigating the SafeTrack closures and single tracking and providing options for commuters. He thanked local planners across the region for being good partners in the mitigation efforts. He also acknowledged Mr. Griffiths' work in providing the modal numbers that WMATA uses to determine

alternative capacity.

Mr. Hamre noted that during Surge 1, ridership declined 30 percent on the Orange line west of Ballston, and there was a 20 percent increase in bus ridership in that corridor. Extra staff on the platforms managed the flow of commuters and helped reduce crowding. For Surge 2, a similar level of ridership reduction will help WMATA serve half of rail commuters through shuttles. Mr. Hamre stated that commuters should be aware, patient, and make smart choices to make Surge 2 successful.

Mr. Erenrich thanked WMATA staff for their cooperation and ready attitude. He recommended that for future surges involving Montgomery County, the region should consider MARC train services as an important asset.

Mr. Lewis responded that MARC train operators are looking at how they can help.

Mr. Snyder asked about communications in the stations, both during SafeTrack and after, specifically where information shared through different mediums may not agree with each other.

Ms. Sullivan thanked Mr. Snyder for his comments and stated that WMATA staff are looking to make sure all their messaging points are consistent.

Ms. Silverman thanked Councilmember Allen and WMATA staff for their SafeTrack updates. She asked what lessons learned during the first surge could apply to future ones.

Mr. Hamre responded that one of the significant things was directing passengers to the correct platform at Ballston throughout Surge 1. In Reston, adapting to commuter needs, WMATA created a new bus schedule with lines running all the way to Downtown DC. They will take these lessons into surge 2, and include additional service staff at the stations.

Ms. Silverman asked how riders should give feedback.

Mr. Hamre responded that feedback can be provided through WMATA's customer service line, 202-637-7000, as well as through social media accounts. WMATA monitors the social media accounts.

Mr. Allen noted that Surge 2 would differ from Surge 1 in that it will involve full station closures, and he thanked WMATA staff for being flexible about the closures to address school schedules for families. He recommended that the District's Business Improvement Districts coordinate with WMATA to allow for additional customer service staff on site at Eastern Market station.

Ms. Sullivan stated that WMATA's external relations office is working with local BIDs, and that WMATA's transit police force would also be available to address crowding and customer concerns.

Mr. Allen asked about an update regarding planning and coordination. He referenced an upcoming D.C. United Soccer game on June 25, at which time Stadium-Armory station would be closed.

Mr. Hamre responded that WMATA has used shuttles during sporting events before, and approximately 1,200 buses will be idle and available to provide capacity. He was not certain about a concert at FedEx field in Maryland, but was comfortable that WMATA could handle the soccer game. WMATA will be coordinating with DOT staff on traffic signals, and lane openings/closings.

Mr. Herling asked if additional bus capacity would be enough for future closures involving the Green line.

Mr. Hamre responded that the work involving Greenbelt would be single tracking, not a closure. He said WMATA has three activities to address this surge: stand-by buses known as life-safety shuttles, capacity supplement to make up the difference of reduced trains, and major closure necessitating adjustments from WMATA and commuters.

Mr. Kannan stated that WMATA's bus bridges during SafeTrack would not be enough to supplement the reduced rail capacity, particularly for commuters during Surge 2. He asked meeting attendees to

reinforce the message that commuters should find alternatives to Metrorail to get to and from their daily commutes.

Mr. Zimbabwe thanked Mr. Perfili for the work of Fairfax County and acknowledged the level of coordination among jurisdictions during SafeTrack so far. He stated that the coordination should continue, and the District is working to collect early data on changes in travel behavior. He stated that District government held a webinar with several local employers regarding SafeTrack, and that folks should continue to communicate about the changes with their local community.

8. BRIEFING ON THE DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN

Mr. Schermann said that the draft National Capital Regional Freight Plan builds on the region's first freight plan which was approved in 2010. He said that the plan is a technical document that is meant to serve as a reference for future planning activities. He said that the updated draft also includes freight policy priorities. Referring to the new draft, he described the contents of the report. He said that the region's population and economic growth means that there will be an increased demand for freight in the future. He said that freight moves through the region via roadways, railroads, airports, and pipelines.

Mr. Schermann said that the new policy section includes feedback from members of the board and reflects the board's collective take on freight planning. He said that the policies cover a range of topics that include: state of good repair, hazardous materials, routing, environmental justice, land-use, and activity centers. He noted that there are 17 policy statements, five of which emphasize issues related to freight rail and hazardous materials. He added that in response to comments received at the March TPB meeting a new policy was added: "The Transportation Planning Board supports the use of best practices for safety, engineering, and maintenance of freight-related transportation infrastructure."

Mr. Schermann said that a draft of the plan was released for public comment on June 9, and that the final version of the document, including changes, will be presented to the TPB for approval in July.

Mr. Allen said that he appreciates the heightened inclusion of safety and hazardous material policies.

9. BRIEFING ON ACTIVITIES TO PROMOTE TRANSIT-ORIENTED DEVELOPMENT NEAR METRO STATIONS

Mr. Scott said his presentation would focus on specific ways that WMATA can work with local governments to promote transit-oriented development (TOD). The agency seeks to increase ridership through TOD on the existing system. Through its planning group, WMATA will create a walkshed inventory of infrastructure improvements at all 91 stations, to increase the walkable area around stations and attract more riders. Through WMATA's real estate group, the agency will adjust its project development program to better work with developers in navigating WMATA building requirements with developer interests. Mr. Scott also mentioned that WMATA would work with local economic development offices in encouraging development near stations.

A board member asked if development plans around Phase One of the Silver Line, and Loudoun County's Comprehensive Plan Amendment fit WMATA's development model.

Mr. Scott responded that he would follow up to this question.

Mr. Herling referred to the Greenbelt Station development and asked about WMATA's efforts to meet its long-term economic development and ridership growth objectives.

Mr. Scott responded that WMATA looks for connections to enhance access, and sometimes those recommendations come from local government. He also noted the complexity in Greenbelt given the site under consideration by the General Services Administration for a future headquarters of the Federal Bureau of Investigation. WMATA is working to resolve issues around that potential development.

Mr. Zimbabwe noted that local jurisdictions can help promote TOD, both on WMATA property and outside of it, as well as the importance of small-scale changes to make neighborhoods and transit stations more walkable. He mentioned the progress of Purple Line TOD projects and recommended WMATA be included as a partner, and other jurisdictions learn from the process.

10. BRIEFING ON FEDERAL TRANSPORTATION PERFORMANCE MANAGEMENT REQUIREMENTS

Mr. Srikanth referenced a memo and provided a summary of the new federal regulations for metropolitan planning activities. He said that the presentation for this item would cover the background and context for the regulations, and that more information would be presented at future meetings. He said these rule changes will significantly change the way highway and transit projects are funded and also how highway and transit assets are maintained. He said that the new rules propose a considerable change in how MPOs across the country, including TPB, will be doing their long range planning moving forward. He said that failure to comply will have consequences not necessarily just limited to the MPOs, but to the transportation agencies at the state and local levels. He said that these new rules can be summarized by a federally mandated approach called "performance-based planning and programming," which is a way of planning projects and programming funds to achieve desired performance outcomes. He said that this rule looks at short-term performance. He said it also describes specific performance areas that all MPOs will have to address, in addition to naming the performance measures that MPOs should use. He said that this new work will guide the CLRP, the TIP, safety plans, and a process for congestion management.

Mr. Srikanth said that these rules respond to the law first proposed under MAP-21 and that reaffirmed by the FAST Act, both of which try to achieve a higher return on investments for transportation spending. These returns will be in the form of system performance and better accountability for agencies that are expending federal transportation funds. He said that the rule is a data-driven approach that requires coordination, cooperation, and good current data. He said that goals and measures are prescribed, and that the TPB will need to work with jurisdictions and agencies to develop an investment plan for meeting those goals. Once the investment plan is set, the TPB will need to monitor performance of the specific goal areas and report that performance back to the funding authorities.

Mr. Randall said that there are seven federally described goals for federally funded highway and transit investments. He said that MPOs need to identify performance measures of the highway and transit system for those goals. He said that setting these measures will require input from the states, transit agencies, and jurisdictions. He said that most of the performance-planning rules have been released, but that some are still outstanding. He said that highway safety and planning rules are final. He said that the transit rule is expected in July. He said that state DOTs or transit agencies are the lead for the respective rules. He said that formally adopting targets for performance measures will become part of the ongoing process. He referred to his handout and summarized the performance areas. He said that performance measures for highway safety include: fatalities, rates of fatality, number of serious injuries, rate for serious injuries, and the number of non-motorized fatalities and serious injuries.

Chairman Lovain said that state DOTs will establish targets and that MPOs have the option of adopting those targets or developing targets that exceed the state targets. He added that based upon these established targets, MPOs will evaluate how state investment of federal funds have helped achieve the targets. He said that this rule will have an impact on the TPB's budget, resources, and staff time.

A board member asked if there is a presentation slide on system performance.

Mr. Randall said yes. He continued to reference his handout as he described how data will be collected for performance evaluation. He said the new data will build on years of existing database work. He summarized the system performance rules for freight, congestion management, and air-quality.

Mr. Fisetta asked if these new rules contain criteria that could be useful as part of the discussion going

on at the Long-Range Plan Task Force.

Mr. Srikanth said yes to the extent that the board is interested and focused on how can to improve the performance outcomes of our long range plan and also tie it with some form of evaluation of the investments that are being made. The federal performance based planning approach is driven by the same two themes. He said that the rules provide some across-the-board criteria on system performance and maintenance but that what is missing from the criteria is accessibility and travel options.

Mr. Fisetto said the two goals are the performance outcomes and investment.

Mr. Srikanth said that the mandate says that local jurisdictions, the states, and the MPOs need to work together to determine an approach to meet the federally described outcomes.

Mr. Elrich asked if the rules describe concrete objectives or guidance on what is excessive.

Mr. Randall said that DOTs and MPOs can set their own criteria. He said the federal agencies are trying to impose a process system where information influences programming and projects.

Mr. Elrich expressed concern that this might encourage agencies to set low targets so that they can achieve those targets with minimal effort.

Mr. Srikanth said that these targets must also meet federal mandates in terms of speed limits and desired travel speeds. He said this means there is a performance threshold below which one cannot game the system.

Mr. Schwartz said that it looks like this rule matches the goals that some had for the Long-Range Plan Task Force which is to set goals in a definable, measureable, transparent way, and then evaluate your investment and your return on investment based on the goals you've set and your ability to achieve them. He asked for a link to the new regulations.

Mr. Srikanth said that the TPB has established working groups with DDOT, MDOT, VDOT, WMATA, and other transit agencies to coordinate efforts and identify where everyone is in regards to these rules.

Mr. Herling inquired about if the differences between the TPB and MWAQC with regard to measurement of pollutant levels have been resolved.

Mr. Srikanth noted that the CMAQ rules proposed under performance based planning is tied to CMAQ funds received by states for transportation projects and quantifying the emissions reductions from those projects. MWAQC's work with measuring pollutants is tied to federal air quality standards and thus refers to different type of measurement.

OTHER ITEMS

11. ADJOURN

The meeting was adjourned at 2:03 p.m.