
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

February 19, 2020

MEMBERS AND ALTERNATES PRESENT

Kelly Russell – City of Frederick
Charles Allen – DC Council
Pamela Sebesky – City of Manassas
Phil Mendelson – DC Council
Samuel Stevens – DC Council
Mark Rawlings – DDOT
Jim Sebastian – DDOT
Kristin Calkins – DC Office of Planning
Jason Groth – Charles County
Emmet V. Jordan – Greenbelt / Teleconference
Evan Glass – Montgomery County
Gary Erenrich – Montgomery County
Danielle Glaros – Prince George’s County
Terry Bellamy – Prince George’s County
Victor Weissberg – Prince George’s County
Bridget Newton – Rockville
Kacy Kostiuk – Takoma Park
Jeffrey Hirsch – Maryland DOT
Canek Aguirre – Alexandria
Christian Dorsey – Arlington County
Dan Malouff – Arlington County
David Meyer – City of Fairfax
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Kristen Umstattd – Loudoun County
Robert Brown – Loudoun County
Jeannette Rishell – City of Manassas Park
Ann B. Wheeler – Prince William County
Paolo Belita – Prince William County
Rene’e Hamilton – Virginia DOT
Julia Koster - NCPC

MWCOG STAFF AND OTHERS PRESENT

Chuck Bean
Kanti Srikanth
Lyn Erickson
Andrew Meese
Tim Canan
Mark Moran
Matthew Gaskin
Jon Schermann
Michael Farrell
Dusan Vuksan

Stacy Cook
Deborah Etheridge
Sergio Ritacco
Karen Armendariz
Patrick Zilliacus
Bill Bacon
Jaleel Reed
Andrew Austin
Jackie Sellman
Steve Waltz
Tom Gates
Kyle Nembhard – MTA/MARC
Nancy Abeles – CAC Chair
Heather Foote - Mature Adult Transportation
Norman Whitaker - VDOT
Regina Moore - VDOT
Stewart Schwartz – Coalition for Smarter Growth
Shyamali Hauth – Fairfax County Bus Hunter Mill
Chris Laskowski – DC Council
Malcolm Watson - FCDOT
Michael Wallick - Town of Herndon
Abby VanMetre - MCDOT
Jim Maslanka - Alexandria
Ra Amin – ANC 513
Victor Weissberg – Prince George’s County / DPW&T
Bill Orleans – Public Observer
Kari Snyder - MDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Wallick, a transportation planner from the city of Herndon, Virginia, thanked the board for including the Central Elden Walkability Improvement Project in the projects selected for funding through the Transportation Alternatives Set-Aside Program in Virginia.

Ms. Foote, a resident from the District of Columbia, has four recommendations to increase equity for and access to access to transportation information and services for older adults. First, she said that the digital divide is growing, especially for the city’s older residents. Second, budget for some paper fares. Third, use plain-language guidelines in communications. Fourth, make outreach to older adults part of the job.

Mr. Schwartz, executive director of the Coalition for Smarter Growth, expressed concern about the growing role that transportation is playing in climate change. He said that there is less than 10 years to reduce emissions, and that not enough is being done. He said he is also concerned that initiatives in the long-range plan are still called “aspirational.” He said that in particular the initiatives about bringing jobs and housing closer together, transit access, expanded transit, and demand management work better than anything else to reduce greenhouse gas emissions. He urged the board to make sure that the next long-range plan update maximizes transit-oriented communities.

2. APPROVAL OF THE JANUARY 22, 2020 MEETING MINUTES

A motion was made to approve the minutes from the January TPB meeting. The motion was seconded and approved by the board.

3. TECHNICAL COMMITTEE REPORT

Ms. Snyder said that the Technical Committee met on February 7. At the meeting the committee was briefed on the 2020 Asset Management Targets for Transit in the region and the Federal Transportation Alternatives Set Aside Program (TAP) and its project selection process in Northern Virginia. The committee was also briefed on the draft of the Unified Planning Work Program, the 2021 Commuter Connections Work Program, and the FY 2021-2024 TIP, the air quality conformity analysis of the TIP, and the 2020 amendment to Visualize 2045. She said that the TIP, updates on the plan, and the conformity analysis were released for public comment on January 31. The committee was briefed on additional items including a draft map of the National Capital Regional Trail Network, a joint TPB/MWAQC comment letter on the EPA Clean Truck Initiative, and Montgomery County's NextGen Transportation Demand Management Program and the changes to increase TDM's effectiveness in the county.

4. CAC AND AFA REPORT

Ms. Abeles said the committee met on February 13. She said the committee began its meeting with Ms. Russell briefing the committee on the issues that the board would like to focus on for the upcoming term, including climate change, safety, and transit-oriented communities. She said that the committee continues to be interested in discussing safety, especially after Montgomery adopted a Vision Zero plan. Additionally, Mr. Srikanth briefed the committee on how to best provide feedback to the TPB, and the draft of the FY 2021 Unified Planning Work Program. The committee also received presentations by TPB staff about the Transportation Alternatives Set Aside Program for Virginia and the 2021 Transit Asset Management Targets.

Mr. Snyder inquired about the status of the FY 2020 Safety Study.

Mr. Srikanth said that preliminary results of the study are being presented to the TPB's subcommittees. He said that the consultants are working on understanding the causes and identifying potential proven strategies to bring to the board. He explained that TPB staff is reaching out to other regional committees, such as the Police Chiefs Committee, to brief them on the study and receive additional feedback. He said that he expects to brief the board in the next three months on these topics.

Ms. Kostiuk said that the Access for All Advisory Committee met on February 11. During the meeting the committee honored the life and work of Ms. Muhoro, a committee member, who passed away at the end of January. She said that Ms. Muhoro worked for Fairfax County's Neighborhood and Community Service and dedicated her career to improving transportation for older adults and people with disabilities. The committee was briefed on the projection selection process and the 24 projects that were recommended for the Enhanced Mobility Funding. She said the committee asked questions regarding how the grants will impact the number of available accessible vehicles in the region and about the issue of TNCs and wheelchair accessibility. The committee was briefed on the three regional targets set by the COG Board of Directors in the COG housing initiative. She said the committee had a robust discussion regarding fair housing, accessible units, universal design, and the need for diversity of different housing types. Lastly, the committee was briefed on the Transportation Alternatives Set Aside Program, the Citizen Advisory Committee's (CAC) interest in focusing on safety and a potential collaboration with the CAC, and the TPB's planned workshops to address connected and autonomous vehicles.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth said that the Steering committee met on February 7. The committee approved two amendments to the TIP. The first amendment was requested by the Virginia Department of Transportation (VDOT) and it provides about \$81 million for VRE's third track between Franconia and Occoquan, \$24 million in Northern Virginia Transportation Authority funds for widening of Route 15 from Battlefield Parkway to Montresor Road in Loudoun County, and about \$750,000 in CMAQ funds for a shared-use path along Compton Road in Fairfax County. Details can be found on pages 5-12 of the

memo. The second amendment was requested by the District Department of Transportation and adds about \$5.2 million in CMAQ funds for safety and transit supportive improvements, pedestrian crossing, sidewalks, and bus stops. Details can be found on pages 13-16.

Mr. Srikanth moved to discussing letters sent and received. He said that the first letter was a TPB letter supporting the National Park Service's application for a federal INFRA grant for \$400 million. He said the grant would be used to make safety and state of good repair improvements for an 8-mile long stretch of the northern portion of George Washington Memorial Parkway. He said that this project will prevent erosion, drainage, outfalls and will help rehabilitate two historic scenic overlooks. He said the second letter is in support of the National Park Service's application for the National Significant Federal Land and Tribal Projects grant. He said this is a second application by the National Parks Service for the same George Washington Memorial Parkway project. Details can be found on page 19.

Mr. Srikanth moved to announcements and updates. He said that the TPB is soliciting applications from member agencies for the Transportation and Land Use Connections Program until March 9. He said that TPB staff is planning to wrap up the site visits that they have been having with the region's senior transportation and planning department staff. He said TPB staff has conducted 18 in-person site visits and has 11 more visits to complete by March. He said that these visits have been used to provide information about TPB policies, priorities, and the Aspirational Initiatives. He said that during the visits TPB staff have inquired about TPB member jurisdiction projects, programs, or policies that advance TPB's aspirational initiatives.

He also updated the board on the status of the FY 2020 Safety Study. He explained that the media has attended committee meetings, in which preliminary results have been shared, and the media have started reporting these results. He said that can be a tendency to compare the safety records of different jurisdictions against each other, but he explained that the study should not be approached like this because every jurisdiction has different challenges in their transportation systems and the people who use the systems. He said that staff is developing an information package that will help look at the study in a holistic, collective manner and it will be shared with the board when it is ready.

6. CHAIR'S REMARKS

Chair Russell said that she attended the February CAC meeting. At the meeting she shared her three priorities for the TPB with the committee. At the meeting she heard from members about safety, land-use and development around transit stations, and the environment. Members also shared an interest in cyber security aspects of autonomous vehicles, equity of transportation investments, and bicycle and pedestrian access in the outer suburbs. She expects that staff will engage the committee on these topics.

Chair Russell said that legislative sessions in Maryland and Virginia have been active this year and that they are still underway. She said she hopes that the surface transportation reauthorization legislation at the federal level will happen this year, and she hopes that it includes an extension of WMATA's PRIIA funding for another ten years.

ACTION ITEMS

7. PERFORMANCE-BASED PLANNING AND PROGRAMMING: APPROVAL OF TRANSIT ASSET MANAGEMENT TARGETS

Matthew Gaskin, TPB staff, presented the 2020 transit asset management targets. Mr. Gaskin explained that he presented the targets in a detailed briefing at the January meeting. He said that the targets are based on information and coordination from the transit providers in the region. The targets are required by federal law as part of performance-based planning and programming. He noted one

small change in the targets since the previous month from additional information from Fairfax County. Mr. Allen moved to adopt Resolution R8-2020 to approve the Transit Asset Management Targets. The motion was seconded and approved.

8. APPROVAL OF FY 2021 AND FY 2022 TAP FUNDING FOR POJRECTS IN VIRGINIA

Mr. John Swanson, TPB staff, presented projects in Virginia selected for funding through the FY 2021 and FY 2022 Transportation Alternatives Set-Aside Program (TAP). Mr. Swanson explained the process for selecting the projects. He noted the projects further regional goals. He described each project recommended by the selection committee. He explained that there were seven projects selected for about \$5 million in funding. Projects selected were located in Fairfax, Prince William, and Loudoun counties, the Town of Herndon, Town of Warrenton, and the City of Manassas.

A motion was made to adopt Resolution R9-2020 to approve the Virginia projects for funding through the FY2021-2022 Transportation Alternatives Set Aside Program. The motion was seconded and approved.

9. APPROVAL OF JOINT TPB/MWAQC COMMENT LETTER ON EPA'S CLEANER TRUCKS INITIATIVE

Jane Posey, TPB staff, presented the joint TPB and MWAQC comment letter related to emissions and the environment. Ms. Posey explained that the EPA is seeking comment on an advanced notice of proposed rulemaking on an effort called the Cleaner Trucks Initiative. This is an initiative that would update the nitrogen oxide standards for heavy-duty trucks. TPB and MWAQC staff worked with the state DOTs and state air agencies to develop the letter. The letter states that the two bodies support the EPA's efforts to establish a national rule for heavy-duty trucks to reduce emissions with the same timeline and stringency as proposed by the California Air Research Board.

Mr. Srikanth provided additional context. He explained that even as the region has grown, emissions in the region are down. He explained that despite this, the region could still do more to reduce emissions from automobiles and it is particularly difficult in heavy-duty trucks.

The board supports sending the letter.

INFORMATION ITEMS

10. BRIEFING ON THE DRAFT FY 2021 UNIFIED PLANNING WORK PROGRAM

Ms. Erickson presented the draft of the FY 2021 Unified Planning Work Program (UPWP). She explained that the UPWP, along with the Transportation Improvement Program, is one of the major products produced by all MPOs and serves as the TPB staff work scope for the upcoming fiscal year. She said that the TPB receives federal funding that is specifically allocated to the metropolitan transportation planning process. This year the budget is \$18.2 million, and it funds 50 staff members who provide technical and professional advice, consultants to supplement that staff, and other direct and indirect costs. She said that member jurisdictions benefit from the regional coordination that happens by bringing together over 44 member agencies and jurisdictions to the TPB and its 14 subcommittees. She said that the TPB staff also provides advice on transportation and land use coordination through the Transportation and Land Use Connections Program. She said this year the TPB is working on new projects including the kick-off of another public outreach campaign as part of the update process of the long-range plan, the creation the TIP database called Project InfoTrak, and the development of visualizations and datasets of the findings from the once-a-decade Regional Travel Survey. She said the board will take up the UPWP for approval at their meeting on March 18.

11. BRIEFING ON THE DRAFT FY 2021 COMMUTER CONNECTIONS WORK PROGRAM

Mr. Ramfos said that Commuter Connections is a network of public and private transportation organizations that includes COG, state funding agencies, and many of the local jurisdictions in the region that have ridesharing or TDM programs. Commuter Connections seeks to manage congestion, reduce emissions, and support efforts to attract and retain employers in the region. He said that a copy of the FY 2021 Commuter Connections Work Program was distributed to the board. He referred to his presentation and said that Commuter Connections provides benefits to employers and people who use their services. He said that they regularly evaluate their programs and services and that Commuter connections reduces the number of vehicle trips in the region by 156,000 each day. Commuter Connections programs and services also reduces the number of daily vehicle miles traveled by 3 million. Additionally, it eliminates about one ton of NOx and one of VOCs emissions every day. More detail about the impacts of Commuter Connections can be found in the presentation.

Mr. Ramfos referred to his presentation and described the annual budget. He said the budget covers six program elements: commuter operations, Guaranteed Ride Home, mass marketing, program evaluation, employer outreach, and Guaranteed Ride Home Baltimore. He said that the FY 2021 budget increased by about 3% and is \$6.4 million. He said that there is some new work in the FY 2021 work program. He said that there is going to be a big push to raise awareness about the Carpool Now app. He said that the app allows for real time carpooling, making it easy to find someone to carpool with on the fly. He said that the app includes park and ride lots, and that lots that feature casual carpooling or “slugging” will be given additional significance. He said that this promotion will be tied to the Metro platform shutdown this spring. He said that the incenTrip app will be streamlined so that it can direct people to the Carpool Now app. Other work starting in FY 2021 includes printing and distributing the State of the Commute report, and completing the FY 2018-2020 TDM Analysis Report. Two other new activities are data collection for both the FY 2021 Placement Rate Study and the FY 2021 Retention Rate Study. Next steps for finalizing the CCWP include briefing the Technical Committee and approval by the board at the March TPB meeting. He said that TIP adjustments will be made, if necessary, by June and that the program will begin on July 1.

Mr. Allen said that in the District they are thinking about how to incentivize employers to do more of the TDM planning for their employees. He asked how Commuter Connections can support that effort.

Mr. Ramfos said that Commuter Connections has a sales team that trains representatives at the jurisdiction agencies that are part of the network. He said that there are specific goals set for each jurisdiction. He said that each jurisdiction is different. He said the goDCgo team is very aggressive about working with employers. He said that as part of the Aspirational Initiatives, Commuter connections is developing telework templates for employers.

Mr. Sebastian said that goDCgo has sales staff that work with hundreds of employers in the District. He said that the biggest thing they can do is push the requirement that they use a pre-tax benefit for transit. He said they have consistently added resources to goDCgo, because this is the most cost-effective way to keep cars off the road and to reduce congestion.

Mr. Allen said that between Commuter Connections for large employers and goDCgo for all employers there are resources available to help employers do TDM planning.

Mr. Sebastian said that depending on the service, employers will be referred to Commuter Connections or goDCgo.

Mr. Glass asked about how the cost-effectiveness of Commuter Connections compares to other regions.

Mr. Ramfos said that Commuter Connections is probably at the top. He said that other areas collect data, but not as rigorously as Commuter Connections. He said that there are good things going on in other areas, and that they try to learn from other MPOs. He said that they share data through AMPO and other peer exchange groups.

Mr. Sebastian asked how Commuter Connections compares to transportation network companies and other carpooling apps.

Mr. Ramfos said that the Commuter Connections programs have improved a lot. He said that applications have moved online to tablets and phones through the Commuter Connections app, the Carpool Now app, and incenTrip. He said that there are many other services out there. He said that Commuter Connections has explored these other services and has worked with jurisdiction partners. He said that Commuter connections wants to make sure that its services are equitable for everyone across the region and not just certain pockets of folks.

Mr. Sebastian asked what the market share of a carpooling app in the region.

Mr. Ramfos said that it is even across the board. He noted that there are people on different platforms and that because there are so many different platforms it can be difficult to get a critical mass. He said that there are 30,000 commuters participating in Commuter Connections. He said that if the each used one of 12 different services it would make it harder to get a pairing.

12. BRIEFING ON THE FY 2021-2024 TIP AND AIR QUALITY CONFORMITY ANALYSIS OF THE TIP AND THE 2020 AMENDMENT TO VISUALIZE 2045

Mr. Austin said that the Transportation Improvement Program is the less glamorous short-term sidekick to the long-range plan. He said that this TIP covers four years from FY 2021 to 2024. He said that the TPB updates the TIP every two years. He said that a new TIP triggers a new air quality conformity analysis. He said that the TIP is an exercise that states go through to demonstrate their fiscal constraint and that they know how much income is coming and how much planned projects are going to cost. He said the TPB considers the TIP to be the implementation of the long-range plan. He said that funding in the TIP should be based on an investment plan that is designed to improve performance on federally approved targets. He briefly described how the TIP process is now better aligned with the process at the state level and with WMATA. He referred to his presentation and described the timeline for the TIP. He said that the TIP opened for public comment on January 31 and will end on March 1. He said that the board will be briefed on comment at the March meeting. He said that once the TIP and the conformity analysis are adopted by the board, the states are then able to take their portion of the TIP and incorporate it into their statewide TIPS for federal approval and funding.

Mr. Austin said that the FY 2021-2024 TIP is about \$15.8 billion. He said that \$4.8 billion of that, just over a quarter, comes from federal sources. A little under half, or \$7 billion, comes from state, local, and regional sources, and that the remainder comes from private sources. He said that additional analysis of the TIP will take place as part of the TPB's performance-based planning and programming.

Ms. Posey said that the purpose of the air quality conformity analysis is to evaluate the air quality impacts of the TIP and the long-range plan. She said that the National Capital Region is a non-attainment area, which means it does not meet the federal standards for ozone. She said that VOC and NOx are precursors to ozone, so those are the emissions that are evaluated. She said that the TPB also looks at greenhouse gases, even though it is not officially a part of the analysis. She referred to her presentation and described how the analysis is conducted. Based on inputs from the cooperative forecasts and transportation projects the analysis shows that emissions are going down over time. She said that since the conformity analysis shows that the region is under the budgets, the region passes the conformity test. More details can be found in the presentation and memo. She added that mobile source greenhouse gases are also going down over time. She referred to a memo describing three technical changes to the long-range plan.

OTHER ITEMS

13. ADJOURN

Ms. Hamilton said that she asked the director of DRPT to come to the TPB and present on the Long Bridge project.

No other business was brought before the board. The meeting adjourned at 2:04 p.m.