
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
November 15, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Ron Burns, Frederick County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House of Delegates
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
John D. Jenkins, Prince William County
Julia Koster, NCPD
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
Ron Meyer, Loudoun County
Jackson H. Miller, Virginia House of Delegates
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC-DOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Jim Sebastian, DDOT
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, NPS
Brandon Todd, DC Council
Victor Weissberg, Prince George's County
Mark Wolfe, City of Manassas
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Ron Milone
Lyn Erickson
John Swanson
Andrew Austin
Dusan Vuksan

Mark Moran	
Lori Zeller	
Abigail Zenner	
Sergio Ritacco	
Arianna Koudounas	
Debbie Leigh	
Deborah Etheridge	
Wendy Klancher	
Stuart Freudberg	COG/EO
Steve Waltz	COG/DEP
Paul DesJardin	COG/DCPS
Bill Orleans	Hack
Chris Laskowski	DC Council
Kari Snyder	MDOT
Monica Backmon	NVTA
Nydia Blake	Prince William County
Paolo Belita	Prince William County DOT
George Phillips	Prince William County DOT
Sree Nampoothiri	NVTA
Malcolm Watson	FC DOT
Caroline Taylor	Montgomery Countryside Alliance
Andrew Mowry	Loudoun County
Bob Chase	NVTA
Bob Griffiths	TPB Staff Consultant
Phil Shapiro	Shapiro Transportation Consulting
Patricia Happ	NVTC
Matthew Ridgeway	Fehr & Peers DC
Alex Rixey	Fehr & Peers DC
Rob Whitfield	Fairfax County Taxpayers Alliance
Jim Bunch	SABRA & Associates

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Chisell, from Washington Advanced Energy, announced a stakeholder breakfast on December 14 that will cover energy, mobility, and transportation. He said that similar events are held in Boston, Chicago, and New York City. He said that the December event will feature speakers from WMATA, PEPCO, and the Maryland Public Service commission.

Mr. Chase, from the Northern Virginia Transportation Alliance, said that Metro faces a financial crisis. He said that the lack of consensus on solutions to fund Metro threaten to spoil the regional economy and quality of life. He said that his organization endorsed dedicated regional funding for Metro years ago and that the states and federal government should invest more money in the system. He said that restoration and sustainability of the Metro system will require area governments to pay more, which means local taxpayers will need to pay more. If the region is unwilling to find new funding for Metro, he asked, how can the region subsidize new transit service?

Mr. Schwartz, from the Coalition for Smarter Growth, agreed with Mr. Chase and pointed out that new road projects are subsidized in addition to new transit projects. He said that the analysis of the Long-Range Plan Task Force initiatives demonstrates that land-use stands out as making a significant difference across a range of measurements. He said that transportation demand management also makes a big difference. He said that climate change makes focusing on transit more imperative than ever. He said that 22 groups have joined the Coalition for Smarter Growth to advocate for dedicated

Metro funding.

2. APPROVAL OF MINUTES OF THE OCTOBER 18, 2017 MEETING

Chairman Newton said that Mr. Harris is participating in the meeting via phone.

A motion was made to approve the minutes from the October 18 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on November 3. At the meeting, the committee was briefed on critical urban freight corridors and the draft amendment for the District of Columbia's section of the FY 2017-2022 TIP. He said that committee was also briefed on the work of the Long-Range Plan Task Force and on the technical input solicitation for the constrained element of Visualizer 2045. There were additional presentations on the D.C. Metropolitan Area Joint Flood study by the Army Corps of Engineers and COG, and from the Northern Virginia Transportation Commission on the I-66 Commuter Choice Program. He said that the last two items covered the announcement of the 2018 Citizens Advisory Committee recruitment period, and an update from the Aviation Technical Subcommittee.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Martin said that the Citizens Advisory Committee met on November 9. At the meeting the committee was briefed on COG's Cooperative Land-Use Forecast and on Commuter Connection's State of the Commute Survey. He thanked TPB staff for scheduling a meeting to share the analysis of the ten initiatives developed by the Long-Range Plan Task Force. He said that he was initially disappointed that the schedule for that work precluded CAC participation, which is why he appreciated that staff worked to accommodate a special meeting of the committee to discuss the findings.

Chairman Newton thanked Mr. Martin and said that she is glad that the CAC will have an opportunity to be briefed on the analysis.

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

Mr. Srikanth said that to create more time for discussion later in the meeting he will limit his briefing to the contents of the document distributed for this item. He said that pages 3 through 14 have information about two TIP amendments that the Steering Committee approved at the November 3 meeting. He said that both of these amendments were not regionally significant for air quality. He said that pages 17 through 22 include copies of letters that were sent on behalf of the board. He said that one supports greenhouse gas reductions as part of the federal performance-based planning regulations, and that another is a letter to Maryland's transportation secretary with questions from board about the design for the Harry Nice Bridge. He said that pages 25 through 38 include updates and announcements on regional activities, including the TPB regional freight forum, the kickoff of the Street Smart safety awareness campaign, and COG's transit-oriented development forum. He added that the application window is open for people seeking to be members of the Citizens Advisory Committee.

Mr. Srikanth referenced items that were distributed to the board at the meeting. He said that these include a staff memo to the board providing a brief update on the latest status of COG's Metro Strategy Group. He said that there was also an advance copy of the report authored by former U.S. DOT Secretary Ray LaHood with recommendations to address Metro issues, which was published in the Washington Post.

6. CHAIRMAN'S REMARKS

Referring to the informational item about the Long-Range Plan Task Force's analysis, Chairman Newton said, "today is an important milestone in this year's activities that began in January." She noted that

when she accepted the chairmanship of the board she had expressed her “keen desire to move the ball forward” and asked for “your support and, importantly, your participation in an exploratory scenario planning exercise.” She thanked the board members and people who participated on the Long-Range Plan Task Force. She said that they were generous with their time and thoughts. She said that their collective work and discussion may help improve the performance of the region's transportation system. She said that participation has helped the task force develop a better appreciation for the variety of ideas that people in the area have about how to achieve the common goal of improving mobility, accessibility, and reducing congestion.

Chairman Newton said that at the TPB's July meeting, the board selected a list of ten possible initiatives from a larger list of projects, programs, and policies. At the meeting the board asked staff to analyze those initiatives. She said that today staff would brief the board on the results of that analysis. She noted that there was a lot of information that will be shared and it is very technical. She noted that board members will need to take some time to let the findings of the analysis sink in, and to fully understand what the analysis means and how it can inform the board members in their desire to improve mobility and accessibility in the region.

She said, “we'll come back next month to determine which of these ideas, if any, we find promising enough that we would consider endorsing them for further concerted action by members of this body and collectively by COG.”

Chairman Newton noted that her term along with that of the two vice chairmen would expire at the end of the year. She said that she will convene a nomination committee to identify a new slate of officers for the 2018 TPB. She said that this group will consist of elected officials and past chairman of the board. She said this group will bring the nominations to the board for action next month.

ACTION ITEMS

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

Mr. Schermann said that he presented on critical urban freight corridors at the September and October meetings. He said that no comments were received on the recommended corridors, so that the list of corridors presented at the previous meeting remains unchanged. He referred to his memo and said that it provides relevant background information, describes the requirements for designating critical urban freight corridors, details roadway segments proposed for each state, and discusses the methodology used in developing the list. He said that once the corridors are approved they will be send to the Federal Highway Administration and the state DOTs.

A motion was made to approve Resolution R6-2018 to designate the National Capital Region's Critical Urban Freight Corridors. The motion was seconded and approved.

8. APPROVAL TO AMEND THE FY 2017-2022 TIP AND UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE TIP, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

Mr. Austin referenced his presentation to the board at the October meeting. He said that a 30-day public comment period was held for DDOT's amendments to the FY 2017-2022 TIP. No comments were received. He said that there was one correction that added projects that had inadvertently been omitted from the list. He said that this omission totaled \$340 million extra, so the steering committee approved the addition of the omitted projects. He said all of the omitted projects were included in the TIP that was approved at the November 2016 meeting. He said that four are included in the air quality conformity analysis, and the other projects were exempt from that analysis. He referenced the memo and said that all the projects are included.

A motion was made to approve Resolution R7-2018 to amend the FY 2017-2022 TIP. The motion was

seconded and approved.

INFORMATION ITEMS

9. LONG-RANGE PLAN TASK FORCE: BRIEFING ON DRAFT RESULTS OF THE TECHNICAL ANALYSIS OF THE 10 INITIATIVES

Mr. Fisette referred to the analysis of the Long-Range Plan Task Force ten initiatives and said that it is a dense document. He said that it reflects all of the work that the task force has completed to date. He said that the priority for the meeting that day was to present the analysis to the board, and then discuss the analysis and ask questions at the task force meeting following the board meeting. He said that board members that do not sit on the task force were encouraged to stay for that meeting. He encouraged board members to send any unanswered questions to TPB staff. He said that when the task force meets again on December 6 there will be further time to refine and agree on a recommendation.

Mr. Srikanth thanked task force members, TPB technical staff, and the consultant for the work they have put into this analysis.

Mr. Grant said that the purpose of this briefing was to provide an overview of the high-level findings of the analysis. He reminded the board that the task force identified ten different broad initiatives for analysis. He said that the initiatives generally fell into three categories: multimodal initiatives (highway initiatives that included some transit); primarily transit initiatives; and some policy-oriented initiatives that focused on land-use, transit fare policy, and travel demand management for work trips. He said that each initiative was looked at independently in relation to the CLRP. He said that the initiatives were also analyzed through regional challenges that were identified by the task force. He said that each of the challenges was addressed in a qualitative way that built on the quantitative data plus additional assessment. He said that this was a sketch planning analysis that utilizes somewhat simple methods and tools. He said that the regional travel model was used where appropriate, but that there was not full-scale modeling for every initiative. He said that the analysis also relied on researching assumptions made in past studies. He added that the analysis builds on the CLRP's assumptions for the future. He said that this approach is limited and focuses primarily on direct impacts. He said that a lot of the results look fairly small, but that small percentage changes at a regional scale can add up to a notable change regionwide. He said that the analysis is high-level and looks at broad-scale regional impacts.

Mr. Grant said that the first indicator is vehicle hours of delay. He said that all of the initiatives had some improvement or reduction in vehicle hours of delay across the network. He said that the most substantial reductions in delay occurred from the travel demand management initiative. He said that there were also substantial benefits from the regional land-use balance initiative. He said that the express travel network added a lot of highway capacity which resulted in a reduction of travel time delay. He said that big impacts were also seen from operational improvements on the highway system, and the Metrorail core capacity initiative.

Mr. Grant said that vehicle miles traveled (VMT) is the next indicator. He said that the multi-modal initiative increased highway capacity in the region through new express lanes or operational improvements resulting in an increase in VMT. He said that the land-use initiative also sees a large decrease in VMT.

Mr. Grant said that average commute travel times are related to delay, but also related to length of the trip. He said many of the initiatives show some improvement for this indicator. He said that the land-use initiative is pretty successful in reducing the trip times for transit and driving trips. He said that travel demand management, operational improvements, and the express travel network all show good results.

Mr. Grant said that the next indicator deals with houses and jobs in zones with high capacity transit. He said that the baseline level of this indicator in the CLRP shows 40% of households would be in zones with high-capacity transit. He said that there were three initiatives that improved the share of households

in those zones compared to the CLRP estimate. He said that adding bus rapid transit throughout the network made an impact, as did transit rail extensions. He said that the regional land-use balance also impacted the amount of housing and jobs in the high-capacity transit zones.

Mr. Grant said that the next indicator is job access, which deals with the average number of jobs accessible within a 45-minute commute. He said that there was some improvement across many of the initiatives. He said that bus rapid transit, Metrorail core capacity, transit rail extensions, and the regional land-use balance all had the largest impact in improving the average number of jobs accessible within a 45-minute commute. He said that the land-use initiative also had an impact on the average number of jobs accessible within a 45-minute auto commute. He said that travel demand management and operational improvements also had a pretty big impact for jobs accessible by auto.

Mr. Grant said that the next indicator, reliability, is experimental and is based on the variability of travel times. He said that he was not able to assess the variability in travel times day to day and week to week, so instead they used a proxy measure—the share of passenger miles traveled that were on reliable travel modes.

Mr. Grant referred to his presentation and provided more analysis on each of the ten initiatives. He said that in addition to the analysis, the task force should consider public support and implementation feasibility, in addition to other issues which may not have been addressed. He added that the task force may also want to consider the relationship between the different initiatives. He said that the policy-focused initiatives can generally be paired with and are supportive of the benefits of many of the other initiatives. This is true of land-use and travel demand management. Some transit-focused initiatives may be drawing some of the same riders, so that the impacts might not scale the same way. The exception, he said, is Metrorail core capacity improvements which would likely improve the efficiency of the entire system. He said that he is happy to go into more detail at the task force meeting.

Mr. Srikanth said that the task force will meet at 2:15. He said that there is time set aside on November 29 for another meeting, if necessary. He said that on December 6, the task force will convene to identify which of these ten initiatives to recommend to the TPB to consider endorsing at the December 20 meeting.

Chairman Newton opened the floor to questions, but encouraged the board members to address their questions to the task force.

Mr. Elrich said that the bridge option is bad. He said that if this material is presented to the public, it would be good to include the current baseline in addition to the 2040 comparisons. He said that this analysis misses inter-jurisdictional benefits of transit. He used an example of BRT connecting Montgomery County and the District via Wisconsin Avenue. He also said that high-quality transit needs to run more than twice a day during morning and evening commute times. He said that he is vindicated by the findings about travel demand management, and that the lack of combined effects in the analysis is important. He said that the results might change radically if they are analyzed together. He asked about the assumptions behind the regional land-use balance initiative and whether the travel time improvements on express networks are based on travel times for the express network or the total end-to-end trip.

Mr. Snyder referenced the absence of technology changes in the analysis. He urged the group to look at driverless and connected cars in addition to different emerging ways to manage rail and highways using new technology. He said that he was impressed with travel demand management and said he thought the board should explore the “do-ability” of the demand management strategies. He said that the vehicle hours of delay improvement on slide 13 seem understated.

Ms. Smyth encouraged the task force to think about possible unintended consequences. She said that the market for office space is changing in her jurisdiction, and suggested it could have an impact on travel demand management in the future.

Mr. Lovain said that he hopes the task force is comfortable disassembling some of the initiatives to maximize impact. He said that if the task force confines itself to thinking strictly about the ten initiatives, there is a danger that other components might not get included that could have a big impact.

Chairman Newton thanked the board for its questions.

OTHER ITEMS

10. ADJOURN

Chairman Newton said that the task force meets at 2:15. She encouraged the board to stay and participate. She added that the next TPB meeting is on December 20.

No other business was brought before the board.

The meeting was adjourned at 1:53 p.m.