
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
October 18, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Ron Burns, Frederick 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
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
John D. Jenkins, Prince William County
Julia Koster, NCPD
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Jackson H. Miller, Virginia House of Delegates
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC-DOT
Kelly Russell, City of Frederick
Jim Sebastian, DDOT
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, NPS
Brandon Todd, DC Council
Victor Weissberg, Prince George's County

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths
Tim Canan
Eric Randall
John Swanson
Michael Farrell
Dusan Vuksan
Mark Moran
Daivamani Sivasailam
Jane Posey
Jon Schermann
Ken Joh
Andrew Austin

Lori Zeller	
Debbie Leigh	
Deborah Etheridge	
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Pat Pscherer	MDOT
Stacy Desgranges	PWC
Malcolm Watson	Fairfax County
George Phillips	Prince William County
Patricia Happ	NVTC
Monica Backmon	NVTA
Nancy Abeles	TPB/CAC – MD
Tim Roseboom	DRPT – VA
Regina Moore	VDOT
Norman Whitaker	VDOT
Mike Lake	FCDOT
Rob Whitfield	Fairfax County Taxpayers Alliance

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Wayne of Loudoun County was the first to speak. She spoke about the activities of the Long-Range Plan Task Force and was critical about the methodology for studying the initiatives. She spoke against including the Northern Potomac River crossing as part of the recommendations.

Mr. Fisher also spoke against the inclusion of the Northern Potomac River crossing as one of the initiatives from the Long-Range Plan Task Force. He said it was not something supported by people in either Montgomery County or in Loudoun County. He also said it would not solve the congestion issues on the American Legion Bridge.

2. APPROVAL OF MINUTES OF THE SEPTEMBER 20, 2017 MEETING

A motion was made to approve the minutes from the September 20, 2017 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on October 6 and was briefed on activities related to the development of the of Visualize 2045. He said that this work was well received. He said there was a briefing on the financial element of the long-range plan and the initial findings of the public attitude survey. He said that the committee was also briefed on the Air-Quality Conformity Analysis of the off-cycle amendment to the 2016 CLRP. There was another briefing on the Transportation Alternatives Program for the District of Columbia. There was also a status update from the Long-Range Plan Task Force and on the draft critical urban freight corridor segments. He said that the TPB's once-in-a-decade regional household travel survey has been launched and that the Street Smart annual report was presented.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE

Mr. Martin reported on the October meeting of the Citizens Advisory Committee. He said the committee received briefings about the new Street Smart creative for the fall campaign, updates on Visualize 2045, and updates from the Long-Range Plan Task Force. He said that the committee wanted a better way to weigh in on the work of the task force since the schedule did not work well for the CAC to comment.

Mr. Allen reported on the meeting of the Access for All Advisory Committee. He said the AFA received a similar set of briefings about the new Street Smart creative and updates on Visualize 2045 and the Long-Range Plan Task Force. He said that AFA members were interested in seeing more diversity in the people depicted in the Street Smart campaign. They also discussed how their priorities would fit into the work of the Long-Range Plan Task Force.

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

Mr. Srikanth said that the Steering Committee met on October 6 and approved an amendment to the TIP that was requested by MDOT to add \$20 million in bridge replacement and rehabilitation program funds. He referenced his memo and said that there were several letters this month. The first was a copy of the joint TPB, MWAQC, And CEEPC comments to the federal docket in response to U.S. EPA's proposal to reconsider and potentially roll back the current greenhouse gas emissions standards for light-duty vehicles. He said that packet also included a letter written by the TPB in support of TIGER grant applications in Loudoun County. He said that the packet included Prince George's resolution proclaiming September 22 as a Car Free Day. He said that there was an announcement of the National Capital Region's freight forum that will be hosted jointly with the Institute of Transportation Engineers and the Federal Highway Administration on October 31. He said that the packet contained a memo from staff announcing the kickoff event for the fall 2017 Street Smart campaign on November 3, and another about the decennial regional household survey. There was also a flyer announcing that several members of TPB staff were presenting at the annual AMPO meeting. One presentation covered the work to identify and designate Equity Emphasis Areas, and the other covered outreach conducted as part of the Visualize 2045 public attitudinal survey about transportation.

Mr. Srikanth said that the packet was amended with a blue sheet that included a letter supporting the Maryland State Highway Administration's TIGER grant application, and a press release from the Northern Virginia Transportation Authority announcing the adoption of their TransAction 2040 plan. Finally, the blue sheet included a comment letter that staff is recommending that the board considering sending to the Federal docket. This letter responds to a Federal Highway notice that cites executive orders that aim to reduce regulation and to control regulatory cost. The TPB response recommends that the federal government retain the existing requirements and not repeal them.

Mr. Lovain thanked the TPB for support of their TIGER grant, and said that once the long-range plan is completed, they hope that the board would be able to identify a TIGER grant application for the TPB to sponsor, especially one that may bundle projects to improve pedestrian and bicycle access to Metrorail stations.

6. CHAIRMAN'S REMARKS

Chairman Newton referenced the letter described by Mr. Srikanth in the previous item. She said that the rule referenced in the letter currently exists and that FHWA is proposing to repeal it. She said that as the rule is presently written, there is no penalties for failing to attain the standards, so in that sense it is more like an aspirational target. She said that she believes that the staff letter is factual and reasonable. She proposed that if the majority of board members accept the recommendation then staff would work with the draft to address any input members provided over the following week and bring the revised letter to the Steering Committee meeting on November 3 when the letter will be finalized.

Mr. Allen of the board said that they are comfortable with the letter and the proposal for finalizing the letter. They said this is the most reasonable way to proceed given the short timeframe.

Mr. Nohe said he agreed with Mr. Allen's comments.

Chairman Newton said that since there are no objections staff should move forward with the process.

ACTION ITEMS

7. VISUALIZE 2045: TECHNICAL INPUTS SOLICITATION FOR THE CONSTRAINED ELEMENT AND AIR QUALITY CONFORMITY ANALYSIS

Mr. Austin presented the first of three Visualize 2045 items. He explained that the Constrained Element of the plan must meet two criteria: it has to meet the financial constraint and air quality conformity requirements. He explained that that this is the time for the board to approve the technical inputs solicitation which has been updated to be easier to understand. He explained that the main inputs are roadway, transit, bicycle or pedestrian projects, and operation and maintenance programs, and the cost for those and transit service and fare updates. Once approved, the solicitation period would begin and agencies would be asked to update and add their projects in the constrained element of the long-range plan. Planning factors, cost, and regional goals would also be something to consider for the analysis.

Mr. Randall next spoke about the memo regarding the financial analysis. He reviewed the reasonably anticipated revenues and expenditures. He also explained that this is an initial analysis pending more information from Northern Virginia and the uncertainty about WMATA funding, but that this provides an initial baseline to begin the analysis.

Mr. Herling asked where the planned revenues came from and if they were federal funds.

Mr. Randall referred back to the analysis he presented at the September meeting and said the pie charts that broke down the information from 2014 have not shifted much but if there were any changes they would have to be reflected in the new analysis.

Ms. Zeller next presented on the preliminary findings from the public input survey conducted over the summer. She reviewed some of the key questions and presented those initial findings. Referring back to the memo, she reviewed the question on “factors,” showing that 61 percent of respondents selected reliability as a major factor in their transportation decision making with travel time coming in second at 42 percent. For the question on “issues,” she said that the three issues that rose to the top were traffic congestion, time spent in traffic, and the need for more rail transit options. She also displayed a pie chart showing the different mode categories that people selected in making suggestions for transportation improvements on the map screen in the survey.

Mr. Elrich asked if people had different options for buses including Bus Rapid Transit since buses and BRT are very different.

Ms. Zeller explained that those options would come through in the written-out suggestions for each marker.

Mr. Herling asked about electric vehicles and other technology.

Ms. Zeller explained that those kinds of topics would likely come out of the comments and open-ended responses and would be included in the final report.

A motion was made to approve the Visualize 2045 Technical Inputs Solicitation for the Constrained Element and the Air-Quality Conformity Analysis. The motion was seconded and approved.

8. PROPOSED OFF-CYCLE AMENDMENT TO THE 2016 CLRP: REVIEW OF COMMENTS RECEIVED AND ACCEPTANCE OF RECOMMENDED RESPONSES

Mr. Austin referred to his memo and said that it covers a summary of comments received and proposed responses for the off-cycle amendment to the 2016 CLRP and Air-Quality Conformity Analysis. He said that one comment came from the Charles County Board of Commissioners who expressed concern about changes to the design of the proposed Governor Harry W. Nice Bridge replacement project that may eliminate shoulder breakdown lanes and/or bicycle and pedestrian facilities on the bridge. He said that the proposed response states that the project was first included in the CLRP in 2010 and was

scheduled for completion in 2030. This amendment brings the advancement of that completion date up to 2023. The response cites the TPB's Complete Streets policy and urges MDOT to make sure that Complete Street policies are observed where feasible. He said that MDOT has made the Maryland Transportation Authority Board (MDTA) aware of the comments and that a final determination has not yet been made. He added that future comments on this issue should be sent to MDTA.

Mr. Austin said that there were nine comments submitted under other regional transportation issues in opposition to any study of the northern Potomac River bridge crossing. He said that the TPB's response is that a project of this nature has not been proposed for inclusion in the CLRP at this time either for construction or study, and is not subject to the board's action at this time.

Mr. Groth reiterated the Charles County Commissioners' concerns about the proposed changes to the Nice Bridge project in an effort to save costs. He said these changes will have an effect on the bridge's ability to move people in the region. He said that the typical section of the bridge that was approved through the NEPA process included eight-foot shoulders in each direction as well as the hiker/biker facilities. He said that while admirable, practical design features such as cutting lane width comes as an expense to some items such as the bike lanes, but there are positive costs savings that could also be realized from practical design such as lowering the bridge height. The commissioners are in support of lowering the height of the bridge to 30 feet above the navigable channel and also lessening the width of the area where ships can pass.

Mr. Lewis said that the height of the bridge is being discussed with the Coast Guard. He said that the MDTA board has already voted to go with two-foot shoulders, but a determination about bicycle and pedestrian access has not been made. He said all comments should be sent to MDTA.

Mr. Groth said that the expected lifespan of the new bridge is 100 years and it would be a shame to sell the design of the bridge short.

Mr. Lovain said that Alexandria is concerned about lowering the bridge height too much because it would limit the city's access to tall ships.

Mr. Lewis said that he is aware of that concern.

Chairman Newton said that the City of Rockville hosted the Maryland Municipal League Fall Legislative Conference. At the event she said she was approached by people to discuss both the bridge height and the access issues. She said that there was also a suggestion to save the existing bridge for bicycle and pedestrian access.

Mr. Groth said that some members of the Charles County board are in favor of retaining the old bridge. He said that his understanding is that the maintenance costs of retaining the old bridge are a concern.

Chairman Newton asked if it makes sense for the TPB to weigh-in on the issue of the Governor Nice Bridge.

Mr. Herling said that Greenbelt would support that action.

Chairman Newton said that the bridge is expected to last 100 years, and that though there may not be enough demand bicycle or pedestrian traffic on the bridge now, she believed that such demand will develop during the life of the bridge. She also wondered what is going to come along in terms of taller ships in the future.

Ms. Smyth said that if there is no room to pull over on the bridge the result would be traffic backups that would have a negative impact on air quality.

Mr. Lewis said that there are many major bridges in Maryland that have similar two-foot shoulders. He added that expanding the Nice Bridge to two-lanes in each direction will greatly enhance the ability to move accidents off the bridge.

Mr. Weissburg said that Prince George's has an active and burgeoning bicycle and pedestrian

community and that it is important to get the planning and design right now. It is not worth sacrificing future use to save costs short-term.

Mr. Erenrich suggested that perhaps the off-cycle amendment should proceed without the Nice Bridge project since issues regarding that project seem to be unresolved. He said the Nice Bridge project could potentially be included in the Visualize 2045 plan that will be approved next fall.

Mr. Lewis said that any opinions and views related to bicycle and pedestrian access on the Nice Bridge should be shared with MDTA.

Mr. Allen asked the chairman if she was suggesting that the TPB put forward a preliminary comment related to the concerns voiced today.

Chairman Newton said yes.

Mr. Allen said that he supports a comment letter. He added that the District also has an interest in making sure that tall ships and other craft are able to access the District.

Chairman Newton asked that staff incorporate the comments from this item into a letter for approval in November.

Mr. Mendelson reminded the board that approving the resolution they are discussing does not preclude future comment.

Chairman Newton said that all that the board is being asked to do presently is accept the comments and responses.

A motion was made to accept recommended responses to comments received for the Air Quality Conformity Analysis, and for the Off-Cycle Amendment to the 2016 CLRP. The motion was seconded and approved.

A second motion was made requesting that staff put together a letter summarizing the comments on the Governor Nice Bridge to send to the MDTA for the November meeting. The motion was also seconded and approved.

9. PROPOSED OFF-CYCLE AMENDMENT TO THE 2016 CLRP: APPROVAL OF AIR QUALITY CONFORMITY ANALYSIS RESULTS AND APPROVAL OF OFF-CYCLE AMENDMENT

Ms. Posey said that the board is being asked to approve two resolutions, one to approve the Air Quality Conformity Analysis and another to approve the Off-Cycle Amendment to the 2016 CLRP. Referring to her memo she described the projects for the amendments which include the modification of I-66 outside the Capital Beltway project, the addition of a new 95 ramp from the HOT Lanes at Russell Road, the modification of the Governor Nice Bridge, and the addition of I-270 congestion management. She said that when these inputs were approved for analysis in the spring, VDOT requested that staff analyze two options for the I-66 project. She said that VDOT selected the first option. She said that the analysis had a 30-day public comment period that ended on October 13. The only comment was from MWAQC, stating that they concur that the conformity analysis meets federal requirements and that the region has made significant progress in reducing emissions. She said that the TPB appreciates MWAQC's comments and that the full response can be found in the memo.

A motion was made to approve Resolution R3-2018 finding that the 2016 CLRP conforms with the requirements of the Clean Air Act Amendment of 1990. The motion was seconded and approved.

A motion was made to approve Resolution R4-2018 approving the VDOT and MDOT Off-Cycle 2016 CLRP Amendment. The motion was seconded and approved.

10. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR DISTRICT OF COLUMBIA TPB JURISDICTIONS

Mr. Swanson presented the recommendations for the FY 2018 Transportation Alternatives Set Aside Program for the District of Columbia. Referring to the materials, he provided background about the program and explained how the allocation for the District worked. He said they received 1.6 million in total project requests but only have \$1.15 million in funding to allocate. In all, five projects were recommended. He said the projects would make existing assets even better through beautification and promoting environmental sustainability. After explaining the projects and the selection process, he asked the board to approve Resolution R5-2018, to approve these projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for fiscal year 2018.

The board approved the Resolution R5-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for the District of Columbia for fiscal year 2018.

INFORMATION ITEMS

11. LONG-RANGE PLAN TASK FORCE STATUS UPDATE

Mr. Srikanth reminded the board that the task force met in September and was briefed by staff on assumptions and inputs that would be used in the technical analysis. He referred to his memo and said that the ten improvement initiatives that will be analyzed and that the board approved in July are described in detail. He said that the task force has also discussed performance measures that could be used to present the results of the technical analysis. He said that these performance measures would enable a comparative assessment of different ideas that the ten improvement initiatives support. He said that analysis would include both quantitative and qualitative assessments. He said that there will be an opportunity to use these performance measures to understand how the initiatives address the region's challenges. He said that the next step is for staff to continue analysis and have draft results ready to share with the board in November. He said that in October the task force would work on developing a process to select improvement initiatives from the group that might be endorsed by the board in the future. He said that in December, the board is scheduled to receive the recommendations from the task force.

Mr. Fisetette said that the memo was well written. He said that the initial proposal developed by staff and the consultants for processing the information was good. He said the goal is to develop a process by which the task force could forward a recommendation.

Chairman Newton thanked staff and the consultant for work well done.

Mr. Elrich said that he remains disappointed that the outer bridge crossing was included in the list of the ten improvement initiatives. He said the bridge is not regional, it is not in Montgomery County's master plan, and it violates the county's zoning and planning objectives. He said it was included at the request of one jurisdiction. He said that he is also concerned about how the task force is going to evaluate these improvement initiatives. He said that because these initiatives lack specificity and are being analyzed in isolation it will be difficult to get a good understanding about the predicted impact of these initiatives. He suggested starting with the topics that everyone absolutely agrees on, like Metro, and moving from there. He said that using the present and a projected baseline as a comparison is not a very good way to do the analysis. He said he does not think the results will be valid.

Chairman Newton clarified that including the outer bridge crossing in the analysis was approved by the majority of individuals on the task force and that it was not only included at the request of one jurisdiction.

Mr. Fisetette encouraged TPB members to review the memo that was distributed. He said that the data

that is collected through analysis will only be one of the inputs that will influence the task force members' decisions about which initiatives should go forward. He said the memo lays out some of the factors that may influence decision-making.

Mr. Elrich said that there is not enough money to implement all ten improvement initiatives to their logical extensions. For this reason, they said, the data is critical for identifying those initiatives and polices that have the biggest impact. He said that he hopes that policy changes will be recommended.

Ms. Smyth said that Fairfax County is concerned about additional capacity going back and forth between Virginia and Maryland. She said that they do not want to build a lot more roads or take funding away from things that will actually help. She said it is also important to consider unintended consequences.

Chairman Newton said that those are things that the task force will be considering.

Mr. Harris said that if the group knew all the answers that they would not go through this exercise. He said that since the answers are unknown, the goal is to examine a wide range of options including ones that are in the unfunded long-range plan as well as other alternatives that might make sense. He said that he sees this study as the first step of a longer process.

NOTICE & OTHER ITEMS

12. CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION FOR THE NATIONAL CAPITAL REGION

Mr. Schermann reminded the board that he made a presentation on critical urban freight corridors at the September meeting. He said that the board would be asking to officially designate critical urban freight corridors for the National Capital Region. He said that his presentation covered proposed staff-recommended critical urban freight corridor segments for consideration. He referred to his memo and said that it includes background information, requirements, details, and methodology related to critical urban freight corridors. He referred to his presentation and said that identifies National Highway Freight Network miles established by the FAST Act in addition to the proposed critical urban freight corridor segments. He said that once the proposed segments are approved they will be added to the National Highway Freight Network miles. He said that Virginia is adding 17.8 miles of freight segments to the 73.6 existing miles. The District of Columbia is adding 73 miles to the existing 11.7 miles. He said that the Maryland portion was approved by the Steering Committee in June. He said that the different number of miles from each state show the difference in density of critical urban freight corridor segments in the Washington region. He said that these segments will be presented again at the November Tech meeting and at the November board meeting, when they will be up for approval.

13. NOTICE OF PROPOSED AMENDMENT TO UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE FY 2017-2022 TIP

Mr. Austin said that the TIP is the six-year financial programming document required by FHWA and FTA as a condition for all federal funding assistance to state, local, and regional transportation agencies. The TPB approved the FY 2017-2022 TIP in November 2016. He said with the three states and WMATA contributing to the TIP it can be difficult to get all of them on the same schedule. He said that the practice has been to roll out the updates individually when each agency is ready. He said that approval of these smaller updates requires a 30-day public comment period, just like the full TIP. He said that DDOT is requesting an amendment to update projects and funding for the FY 2017-2022 TIP to match the funding projected in DC's FY 2018-2022 STIP. He said that this includes hundreds of projects in the document, which was released for public comment on October 12. He said the comment period runs through November 11. He said that the financial summary on the last two pages of his handout indicates that the District will spend \$2.173 billion throughout the course of the six-year program on

transportation. He said that the majority of that funding is from FHWA sources and local funding. He asked Mr. Sebastian from DDOT if he had anything to add.

Mr. Sebastian said he had nothing to add.

Mr. Mendelson asked if this TIP amendment includes the beginning phase for the H Street Bridge.

Mr. Austin said that it did.

Mr. Mendelson said that the bridge's reconstruction is necessary for significant rail upgrades at Union Station. He asked if the funding included in the TIP correctly reflect the local and federal funding.

Mr. Austin said that the TIP will need to be updated. He said that since the TIP has been released for a 30-day comment period, changes can be made as long as they are not regionally significant. He said that DDOT plans to submit the correct funding as a technical correction prior to the adoption of the TIP.

Mr. Mendelson asked if this means it will get fixed before the board votes on it.

Mr. Austin said that is correct.

Mr. Lovain asked if this would be open for public comment.

Mr. Austin said that it is currently open for public comment.

14. ADJOURN

Mr. Srikanth announced that the Long-Range Plan Task Force will meet fifteen minutes after the board meeting adjourns.

No other business was brought before the board. The meeting was adjourned at 1:53 p.m.