
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
December 19, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Paolo Belita, Prince William County
Ron Burns, Frederick County
Colin Byrd, City of Greenbelt
Christian Dorsey, Arlington County
Danielle Glaros, Prince George's County
Charles Glass, MDOT
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County Board of Supervisors
Sakina Kahn, DC Office of Planning
Shyam Kannan, WMATA
Julia Koster, NCPD
Kacy Kostiuk, City of Takoma Park
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
Bridget Donnell Newton, City of Rockville
Marty Nohe, Prince William County
Mark Rawlings, DDOT
Rodney Roberts, City of Greenbelt
Kelly Russell, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, National Park Service
Brandon Todd, DC Council
Andrew Trueblood, DC Office of Planning
Dolly Turner, DC Council
Victor Weissberg, Prince George's County Exec.
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson
Tim Canan
Andrew Meese
Nicholas Ramfos
John Swanson
Eric Randall
Mark Moran
Matthew Gaskin
Jon Schermann
Kenneth Joh
Michael Farrell
Sergio Ritacco
Abigail Zenner
Arianna Koudounas
Lynn Winchell-Mendy

Greg Grant	
Brandon Brown	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Paul DesJardin	COG/DCPS
Robert Brown	Chair of TPB Tech Committee
Katherine Kortum	TPB Citizen's Advisory Committee
Bill Orleans	
Kristin Calkins	DC Office of Planning
Monica Backmon	NVTA
Lee Schoenecker	DC Nationwide APA
Katie Harris	WABA
Daniel Paschall	East Coast Greenway Alliance
Eric Brenner	Sept. 11 National Memorial Trail
Jack Koczela	Capital Trails Coalition
Kari Snyder	MDOT
Regina Moore	VDOT
Mike Lake	Fairfax County DOT
Maria Sinner	VDOT
Norman Whitaker	VDOT
Sree Nampoothiri	NVTA
Stewart Schwartz	CSG
Ken Fealing	DC/Gadgetronix

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Koczela, of the Capital Trails Coalition (CTC) and the D.C. Recreational Trail Advisory Committee, thanked the board for the proposal to expand the National Capital trail to cover the entire TPB region. He said that members of the (CTC) share the goal of completing the regional trail network and assist jurisdictions with trail development priorities. He said that the business community supports the plan to expand the trail network. He said that when the 152 projects in the plan are completed they will add 386 miles of trails and trail connections of the regional network.

Mr. Brenner, of the Maryland Bike Pedestrian Advisory Committee, said that Visualize 2045 would be improved by expanding the regional trail network as suggested by the CTC.

Mr. Wojahn, Mayor of College Park and of the Rails-to-Trails Conservancy, endorsed the previous comments. He said that College Park has focused on building safe connections for people to walk or bike from where they live to where they go to class or to work. He said that there are opportunities to do this across the region, and that the CTC has worked to identify specific trail projects that prioritize connectivity.

Ms. Harris, of the Washington Area Bicyclist Association and the CTC, said that she supports the TPB's adoption of the recommendation to strengthen the trails initiative with Visualize 2045. She said that the initiative in the plan does not go far enough, focusing on just a loop that is part of a more extensive network. She said that the CTC convenes and coordinates among public and private stakeholders who are critical to accomplishing the vision of an interconnected network. She said that the CTC is not just focused on the plan, but also on implementation.

Mr. Paschall, of the East Coast Greenway Alliance, said that he supports the adoption of a strengthened trail network. He said that his group coordinated a 3,000-mile-long trail project that connects from Florida to Maine and includes the Washington region.

Mr. Schwartz, of the Coalition for Smarter Growth, said that he endorsed the previous comments. He said that he was pleased with Visualize 2045. He said the aspirational initiatives should just be called initiatives. He said that Visualize 2045 has not yet influenced the CLRP and that the most important thing that the TPB can do is to reshape the CLRP to meet the challenges the region will face over time. He referred to document that he distributed which would improve the resolution in Item 9. He thinks it is important to explicitly note that the work will influence the CLRP, that parking pricing should not be dropped, dedicated bus lanes should be identified, and that transit-oriented development should be supported. He added that a greater focus on land-use is important, and that according to the Metropolitan Washington Air Quality Committee (MWAQC), the TPB is not meeting its air quality goals.

2. APPROVAL OF MINUTES OF THE NOVEMBER 16, 2018 MEETING

Ms. Smith asked that she be removed from the attendance for the November meeting.

A motion was made to approve the minutes with the change for the November board meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Brown said that the Technical Committee met on December 7 and discussed the items that will be presented at the TPB meeting. He thanked TPB staff.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC)

Ms. Kortum said that the CAC met on December 13. At the meeting the committee was briefed on the Environmental Justice analysis of Visualize 2045. She said the committee asked a lot of questions that hopefully improved the presentation for the TPB. She said that the committee was also briefed on highway safety targets. She said that the committee is curious how this data might be used to identify safe road elements and looks forward to being able to compare the TPB's planning region to similar areas across the country. She said the final item was a discussion about automated vehicles and how they may affect the region. She said that the committee hopes that new transportation technologies can provide greater equity to the region.

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

Mr. Srikanth said that the Steering Committee met on December 7 and approved two amendments to the FY 2019-2024 TIP. The first amendment updated funding for projects that are on federal property but within TPB jurisdictions. He said that there were about 70 of these projects. The second amendment added about \$1.8 million in federal grant funding to Frederick County for a grant application to replace three diesel-powered buses with zero-emissions electric buses.

Mr. Srikanth referred to his handout and said that page 21 was a copy of a letter from the TPB to the U.S. Department of Energy in support of a federal grant application submitted by the Maryland Transportation Institute. He said that page 23 was a copy of a letter from the U.S. EPA acknowledging the TPB's letter urging that the agency retain existing fuel economy and carbon dioxide tailpipe emissions standards for vehicles.

Mr. Srikanth said that the announcement and update section of the handout includes a staff summary of topics and discussions from a regional forum hosted by the TPB on October 31 that explored the evolution of dockless vehicle share programs. Details can be found on page 27 to 29.

Mr. Srikanth said that the TPB received approval of the Air Quality Conformity Analysis and general approval of the FY 2019-2024 Transportation Improvement Program (TIP). He said that a document was distributed about the results of a recent survey of older adults and people with disabilities and caregivers. He said that a recent TPB News article included a summary of the Capital Trails symposium.

Mr. Srikanth said that on the previous day a consortium of nine states—including the District of

Columbia, Maryland, and Virginia—announced a transportation and climate initiative focused on advancing low-carbon transportation solution strategies. He said that this initiative will design a regional low-carbon transportation policy proposal that would cap and reduce carbon emissions from the combustion of transportation fuel through a cap and invest program and other pricing mechanisms. He said it is unclear how this will impact the TPB.

Mr. Srikanth noted that a copy of the 2019 TPB calendar was distributed.

6. CHAIRMAN'S REMARKS

Chair Allen said that this was his last meeting as chair. He thanked his colleagues for their hard work. He thanked Mr. Brown from Loudoun County for his work chairing the Technical Committee. He presented Mr. Brown with a certificate of appreciation. There was applause. He also thanked Ms. Kortum for her work chairing the CAC. There was applause.

Chair Allen thanked several members who are stepping down, including Mr. Lovain from Alexandria and Mr. Dorsey from Arlington. Each received a certificate and applause. He also acknowledged members that are stepping down who were not present, including Mr. Otis from Frederick County, Ms. Toles from Prince George's County, and Mr. Elrich from Montgomery County. There was applause. He also thanked Mr. Zimbabwe from DDOT who is leaving for a job in Seattle.

Chair Allen said that chairing the TPB has been a fun opportunity to learn more about how to work and build partnerships across the region. He said he was grateful for the work and conversations that the TPB has had over the past year. He also thanked Mr. Srikanth, Ms. Erickson, and TPB staff.

Chair Allen said that he was proud of the work everyone put into passing Visualize 2045 and resolution that will be approved later in the meeting.

ACTION ITEMS

7. REPORT OF THE NOMINATING COMMITTEE FOR YEAR 2019 TPB OFFICERS

Chair Allen said that according to the TPB bylaws, terms for the TPB officers end at the end of December. He said that Ms. Newton chaired the nominating committee who was charged with identifying officers for 2019.

Ms. Newton said that Mr. Mendelson and Mr. Lovain also served on the nominating committee. She said that the committee unanimously recommended that Mr. Nohe from Prince William County serve as chair. She said that Ms. Russell from Frederick County was selected to serve as first vice-chair, and that Mr. Allen from the District of Columbia was selected to serve as second vice-chair.

A motion was made to approve the slate of TPB officers for 2019. The motion was seconded and approved.

Mr. Nohe thanked Mr. Allen for his service as chair. He presented Mr. Allen with a plaque. There was a photograph and applause.

8. COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

Ms. Winchell-Mendy said that the TPB was being asked to approve Resolution R9-2019 and the Coordinated Human-Service Transportation Plan. She said that the board was briefed on the draft plan at the November meeting. She said that there was 30-day comment period that ended on December 7. No comments were submitted, and no changes were made to the document.

Referring to the data on page 59, Mr. Snyder noted that there may be multiple reasons why a person would be disadvantaged. He said that if those reasons could be identified, it could help make intervention strategies more effectively. He asked how this information is dealt with as a statistical

challenge, and that he also questioned if there is a better way to identify methods to more effectively serve people.

Mr. Srikanth said that he agreed there are multiple factors that contribute to being underserved in transportation needs. He said that the data are limited, and that it does not provide a lot of granularity. He said that it can also be difficult to determine which of the factors overlap in a way that impacts transportation accessibility. Mr. Srikanth said that as more data become available it would be good to conduct further analysis in the future. He also said that the objective of the table on page 59 was to inform the Enhanced Mobility grant funding program, which has specific federal requirements. He said that the populations that would be served by potential grantees likely represent multiple groups.

Ms. Winchell-Mendy said that the application process does ask specifically for demographic information about whom the project will serve.

Chair Allen made a motion to adopt Resolution R9-2019 to approve the update to the Coordinated Plan. The motion was seconded and approved.

9. VISUALIZE 2045: ASPIRATIONAL INITIATIVES

Chair Allen said that the board came together to identify a set of ideas that have the potential to significantly improve the performance of the region's transportation system as the region continues to grow and demands continue to be placed on the system. He said that at the November meeting, staff briefed the board on several recommendations. He said the result of board discussion on those recommendations have been prepared as a resolution. He said that, if passed, this resolution would launch a first step, a concrete effort towards projects, programs, and policies that this region would fund and implement in the coming years and make it part of future updates to the long-range plan.

Mr. Srikanth said that there were two documents included in the packet for this item. He said that the first is a memo that identified the initiatives that various TPB committees discussed during the course of the year and then described the committee's recommendations for actions that the TPB and its member jurisdictions and agencies could take to help realize the initiatives that the board adopted and included in Visualize 2015. He said that the second document is a draft TPB resolution that identifies actionable recommendations toward this end. He said that the resolution reflected input from the officers of the board, the Technical Committee, and board discussion the previous month. He said that adopting this resolution would codify the TPB's call for action, including directing staff to undertake some new work activities.

Mr. Srikanth referred to the resolution and said it covers three sets of actions. He said that the first set of actions direct TPB staff to undertake the following work activities: a) identify a set of regional prioritized high-capacity transit stations where pedestrian and bicycle access improvements have the greatest potential to utilize existing capacity and increase transit ridership; b) expand the National Capital Trail so that it connects to the other major trails in the region in all TPB jurisdictions. He said that both of these activities would build on previous work and do not require any additional funding or resources.

Mr. Srikanth said that the second set of actions direct Commuter Connections program staff to: a) examine ways in which existing service applications and programs can be enhanced to integrate gamification and other reward aspects to affect travel behavior; b) develop a process through which TPB member jurisdictions can work with WMATA to undertake a targeted outreach to employers to increase participation in the Smart Benefit program; and c) develop policy templates for small and mid-sized employers to adopt and implement flex-time and telework programs at their workplaces. He said that these three actions would be undertaken and completed within available resources.

Mr. Srikanth said that the third set of actions calls on transportation agencies in the District of Columbia, Maryland, and Virginia to collaborate on: a) developing a consistent framework of preferred standards for developmental density, operations and service densities, and service standards to

support the regional implementation of Bus Rapid Transit (BRT); and b) developing a consistent tolling policy for the region's express lanes network. He said that these would result in policy level documents.

Ms. Smyth asked about the states' role in setting development densities for BRT. She noted that land use decisions are made at the local jurisdictional level. As such the localities would have to be involved in any such effort. She also said it could be hard to make the case for a specific density so therefore, she suggested it might be appropriate to look at a range of densities as opposed to just one density.

Mr. Srikanth said that the intent of the resolution is that state-level agencies would lead the effort, but it would not preclude including localities. He said agreed that the idea was not to recommend a single fixed density, rather a range of densities that would support different types of BRT systems.

Ms. Smyth asked if this was calling on the states to fund a study.

Chair Allen asked if the language in the resolution needs to be changed.

Ms. Smyth said she wants to make sure that the resolution makes it clear to the public what is happening. She said that the resolution needs to specify that local jurisdictions are part of the discussion.

Chair Allen said that he understands that the resolution was calling on transportation agencies at the state and local level.

Ms. Newton suggested the language could be updated to say, "Calls on the transportation agencies of the local jurisdictions..."

Ms. Smyth said that would be better.

Mr. Nohe said he favored keeping the original language.

Ms. Russell suggested adding language to say, "transportation and planning agencies..."

Chair Allen suggested, "in consultation with local jurisdictions."

Ms. Smyth suggested, "calls on the transportation and planning agencies... to collaborate and lead an effort to develop a consistent framework of preferred standards."

Mr. Allen said he liked calling out planning agencies. He said he also preferred "local jurisdictions" to "localities."

The new language was added to the resolution: "Calls on the transportation and planning agencies in the District of Columbia, Maryland and Virginia to collaborate and lead an effort, in consultation with local jurisdictions, to develop a consistent framework of preferred standards of development density, operations and service to support the regional implementation of different types of Bus Rapid Transit."

Mr. Lovain said that he supports and admires this resolution. He suggested adding the language, "including identified sources of new or shifted funding," to 1(a) and 1(b).

Mr. Srikanth said that identifying potential funding could be problematic. He said that while there are some funding sources that are focused on pedestrian and bicycle improvements, the vast majority of funding is not dedicated in this way although these funds could in fact be used for non-motorized improvements. He said that staff could work on drawing attention to all the potential funding sources and identify specific targeted areas where funding could be given priority. He said that the Transportation Alternatives Program is an excellent example of how to do that.

Mr. Lovain asked if the proposed language was acceptable, or should it be further changed as he proposed.

Mr. Srikanth said that the language would be acceptable, but it was important to try to balance the expectation that this resolution will not be too specific and prescriptive.

Mr. Weissberg offered language for a new section at the end of the resolution, which had been

presented by Mr. Schwartz during the comment period, that would make transit-oriented development a top planning and funding priority.

Chair Allen said he was treating Mr. Weissberg's proposed amendment as a motion. He asked that the language that Mr. Weissberg proposed be displayed on the screen. The language in Mr. Weissberg's amendment was displayed as follows:

“4. Calls on TPB and COG land use staff to work with local officials in the District of Columbia, Maryland and Virginia to collaborate to make transit-oriented development a top planning and funding priority, and to collaborate to:

4a. “Review and recommend the means to incorporate the findings of WMATA's Connect Greater Washington study on buildout of transit-oriented development around all Metro stations into the Balance Land Use initiative of Visualize 2045.”

4b. “Identify and report on planning and zoning tools, incentives, and funding necessary to accelerate buildout of transit-oriented development at all Metro stations.”

Mr. Nohe said he was concerned about the proposed changes because they dramatically change the work outcomes and of the potential demands they might place on staff capacity. He recommended adopting the resolution as presented, then changing the scope of the approved actions in the future, as necessary.

Chair Allen asked how the proposed changes might impact staff.

Noting that the proposed amendment called for actions by both TPB and COG, Mr. Srikanth said that COG is an independent policy board. He said that the TPB cannot approve a resolution that requires a different policy board to do something. He also said that staff resources are quite strained. Finally, he also questioned whether it was appropriate for a TPB resolution to make something a priority for local jurisdictions.

Mr. Roberts expressed concerns that this amendment would circumvent local authority. He also questioned the assumption that BRT only works in high-density areas. He proposed delaying the vote on this resolution.

Chair Allen said that the recommendations were presented last month. He said he thought the board vote should proceed. He said he believed that the proposed language was worth discussing.

Ms. Hamilton said she was uncomfortable with Mr. Weissberg's proposed language because it was not made available to all members prior to the meeting.

Mr. Weissberg said that his main goal was to make sure that staff is focused on how to bring housing and jobs closer together. He said he would be open to changes in his proposal.

Chair Allen said he agreed with the intent of Mr. Weissberg's language, but he said he was also sensitive to the hesitation he was hearing from some board members. He said he was inclined not to support the motion.

Mr. Lovain asked about the motion he made. He said he would be willing to add the words “as practicable” to his amendment.

Chair Allen said that he will address one motion at a time. He said that Mr. Weissberg made a motion on creating a fourth category of action for the resolution.

Mr. Weissberg said he wants to focus on transit-oriented development.

Mr. Srikanth reminded the board that one of the five aspirational initiatives was to “bring jobs and housing closer together.” He said that the COG board has taken up this initiative and adopted a resolution. He said that many of Mr. Weissberg's concerns are being addressed by the COG committees for planning directors and housing directors. He said this work is underway.

Chair Allen asked if Mr. Weissberg would withdraw his motion.

Mr. Weissberg withdrew his motion based on the understanding that it will be addressed in the new year.

Mr. Lovain said that his amendment would add at the end of subsection 1(a) and 1(b) of the first clause of the resolution to read, “and report on progress, including, as practicable, identified potential sources of new or shifted funding by the end of June 2019.”

Chair Allen said he considered the language to the resolution to be a friendly amendment.

Ms. Hamilton said she found the word “shifted” to be confusing.

Mr. Lovain said he would be support deleting the word “shifted.”

Referring to the language for 3(b), Mr. Glass said that in Maryland the Maryland Transportation Authority (MTA) is the only entity that is engaged with pricing and tolling. He suggested swapping out the language for 3(b) and saying, “examine the tolling policy of other regions’ express toll networks, especially those that cross state boundaries, and report back to the TPB on the best practices and feasibility of instituting such policies.”

Chair Allen asked if the intent was to replace the language on high occupancy vehicles (HOV). He asked if it was his intention for the language to be silent on HOV.

Mr. Glass said that his intent was to strike that language. He said HOV could be included in the discussion but should not be the focus.

Mr. Allen suggested including a reference to HOV that would not make the resolution exclusive to HOV. His language would be as follows: “examine the tolling policy of other regions’ express toll networks, including exemption of high-occupancy vehicles, especially those that cross state boundaries, and report back to the TPB on the best practices and feasibility of instituting such policies.”

Mr. Burns said that the original language in 3(b) was worded to have two general goals: establish consistent policy and increase person throughput. He said the reference to HOV was very focused. He suggested the words “such as HOV” could be included.

Mr. Srikanth said that the HOV exemption is derived from an earlier TPB set of principles that were adopted about ten years ago.

Mr. Allen said that he had no objection to replacing the word “including” with “such as.” He said that for the sake of consistency with past TPB policies, it was helpful to include a reference to HOV. He suggested adding language at the end of this new language with the following: “and report back to the TPB on recommended best practices.”

Ms. Kostiuk said that she was uncomfortable with the language proposed by Mr. Glass. She proposed keeping the original language. She said the new language would not call upon the agencies to develop a common policy, nor would it specially call upon the agencies to develop a policy that would exempt HOV.

Chair Allen said he was also comfortable with the original language, but he was trying to accommodate the concerns of members.

Ms. Russell suggested going back to the original language but instead of saying, “network that exempts high-occupancy vehicles,” she proposed, “including exemptions of high-occupancy vehicles.”

Chair Allen said that Mr. Glass made a motion to strike and replace language for 3(b). He moved on Mr. Glass’s motion.

Mr. Dorsey said that Maryland is important, and that the accommodation proposed by Mr. Glass was acceptable along with the additions proposed by Mr. Allen.

Mr. Zimbabwe said that the original language was clearer about what the TPB was calling on

jurisdictions to do. In addition, he noted that, consistent with the discussion that took place regarding Mr. Weissberg's amendment, it did not seem fair to consider this substantive amendment, which had not been previously circulated.

Chair Allen held a vote on striking the language from 3(b) and replacing it with, "examine the tolling policy of other region's express toll networks, including exempting high-occupancy vehicles, especially those that cross state boundaries, and report back to the TPB on the recommended best practices and feasibility of instituting such policies."

In a hand count of votes, the following results were tallied: Seven people voted in favor of this amendment. Sixteen voted against this change. The motion failed.

Ms. Smyth referred to an earlier friendly amendment and asked about making sure the language about transportation and planning agencies was consistent between 3(a) and 3(b).

Mr. Srikanth suggested separating 3(a) and 3(b) into distinct actions so that 3(a) becomes 3 and that 3(b) becomes 4.

Ms. Kostiuik suggested adding, "and with consideration of Equity Emphasis Areas," after "by building on the previous work of the TPB and WMATA station access investment study," in 1(a).

Chair Allen said he would accept that as a friendly amendment.

Regarding Section 3, Ms. Kostiuik asked that the language be changed to call upon transportation agencies "to participate in the WMATA Bus Transformation Study, and identify ways to improve bus service, including frequency and ridership throughout the region."

Mr. Srikanth asked if all agencies in the region are involved in that study.

Mr. Dorsey and Mr. Kannan confirmed that they are involved in the study.

Ms. Kostiuik said it could be advantageous to include this point in the resolution to draw attention to the importance of bus service, but she agreed to withdraw the suggestion.

Chair Allen, referring to the screen, said that all the amendments approved by the board are highlighted in yellow. A motion was made to adopt Resolution R10-2019 as amended. The motion was seconded and approved.

OTHER ITEMS

10. ADJOURN

Chair Allen asked if the two remaining agenda items could be presented at the January meeting.

Mr. Srikanth said both items could be brought back in January.

No other business was brought before the board. The meeting adjourned at 2:00 p.m.