
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
September 20, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Ron Burns, Frederick County
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Dannielle Glaros, Prince George's County
Jarrett K. Smith, City of Takoma Park
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Christine Kulumani, DC Council
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
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Nichole Opkins, DC Council
Mark Rawlings, DC-DOT
Jeanette M. Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Eric Shaw, DC Office of Planning
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, DDOT
Brandon Todd, DC Council
Victor Weissberg, Prince George's County
Mark Wolfe, City of Manassas
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths
Lyn Erickson
Tim Canaan
Ron Milone
Mark Moran
Michael Farrell

Dusan Vuksan
Jane Posey
Jon Schermann
Ken Joh
Andrew Austin
Ben Hampton
Abigail Zenner
Lori Zeller
Arianna Koudounas
James Li
Debbie Leigh
Deborah Etheridge
John Swanson
Paul DesJardin COG/DCPS
Jeff King COG/DEP
Kari Snyder MDOT
Bill Orleans HACK
Tim Roseboom DRPT
Stewart Schwartz CSG
Stephanie Cooper Congressman Alex Macney's Office
Chase Sawyer Delegate Jackson Miller
Malcolm Watson FCDOT
Nydia Blake Prince William County
George Phillips Prince William County DOT
Norman Whitaker VDOT
Mike Lake Fairfax County DOT
Sydney Hawthorne DC Council
Betsy Massie PRTC
Jeremy Martin Maryland Citizen's Advisory Committee

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Schwartz spoke on behalf of the Coalition for Smarter Growth. He praised the solicitation document for Visualize 2045 and noted that it drew upon many TPB and COG reports. He did note that there should be more attention paid to the east-west divide and land-use issues. He also noted the importance of transit-oriented development and funding for Metro as an economic driver.

2. APPROVAL OF MINUTES OF THE JULY 19, 2017 MEETING

Mr. Snyder said that he participated in the July TPB meeting via the telephone and that he should be included in the attendance records. He also requested that his comments on page 7 be updated to reflect his intention. He would like the language to read: "Mr. Snyder said that he was in favor of removing the Northern Virginia Bridge recommendation because he believes that it would be a bad precedent to move forward with something that the entire Montgomery County board opposes. He said that he will not be supporting all ten recommendations because they are too similar to things already underway in the region and have, in toto, not worked."

A motion was made to approve the minutes from the July 19, 2017 TPB meeting with the amendment. The motion with amendment was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Roseboom said that the Technical Committee met on September 7. He said that at that meeting the committee was briefed on the Transportation Alternatives Set Aside for Maryland, and the off-cycle 2016

CLRP amendments from VDOT and MDOT. Additionally, there was a series of briefings on Visualize 2045, the quadrennial long-range plan update. These briefings included a presentation on air quality conformity and the financial elements of the long-range plan. He said that there was an update from the Northern Virginia Transportation Authority on their process for prioritizing projects. There was a presentation from DDOT about their approach to performance-based planning, and another on the regional highway safety performance-based planning and programming goals. The final briefing covered new conformity budgets and an update on the National Capital Trail Plan.

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

Mr. Martin presented the report of the Citizen Advisory Committee. He said that at its September meeting the committee received presentations on the COG WMATA principals and had a discussion about funding WMATA. He said the committee also received updates on the summer outreach for the Visualize 2045 survey and updates on the work of the Long-Range Plan Task Force.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth said that the Steering Committee met on September 8 and approved three TIP amendments. The first added \$5.5 million to the Rock Creek Trail project in the District of Columbia using CMAQ funds. The second added approximately \$18.6 million in funding for BRAC-related intersection improvements at Jones Bridge and another \$15 million was added for the Neale Sound Bridge replacement project. The final amendment added \$24 million for the Lee Highway widening project in Virginia.

Mr. Srikanth said that the mailout materials include a copy of a letter from WMATA's general manager informing the TPB that WMATA was providing \$150,000 for the 2018 Street Smart safety campaign. There was also a copy of the TPB's letter of support for Montgomery County's application for federal transit funds under the FTA's Bus Grant Program to purchase electric buses.

Mr. Srikanth said the mailout materials included a status report on the region's efforts to secure new funding to meet WMATA's state of good repair and capital needs. Reviewing the memo, he noted the points of agreement reached by COG's Metro Strategy Group which included agreement on a funding amount of \$500 million per year and agreement that this funding should be predictable, recurring, and bondable and that Maryland, Virginia, and the District would be contributing. He mentioned the recent announcement of an interim solution by Maryland's governor for coming up with the \$500 million a year. Mr. Srikanth also noted a memo about an announcement that U.S. DOT would continue the TIGER program through which \$500 million would be available and a memo providing an update on the status of establishing the Metrorail Safety Commission.

Mr. Nohe asked if the Maryland governor's proposal was for the governors, mayor and federal government to each raise \$500 million.

Mr. Srikanth said that the proposal was for all four to contribute a total of \$500 million per year for four years, meaning \$125 million from each of the three states and federal government.

Mr. Nohe asked to clarify if that is the agreed-upon goal.

Mr. Srikanth said that is the proposal, but that Virginia and the District are still deciding.

Mr. Smith said that it is practically impossible to come up with dedicated funding by July 1, 2018. He said that the Maryland proposal would give WMATA the funding to move ahead with expanded capital programming for four years while the region works to get a long-term funding mechanism in place.

Mr. Nohe said that the region needs to think about whether to go with the Maryland proposal, or try something else.

Mr. Meyer said that Governor Hogan's proposal was productive. He said he believes that in Virginia it will

be a challenge for the state to come up with that type of money. He said that the as an interim solution the region needs to figure out with the money that is already available if it is possible to get more capital to be able start Metro's capital projects.

Ms. Hudgins said that the discussions now have shifted from this is what we can do to what can we do to go all the way to meet the needs. She said that hopefully this discussion in the region will lead to a dedicated funding stream for WMATA.

6. CHAIR'S REMARKS

Ms. Newton presented her remarks. She spoke about the important work that COG's Metro Strategy Group was doing and how critical it is for the region to find dedicated funding for Metro. She also thanked the staff and board members who lead and serve that body. Ms. Newton spoke about the region's adopted goal of reducing greenhouse gases and how the region has been working by taking action at local and state levels. She said that the region recognizes that this matter cannot be addressed without the support of our federal partner. She noted that there is now a proposal to reconsider a federal rule that would reduce emissions of greenhouse gases. She said that she believes it is important that the TPB, as the regional transportation planning body, speak in support of retaining the existing federal rule and not rolling or scaling it back, Lastly, she made an announcement about Smart Cities Week and said that member jurisdiction staff and officials should consider attending the week's events.

ACTION ITEMS

7. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR MARYLAND TPB JURISDICTIONS

Mr. Swanson presented the recommendations of projects for funding approval under the FY 2018 Transportation Alternatives set aside program for Maryland. A selection panel was convened and used a scoring process to come to its recommendations. The six projects recommended to receive \$1.7 million in federal Transportation Alternatives funding include the first phase of a new bicycle trail and expanded bikeshare in Prince George's County as well as Safe Routes to School improvements in Takoma Park, College Park, Brunswick, and seven other school sites in Montgomery County. More details were provided in the meeting materials.

A motion was made to approve Resolution R2-2018 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Maryland for FY 2018. The motion was seconded and was approved unanimously.

8. COMMENTS TO US EPA AND US DOT ON PROPOSED RECONSIDERATION OF GREENHOUSE GAS (GHG) STANDARDS FOR LIGHT DUTY VEHICLES

Ms. Posey said that in 2012 the Environmental Protection Agency and National Highway Traffic Safety Administration jointly issued regulations to set standards for light-duty vehicles for the country, and as part of these regulations, there is a mid-term review. The EPA completed the mid-term review and determined that the regulations should stay in place. She said that the greenhouse gas standards required by these regulations are included in the TPB's MOVES model. She said that TPB staff recommends that the board support the retention of these standards. She said that CEEPC and MWAQC are also going to comment in support of the standards. She said that everyone agrees that it would be most effective to have these two groups sign on to a group letter with the TPB.

A motion was made to approve the joint TPB/MWAQC/CEEPC Comment Letter for Transmission to US EPA and US DOT. The motion was seconded and approved.

INFORMATION ITEMS

9. VISUALIZE 2045 CONSTRAINED ELEMENT: SOLICITATION OF INPUTS AND AIR QUALITY CONFORMITY ANALYSIS

Ms. Erickson said that staff is working on the federally required quadrennial long-range plan update. She reminded the board that they have been briefed on the new plan title, branding, and outreach activities for the plan, called Visualize 2045. She said that staff has been working with the Technical Committee on this plan since January. She said that this plan will be the center of the Washington region's metropolitan planning process. She said that it needs to be approved by October 2018. She said that staff is working to create a plan that is accessible and useful to area jurisdictions and agencies. She said that unlike past plans, the Visualize 2045 plan will not focus exclusively on constrained projects. It will also include an aspirational element. She said that the Visualize 2045 plan will summarize all of the best work that the TPB is involved in. She said that the different elements of the plan have different deadlines, some of which have been completed already. There is no room for delay.

Ms. Erickson referred to the document distributed for this item, called the Visualize 2045 Technical Input Solicitation for the s Element and Air-Quality Conformity Analysis. She said that this is a submission guide for implementing agencies. She said that this document, and the revamped brochure that will accompany the document next month, will serve as a one-stop shop for everything TPB staff needs from implementing agencies. She said that though this document is new, there is no real change in the procedure or content being requested. She said that the document and brochure will be available next month.

Ms. Erickson said that projects, programs, and policy inputs need to be tested for fiscal constraint before the air-quality conformity analysis can begin. She said that Mr. Randall will provide more information on the fiscal element.

10. VISUALIZE 2045 FINANCIAL ELEMENT: STATUS REPORT

Mr. Randall referred to his handout and described the financial element for the Visualize 2045 plan. He said that the memo covers the methodology and work plan, as well as tables from the 2014 financial analysis. He said that the financial constraint is part of the required analysis for the quadrennial plan. He said that the goal of the analysis is to demonstrate that the region has sufficient funding from existing and anticipated sources reasonably expected to be available to build, operate, and maintain the existing transportation system, plus new projects and programs the region plans to implement by 2045. He said that he is currently collecting revenue projections from all of the jurisdictions and implementing agencies. He said that the final analysis will need to be approved as part of the Visualize 2045 plan in October 2018.

11. VISUALIZE 2045 PUBLIC OUTREACH: SUMMARY OF PHASE 1 ACTIVITIES

Mr. Hampton said that over the summer, TPB staff conducted outreach for Visualize 2045 through a public input survey which ran from June 17 to August 21. He said that the input, collected from constituents in each of the TPB jurisdictions, asked questions about daily travel patterns, issues that affect travel, and for ideas about making the region's transportation system better. He said that the main focus was to gather general attitudes and opinions about transportation in the Washington region so that staff can inform the board discussions through the development of Visualize 2045. He said that the survey was distributed two ways. The first was a random sample of letters sent to a geographically representative sample of people from the region. He said that there was also an open survey that anyone could complete. He said that the open survey was promoted via 15 live survey events, digital outreach and promotions, Visualize 2045 ambassadors, and targeted outreach. He referred to his presentation and described participation data for the outreach. As a result of that outreach, 6,200 people completed the survey. Of those, 750 were part of the random sample. He said these numbers

exceeded expectations. He said that staff is currently analyzing the survey results and that an in-depth analysis will be shared with the board later this year, or early next year.

Ms. Erickson said that Visualize 2045 activities will likely be a common agenda item for upcoming TPB meetings.

A member of the board asked why Prince George's County was significantly under-reported in the random sample survey.

Ms. Erickson said that the survey just closed and that staff has not been able to thoroughly analyze the results. She said that more information will be presented at a future meeting.

12. CRITICAL URBAN FREIGHT CORRIDORS

Mr. Schermann said that the FAST Act gives MPOs the authority to designate critical urban freight corridors. He said that staff will present the corridors later this year. He said that critical urban freight corridors are one component of the National Highway Freight Network established through the FAST Act. He said that the law requires coordination among state DOTs and MPOs in the designation of all freight corridors. He said that the TPB Steering Committee approved a resolution that provisionally designated Maryland's critical urban freight corridors at the June meeting. He said that the TPB will be asked to designate a full set of critical urban freight corridors later this fall. He said that staff will continue to coordinate with DDOT and VDOT to identify their critical urban freight corridor segments and that the freight subcommittee is reviewing and advising on this process.

OTHER ITEMS

13. BRIEFING ON THE DRAFT AIR QUALITY CONFORMITY ANALYSIS OF THE VDOT AND MDOT OFF-CYCLE AMENDMENT TO THE 2016 CLRP

Ms. Posey reminded the board that VDOT and MDOT requested an off-cycle amendment to the 2016 CLRP. She said that the scope of work and inputs for this amendment was approved in the spring of 2017. She said that the inputs include: a series of projects for I-270, an update to the Governor Nice Bridge completion date, a new exit ramp in Prince William County, and two options for changes to I-66 outside the Capital Beltway. She said that these inputs need to be analyzed for their impact on the region's air quality, specifically the VOX and NOx. She said that staff ran the analysis for three years—2025, 2030, and 2040—and for the two I-66 options. She said that the board will be asked to approve the Air-Quality Conformity Analysis and the amendments at the October board meeting.

Ms. Posey said that the travel demand model expects there to be an increase in vehicle trips, transit trips, and vehicle miles traveled by 2040. She said that the conformity analysis shows that the CLRP with the proposed amendments meets the requirements for conformity. She said that there is a public comment period for the analysis which runs from September to October 14.

14. ADJOURN

Mr. Mendelson asked for an update on how traffic signal optimization is impacting TERMS for air-quality conformity.

Mr. Srikanth said that a presentation on this topic will be brought to the board in the next few months.

Mr. Meyer asked if the start time of the Task Force meeting could be moved up because the TPB meeting was ending early.

Chairman Newton said that the Task Force meeting will start at 1:30. She reminded board members to participate in Car Free Day.

The meeting was adjourned at 1:13 p.m.