
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
October 19, 2016

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
James Davenport, Prince William County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House of Delegates
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John Jenkins, Prince William County
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
Mark Rawlings, DC DOT
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Eric Shaw, DC Office of Planning
Elissa Silverman, DC Council
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, NPS
Todd M. Turner, Prince George's County
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County/DPW&T
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

John Swanson
Andrew Meese
Ron Milone
Eric Randall
Mark Moran
Jane Posey
Wendy Klancher
William Bacon
Andrew Austin
Michael Farrell

Ben Hampton	
Bryan Hayes	
Jessica Mirr	
Abigail Zenner	
Sergio Ritacco	
Ken Joh	
Lori Zeller	
Charlene Howard	
Debbie Leigh	
Deborah Etheridge	
Steve Walz	COG
Chuck Bean	COG/EO
Stuart Freudberg	COG/DO
Paul Des Jardin	COG/DCPS
Bill Orleans	HACK
Bobby Klancher	Loudoun County
Kari Snyder	MDOT
Patricia Happ	NVTC
Norm Catiorton	PWC
Malcolm Watson	FC DOT
Lauren Abraham	Vectre
Debbie Spielberg	Montgomery County/Councilmember Marc Elrich
Sydney Hawthorne	DC Council/Chairman Mendelson
Mike Licht	DBE Advance LLC
Stewart Schwartz	Coalition for Smarter Growth
Chase Rudner	Coalition for Smarter Growth
Bob Chase	Northern Virginia Transportation Alliance
Apostle Robert Price III	United House of Prayer for All People
Apostle S. Green	Director of Special Projects for Bishop CM Bailey, UHOP
Frank S. Wiggins	Commissioner ANC 6E-03
David N. Jordan	VDOT
Norman Whitaker	VDOT
Sree Nampoothrin	VDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Apostle Green said that the United House of Prayer supports DDOT's alternative #4 to build a two-way protected bike lane on the east side of 9th Street NW. He said that this alternative emerged after 18 months of good faith dialogue between the community and DDOT, including at two public meetings. He said that if DDOT moves forward with the bike lanes on 6th Street NW as proposed in the CLRP amendment the result will be a reduction in north-south travel between Massachusetts and Florida Avenues. He added that proximity to the convention center, Verizon Center, and the entrance to I-395 add to the possibility of congestion on 6th Street.

Mr. Wiggins, an ANC Commissioner for 6E03, said that he is concerned that after multiple conversations with DDOT the community is back to square one. He said that if two-way protected bike lanes are built along 6th Street NW as proposed in the CLRP amendment that there will be negative impacts on the churches and residents in his single member district. He said the he hopes that the TPB and DDOT will chose an alternate route for the bike lanes.

Apostle Price of the United House of Prayer, said a study conducted by DDOT shows that two-way protected bike lanes on 9th Street was the best alternative. He said that Bishop C.M. Bailey and the United House of Prayer endorse the 9th Street alternative as the best option.

Mr. Chase from the Northern Virginia Transportation Alliance endorsed the inclusion of I-395 multimodal express lanes in the 2016 CLRP. His group also supports proposed improvements on I-66 inside and outside the Capital Beltway, and the VRE extension to Haymarket. He said that the I-66 project is the only one that meets all six of the TPB's Regional Transportation Priorities Plan goals. He added that even with improvements, implementation of the CLRP results in higher congestion and delays. He said that the CLRP includes projects that fail to reach regional significance, and highlighted the absence of eight-car trains for Metro, a new Maryland beltway, and new Potomac River crossings as projects that could further improve future performance in the region.

Mr. Orleans said that proposed service changes for Metrorail are absurd and inappropriate. He said that some jurisdictions do not want to pay more and instead suggest fare increases. He said that the region needs to use a larger percentage of federal funding for WMATA improvements. He said stations should not be closed and fares should not increase.

2. APPROVAL OF MINUTES OF THE SEPTEMBER 21 MEETING

A decision was made to approve the minutes from the September 21, 2016 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Roseboom said that the Technical Committee met on October 7 and was briefed on the draft 2016 Financially Constrained Long-Range Transportation Plan (CLRP), the draft Air Quality Conformity Analysis, and the Performance Analysis of the 2016 CLRP. He said that this was followed by a robust discussion on equity analysis of transportation impacts of telework. He said the committee was also briefed on an update on the federal transportation rulemaking and performance-based planning, the fall 2016 Street Smart bicycle and pedestrian safety campaign, and the Title VI and Environmental Justice analysis of "Communities of Concern" for the CLRP. He said that there was also an update on the Multi-Sector Working Group and the Long-Range Transportation Plan Task Force.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Stewart said that the Citizens Advisory Committee met on October 13 and was briefed on the StreetSmart safety campaign, the 2016 CLRP amendment, FY2017-22 TIP and the performance of the

2016 CLRP. He said that most of the meeting was spent discussing public involvement in the 2016 Long-Range Plan update. He said that the committee approved a recommendation that the TPB commit to developing a plan for engaging and incorporating public input into the selection of a limited set of regional unfunded priority transportation projects as part of the 2018 Long Range Plan update. He asked that the TPB clarify parameters for public involvement and make it clear how that involvement is going to be incorporated into the decision-making process. He said that the CAC has a long history of supporting the idea of a process for identifying unfunded regional projects as part of the long-range plan. He reminded the board that part of the CAC mission is to “promote public involvement in the regional transportation planning process.” He said that the CAC offers volunteer support with outreach in member jurisdictions and with civic groups.

Mr. Lovain said the board strongly supports a robust public process and involvement in the development of Phase 2 for the Long-Range Transportation Plan.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth said that the Steering Committee met on October 7 and that a full copy of his report was included in the mailout. He reviewed the three amendments to the 2017-2022 TIP, two from Virginia Department of Transportation and one from the District of Columbia Department of Transportation that the committee approved. Next reviewing the letters sent and received he noted the letter that the TPB sent to the General Manager of WMATA requesting funding for the TPB’s Street Smart education campaign. He said that there was also a copy of the letter sent to the region’s Congressional delegation, informing them about the TPB’s sentiments and comments that the board had provided to the Federal Highway Administration and Federal Transit Administration on the recently proposed changes to the planning area of an MPO and the planning processes used by MPOs. He said that there was another letter from the TPB to the National Transportation Center at the University of Maryland. The letter was in support of the Center’s application for grant funds for a proposed study of analytics and communications to develop a tool to better operate managed lanes by examining travel behavior; a toll that could also be useful for programs such the TPB’s Commuter Connections Program. Finally, he said that the packet included a flier announcing the TPB’s Regional Conference on Traffic Incident Management on November 2.

6. CHAIR’S REMARKS

Mr. Lovain began his remarks with a reminder to the TPB that he had listed three priorities that he wanted to address during his term: traffic incident management, the Long-Range Plan Task Force’s efforts, and helping Metro with the challenges it faces.

Mr. Lovain announced the upcoming traffic incident management conference on November 2 to discuss how to better clear traffic incidents from the roads. He said that about half of all traffic congestion is caused by nonrecurring incidents. And if you can clear incidents faster, it’s not only better for traffic but it means that the first responders are getting to the injured faster and many other benefits. He said the objective of the conference is to explore what can we as a region do better and how can we work together better. He described the conference agenda. Mr. Lovain said that this is a session for elected officials and decision-makers, and encouraged Board members and other decision makers from the jurisdictions to attend the event.

Mr. Lovain also announced that the next meeting of the Long-Range Plan Task Force would be on November 16 prior to the TPB meeting. He said that the meeting would focus on completing Phase 1 of the effort which is the unfunded projects in this region. He said that the draft Phase 1 Report will be presented at that meeting. The TPB will be asked to accept the report as final at the December TPB meeting.

Lastly, Mr. Lovain discussed Metro. He recalled how the TPB had partnered with COG and the Washington Board of Trade to hold two regional forums focused on Metrorail system earlier in the year. Mr. Lovain noted that following the events in June the COG board adopted a resolution convening a technical panel to work on developing performance metrics for Metro, to document the operating and capital funding needs of the system, to assess revenue options, and also to analyze the economic value that Metro presents to the region. He said that the Board will be briefed about the technical panel's work next month.

Mr. Lovain then invited board members to discuss Metro's recent proposal to cut back operational hours for Metrorail and possibly end late-night service. Earlier this year, Metro temporarily curtailed late-night rail service as part of the aggressive, year-long SafeTrack maintenance program.

WMATA's alternate Board member Ms. Davis said that Metro is taking public comment on four scenarios that would permanently reduce service hours and create at least eight hours more time for track work. Some of these scenarios take time off on Monday through Thursday and others take time from off weekends, Friday through Sunday. She said that bus service could be used to fill in the mobility needs if rail closes earlier. She asked the board to remember that mobility is not just rail. It can be provided responsibly, effectively, affordably in other ways.

Ms. Hudgins said that the discussion really is very important for us to get some clarity in how we might want to respond to this proposal. She encouraged the public to participate in Metro's public forum to help bring clarity to the public impacts. She said that the preferred proposal addresses 1) how can Metro meet its safety commitments, 2) how do we fund the system, and 3) how Metro can maintain the safety and level of service in the future. She said it is important that the WMATA board give the general manager time to fix the system. She described ways that Virginia jurisdictions have attempted to bridge the impact of SafeTrack. She said that the Metro board has always identified safety as a major issue for WMATA, and recognizes that SafeTrack has been very arduous for the customer, and recognizes that without a safe rail system we will not be a good system no matter what we invest. Ms. Hudgins said that safety is a major issue but that there is also a need for an increase in funding.

Mr. Allen thanked the Chairman for having helped to facilitate this conversation here at the TPB. He said that this was an appropriate conversation for the TPB to have, because, as the Transportation Planning Board, you know, these decisions can't be made in isolation. He said that this Board may not be able to come to consensus on the specific option but that it is important to have the conversation. Mr. Allen said that hears from folks across D.C. with concerns around what the impact of ending late-night service will be on their small businesses, what the impact is going to be on the guests that come into D.C. and that are patronizing those places, and what Mr. Allen believes is most important, the workers who don't really have another option. He said that Uber and Lyft and other options aren't necessarily going to be just a cheap and easy option for those who really depend on Metrorail. Mr. Allen said that he does see that Metro bus can help alleviate some of those pressures and noted that we have to make sure that as jurisdictions we are engaged in speaking as those decisions move forward. He also said that he would like for the TPB to have a discussion about long term funding for Metro.

Mr. Lovain encouraged all of the Washington area jurisdictions to submit comments to Metro about how changes to Metrorail service will impact the people that live and work in their jurisdictions.

Mr. Elrich said that area counties are concerned with how proposed change will impact residents and employees. He questioned whether a larger labor force might help WMATA conduct track-work more quickly. He added that while fixing Metro costs money, cutting back service also decreases revenue. He suggested that a sales tax collected in station areas could help raise revenue for Metro. He said he was concerned about decreasing public confidence in Metro.

Mr. Mendelson said that the Council of the District of Columbia adopted a resolution requesting an alternative plan to the proposed Metro cutbacks. He said that improving Metrorail is a regional issue

and highlighted that the proposed changes will have an economic impact on individuals and the region itself. He said that maintenance and safety are very important, but that there is no need to shut down the entire system only to work on segments. Referring to other rail systems in the country, he suggested that Metro focus on closing segments as a variation of SafeTrack. He said that the National Capital Region is world class, and that this should be reflected in the level of service provided by Metro.

Mr. Snyder referenced a letter by NVTC and said that although late night hours contribute to the region's economy, the most significant economic impact comes from the daytime commute. He said that when making decisions about reduced hours it is important to be balanced and recognized that costs need to be shared.

Mr. Shaw raised the issue of equity and expressed concerns that some proposed cuts could adversely affect communities of color, low-income communities, communities east of the river, and those in Prince George's County.

INFORMATION ITEMS

7. OVERVIEW OF THE DRAFT 2016 CLRP AMENDMENT AND FY 2017-2022 TIP

Ms. Erickson, introduced a series of briefings on the elements of the draft 2016 CLRP Amendment and FY 2017-2022 TIP. The board is scheduled to approve both documents at its November meeting. She explained that developing and approving the CLRP and TIP is the core of the TPB's fundamental metropolitan planning responsibilities under federal law.

Mr. Austin presented the first presentation, an overview of the nine major additions or changes to existing projects that are slated to be included in this year's amendment. The new projects include new express lanes on I-395 and a VRE commuter rail extension in Northern Virginia, and new bus-only lanes on 16th Street in the District of Columbia. The briefing also included details about the draft six-year Transportation Improvement Program (TIP), including amounts and sources of funding for projects programmed for planning, engineering, right of way acquisition, and/or construction through 2022.

Ms. Hamilton referred to a letter of commitment from the Virginia Department of Transportation in response to a resolution passed at the March TPB meeting asking for a commitment to fund transit and TDM projects in the I 395 corridor. She explained that the letter commits a \$15-million annual payment as part of the revenue-sharing for transit and other non-driving options in the corridor. She also noted that the amount will be increased annually to keep up with inflation.

Mr. Fisette thanked VDOT for the commitment. He said that VDOT met the intent and the letter of the earlier TPB resolution. He spoke about the earlier proposal for this corridor and the impacts of that projects compared to the current project and noted that he is glad that the impacts had been minimized. He also said that VDOT is still determining if this extension will be a public private partnership or if the Commonwealth itself could do it and retain the toll revenues. Mr. Fisette also said that this analysis and establishing this multi-modal pot of funding for the I 395 piece would be an opportunity to help inform what this multimodal pot should be by just looking at the existing extension and what the profit has been to date.

Ms. Hamilton explained that they would be doing their due diligence and by January they will have more information about the arrangement and if it will be a P3.

Ms. Smyth expressed some concerns about truck traffic on I-66 outside the Beltway. She said there were capacity questions if trucks are taking up space and if that would affect the rates. She also asked where the trucks would go as they travel through the corridor.

Ms. Hamilton responded that the agency is still analyzing those issues and that the plan may change.

Mr. Lovain asked Mr. Zimbabwe if he would like to respond to the public comments heard earlier in the

meeting about the District's plan for bike lanes on 6th Street NW.

Mr. Zimbabwe said that DDOT is still studying many different options for the Bike lane project and that a decision had not been done. He explained that the agency had to pick one of the options for the air quality assessment and performance analysis and as such DDOT had chosen an option that potentially was most impactful from a regional traffic perspective, He said that when DDOT finalizes and selects an alternative they will request an update to the CLRP.

Mr. Mendelson asked if the 6th Street alternative is in the plan because it has the biggest possible impact on air quality.

Mr. Zimbabwe said that was correct.

8. BRIEFING ON THE DRAFT AIR QUALITY CONFORMITY ANALYSIS OF THE 2016 CLRP AMENDMENT

Ms. Posey presented the results of the air quality conformity analysis of this year's amendment. The analysis is required each time the TPB amends or updates the CLRP. The analysis looks at future transportation-related emissions under the plan to ensure conformity with approved regional emissions limits. Staff explained that the analysis shows that emissions of VOCs and NO_x, the two pollutants for which the TPB is required to perform the analysis, are forecast to remain below approved regional limits. She also explained that fine particulate matter (PM_{2.5}) is no longer required as part of the analysis because the region recently met federal standards for the pollutant.

Mr. Mendelson asked about the budget for NO_x and VOC and the finding that we are substantially under budget. He wanted to know if that was based on the current NO_x and ozone requirements in our SIP.

Ms. Posey explained that the budget being used in the conformity analysis corresponds to the 1997 ozone standard and that there have been more recent and tougher standards set in 2008. She said that MWAQC is working on a maintenance plan for the 2008 standards and the emissions budgets in that plan will likely be lower than the budgets we currently have. A new 2015 standard will be coming out. Ms. Posey also noted that an even newer standard was published in 2015 and it will be a few more years before we will know about emissions budgets for that.

9. BRIEFING ON THE PERFORMANCE ANALYSIS OF THE DRAFT 2016 CLRP AMENDMENT

Mr. Swanson briefed the board on the results of a performance analysis of the 2016 CLRP Amendment. The analysis looks at how travel demand and travel conditions in the region are expected to change over the duration of the plan given anticipated population and job growth and planned transportation improvements. The analysis showed that more people will be ridesharing, taking transit, bicycling, or walking in 2040, but that driving will remain the dominant mode of travel and roadway congestion will worsen considerably. The performance analysis also looked at measures of job accessibility, transit accessibility and connectivity, geographic differences in mode choice, and motor vehicle emissions of both regulated pollutants and greenhouse gases. It also evaluated how well the CLRP supports or advances key regional priorities spelled out in the Regional Transportation Priorities Plan.

Mr. Schwartz noted that despite all the new projects in the future congestion at the peak hour would increase by 66%.

Mr. Lovain noted that the only way to address that was to stop economic growth.

Mr. Elrich noted that people will be most concerned about hours of delay and that his constituents would be concerned about increased congestion. He also asked about why a 45-minute time frame is used.

Mr. Srikanth answered that the 45-minute access time is something that is a generally accepted standard metric that it is reflective of the average travel time on transit including transfer and access

time.

Mr. Lovain reminded him that if the projects in the CLRP were not constructed that congestion would be much worse.

10. BRIEFING ON FEDERAL PLANNING REGULATIONS - TRANSIT ASSET MANAGEMENT

Due to time constraints, a decision was made to move this item to the November meeting.

11. UPDATE ON THE REGIONAL "STREET SMART" PEDESTRIAN AND BICYCLE SAFETY EDUCATION CAMPAIGN

Mr. Farrell said that the fall Street Smart campaign would kick off with an event on Friday, November 4 at 10:30 a.m. at 1310 Southern Avenue in Southeast D.C. He said that thanks to the funding agencies, the campaign will be carried out in a way that is comparable to previous years.

OTHER ITEMS

12. ADJOURN

No additional business was brought before the board. The meeting was adjourned at 2:06 p.m.