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**TRANSPORTATION PLANNING BOARD**  
**MEETING MINUTES**  
March 23, 2018

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Bob Brown, Loudoun County  
Christian Dorsey, Arlington County  
Marc Elrich, Montgomery County  
Gary Erenrich, Montgomery County  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Neil Harris, City of Gaithersburg  
Cathy Hudgins, Fairfax County Board of Supervisors  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Sakina Kahn, DC Office of Planning  
Kacy Kostiuk, City of Takoma Park  
R. Earl Lewis, Jr., MDOT  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Phil Mendelson, DC Council  
David Meyer, City of Fairfax  
Ron Meyer, Loudoun County  
Bridget Donnell Newton, City of Rockville  
Marty Nohe, Prince William County  
Mark Rawlings, DC-DOT  
Jeanette Rishell, City of Manassas Park  
Kelly Russell, City of Frederick  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Brandon Todd, DC Council  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Lyn Erickson  
Andrew Meese  
John Swanson  
Eric Randall  
Ron Milone  
Andrew Austin  
Ken Joh  
Charlene Howard  
Lori Zeller  
Abigail Zenner  
Sergio Ritacco  
Rich Roisman  
Michael Farrell  
Arianna Koudounas

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Matthew Gaskin  
Dusan Vuksan  
Debbie Leigh  
Deborah Etheridge  
Wendy Klancher  
Paul DesJardin COG/DCPS  
Greg Goodwin COG/DCPS  
Katherine Kortum  
Bill Orleans Hack  
Kari Snyder MDOT  
George Phillips Prince William County  
Nydia Blake Prince William County  
John Kent COG/DCPS  
Andrew Mowry Loudoun County  
Mike Lake Fairfax County DOT  
Andrea Lasker Prince George's County  
Monica Backmon NVT

### **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Mr. Orleans said that the steering committee approved a request to amend the TIP to include more than \$60 million for a preliminary planning and engineering study for widening the Capital Beltway and Interstate 270 in Montgomery County. He said that Maryland's governor assured the residents of the state that public money would not be used to fund this project. He questioned whether it was necessary for MDOT to request the amendment to spend \$67 million on preliminary planning and engineering study for this project.

### **2. APPROVAL OF MINUTES OF THE FEBRUARY 21, 2018 MEETING**

A motion was made to approve the minutes from the February 21, 2018 TPB meeting. The motion was seconded and approved.

### **3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Brown said that the Technical Committee met on March 8. He said that highlights from the meeting can be found in the report. He said the presentation on transit trends and factors, including WMATA bus statistics, was very interesting.

### **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC)**

Ms. Kortum said that Citizens Advisory Committee met on March 15 and discussed Visualize 2045 plans for public outreach. She referred to her report which detailed specific suggestions. She said that the committee felt that TPB staff should be conducting more outreach for Visualize 2045, including additional sessions. She said that the committee was also briefed on the UPWP. She said that the committee finished the meeting discussing the work plan for the remainder of the year. She said that the committee is especially interested in learning how the region is adapting with changes in transportation technology.

Chair Allen asked how the CAC expects TPB staff to respond to comments about Visualize 2045 outreach.

Ms. Kortum said that the comments were meant to inform forum planning.

Chair Allen asked if it was possible to add an additional forum in the District.

Mr. Srikanth said that limited time and budget mean that staff are unable to conduct additional forums

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at this time. He said that there will be three additional open houses, one in each state, later this year to share the final Visualize 2045 plan.

Mr. Erenrich asked if it was possible for TPB staff to present at other meetings.

Mr. Srikanth said that it was possible.

Mr. Erenrich suggested that elected officials could hold town halls to collect more input for the plan.

Mr. Srikanth said that staff is developing materials for the forums that can be shared with elected officials and jurisdiction staff.

Mr. Meyer noted that local elected officials and staff frequently conduct various townhalls and other forums in their jurisdictions. He suggested that the TPB presentation, if made available by staff, could potentially be used by jurisdictional staff and officials in such forums.

Chair Allen encouraged the CAC to think about ways to create additional opportunities for information sharing and collection of feedback.

## **5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Mr. Srikanth said that his detailed report was included in materials made available for the board. He said that the Steering Committee met on March 8 and reviewed three TIP amendments. The first, from the District of Columbia, added \$900,000 to study an interchange project. Approximately \$2.5 million was moved from between two projects to correct an error in the TIP. The second amendment added \$67 million towards a preliminary engineering and project development expense for the I-270/I-495 express lane that is part of the Maryland traffic relief plan. At the meeting Maryland said that this is part of the up-front expenses that the state has to incur to develop the project to a level where a public/private partnership is possible. He said that Maryland also provided about \$34 million for a full bridge replacement project. Details of this amendment can be found on pages 13-25 of the report. He said that the third TIP amendment was from Virginia where \$222 million was added for three different projects. He said that this money is part of the private sector's concession fee that Virginia has received for the I-66 beltway project.

Mr. Srikanth said that the committee also acted on a staff recommendation to change the dates for two Visualize 2045 events. The TIP forum has been moved from May 10 to June 12. The start date for the final public comment period has been moved from September 13 to September 7.

Mr. Srikanth said that the TPB received a letter from the Maryland Transportation Authority (MDTA) regarding the board's discussion of the Harry Nice Bridge. The letter said that the MDTA is happy to meet with stakeholders to provide details on how the design is proceeding. He said that the bridge height would not preclude tall ships from passing underneath. He said page 35 of the report has details on this letter. Starting on page 41 is a memo about a U.S. Court of Appeals decision that reinstated air-quality standards for ozone. The memo stated that the TPB is not impacted by this decision. Another memo, this one on page 43, was a reminder of the April 2 deadline for applications for the Transportation/Land-Use Connections Program.

Mr. Srikanth said that there are two additional items that were not included with the report and that have been distributed. The first detailed a possible proposal to build a high-speed travel connection between Baltimore and the District. He said that the Maryland Department of Transportation State Highway Administration has been asked to sponsor the project and that the Federal Highway Administration has been designated as the lead agency. He said that a detailed environmental assessment will be conducted and that the project will need to be added to the CLRP and the TIP. The second stated that some members of the TPB and staff are participating in a COG task force in traffic incident management. He said that the board will hear more details on this task force later in the year.

Chair Allen asked about next steps in scheduling a conversation with the Maryland Transportation

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Authority regarding the Nice Bridge.

Mr. Srikanth said that the discussion about the bicycle and pedestrian elements of the Harry Nice Bridge will first go to the TPB's Bicycle and Pedestrian subcommittee and then the Technical Committee. After that, the results of those discussions will be shared with the board. He said that the Technical Committee will be briefed on the height issue. He said that someone from MDTA will be invited to speak to these issues at board meeting later this year.

Chair Allen requested that meeting between MDTA and representatives from the District and Virginia to discuss the highlighted concerns. He then asked about who is eligible for technical assistance through the Transportation/Land-Use Connections Program.

Mr. Srikanth said that any TPB member jurisdiction can apply. If a private or non-profit entity want to apply, they need to apply through a member jurisdiction, as long as there is an eligible transportation/land-use connection project or study.

## **6. CHAIRMAN'S REMARKS**

Chair Allen said it is important to reflect on this historic moment when the three states are on the verge of approving an investment for WMATA and the future of the Metro system. He said that this is something the board has been talking about for a long time. He said that he is proud of the work across the whole region to make his happen.

## **ACTION ITEMS**

### **7. APPROVAL OF AMENDMENT TO THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP), AND APPROVAL OF FY 2018 CARRYOVER FUNDING TO FY 2019**

Ms. Erickson referenced her presentation at the February TPB meeting about the draft UPWP. She said that since the presentation the budget has been balanced and that the budget for FY 2019 is about \$15.9 million. She said that the board is being asked to approve three items related to the UPWP. First is an amendment to the FY 2018 UPWP that removes \$1.2 million in funding and unfinished activities. The second carries those activities and their funding over to the FY 2019 UPWP. The third amendment is approval of the FY 2019 UPWP.

A motion was made to approve Resolution R15-2018 to amend the 2018 UPWP to remove funding to be carried over to FY 2019. The motion was seconded and approved.

A motion was made to approve Resolution R16-2018 to approve carryover funding from FY 2018 to FY 2019. The motion was seconded and approved.

### **8. APPROVAL OF THE FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)**

A motion was made to approve Resolution R17-2018 to approve the FY 2019 UPWP. The motion was seconded and approved.

### **9. APPROVAL OF THE FY 2019 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)**

Mr. Ramfos referenced a question that Chair Allen asked during the February TPB meeting. He said that the marketing budget that was presented at the February meeting was correct. He said that no public comment was received on the work program.

A motion was made to adopt Resolution R18-2018 to approve the FY 2019 CCWP. The motion was seconded and approved.

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## **INFORMATION ITEMS**

### **10. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY LEGISLATIVE FUNDING UPDATE**

Mr. Bean said that finding additional funding for WMATA has been a top priority of the region, COG, and the TPB for decades. He provided a brief history of COG's leadership on the issue. He said that in 2015 the COG board focused on infrastructure and highlighted billions in deferred maintenance in Metro. In 2016 the COG board made the Metro their main priority at every meeting. In 2017 the COG board developed the Metro Strategy Group which resulted in a statement of principles on Metro and a resolution calling for long-term dedicated funding.

Mr. Bean summarized recent legislative action. He said that two bills were passed before the end of the Virginia General Assembly session that directed \$154 million of dedicated funding to Metro. He said that the first bill is a 2.1% sales tax imposed on motor vehicle fuel sold in Northern Virginia and Hampton roads. He said that this would generate about \$22 million that would be dedicated to WMATA. He said that the second bill includes dedicated funding of \$130 million a year, made up of existing state and local funds. He said that the governor will propose amendments to the second bill that will be brought back to the General Assembly in April. He said that this legislation limits the WMATA board to eight participating members and requires a three percent annual growth cap on WMATA's operating subsidy. He said that the funding is contingent on the District and Maryland enacting legislation. He said that the General Assembly will reconvene on April 19 and that hopefully, the bills will be passed.

Mr. Bean said that the Maryland state legislative session ends on April 9. He said that there are three active bills on Metro moving through the House and Senate. The first one establishes \$150 million a year in dedicated funding, though there is an indication that this amount might increase to \$160 or \$167 million. The second bill proposes a change for how Maryland's WMATA board members are appointed. This bill also encourages other compact signatories to discuss reforms including the size of the Metro Board, requiring that board members have transportation expertise and removing the veto authority. He said that the third bill establishes requirements to strengthen the Office of the Inspector General, including funding that office out of the WMATA annual budget. He said that the bills could be passed in early April or no later than the end of May.

Mr. Bean said that in the District of Columbia, the mayor proposed a budget and financial plan with a proposal for Metro funding that includes a mix of funds from taxes on real estate, sales, and for-hire vehicles. He said that the District Council is working on the mix of funding. He said the budget is expected to be completed by the end of May.

Mr. Bean said that the federal omnibus bill includes full funding for the PRIIA portion of Metro, which is \$150 million.

Mr. Meyer said that this is a historic moment. He said that Arlington and Loudoun are advocating for the Virginia legislation. He said that it is important to create new sources of revenue and take existing funds that do not impact transportation projects. He said that he appreciates all the work that members of the TPB have put into making this happen.

### **11. BRIEFING ON A NEW METROPOLITAN TRANSPORTATION PLANNING PROCESS "3C" AGREEMENT BETWEEN THE STATE DEPARTMENTS OF TRANSPORTATION (DOT) AND TPB, AND ON PERFORMANCE BASED PLANNING AND PROGRAMMING LETTERS OF AGREEMENT**

Mr. Ritacco said that his briefing would cover two separate agreements that codify the TPB's participation in the metropolitan transportation planning process. He said that these are federally

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required agreements. He said that the first agreement is the metropolitan transportation planning agreement, also called the 3C agreement. The second is the associated administrative level performance-based planning and programming letters of agreement, also called LOAs. He said that the board will be asked to approve the 3C agreement at the April board meeting, and to ensure that the LOAs are signed between the members.

Mr. Ritacco said that the 3C agreement details how the MPO carries out the metropolitan transportation planning process, which is cooperative, comprehensive, and continuing. He said it also needs to respond to performance-based planning and programming mandates. He said that the agreement is signed by the TPB, the three state DOTs, and transit agencies that provide funding and direct oversight into the process. The current agreement was executed in June 2008. He said that the new agreement must be executed by May 2018. He referenced his memo and said Articles 1 through 12 respond to and mimic the structure of rules and regulations that the TPB is required to meet as an MPO. Examples include: the metropolitan transportation plan, the TIP, and the UPWP. He said that the agreement has been reviewed by legal counsel in addition to federal and local partners.

Mr. Ritacco said that the LOAs are brand-new administrative level agreements structured to meet the new mandates specific for the performance-based planning and programming process. Each agreement is between the TPB and the member agency. Each agreement is customized to the roles and responsibilities specific to the TPB and that member. These responsibilities include collecting data, selecting targets, and reporting on the performance of those targets. He said that page 22 of his memo identifies with more detail which areas need to be signed between the TPB and the member. These areas include highway safety, highway pavement and bridge condition, system performance, transit safety, and transit asset management. He said that this is an ongoing process and that staff continues to work with the parties executing this agreement. He said that LOAs need to be executed by September 2018.

Mr. Weissberg asked if there is a date in September by which these agreements need to be finalized.

Mr. Ritacco said that there is no specific date.

Ms. Erickson said that the LOAs need to be completed before the Visualize 2045 plan can be approved.

## **12. VISUALIZE 2045: GENERAL UPDATE AND SCHEDULE**

Ms. Zeller reminded the board that Visualize 2045 is different from the TPB's past long-range plans, which were called Constrained Long-Range Plans (CLRPs). She said that the new plan will contain all of the elements that were in the CLRP, but that section will now be called the financially constrained element. Additionally, the plan will highlight the unfunded aspirational initiatives that have been endorsed by the board. Referencing the plan outline, she said that the plan will encompass more of the TPB planning activities than recent CLRPs. Referring to her presentation, she said that the plan will include chapters on the following: introduction, regional policies, seven endorsed initiatives, financially constrained element, performance analysis, performance planning, additional elements, plan development and public participation, and a conclusion. She shared a timeline for completing the plan in October.

Chair Allen asked if the plan would include a discussion about trends that the region is currently seeing over the last decade or so.

Ms. Zeller said that historic trends could be included in addition to more current data.

Mr. Erenrich said that we have to make sure that the public does not overestimate the benefits of investment and projects. He said that the plan should include a discussion about how land-use planning relates to Visualize 2045.

Ms. Zeller said that a discussion of land use will be included in the chapter that discusses the Regional Transportation Priorities Plan and other regional policies. She added that it will also be discussed in the

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section, not included in her presentation, on land-use coordination.

Mr. Meyer asked if it is worth highlighting some successes of federal infrastructure investment in the region.

Ms. Zeller said that the accomplishments section will encompass some of successes of federal funding in the region.

Chair Allen asked if the plan outline could be updated to put more emphasis on bicycle and pedestrian planning as well the work that that TPB has put into equity emphasis areas.

Ms. Zeller said that staff has discussed this concern several times and continues to think about. She said that there are about dozen different planning areas, including equity emphasis areas and bicycle and pedestrian planning, that have separate plans or many reports and studies. The goal is to summarize all that work in the Visualize 2045 plan document.

### **13. VISUALIZE 2045: PHASE 2 PUBLIC OUTREACH**

Mr. Swanson referenced his presentation and emphasized that Visualize 2045 is the first time that unfunded priorities have been included in the TPB's long-range transportation plan. He said that while the TPB does conduct outreach, it does not typically conduct outreach as part of the long-range plan. He said that this year is different because Visualize 2045 includes not only a list of not only what will be funded, but also what the region would like to fund. This creates an opportunity to talk with the public about the direction to take the long-range plan.

Mr. Swanson said that Phase I outreach activities were conducted in 2017. He said that the focus of the outreach was a public opinion survey to get a sense about high-level concerns, what people care about, what they are worried about, and what they' would like to see change. He said that the survey was conducted both online and in-person at 15 events around the region. More than 6,000 responses were collected. He said that the results of this outreach will be shared with the board at the April meeting.

Mr. Swanson said that Phase II outreach will explore the concerns that were identified in Phase I outreach. He said that this outreach will be conducted in two ways. First with public forums starting in April. In addition, there will then be three open houses in September. He said that the forums will focus on the unfunded initiatives endorsed by the TPB. They will be conducted in April and May. He said that a consultant has been hired to help set up and conduct the meetings. He said that raising awareness is a big component of this outreach and it is important to ensure a diversity of opinion. He said that the forum sessions will be open invitation. He said that the goal of the forums is to obtain information that is useful for decision-makers.

Mr. Swanson said that the second part of Phase II outreach is going to be three open houses conducted in September. There will be one open house in the District, Maryland, and Virginia. He said that these will be concurrent with the public comment period for Visualize 2045. He said that the open houses will aim to give the public an opportunity to learn what is going into the final plan and may provide input for implementation activities.

Mr. Swanson said that a draft list of forum locations and dates will be distributed in the next week.

Mr. Glass asked if there were plans to live-stream or broadcast any of the meetings.

Mr. Swanson said that it is possible to stream one of the forums, likely the one in DC because the COG facilities are equipped to do that. He added that the forum content is being prepared in packages that could be used at additional meetings.

Mr. Glass suggested that YouTube may provide the necessary live-stream capabilities.

Chair Allen said that the District of Columbia has a rich diversity of neighborhoods. He asked how staff is making sure that they are inviting the diversity of experiences and perspectives from District residents

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into the meeting. He also asked about how forum design will empower those different perspectives, encouraging them to come to the table and have their voices heard.

Mr. Swanson said that the diversity of perspective in the region provides a real challenge. He said that the TPB is primarily a regional planning agency, so the sessions need to balance regional perspectives. He said that the CAC has advocated for using local examples and leverage familiarity about local needs in the discussion of regional issues. He said the goal is to make sure that the forums weave a regional perspective into the local discussion, and vice versa.

Mr. Erenrich said that it would be helpful if each multiple agency was present at each forum to talk about what they are doing.

Mr. Swanson said that was a good idea.

## **OTHER ITEMS**

### **14. ADJOURN**

No other business was brought before the board. The meeting adjourned at 1:30 p.m.