
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

April 20, 2016

MEMBERS AND ALTERNATES PRESENT

Bob Brown, Loudoun County
Helen Cuervo, VDOT
James Davenport, Prince William County
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Charles Glass, MDOT
Jason Groth, Charles County
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax City Board of Supervisors
Sandra Jackson, FHWA
John Jenkins, Prince William County
Shyam Kannan, WMATA
R. Earl Lewis, Jr. MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Peter Schwartz, Fauquier County
Elissa Silverman, DC Council
Jarrett K. Smith, City of Takoma Park
Linda Smyth, Fairfax County Board of Supervisors
Tammy Stidham, National Park Service
Todd Turner, Prince George's County
Victor Weissberg, Prince George's County/DPW&T
David Whitaker, Frederick County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Nicholas Ramfos
John Swanson
Andrew Meese
Ron Milone
Wenjing Pu
Eric Randall
William Bacon
Andrew Austin
John Swanson
Ben Hampton

Bryan Hayes	
Brandon Franklin	
Jessica Mirr	
Abigail Zenner	
Sergio Ritacco	
Lori Zeller	
Lamont Cobb	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stuart Freudberg	COG/EO
Paul DesJardin	COG/DCPS
John Kent	COG/DCPS
Doug Stewart	CAC
Nancy Abeles	CAC
Bill Orleans	Resident
Debbie Spielberg	Office of Councilmember Marc Elrich
Gregory M. Billing	Washington Area Bicyclist Association
Mike Lake	Fairfax County
Tom Calcagni	AAA Mid-Atlantic
Rob Whitfield	Fairfax County
Patrick Durany	Supervisor Jenkins' Office
Malcolm Watson	FC DOT
Pierre Holloman	City of Alexandria
Richard Robinson	City of Alexandria
Gregory Matlesky	Phil Mendelson's Office
Keith Benjamin	CAC / Safe Routes to School
Arlen Herrell	District of Columbia

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Calcagni spoke about a transportation survey from the Suburban Maryland Transportation Alliance and the Northern Virginia Transportation Alliance. He said that people want choices when it comes to transportation. He expressed AAA's support for the Purple Line saying it is an example of the kind of choice residents want.

Mr. Schwartz from the Coalition for Smarter Growth spoke about WMATA's safety issues and said that he would like the TPB/COG to prioritize support for these problems and work with other leaders to address them. He mentioned the TPB's unfunded projects work and expressed his concerns that project selection criteria related based on congestion reduction should not detract from criteria that would support transit oriented development and transportation demand management.

2. APPROVAL OF MINUTES OF THE JANUARY 20 MEETING

Chairman Lovain requested a correction to the minutes. He said that the minutes of the March 16 meeting need to be updated to reflect that he will be speaking at the MATOC event on April 27, and that the regional forum will occur later this year.

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. Roseboom stated that the Technical Committee met on April 1. TPB staff presented the following items: a presentation on Regional Bike to Work Day events; a presentation on project recommendations for the FY 2017 Surface Transportation Block Grant Set-Aside program in Northern Virginia; a briefing on the March 30 Metro Board Forum hosted by COG and the Washington Board of Trade; and, a briefing on the work session of the Long Range Plan Working Group.

Mr. Roseboom said the committee recommended the board approve resolutions on the May 20 Bike to Work Day, as well as the project recommendations for the FY 2017 Surface Transportation Block Grant Set-Aside program in Northern Virginia. The committee also discussed the following information items: an analysis of transportation impacts of the March 16 Metrorail shutdown, the January 20 snow and ice event, and the January 22-23 blizzard and partial Metro shutdown; a briefing on safety performance measure rules on the highway safety improvement program; a process for developing and maintaining a list of top bike and pedestrian projects with the Bicycle and Pedestrian subcommittee; and, a briefing on policy language in the draft Regional Freight Plan.

Ms. Silverman expressed interest in the analysis of transportation impacts regarding the Metro shutdown, and asked what role the TPB could play in future Metrorail limited service or shutdown situations. She noted that during the March 16 Metro shutdown that many people had chosen to telework she said she was interested in looking at the impact on industries such as Hospitals and Hospitality in which workers are not able to telework. She referred to Metro's plans for expanded maintenance work which could shutdown services during weekends and evenings. She noted that not all of the region's workers are on 9 to 5 type of schedule.

Mr. Srikanth commented that the TPB's analysis of the three events were constrained by time and data availability. The analysis related to the March 16 Metrorail shutdown was high level, not specific to industry or geographic sub-area since such data was not yet available. He noted that staff is working on a second set of analysis that would include additional data that is available like traffic volumes. He said that with regard to the planned extended shutdowns for expanded maintenance work we would have to think about gathering data by geography or industry. He also stated that typically major construction projects develop a traffic maintenance plan to address disruptions to traffic flow and he suspects that

WMATA plans to do this as well. He noted that while the TPB does not have the expertise to develop such plans it could help coordinate the mitigation actions of agencies like WMATA and member

Mr. Kannan stated that WMATA's general manager would make a decision about next steps in coordinating with jurisdictions around future service reductions or shutdowns.

Ms. Smyth asked if the TPB should consider a call-in policy for board members to participate and vote in meetings, given the possibility of limited transportation options.

Mr. Lovain agreed and Mr. Srikanth said that staff can investigate this.

Ms. Silverman followed up to Mr. Srikanth in saying that through her TPB participation, WMATA is her primary interest. She said she wants to work with Mr. Srikanth in figuring out how the TPB can play a constructive role with WMATA. For her, not focusing on the regional impacts of the WMATA shutdowns or reduced service would be a missed opportunity.

Mr. Srikanth stated that he would follow up with Ms. Silverman. He also mentioned that the meeting agenda had a couple of important updates about TPB's work with WMATA.

Ms. Hudgins noted that the General Manager will soon release his system rehabilitation plan, and will be going out into the community for input. She said she hoped that the forthcoming plan will address many of the concerns raised in the meeting.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Stewart said that the CAC met on April 14 and approved a work plan for the 2016 CAC session. He said that the work plan has a strong focus on outreach. He said that the CAC wants to educate communities in the region about transportation planning, how it affects communities, and about the relevance of regional long-range transportation planning. He said that the CAC would like to help organize outreach meetings across the region in 2016. He said that the CAC will send a representative to all the Long-Range Plan Working Group meetings and make recommendations to the committee about citizen participation related to the long-range plan. He said that the committee has other goals related to WMATA, bicycle and pedestrian planning, and transportation safety.

Mr. Stewart said that the committee was briefed on the "no-build" scenario prepared for the Long-Range Planning group. He said the committee encouraged staff to think about how they could present this complex data to non-technical audiences.

Chairman Lovain said that the long-range planning group is talking a lot about outreach to jurisdictions. He said he appreciates the CAC's willingness to help in that outreach.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth noted the Steering Committee met on April 1 and approved a TIP amendment from MDOT for \$1.9 million in additional federal and state funding for a bridge replacement along U.S. 15 Catoclin Mountain Highway and \$14 million in net new funds for resurfacing of I-595 and U.S. 50 in both directions.

Mr. Srikanth said the committee acted on two changes to the TPB's FY 2016 work program. The committee agreed to reprogram \$130,000 in VDOT technical assistance from one activity to another, and \$20,000 in MDOT's technical assistance for traffic counts on HOV facilities. The committee also reviewed the process to select projects for technical assistance in the TPB's Transportation/Land Use Connections program.

Mr. Srikanth reviewed letters that had been sent and received. The TPB received ten requests for TPB support for grant applications from TPB member jurisdictions, including six TIGER grant applications from VRE, Fairfax County, Prince William County, Montgomery County, the District of Columbia and the

U.S. Institute of Peace, and four fast-lane grants from Fairfax County, Prince William County, the National Park Service sponsored by the District of Columbia, and the Commonwealth of Virginia.

Mr. Srikanth said the committee also discussed the following updates: a memo explaining how retail jobs were being grouped in the cooperative forecasts of population and employment between 2015 and 2040, in response to some confusion with the briefing staff had provided the Board during its March meeting;; an update to the kickoff event of the TPB's spring Street Smart campaign on April 11, hosted by WMATA; an announcement regarding the consolidation of the TPB's monthly printed and online weekly publications into an online bi-weekly publication; and a letter regarding recruitment for the reconstituted Access for All committee.

6. CHAIR'S REMARKS

Mr. Lovain provided a brief update on his priorities for the TPB set at the beginning of the year. The first priority was tasking the Long-Range Task Force with improving the CLRP and putting more emphasis on the *Regional Transportation Priorities Plan* and corollary COG plans, like *Region Forward*. He stated the task force is oriented toward two work products, a set of regionally significant unfunded multimodal projects and a set of regional criteria for project selection. He said that the regional criteria would reflect our regional transportation priorities and the idea is to have this board adopt the criteria and urge TPB those jurisdictions to incorporate these criteria with their own project selection and prioritization processes. The task force will meet again in May.

Mr. Lovain stated that with regard to the Board's second priority of incident response he said he was pleased to accept an invitation to provide opening remarks at the upcoming first-ever MATOC regional traffic incident management forum on April 27th. He plans to emphasize the importance of incident response to the entire region and urge practitioners to make additional strides as they discuss advancements and best practices. He also noted that he has staff to look into hosting a traffic incident management forum later this year, which could bring elected officials, the region's incident management officials and some people from other metropolitan areas known for their incident management work to share their best practices and see really what we can do better in this region right now.

Mr. Lovain said the board's third priority for this year is looking for additional funding and TPB support for WMATA. He referenced previous TPB forums in 2000 and 2004 on WMATA issues, and the "Metro Matters" funding agreement. He also noted the in depth briefings from WMATA on their unmet needs to the board during 2015, under the direction former TPB Chairman Mr. Phil Mendelson. He asked staff to work with COG in their efforts to examine Metro's funding and other challenges. AS part of that the Board members had the opportunity to participate in COG's March 30 Metro forum. Mr. Lovain has asked TPB staff to continue to work closely with the COG Board in its planned work activities related to Metro. He also mentioned the June 13 COG and Board of Trade WMATA symposium on best practices in North American heavy rail systems.

Mr. Kannan commented that WMATA's general manager, is not currently asking for additional money, but rather is seeking predictability in funding for the agency.

Mr. Lovain also commented that WMATA is one of the few, if not the only, metropolitan rail systems with no dedicated source of revenue.

Mr. Nohe noted that Mr. Lovain spoke about the TPB creating a project selection process to identify unfunded priority projects, and Mr. Nohe agreed. He cited the NVTA's selection process as an example for the TPB to build from.

Mr. Lovain said that the TPB would look to existing selection processes and criteria from different jurisdictions to inform the TPB's future work.

ACTION ITEMS

7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2016 PROCLAMATION

Mr. Ramfos referred to his presentation and described plans for Bike to Work Day 2016. He explained that the event began in 2001 as a collaboration between Commuter Connections and the Washington Area Bicyclists Association and that it has grown ever since. He said that the program hopes to set a record with 18,500 registrants this year. He explained how the program supports bicyclists and works with employers to encourage them to participate. He said that Commuter Connections surveys Bike to Work Day participants every three years, and that there will be a survey this year. He encouraged board members to help raise awareness about the event,

Mr. Herling suggested that public access cable television could be used to promote Bike to Work Day throughout the area.

Mr. Ramfos said he would be happy to work on that. He then introduced Mr. Billing, the Executive Director at WABA to acknowledge their partnership and the work that they do.

Mr. Emerine noted that DDOT has worked with Capital Bikeshare to provide discounted memberships for clients of social service organizations that partner with the Capitol Bikeshare operator.

Mr. Erenrich said that Montgomery County was the first jurisdiction to offer Capitol Bikeshare memberships for low-income residents. He said that over 300 people participate in that program.

A motion was made and was seconded to proclaim May 20, 2016 as Bike to Work Day. The motion was passed unanimously.

8. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2017 SURFACE TRANSPORTATION BLOCK GRANT SET ASIDE PROGRAM FOR NORTHERN VIRGINIA TPB JURISDICTIONS

Mr. Cobb presented the projects up for consideration from Northern Virginia. He explained that the program that used to be called Transportation Alternatives was changed slightly in the FAST Act and is now called the Surface Transportation Program Block Grant. He explained the criteria for and how the programs were chosen in his presentation. The FY 2017 sub-allocation was for \$2.9 million and the selection panel recommended eight projects for funding. Referring to his presentation, he said that projects were selected in Arlington County, Fairfax County, Reston, near the Franconia-Springfield Metro Station, and in Prince William County,

Mr. Lovain asked if the board would see projects from Maryland and the District at a later point.

Mr. Cobb answered that that was correct.

Mr. Lovain moved to adopt Resolution R13-2016 to approve the projects for funding under the Federal Surface Transportation Block Grant Set Aside Program for Northern Virginia for FY 2017. The motion was seconded and was approved unanimously.

9. AMENDMENT TO THE CLRP AND THE FY 2015-2020 TIP TO UPDATE THE PROJECT COST AND INCLUDE FUNDING FOR THE PURPLE LINE

Ms. Erickson brought the request to the board to update project costs and include funding for the Purple Line in the FY 2015-2020 TIP. She said the Purple Line would run 16.2 miles between Bethesda and New Carrollton. She said that MDOT was asking the board to approve the update for the funding details for the Purple Line project in the FY 2015-2020 Transportation Improvement Plan and in the Constrained Long Range Plan. MDOT selected a P3 concessionaire on March 2 and the Maryland Board

of Public Works approved the contract on April 6. She explained the MDOT was proposing the change to the CLRP's total project capital cost at \$2.41 billion and to add \$1.4 billion to the TIP. She explained the funding is available from FTA, the USDOT TIFIA office, the P3 concessionaire and through state and local contributions. The amendment was presented to the TPB Steering Committee on April 1 and was unanimously recommended for TPB approval.

A motion was made and seconded to approve the resolution. The board approved the resolution and applauded.

INFORMATION ITEMS

10. BRIEFING ON CURRENT REGIONAL TRAVEL TRENDS

Mr. Griffiths referred to his slide and presented on changing travel patterns in the Washington region. He said that reflecting on past travel trends will help staff interpret likely future travel trends. He said that the region is growing quickly, adding new jobs and residents. He said that the number of enplanements since 2007 has remained steady. He said that although vehicle miles traveled (VMT) was expected to increase, it has remained steady since 2008 and started to decline recently. He said that the most recent analysis shows a slight bump in VMT related to low gas prices and the recovering economy. He said that most of these miles occurred outside peak travel times. He said that VMT per person has declined, which is a TPB goal. He noted that VMT remained flat even though more lane miles were constructed. He said that there was decline in Metrorail ridership during off-peak periods which correspond with track work and service disruptions. He said that the board is trying to change mode share and shift commuters out of single driver commutes into carpools and transit. He said that the number of single driver commutes and carpools has decreased. He said that there has been a significant increase in the share of people that work at home at least once a week. He anticipates the share of teleworkers to increase in the future.

Chairman Lovain referred to the presentation and said that during the March 16 Metrorail shutdown commuter rail ridership decreased. He said the most likely explanation is that those commuter rail commuters chose to telework on that day.

Mr. Griffiths said that the Metrorail shutdown impacted commuters that transfer at hubs like Union Station. He said that commuter bus services from Loudoun also showed decreased ridership when Metrorail was shutdown.

Mr. Kannan said that Metro data can be used to determine the impact of Metrobus service during the shutdown. He said that urban places with good bus connections saw significant increases in ridership during the shutdown. He said that ridership decreased in areas with less connectivity to bus systems. He encouraged COG and the TPB to think about the relationship between land-use planning and productivity.

11. BRIEFING ON PROPOSAL TO RESTRUCTURE THE TPB'S ACCESS FOR ALL ADVISORY COMMITTEE

Mr. Hayes presented on the proposal to restructure the TPB's Access for All Advisory (AFA) committee. The new committee will combine the former AFA committee and Human Services Transportation Coordination Task Force. The new committee will advise the TPB on transportation issues, programs, policies and services important to underserved communities, help the TPB meet Title IX requirements and provide guidance and input into the coordinated Human Services Transportation Plan and the TPB's Enhanced Mobility grant applications. Vice-Chair Charles Allen will serve as the AFA committee chair. Mr. Hayes requested Board members recommend both individuals and organizations to join the group. The committee's first meeting will be June 23. The committee is expected to hold five meetings per year.

Mr. Wojahn commented that he is on the National League of Cities Transportation and Infrastructure Services Committee and much of what Mr. Hayes outlined is the committee's top priority.

12. BRIEFING ON THE FORUM ON THE FUTURE OF METRO HOSTED BY COG AND THE GREATER WASHINGTON BOARD OF TRADE ON MARCH 30

Mr. Bean said that COG worked with the Board of Trade to focus regional attention on Metro's needs. He said that Metrorail is critical to the region's growth. He said that concerns have been raised about safety, reliability and management, and that the new Mr. Wiedefeld, the new General Manager, is turning his attention to those issues. He said that COG and the Board of Trade held a forum called "Metrorail at 40: Restoring a World-Class System." He said that 103 elected officials, business leaders, and civic leaders attended the event and shared their perspectives. He said that top transportation planners from the region spoke and that the WMATA's general manager and board chair addressed the forum. He said that the forum identified and discussed a number of issues, both obstacles and opportunities. He said that he would focus his summary of the discussion on the need for a dedicated revenue stream for Metro. He said that past analysis has been reviewed, including a 2005 study commissioned by COG, the Board of Trade, and the Federal City Council that explored six possible dedicated revenue streams. He said that the study resulted in support for the Passenger Rail Investment and Improvement Act of 2008 which provided funding for Metro.

Mr. Bean said a second Metro forum will be held on June 13 that will explore what Metro and the region can learn from other transit systems in the United States. Topics to be discussed include funding models, operations best practices, and governance.

Mr. Mendelson asked for an update on the Metro Safety Committee.

Mr. Bean said that COG is working on several projects related to transportation safety. He said that the COG Fire Chiefs Committee is working on interoperability and communications. He said that COG was asked a year ago to facilitate discussions between the District, Maryland, and Virginia about establishing the Metro Safety Commission (MSC). He said that the MSC needs to be up and running by February 2017. He said that legal counsel has been retained to help draft identical legislation to be taken before the state legislatures and the D.C. Council.

Mr. Mendelson asked if the three DOTs have been meeting to draft legislation.

Mr. Bean said that is correct.

Mr. Mendelson said that he understands that the DOTs agreed to identify legislators from each jurisdiction to help draft language.

Mr. Bean said that was his understanding.

Mr. Srikanth said that is correct and that the group is working to get names for those legislators.

Mr. Mendelson said that he understood that the plan was to identify legislators by last Friday.

Mr. Srikanth said that he did not have the names but was working with the DOT representatives to get those names.

Mr. Mendelson asked if there are representatives from the state legislatures on the TPB.

Mr. Srikanth said that the Virginia positions are vacant, and that one position from Maryland is vacant.

Mr. Mendelson said that the MSC compact needs to approve using identical language in all three legislatures. He said the plan was to have it completed in December 2015. He said his concern is that the DOTs are administrative agencies. He suggested that the best way to proceed would be to get representatives from the assemblies and senates working with the DOTs to insure minimal friction when the legislation is introduced. He asked if there was any way to speed up this process.

Mr. Bean said that Mr. Srikanth and he would get an answer by the end of the week. He said that Mr. Zimbabwe is working with his counterparts from Maryland and Virginia to raise awareness about the urgency to finish this compact on time.

Mr. Mendelson said that legislative representatives from Maryland and Virginia should be included in the discussion.

Mr. Bean said that Senator Barker from Virginia and Senator Feldmen from Maryland are on the COG board. He said the more allies the compact has going forward, the better.

Mr. Mendelson said that while allies are important it is more important that legislators are involved in crafting the compact language. With a February 2017 deadline, he said there is not time to argue about the language once the DOTs are done with their work.

Mr. Bean asked Ms. Cuervo and Mr. Lewis to help convey the urgency to all parties.

Mr. Mendelson said that the DOTs should take this discussion to their agencies and identify legislators as quickly as possible to make sure the final language is acceptable.

Mr. Lewis said that Secretary Rahn is on the record as stating this compact is important, and that Maryland is working diligently on a process with the other state DOTs.

Mr. Mendelson said that Mr. Lewis' comment does not acknowledge the role of legislative representatives in the process.

Mr. Lewis said that since the compact language needs to be approved in each state, legislators will be involved.

Mr. Mendelson said that he wanted the input from legislators to take place at the beginning of the process and not the end.

Ms. Cuervo said that she will take the concerns to legislators in Virginia and see which legislators want to participate.

Mr. Mendelson said that all the elected officials in the room understand the legislative process and can figure out ways to address issues.

Mr. Srikanth said that the current group working on the compact includes legislators that serve on the COG board. He said that the group is currently looking for additional legislators to meet before the end of April.

Mr. Mendelson asked for a progress report at the next TPB meeting. He said that if compact language is ready by September it could be taken up both by the D.C. Council and the Maryland legislature.

Mr. Srikanth said that September is still the target to have compact language prepared with the input of legislators.

Ms. Silverman thanked Mr. Mendelson for his focus on the compact. She also asked Mr. Bean if he had any suggestions for the role that the TPB could play in Metro's future. She asked if the TPB could host a session to explore dedicated funding options.

Mr. Srikanth said TPB staff are working with the COG staff on the June meeting. He said the TPB did work in 2000 and 2004 which resulted in the Metro Matters agreement and PRIIA, an agreement where the federal government and three state DOTs contribute money to Metro. He said that he hopes that the 2005 funding panel's effort was a first step, and that the 2016 discussions could be the next step.

Chairman Lovain said COG has demonstrated leadership by trying to look at how other major transit systems conduct business.

Ms. Silverman said that since Metro is the only transit system in the United States without a dedicated

funding source, looking at other examples is not going to address Metro's major obstacles.

Chairman Lovain said that the point of the forum is to figure out how other systems are funded and see what we can learn from that.

Mr. Bean mentioned the 2005 report and described the criteria that were used to analyze the different possible funding sources. He said that elected officials serving on the TPB and COG Boards have the best understanding about political feasibility for possible approaches to funding.

Ms. Hudgins said that the General Assembly of Virginia is currently in session. She said she appreciated the optimistic approach to these discussions and she suggested finding consensus about the best funding tool. She said it is important to recognize the unique circumstances under which each legislature operates.

OTHER ITEMS

13. ADJOURN

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