

---

**TRANSPORTATION PLANNING BOARD**  
**MEETING MINUTES**  
December 16, 2015

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Robert Brown, Loudoun County  
Ron Burns, Frederick County  
Rick Canizales, Prince William County DOT  
Allison Davis, WMATA  
James Davenport, Prince William County DOT  
Marc Elrich, Montgomery County  
Lyn Erickson, MDOT  
Dennis Enslinger, City of Gaithersburg  
Jason Groth, Charles County  
Renée Hamilton, VDOT  
Neil Harris, Gaithersburg City Council  
Konrad Herling, City of Greenbelt  
Cathy Hudgins, Fairfax County  
Sandra Jackson, FHWA  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Julia Koster, NCPC  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Melissa, McGill, FTA  
Phil Mendelson, DC Council  
Bridget Newton, City of Rockville  
Mark Rawlings, DC DOT  
Rodney Roberts, City of College Park  
Kelly Russell, City of Frederick  
Peter Schwartz, Fauquier County  
Elissa Silverman, DC Council  
Eric Shaw, DC Office of Planning  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Todd Turner, Prince George's County  
Jonathan Way, City of Manassas  
Victor Weissberg, Prince George's County/DPW&T  
Norman Whitaker, VDOT  
Patrick Wojahn, City of College Park  
Sam Zimbabwe, DDOT

---

---

**MWCOG STAFF AND OTHERS PRESENT**

Robert Griffiths	
Andrew Meese	
Nick Ramfos	
Eric Randall	
Rich Roisman	
John Swanson	
Ron Milone	
Daivamani Sivasailam	
Wendy Klancher	
Rich Roisman	
Wenjing Pu	
Dusan Vuksan	
Michael Farrell	
Andrew Austin	
Jane Posey	
Mark Moran	
Ben Hampton	
Bryan Hayes	
Sergio Ritacco	
Lamont Cobb	
Jon Schermann	
Charlene Howard	
William Bacon	
Debbie Leigh	
Deborah Etheridge	
Stuart Freudberg	COG/EO
Stephen Walz	COG/DEP
Paul DesJardin	COG/DCPS
Bill Orleans	Area resident
Stewart Schwartz	Coalition for Smarter Growth
Sree Nampooltrin	NVTA
Sharmila Samarasinghe	Tri-State Oversight Committee
Reginald Bazile	DDOT
John B. Townsend, II	AAA Mid-Atlantic
Monica Backmon	NVTA
Jacqueline Canoles	DC/DCOP
Kari Snyder	MDOT
Ricardo Torres	American University
Lauren Abraham	Vectre Corporation
Lorena Rios	CAC
Malcolm Watson	FC DOT
Anne Phelps	DC Council
Jeanose Lexima	Area resident
Malcolm Augustine	WMATA
Gregory Matlesky	Chairman Mendelson
Robert Wentfeld	Fairfax County Taxpayers Alliance

---

## **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Stewart Schwartz, of the Coalition for Smart Growth, commented on several ongoing projects and agreements. He stated the congestion reduction analysis conducted in Northern Virginia, although a narrow metric, proved that VDOT's current I-66 inside the Beltway proposal was the most cost effective and efficient solution for the corridor. He said WMATA rail commuters make up 35 percent of Potomac crossings, and that the Rosslyn Metro tunnel is a top priority. He expressed support for DDOT's efforts to install peak-hour dedicated bus lanes for the 16<sup>th</sup> Street corridor, and said he hoped that Montgomery County would prioritize bus rapid transit. He expressed support for WMATA's new general manager. He emphasized the important role of the U.S. in the December Paris Accords on Climate Change.

## **2. APPROVAL OF MINUTES OF NOVEMBER 18 MEETING**

A motion was made to approve the minutes of the November 18 meeting. The motion was seconded and was approved.

## **3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Rawlings said that the Technical Committee met on December 4. The committee reviewed the following items: 1) an update to the solicitation documents for the 2016 amendment to the CLRP and schedule for the air quality conformity analysis, with emphasis on evaluating CLRP projects according to the goals of the Regional Transportation Priorities Plan; 2) proposals from TPB members to establish a working group on potential processes for evaluating new projects against regional goals; 3) a briefing from WMATA on their final presentation to the TPB on funding challenges; and 4) an update on the draft agreement between the TPB and the Calvert-St. Mary's Metropolitan Planning Organization.

The committee also reviewed and discussed a briefing on the initial performance measures for the TPB region on highway conditions and safety. Other briefings discussed include: a briefing on the current status of the TPB Regional Bus Priority Project; a briefing on the development of the draft multi-year strategic plan for updating the regional travel demand forecast model; a briefing on the most recent air travel forecast for the region's three main passenger airports; and a briefing on next steps of the work plan for the TPB's Unfunded Capital Needs Working Group.

## **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE**

Mr. Summersgill reported that the Citizen Advisory Committee met December 10 and discussed the TPB December Meeting agenda and work plan for the Unfunded Capital Needs Working Group. The committee also discussed a resolution regarding eliminating all traffic fatalities in the region. The committee requests that each jurisdiction issue a yearly report on the progress toward these goals, and that the committee be involved in future implementation activities.

Mr. Mendelson requested that TPB staff return to the January or February meeting with a proposed resolution regarding the elimination of traffic fatalities for the TPB to consider. He also noted that the committee would complete its annual appointment process in January, with the new CAC scheduled to hold its first meeting in February.

## **5. REPORT OF STEERING COMMITTEE**

Mr. Srikanth noted that the first part of his memorandum included letters sent and received including a letter from the National Capital Planning Commission congratulating the TPB on its 50<sup>th</sup> anniversary, and a letter of support from the TPB for DDOT's application for USDOT low- and no-emission vehicle deployment program grant applications.

Mr. Srikanth said the second part of his memorandum included the following: a memo to the board from Mr. Srikanth proposing to hold a work session at 10:30 am before the January 20, 2016 TPB meeting.

---

He said the purpose of the work session would be for board members to discuss the TPB's sentiment that the system wide performance outcome of the CLRP is less than satisfactory. He said the work session would facilitate a discussion among board members to reach consensus on the problem and about the problem(s) they might seek to address through CLRP process and the framework within which alternative approaches to address the problem would be developed.

Mr. Srikanth said his memorandum also included a memo from TPB staff member Eric Randall on the implementation status and funding drawdown of various TIGER grant-funded projects. It also included a memo from TPB staff member Wendy Klancher regarding Congress' authorization of the Fixing America's Surface Transportation Act, FAST. He described both these memoranda.

Mr. Srikanth also presented letters received after the mailout of agenda items. The board received a letter from Mr. Christian Kent, Assistant General Manager of WMATA's Department of Access Services. Mr. Kent informed the board about policy recommendations from a university study on the region's paratransit services conducted for WMATA by the George Mason University Center for Regional Analysis.

Mr. Lovain commented that the FAST Act was passed quickly, which is not typical. He also mentioned that the bill is short on transit New Starts, but it did include a five-percent increase in highway spending and an eight-percent increase in transit spending.

Mr. Turner asked if the board could send a "Thank you and Congratulations" letter to members of the region's Congressional delegation regarding the FAST Act.

Mr. Mendelson asked if there was any objection to Mr. Turner's proposal.

Mr. Srikanth requested the board wait a few days, pending outcomes regarding transit benefit parity in the proposed tax bill and the continuing funding bill to restore Passenger Rail Investment and Improvement Act funding to \$150 million. Mr. Srikanth identified both as principles needing the support of the region's congressional delegation.

Mr. Mendelson agreed to leave the contents of the letter to the discretion of TPB staff. He also said that staff should sent the letter this year.

Mr. Allen inquired about the funding reallocation for the region's incomplete TIGER projects. He noted that the window of opportunity to reallocate funding for these projects is closing. He also asked about whether unused funds would leave the region and go back to FTA.

Mr. Srikanth noted that FTA officials requested a report on incomplete projects by the end of January. TPB staff is scheduling a meeting with implementing agencies to take a second look at the project schedule. The TPB has the option of confirming existing project schedules and not sending any funds back to FTA. Staff will report to the board in January, and continue bimonthly reports to the board until the TIGER grant draws down.

Ms. Smyth asked about the proposal to introduce a point-scoring system to evaluate new projects. She noted that Fairfax County, the Northern Virginia Transportation Authority, and the Commonwealth of Virginia all have project prioritization processes. Fairfax County transportation staff are concerned about the utility of this additional data from the TPB.

Mr. Canizales said that Prince William County also shared those concerns.

Mr. Mendelson responded that the working session on January 20 would respond to these concerns. He also asked for more information about the TIGER projects related to transit signal prioritization for DDOT, the City of Alexandria and WMATA.

Mr. Srikanth said that about 200 traffic signals would receive technological additions and the technology would be applied onboard to transit vehicles. The technology has been developed and tested, and implementation is contingent on the capacity of the vendor to complete all programming,

---

installation and testing of the hardware.

Mr. Zimbabwe said that some contracting issues for the District of Columbia are now resolved.

Mr. Srikanth said the TPB's ability to meet the June 30 deadline is dependent upon the vendors' ability to implement the project.

Mr. Zimbabwe asked if there was a resolution on the table regarding the task force on the proposals to change the CLRP project evaluation process.

Mr. Srikanth said that staff would hold a work session before the TPB January meeting to discuss this matter and later report back to the board. There was no resolution on the table at the December meeting, just a staff report.

## **6. CHAIR'S REMARKS**

Mr. Mendelson recognized special guests Mr. Kevin Reigrut, Deputy Secretary of Transportation for the State of Maryland, and Ms., Jennifer Mitchell, Director of Virginia's Department of Rail and Public Transportation. Both would speak to the board regarding the Metro Safety Commission. He also thanked the board members that would not be returning to the board next year: Mr. Scott York from Loudoun County and Mr. Michael May from Prince William County.

Mr. Mendelson announced that the board would discuss the nominations of the 2016 TPB officers under Agenda Item 7. He stated that the term for the 2015 Technical Committee chair has ended, and thanked Mr. Rawlings for his service with a certificate. Mr. Tim Rosebloom from the Virginia Department of Rail and Public Transportation will serve as chair of the Technical Committee for 2016. He also announced that Mr. Summersgill ends his term as chair of the 2015 Citizen Advisory Committee. Mr. Mendelson recognized and thanked Mr. Summersgill for his service with a certificate.

Mr. Mendelson also noted the retirement of Mike Zezeski from the Maryland State Highway Administration. Mr. Zezeski was director of the Maryland Coordinated Highways Action Response Team, and worked on the TPB's Metropolitan Area Transportation Operations Coordination (MATOC) program. Mr. Zezeski worked with his colleagues at DDOT, VDOT, WMATA and the TPB to create the MATOC program after 9/11. Mr. Zezeski has served as MATOC's steering committee chair since 2009 and helped to shepherd its creation, secure funding, and expand its operations. Mr. Mendelson presented Mr. Zezeski with a token of appreciation.

Mr. Mendelson expressed his pleasure in serving as 2015 TPB Board Chair. He noted that this year the TPB put more attention on WMATA and on freight issues in the region. He also noted the TPB's 50<sup>th</sup> anniversary, calling attention to accomplishments as well as to issues with which the region still struggles.

Mr. Lovain commented that this was Mr. Mendelson's fourth time serving as TPB chair and that he has served as COG chair, twice on COG's Board of Directors, and worked on the Metropolitan Washington Air Quality Committee. Mr. Lovain recognized Mr. Mendelson as a great leader for the region and on the TPB. Mr. Lovain presented Mr. Mendelson with an award recognizing his service.

Mr. Mendelson commented that the TPB has a lot of authority that goes unappreciated compared to other MPOs. The board has the ability to say no and give more direction. He stated that the TPB struggles with these powers, but it ought to use them more.

Mr. Snyder expressed his appreciation from personal experience for Mr. Mendelson's work. He said the region owes him a debt of gratitude.

---

## **ACTION ITEMS**

### **7. REPORT OF THE NOMINATING COMMITTEE FOR YEAR 2016 TPB OFFICERS**

Chairman Mendelson said that in December he established a committee to develop a slate of nominations for the 2016 TPB officers. He said that he served on the committee along with past TPB chairman—Mr. Wojahn from Maryland and Mr. York from Virginia. He said that the committee was nominating Mr. Lovain, from the City of Alexandria, to serve as TPB chairman in 2016. The committee also nominated Ms. Newton, from the City of Rockville, to serve as First Vice-Chairman, and Mr. Allen, from the District of Columbia, to serve as Second Vice-Chairman.

A motion was made and seconded to approve the nominations. The motion was approved unanimously.

### **8. APPROVAL OF THE CALL FOR PROJECTS AND SCHEDULE FOR THE AIR QUALITY CONFORMITY ANALYSIS OF THE 2016 AMENDMENT OF THE CLRP AND THE FY 2017-2022 TIP**

Mr. Srikanth briefed the board. He reminded board members that TPB staff presented a draft of the 2016 CLRP Call for Projects at the previous month's TPB meeting. He explained that at that meeting some TPB members asked staff to determine a way to assess how well individual projects submissions for the 2016 CLRP Amendment support or advance regional goals highlighted in the Regional Transportation Priorities Plan. He said that since the November meeting staff had worked with the TPB Technical Committee to develop a potential methodology. He highlighted the elements of the proposed methodology, referring to a memo distributed to board members and made available at the meeting.

The first element Mr. Srikanth highlighted was a series of questions on the project submission form asking agencies to identify the regional goals each project supports or advances as well as a narrative description about how each project supports those goals. He explained that staff added these questions for last year's CLRP Amendment and that staff already collects this information. He also noted the existing series of questions that ask which of eight federal planning factors each project addresses. The second main element he highlighted was a new graphical matrix summarizing the responses to the questions about regional goals and federal planning factors. He noted that because staff already collects this, it could easily be summarized and presented in time for the comment period scheduled to begin in February. The third main element he highlighted was a new project profile document that would present project-specific information, including information about regional goals and federal planning factors, in a clear, simple, user-friendly way. He noted that the profile would include information about local, state, and sub-regional review, approval, and prioritization processes that projects had undergone before coming to the TPB for inclusion in the CLRP. He said that a new question on the project submission form would allow agencies to upload any information that would help illustrate these earlier steps in the project development process.

Mr. Lovain thanked staff for their work and said he appreciated the more robust assessment of individual projects. He reminded board members of the often-extensive development process that proposed CLRP projects have undergone prior to coming to the TPB. He said he hoped that the information presented in the new materials would not lead board members to try to stop projects that have already been so extensively vetted.

Mr. Shaw also thanked staff for the work on the assessment methodology. He said it was both responsive to board concerns and reflected a transparency that would improve the planning process.

Mr. Snyder asked about how staff define the term "congestion" in the section of the Call for Projects document that identifies the greatest regional needs that transportation agencies should focus on when developing and selecting projects to submit for inclusion in the CLRP. He also asked whether "safety" could be added to the language about the need for improved operational efficiency.

---

Mr. Srikanth replied that the Call for Projects does not provide a specific definition of “congestion” since lots of agencies and jurisdictions define it in different ways, in some cases because of specific legislative mandates. He said that he hoped that the topic could be addressed at the work session planned for January to look at ways to improve the overall CLRP process. He also said that the phrase “and safety of” could be added to the language about operational efficiency.

Chairman Mendelson entertained a motion to approve the Call for Projects for the 2016 CLRP Amendment. The motion was seconded and was approved unanimously.

## **INFORMATION ITEMS**

### **9. DISCUSSION OF THE ROLES BY WHICH THE TPB CAN SUPPORT METRO**

Ms. Tregoning briefed the board. She spoke to an on-screen presentation which was available to board members and meeting attendees as a handout. She reminded members of two previous presentations made by Metro officials at the November TPB meeting, one by Mr. Webster concerning Metro’s financial outlook, and the other by Mr. Kannan addressing increasing crowding on Metro and the agency’s Metro 2025 proposal to increase the capacity of the system’s core.

In her presentation, Ms. Tregoning highlighted the funding challenges facing Metro, especially the lack of a dedicated funding source, which she said makes it hard for the agency to plan from year to year. She said that local and state funds that have been committed to Metro so far really only address the maintenance and safety needs of the system, not expansion to handle forecast growth. She called on the TPB and the region to take steps to achieve an enhanced funding mechanism to help pay for such transportation improvements. She noted that doing so was one of the eight goals in the TPB Vision, adopted by the TPB in 1998.

Ms. Tregoning also highlighted ways, beyond increased funding, by which local jurisdictions could help support Metro. Those included promoting growth and development near rail stations, building bicycle and pedestrian connections to stations, implementing roadway and other improvements to make bus travel faster and more reliable and better coordinating paratransit resources to help contain growing costs of providing the service.

Chairman Mendelson opened the floor to questions.

Ms. Smyth expressed concern about a lack of cooperation on the part of Metro in working with local jurisdictions to improve access to stations. She noted difficulty that Fairfax County has had working on the Dunn Loring, Vienna, and new Tysons Corner stations. She highlighted the McLean station in particular, where, she said, a private property owner was willing to pay for a new entrance/exit but Metro refused to authorize construction.

Ms. Tregoning said she would follow up individually with Ms. Smyth after the meeting.

Mr. Elrich said he thought it was important for local jurisdictions to include transit facilities in their master plans for land use. He said that doing so would save jurisdictions from having to find ways to increase density around transit or make room for future transit services retroactively. He pointed to a few Montgomery County examples in which new development was being planned far away from transit and with no plans for future transit.

Mr. Elrich also pointed out that worsening congestion could affect bus service, not just drivers. He cautioned against viewing congestion as a “good thing” that encourages people to use alternative travel modes, as it also affects the attractiveness and practicality of some of those modes, especially bus

---

service.

Ms. Tregoning agreed with Mr. Elrich and said that Metro would love to support local efforts to improve the speed and reliability of bus service, as well as more development near Metro stations.

Ms. Silverman sought to clarify whether Ms. Tregoning was calling on the TPB to help find or establish a source of funding to pay for the additional Metro improvements that Ms. Tregoning described.

Ms. Tregoning said she thought that dedicated funding would be a perfectly reasonable thing for the TPB to think about and discuss. She said that other efforts in the meantime, like work currently underway to identify top unfunded capital needs, could help advance needed improvements to Metro, but that eventually a dedicated funding source would make the most sense. She said that Metro is one of just a few systems in the country that does not have such a reliable stream of dedicated funding.

Mr. Allen encouraged Metro to be more proactive in reaching out to local jurisdictions to explain some of the agency's needs and some of the more specific opportunities it has identified for local jurisdictions to help support the system. He said that such information would be useful as decision makers like himself were developing, reviewing, and adopting budgets.

Ms. Tregoning said that Mr. Allen's point was a good one and that she would pass it along to other officials at Metro.

Ms. Hudgins made the point that the state and local decision-making bodies that are the signatory members of Metro have, through their own budgeting processes, the power to find more funding for Metro. She said that it is not just a matter of Metro, as an individual agency, advocating for and finding its own funding for major regional investments. In the same vein, she expressed frustration that sometimes, individual jurisdictions have too much say in decisions that affect the whole region. She pointed to the decision about where to locate the new Dulles Airport station on the Silver Line as an example.

Mr. Zimbabwe echoed Ms. Tregoning's point that TPB discussion about how to establish a dedicated funding source for regional transportation priorities is consistent with the TPB Vision. He also said that such a discussion makes sense because individually asking each local jurisdiction in the region to increase funding for Metro is hard to accomplish.

Mr. Wojahn emphasized the importance of considering accessibility for persons with disabilities when talking about Metro improvements. He said that making rail stations and bus stops more accessible would help reduce the need for MetroAccess, Metro's paratransit service, which is very expensive to operate. He also highlighted the need for greater regional coordination in identifying successful ways to improve accessibility to bus stops.

## **10. METRORAIL SAFETY OVERSIGHT: CURRENT PRACTICE AND PLANNED CHANGES**

Mr. Bazile said that he would present on the background of the Tri-State Oversight Committee (TOC), regulation changes in MAP-21 that impact TOC, and proposals to adapt the TOC to meet the new regulations. He said that the TOC was established in 1997 as a cooperative effort between the District of Columbia, Maryland, and Virginia. He said that the TOC ensures that WMATA develops federally required safety plans. He said that once those plans are implemented, TOC makes sure that the results and learnings from plan implementation are fed back into improving future safety plans.

Mr. Bazile said that TOC is staffed by four full-time employees that work directly with safety personnel at WMATA to execute the day-to-day safety oversight effort. He said that TOC executives are often the secretaries of transportation for each of the member jurisdictions. He said that the executives rule on major decisions and resolve conflicts. He said that the TOC policy group consists of jurisdiction staff that provide strategic direction for the TOC.



---

Mr. Bazile said that MAP-21 changed the rules for state safety organizations (SSO), like TOC. He said that MAP-21 requires that SSOs should be fully independent organizations that have the ability to enforce their safety directives. In response to MAP-21, the TOC policy group is planning for a transition to a new safety organization called the Metro Safety Commission (MSC). He said that this transition will take place over two phases. He said that both phases are underway. The first phase will focus on strengthening the TOC's day-to-day oversight responsibility. He said that the second phase consists with developing a work plan, establishing COG as an interim designated recipient for FTA funds, and finalize compact language. He said that the compact language has to be approved by the three state legislatures, which will be challenging because of different legislative calendars. He said that the final step is to get the compact ratified by Congress. He said that although MAP-21 requires the transition to be complete by 2019, the TOC should complete its transition to the MSC by 2017 at the worst.

Mr. Snyder asked which entity is best capable of managing safety oversight for the Metrorail system.

Mr. Bazile said that proposed Metro Safety Commission would have enforcement authority, it will be better than the TOC.

Ms. Silverman asked about what the TPB can do to help make Metro safer.

Mr. Bazile said that the members of the TPB could help by supporting the legislative process and making sure that the compact is given timely consideration.

Mr. Turner asked about what happens between 2015 and when the MSC is, up and running in 2017. He also asked about funding

Mr. Bazile said that the TOC would continue to operate with FTA's leadership while working to set up the MSC. He said that the states would do their best to get the new MSC up and running by the end of 2016, is possible. He added MAP-21 made some money available for SSOs, and that the TOC currently has \$1.6 million that the agency received from the federal government.

Mr. Malouff asked if the Northern Virginia legislative liaisons were aware that there could be a bill relating to the MSC in January.

Ms. Mitchell said that she is working with the delegations to help set realistic expectations.

Mr. Bazile said that even if the compact language takes longer to prepare than planned, the effort that is being put into the policy now would pay off in the end.

Mr. Mendelson asked how the MSC could be sure that WMATA will listen to is recommendations.

Mr. Bazile said that figuring out the enforcement authority is the most difficult part of this process.

Mr. Lovain asked if the FTA could intervene if transit systems do not respond to SSO recommendations.

Mr. Bazile said yes.

#### **11. UPDATE ON A DRAFT AGREEMENT BETWEEN THE TPB AND THE CALVERT-ST MARY'S METROPOLITAN PLANNING ORGANIZATION (C-SMMPO) AND CALVERT COUNTY, MARYLAND**

Ms. Posey said that historically, transportation projects in Calvert County, Maryland has been included in the TPB's conformity analysis. She said that Calvert County is now part of a new MPO in southern Maryland called the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO). She said that C-SMMPO has requested that the TPB to continue including Calvert County projects as part of the TPB's conformity analysis. She said that the Federal Highway Administration would like C-SMMPO and the TPB to formalize this arrangement with a MOU. Referring to her handout, she said that a draft of the agreement could be found on page five. She said that the Calvert St. Mary MPO was also reviewing with draft. She said that the TPB would be asked to approve this agreement at the January meeting.

---

**OTHER ITEMS****12. ADJOURN**

No other business was brought before the board. The meeting adjourned at 2:15 p.m.