

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
January 21, 2015**

Members and Alternates Present

Marcel Acosta, NCPC
Charles Allen, DC Council
Ron Burns, Frederick County
Rick Canizales, Prince William County
Helen Cuervo, VDOT
James Davenport, Prince William County
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County/DOT
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Danielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, Gaithersburg City Council
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John Jenkins, Prince William County
Shyam Kannan, WMATA
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
Mark Rawlings, DC DOT
Rodney Roberts, City of Greenbelt
Elissa Silverman, DC Council
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Tammy Stidham, National Park Service
Jonathan Way, City of Manassas

Victor Weissberg, Prince George's County/DPW&T
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Robert Griffiths
Gerald Miller
John Swanson
Andrew Meese
Mark Moran
Michael Farrell
Dusan Vuksan
Andrew Austin
Erin Morrow
Daivamani Sivasailam
Jane Posey
Wendy Klancher
Wenjing Pu
Dan Sonenklar
Ben Hampton
Bryan Hayes
Sergio Ritacco
Lamont Cobb
Debbie Leigh
Deborah Etheridge
Bill Orleans Resident
Stuart Freudberg COG/EO
Paul DesJardin COG/DCPS
Steve Kania COG/OPA
Stewart Schwartz CSG
Jameshia Peterson DDOT
Gregory Matlesky Chairman Mendelson
Pierre Holloman City of Alexandria
Steve Still CAC
Bob Summersgill CAC
Patrick Durany Prince William County
Mike Lake Fairfax County/DOT
Anne Phelps DC Council, Councilmember C. Allen
Sam Rosen-Amy DC Council, Councilmember Silverman
Tina Slater Action Committee for Transit
Nancy Abeles Citizen (CLI alumni)
Mike Harris Kimley Horn

Tim Rosenbaum	VDRPT
Dingyuan Xu	University of Maryland
Todd Horsley	VDRPT
Tamara Vatnick	DC Office of Planning
Andrew Beacher	VDOT
Norman Whitaker	VDOT
Maria Sinner	VDOT
Susan Shaw	VDOT
Bill Sadler	Safe Routes to School National Partnership
Matt Golin	Safe Routes to School National Partnership

1. Public Comment on TPB Procedures and Activities

Ms. Smith with the Northern Virginia Transportation Alliance noted that she was also presenting on behalf of the Northern Virginia Transportation Coalition. She expressed concern that the region lacks transportation priorities, and that the TPB's Regional Transportation Priorities Plan lists no projects. She highlighted that the Coalition identified nine projects of significance to Northern Virginia and the region, including a major upgrade of I-66 from the Roosevelt Bridge to US 15. Ms. Smith recommended capacity expansion for I-66 inside and outside the Beltway.

Ms. Bilek with ULI Washington announced the opening of the application period for the ULI's Technical Assistance Panel program. ULI-TAP, conducted with TPB staff, will provide assistances to three Regional Activity Centers in the coming year. Last year's TAP projects included four Activity Centers: the Glenmont Shopping Center, Rhode Island Avenue Metro, Prince George's Plaza Metro, and Falls Church. The application deadline is February 13, with a cost of \$7500 for the panel assistance and complementary yearlong membership to ULI.

Mr. Sadler with the Safe Routes to School National Partnership expressed SRTS's support of the update to the Bicycle and Pedestrian Plan. He encouraged the region's jurisdictions to pursue more funding to implement the plan. Mr. Sadler also acknowledged the reference to SRTS in Chapter One of the Plan.

Mr. Muchnick expressed support for VDOT's proposal to convert existing lanes along I-66 into HOT lanes during peak periods in both directions. He also thanked the TPB for encouraging VDOT to conduct the study leading to a long-term strategic plan for the I-66 multimodal corridor. He encouraged VDOT to continue their analysis, conduct public outreach, and develop a detailed implementation schedule for the suggested improvements. Mr. Muchnick noted that the proposed widening of I-66 would counteract the TPB's goals of reducing traffic congestion, carbon emissions, VMT, and increasing the use of public transit. He suggested that VDOT present two CLRP amendments regarding I-66 improvements inside the Beltway and consider alternatives to widening I-66, including improvements to Route 50.

Mr. Schwartz encouraged VDOT to reconsider their decision to pursue the I-66 improvements as a Public/Private Partnership project. He said that neither transportation demand management nor transportation and land-use alternatives were a part of the Tier One phase of the project. He also said that expansion of existing rapid transit must be incorporated into the project and funded through dedicated portions of future toll revenues. Mr. Schwartz said the project review criteria suggested by the Northern Virginia Transportation Alliance represented an outdated approach.

2. Approval of Minutes of November 19 Meeting

Mr. Emerine noted a correction to the minutes, and asked to be included as a Board member representing the District of Columbia and not College Park, MD. The correction was noted.

A motion was made to approve the minutes as corrected. The motion was seconded and was approved unanimously.

3. Report of the Technical Committee

Mr. Rawlings reported the Technical Committee met on January 9. The committee reviewed five agenda items:

- An update on responses to comments received and revisions to the December version of the Draft 2014 Bicycle and Pedestrian Plan for the National Capital Region;
- A briefing on the 2014 Solicitation for the Section 5310 Enhanced Mobility Program for Seniors and People with Disabilities;
- A briefing on the major projects that were submitted for the 2014 CLRP by transportation agencies to date;
- A briefing from VDOT on the proposed improvements for I-66; and
- A briefing on the draft scope of work for the air quality conformity assessment of the 2015 CLRP and the 2015 to 2020 TIP

The committee also reviewed an outline and temporary budget for the FY 2016 Unified Planning Work Program.

Five items were included for information and discussion.

- Update on the COG multidisciplinary professional working group to develop a multi-sector action plan to reduce greenhouse gas emissions
- A briefing on the draft final report of a planning study to determine the best potential locations for on-street staging for commuter buses and off-street layover and parking of buses within the District of Columbia and Arlington County
- A briefing on changes in the regional travel and commuting patterns between 2010 and 2013
- A briefing on results of an analysis of decoded 2014 vehicle identification number registration data

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- An update on the latest developments regarding USDOT regulations on performance measures on the MAP-21.

4. Report of the Citizen Advisory Committee

Dr. Loh commented that this was her final report as chair and member of the Citizen's Advisory Committee. In the final report of the 2014, she highlighted the Regional Transportation Priorities Plan as both an accomplishment and a missed opportunity. She commended TPB staff on communicating the plan with local jurisdiction members, but noted the Board needs more outreach to raise awareness with TPB members. Dr. Loh noted the discussion around reauthorization of federal transportation funded as an accomplishment. She encouraged the Board to establish a working group in early 2015 and include a representative from the CAC in the group. She also cited the forthcoming development of a list of regional unfunded projects as a success of 2014. Dr. Loh stated the 2014 CAC would develop a list of topics of interests for the 2015 group, and acknowledged Mr. Summersgill as the incoming CAC chair.

Chair Mendelson thanked Dr. Loh for her work as 2014 CAC Chair and presented her with a certificate of recognition.

5. Report of Steering Committee

Mr. Srikanth reported that the Steering Committee met on January 9. The committee approved two resolutions.

- An amendment to the TPB's current fiscal year Unified Planning Work Program, under the technical assistance program, to add the District of Columbia's Loading Berth Survey Project worth \$70,000.
- An amendment to change the functional classification of 14 different streets in the District of Columbia, per an ongoing program of DDOT's highway performance monitoring program and review of the Federal Highway Divisional office.

Mr. Snyder asked if it would be appropriate for the Steering Committee to follow up on the developments since the Jan. 11, 2015 Metro rail accident near the L'Enfant Plaza station. He asked that the TPB be kept apprised of any developments. He also wondered whether there is a role for the TPB to play in the aftermath of the accident. He noted the TPB's support for WMATA. He also noted that the COG Board and the Emergency Preparedness Council are looking into it and that it would be appropriate for them to work with the TPB.

Chairman Mendelson agreed that it would be appropriate to have the Steering Committee to work on this matter. He also suggested that the steering committee look at this, but with an eye toward a presentation at an appropriate time, so that the TPB has a better sense of where there are issues and how WMATA is addressing them

Ms. Hudgins supported the recommendation to have the Steering Committee to follow up noting that the information to inform this body as to how it can work in terms of the support and the engagement that TPB has had in supporting Metro. She also noted that the appropriate time for a presentation to the Board about the issues identified and how WMATA is addressing them would be when it has come through the review of the NTSB.

Mr. Lovain noted that as a member of the Steering Committee, he supports the idea of the committee working with COG and others including WMATA. He noted that the NTSB investigation may take 6–12 months, and that there are various different briefings and investigation activities currently taking place. He expressed his support for a briefing to the TPB on this matter at the appropriate time.

Mr. Srikanth noted the steering committee would add this to their agenda and staff would work to provide periodic reports to the TPB.

6. Chair's Remarks

Chair Mendelson noted that Mr. Lovain would serve as first vice-chair of the TPB and Ms. Bridget Newton would serve as second vice-chair. He acknowledged two new members of the Board: Ms. Silverman, of the D.C. Council, and Ms. Glaros, of the Prince George's County Council. He also noted that this year, the TPB would be celebrating its 50th anniversary on June 30 and that staff would discuss with officers ways to commemorate the event.

ACTION ITEMS

7. Approval of Funding and Transmittal Letter for TPB's 2015 Membership in the Association of Metropolitan Planning Organizations

Mr. Srikanth said that TPB staff was seeking to renew the TPB's membership in the Association of Metropolitan Planning Organizations (AMPO). He said that the TPB is a founding member of AMPO, which serves MPOs across the country by facilitating conversations with Congress, and providing technical forums to share best practices. He said membership is \$25,000 per year and this funding was included in the annual budget approved by the Board in the previous year.

A motion was made to approve transmittal of the membership renewal letter to AMPO. The motion was seconded and was approved.

8. Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2015

Chair Mendelson referred to a memorandum that provides the names of nominees to serve as members and alternates on the 2015 Citizens Advisory Committee. A motion was made to approve the appointments. The motion was seconded and was unanimously approved.

Chairman Mendelson then said that as per the Board Bylaws he was required to appoint one of the members as the Chairman and that he was appointing Bob Summersgill from the District of Columbia to serve as chair of the CAC in 2015.

9. Approval of the Update of the Bicycle and Pedestrian Plan for the National Capital Region

Referring to his presentation and to the mailout material, Mr. Farrell said that comments were received on the draft Bicycle and Pedestrian Plan for the National Capital Region from a variety of stakeholders, including the Citizens Advisory Committee, the TPB Technical Committee, WMATA, the Safe Routes to School National Partnership, and other jurisdiction partners. He said that corrections and updates were made in response to the comments. He said that the Plan comes with an online component that is both visual and interactive. He said that this online tool includes census data, information from bike share stations, and a map of bicycle and pedestrian projects planned for 2040. He said that the formal project database will be updated every two years and that the next full plan update will be in four years. He added that in 2015 the Bicycle and Pedestrian Subcommittee would continue work on a bicycle beltway and working closely with the National Park Service to update the 1990 Regional Trails Plan.

Mr. Fisette asked if the bicycle beltway activity was included in the plan update.

Mr. Farrell said it was listed as an action for the TPB's Bicycle and Pedestrians Subcommittee.

Mr. Fisette said that the discussion on a regional bicycle beltway would be consistent with the Region Forward compact, even though a beltway was not explicitly mentioned in that document. He asked if the bicycle beltway could be listed as a goal in the plan.

Mr. Srikanth said that the beltway could be added as an additional goal under chapter five of the report that talks about goals and objectives.

Mr. Fisette moved that the plan be approved with the change of incorporating as a target identifying a circumferential bicycle route or routes around the Washington region. The motion was seconded and was approved.

Mr. Erenrich asked if there was a region wide program to county bicycle facilities. He noted that we do not have any real data of usage that is consistent and collected consistently within the region. And it would be helpful to have a database like we have for highways and transit that would also incorporate that as part of our database.

Mr. Srikanth said that suggestion would be taken back to the subcommittee.

INFORMATION ITEMS

10. Approval of the CY 2014 Projects for Funding Under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program and an Amendment of the FY 2015-2020 Transportation Improvement Program (TIP) to Include the Projects

Referring to the mailout material, Mr. Lovain said he chaired the selection committee to recommend projects for this round of the new Section 5310 Enhanced Mobility Program. He provided some background on the program and on the selection committee. He said that of the 11 applications received, eight were recommended for funding. The recommended projects would spend \$2.69 million in federal Enhanced Mobility funds, leaving \$2.38 million for the next solicitation, scheduled for August-October of this year.

Referring to the mailout material, Ms. Klancher provided background on each of the projects recommended for approval. She also described the solicitation process.

Vice Chairman Lovain moved approval of TPB Resolution R13-2015. The motion was seconded and was approved unanimously.

11. Briefing on Project Submissions for the 2015 CLRP

Mr. Austin briefed the Board, referring to an on-screen presentation and a printed memorandum. He told Board members that the six major new projects and changes to existing projects proposed for inclusion in the 2015 CLRP update are currently available for comment through February 14. He explained that the Board would be asked at its meeting on February 18 to approve the projects for inclusion in the federally required air quality conformity analysis to be carried out this summer. Then, a second opportunity for public comment would be held this fall in advance of final TPB approval of the 2015 CLRP update.

In his presentation, Mr. Austin highlighted the six major new projects or changes to existing projects proposed for inclusion in this year's CLRP update. They include new-dedicated bike lanes in the District of Columbia, new express toll lanes on I-66 in Virginia both inside and outside the Capital Beltway, and the removal of three streetcar segments – one in the District and two in Virginia.

Chair Mendelson turned the floor over to Ms. Hamilton from the Virginia Department of Transportation (VDOT) to provide more detail about the express toll lane proposals for I-66 inside and outside the Beltway.

Ms. Hamilton began with a description of the portion of the project lying outside the Beltway. She said that VDOT is proposing to have two express toll lanes in either direction from the Beltway to Haymarket. She said one lane would be built new and the other would be converted from the existing high-occupancy vehicle (HOV) lane in either direction. She also explained that new transit options are a main component of the proposal, including both a commuter bus service and an all-

day rapid bus service connecting activity centers in the corridor. She described the public involvement process for the project, including a series of public information meetings and one-on-one meetings with elected officials and stakeholders in the corridor, as well as a later phase that will include outreach to homeowners who may be impacted by the project. She said that construction on the project is expected to begin in 2017.

Ms. Hamilton then turned to a short description of the portion of the project lying inside the Beltway. She said that the proposal includes converting all existing lanes to express toll lanes during morning and afternoon peak periods. She said that the project, like the portion lying outside the Beltway, will also include increased transit service, as well as bicycle and pedestrian improvements on nearby roadways. She said that VDOT would be engaging stakeholders soon to refine the proposal. She said that the proposal also calls for widening a portion of I-66 inside the Beltway, but that specifics have yet to be identified.

Chair Mendelson seeking to clarify whether the current comment period and the upcoming TPB vote in February was the only opportunity to take a project out of this year's CLRP update, asked about the timeline and process for approving the proposed additions and changes to the CLRP.

Mr. Srikanth said that with the Board approving the proposed changes to the CLRP being reviewed now during its meeting next month staff would begin a five-month long technical process of air quality analysis. The results of this analysis would be released for a 30-day public comment period in September and the Board would take final action of approving the analysis and adopting the updated CLRP in October.

Mr. Mendelson asked if somebody is concerned about a project, if that project remains for the conformity analysis, is it then too late to take it out in October?

Mr. Srikanth responded that it is within the Board's purview to make such a change in October the practical implication of it would be that the air quality conformity analysis would have to be redone, which would mean getting all of the other projects into the updated CLRP would be delayed another six months.

Ms. Smyth asked whether the proposals included bicycle and pedestrian improvements on bridges and overpasses in the corridor.

Ms. Hamilton said that the project will include improvements to bicycle and pedestrian facilities as part of the improvements to the bridges but the details are still being developed. As such, they are not included in at this time. Ms. Smyth also asked whether those improvements would be included in the air quality conformity analysis, pointing out that such improvements might have positive air quality impacts.

Mr. Srikanth explained that they would not be included as part of the air quality conformity analysis. He explained that the model only takes into account changes to the highway and transit

network. He said that staff could include the bicycle and pedestrian improvements as an information item in the table of highway and transit projects to be included in the air quality conformity analysis.

Mr. Fisette asked why the proposed express toll lanes inside the Beltway were being presented jointly with a later planned widening of a portion of I-66 inside the Beltway as one project. He suggested that they should be considered as two separate projects, noting that the multimodal study for the corridor said that express toll lanes could work without additional widening.

Ms. Hamilton explained that the state is trying to look at the corridor holistically and that presenting the two phases together provides an opportunity to analyze the relative benefits of widening versus transit.

Mr. Fisette also asked for more details about the transit, bicycle, and pedestrian improvements included in the proposal.

Ms. Hamilton explained that the details that had been worked out so far were included in the appendix of the proposal, and that those that had not yet been worked out would be included as part of the proposal by September, when the TPB is scheduled to consider the final 2015 CLRP update for adoption.

Mr. Zimbabwe asked about a discrepancy between a recent analysis of vehicle-miles travelled (VMT) in the region, which shows declining VMT in recent years, and the results of the most recent CLRP performance analysis, which shows VMT continuing to grow in the region. He specifically wanted to know whether and how the findings of the analysis of recent trends might be reflected in the TPB's travel modeling process and forthcoming performance analysis of the 2015 CLRP update. He asked staff to provide a presentation on this topic at a future TPB meeting.

Mr. Roberts asked whether VDOT could focus first on extending Metro out on I 66, BRT services on I 66, you know, BRT, bicycle and pedestrian infrastructure in the I-66 corridor outside the Beltway, rather than widening the highway at this time to accommodate new express toll lanes.

Ms. Hamilton said that VDOT and the counties believe that the need to provide new options for travelers in the corridor was too urgent to wait for the planning and the land-use changes that would be required in order to build and support significantly expanded transit service in the corridor. She reiterated the fact that the proposal only calls for widening the highway by one lane in either direction, and that it includes a number of strategies to make the most of the limited roadway space by encouraging use of alternative modes.

Mr. Lovain asked when VDOT would make a decision about whether to reserve the median of I-66 for future transit service.

Ms. Hamilton explained that public hearings would be held in May and that the state would make a decision by September, when the TPB is scheduled to consider the final 2015 CLRP update for

adoption. Mr. Srikanth added that two alternatives of the project, one reserving the median and the other not, would be included in the air quality conformity analysis, so that whichever alternative the state chose it would have undergone the required analysis.

Mr. Emerine asked how the lack of details about planned access points for the express toll lanes and the pricing on the lanes and any new transit services in the proposal would affect the outcome of the travel modeling that underlies the air quality conformity analysis and performance analysis to take place this summer.

Mr. Srikanth explained that TPB staff would use the assumptions that have been provided so far, for this round of CLRP update and air quality conformity analysis. As the details of the projects, components are finalized over the next year or so those new details that arise later will be included in future plan updates and analyses.

12. Briefing on Draft Scope of Work for the Air Quality Conformity Assessment for the 2015 CLRP and the FY 2015-2020 TIP

Ms. Posey referred to the scope of work that was distributed in the mailout. She said that the scope lists the steps that TPB staff will take to conduct the Air Quality Conformity Analysis of the 2015 CLRP. She said the scope is essentially the same as in 2014, though she said that this year's analysis would include new inputs from vehicle registration data and updated cooperative land-use forecasts. She said that the scope of work would be included in the materials open for public comment.

13. Review of Outline and Preliminary Budget for the FY 2016 Unified Planning Work Program (UPWP)

Mr. Srikanth said that the draft FY 2016 Unified Planning Work Program (UPWP), which funds most TPB activities, assumes the same amount of money as in the current fiscal year. He noted that staff was making this assumption since 80 percent of the TPB's budget comes from federal appropriations and at this time, there is some uncertainty about the funding amounts for FY 2015. He also said that the DOTs reduced their technical assistance program funding in order to contribute about \$500,000 to the TPB's primary work activity. He said that a draft will be presented to the TPB in February, and the final work program is anticipated be up for approval in March.

14. Other Business

Chair Mendelson asked TPB staff to present an update on the TIGER grant at the February TPB meeting.

15. Adjourn

The meeting adjourned at 2:06 p.m.