
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
September 21, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Paolo Belita, Prince William County
Ron Burns, Frederick County
Gary Erenrich, Montgomery County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Cathy Hudgins, Fairfax County Board of Supervisors
Shyam Kanaan, WMATA
Julia Koster, NCPD
Kacy Kostiuk, City of Takoma Park
Delegate Carol Krimm, Maryland House of Delegates
R. Earl Lewis, Jr., Montgomery County
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Marty Nohe, Prince William County
Mark Rawlings, DDOT
Rodney Roberts, City of Greenbelt
Kelly Russell, City of Frederick
Eric Shaw, DC Office of Planning
Linda Smyth, Fairfax County Board of Supervisors
Brandon Todd, DC Council
Dolly Turner, District of Columbia
Victor Weissberg, Prince George's County Exec.
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Tim Canan
Andrew Meese
John Swanson
Eric Randall
Mark Moran
Dusan Vuksan
Jane Posey
Andrew Austin
Matthew Gaskin
Charlene Howard
Kenneth Joh
Michael Farrell
William Bacon
Jinchul Park
Sergio Ritacco

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| Abigail Zenner | |
| Lori Zeller | |
| Jessica Mirr | |
| Brandon Brown | |
| Debbie Leigh | |
| Deborah Etheridge | |
| Wendy Klancher | |
| Chuck Bean | COG/EO |
| Paul DesJardin | COG/DCPS |
| Regina Moore | VDOT |
| Maria Sinner | VDOT |
| Nancy Abeles | Montgomery County |
| Katherine Kortum | CAC |
| Bill Orleans | |
| Malcolm Watson | FC DOT |
| Norman Whitaker | VDOT |
| Chris Laskowski | DC Council |
| Kristin Calkins | DC Office of Planning |
| Kari Snyder | MDOT |
| Ramiro Rios | City of Alexandria |
| Katie Harris | Washington Area Bicyclist Association |
| Daniel Paschall | East Coast Greenway Alliance |
| Dan Goldfarb | NVTC |
| Shawn Eum | State of Maryland – Gov. Office |
| Lee Schoenecker | District of Columbia |
| Joey de St. Aubin | NVTC |
| Kevin Storm | DC OP |

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Abeles said that in selecting aspirational initiatives to improve transportation planning the TPB acknowledged that land-use and housing affordability are factors in travel. She said it is important that the TPB acknowledge that transportation planning is really about people, and that the public can be the best planning resources. She said that better public involvement can correct and validate assumptions to making planning more effective and transparent. She said that greater and deeper public engagement can improve planning by bringing together top-down and bottom-up thinking.

Mr. Stanford, from the Northern Virginia Transportation Alliance, said that transportation congestion and delays will choke economic development and diminish quality of life in the region. He said that more transportation capacity is needed to move more people through the region. He said that a disproportionate amount of money is being spent on transit, instead of highways. He said that Visualize 2045 makes clear that the region is falling short of targeted transportation improvements required to improve mobility, maintain prosperity, and improve quality of life.

Ms. Harris, from the Washington Area Bicyclists Association, said that her organization supports the two aspirational bicycle and pedestrian initiatives found in Visualize 2045. She said that they do not go far enough for people who walk and bike across the region. She urged the TPB to amend Visualize 2045 to include the Capital Trails Network.

Mr. Paschall, from the East Coast Greenway Alliance, said that his group is working on a bicycle trail project that connects Florida with Maine. He said that his group supports that Capital Trails Network and believes it should be included in Visualize 2045.

Mr. Whitfield, from the Fairfax County Taxpayers Alliance, said that the majority of population and employment growth over the last 20 years has occurred outside the Capital Beltway. He said that the majority of money for transportation projects should be used for the 81 percent of travelers that use highways for commuting.

2. APPROVAL OF MINUTES OF THE JULY 18, 2018 MEETING

Mr. Burns requested that the minutes be updated to reflect his attendance at the July TPB meeting.

A motion was made to amend and approve the minutes. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Brown said that the Technical Committee met on September X. He said that the committee has had a chance to review most of the Visualize 2045 materials that will be presented to the board. He said that the committee is working on a resolution for the board to approve Visualize 2045 in October.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC) AND THE ACCESS FOR ALL ADVISORY COMMITTEE (AFA)

Ms. Kortum said that CAC met on September at the Ron Brown High School in Deanwood, D.C. She said that during the first hour of the meeting committee members engaged with the Visualize 2045 open house. She said that the second half of the meeting was dedicated to discussing and providing input about the Visualize 2045 engagement process has gone overall. She said that highlights from the discussion are listed in the report. She said that improved branding and public engagement set this process apart from past long-range plans. She said that there was a divided opinion about whether the aspirational element was too aspirational or not aspirational enough. She said it is important that the process for engaging with the public is as open, accessible, and transparent as possible. She said the committee encourages staff to seek out new ways to engage the public in the TPB planning processes.

Ms. Kostiuik said that the AFA met on September 13. At the meeting the committee was briefed on Visualize 2045. She said that she will present a complete review of comments at the October meeting. She said that the committee appreciates changes that were made to the long-range plan since the 2016 CLRP. She said that the committee would like to see more cooperation on special services for people with disabilities, accessible sidewalks and bus stops, and making sure that bike lanes and bike improvements. She said the committee was also briefed on the update to the Coordinated Human Service Transportation Plan and a presentation from the Arc of Northern Virginia.

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

Mr. Srikanth said that to make time for Item 8 his briefing will be quicker today than usual. He referred the board to the written report for more detail.

Mr. Srikanth said that the Steering Committee met on September 7. At the meeting the committee approved two TIP amendments, one from the District of Columbia (pages 5 through 10) and one from the Virginia Department of Transportation (pages 11 through 20). He said that the EPA sent a letter that approved the new and tougher set of emissions budgets for use in the conformity analysis. Details can be found on pages 23 through 37. He said that Prince George's County has passed a resolution opposing the proposed transfer of the Baltimore-Washington Parkway from the National Park Service to another entity. Details can be found on pages 41 to 48. He said that pages 51 and 52 are a draft letter from the TPB, Metropolitan Washington Air Quality Committee, and the Climate, Energy, and Environment Policy Committee to the EPA regarding the Safer Affordable Fuel-Efficient Vehicle Rule. Pages 53 to 59 cover a development related to the aspirational initiatives endorsed by the TPB. He said that the COG board met last week and adopted a resolution asking the region's planning and housing directors to work on adding more housing to the region. He said that pages 61 to 64 are about WMATA's regional

bus study.

Chair Allen said that at past TPB meetings the board has discussed making a recommendation regarding the Harry Nice Bridge. He said that staff had done a very thorough and convincing review and laid out their thoughts in a memo form. He noted that the information in the memo makes it abundantly clear that the argument for the separated space is the best option. He asked about next steps.

Mr. Srikanth said that the next step is for board members to discuss the matter and decide on comments to Maryland Transportation Authority. He said that staff was planning to bring the matter back to the board in October or November. Chairman Allen urged him to bring the matter back in October so that the TPB's inputs are provided as quickly as possible.

6. TPB MEMBER PHOTO FOR INCLUSION IN VISUALIZE 2045

The members of the board congregated for a photo that will be used in the final Visualize 2045 document.

7. CHAIRMAN'S REMARKS

Chair Allen said that over the last few years the board and staff have worked to improve the region's long-range transportation plan. He said that this new plan, Visualize 2045, provides an opportunity for the region to talk more about its vision for the future. He said that the work began with the long-range plan task force that was chaired by Mr. Lovain. He said that under Ms. Newton and Mr. Fisetle the plan took on new form.

Chair Allen said that one of the most significant features of Visualize 2045 is the aspirational initiatives. He said that the board has agreed upon a vision for the types of projects, programs, and policies that that should be pursued so that the region can have a transportation system that works well and serves all. He thanked everyone for their hard work.

INFORMATION ITEMS

8. VISUALIZE 2045: DRAFT REVIEW

Ms. Erickson said that the long-range transportation plan is the most important document that the TPB produces. She said that all of the board members have been involved in producing this plan, from the Regional Transportation Priorities Plan, to the Long-Range Plan Task Force, and participation in the transportation planning process. She said that Visualize 2045 contains the culmination of all this work and serves as a summary of the TPB's activities.

A. INTRODUCTION, REGIONAL POLICY, REGIONAL CONTEXT

Ms. Zeller said that a draft of the plan has been distributed to the board. She said it contains the financially constrained element, in addition to other elements of the region's transportation planning efforts. She said that those efforts are highlighted in different chapters in the document, and different presentations here. She said the presentations follow the order of the plan. She said that the plan also includes appendices which are available online. These include the detailed technical reports and analyses that went into the plan, including the full financial plan, the system performance report, and more.

Ms. Zeller said that Chapter 1 is the introduction of the plan, which describes the planning process and the TPB, as well as an explanation of Visualize 2045. Chapter 2 covers the regional context, including what is already built and the conditions upon which the plan is working off. She said this chapter also includes a discussion about transportation trends and forecasts. She said that the population is

forecast to grow 23 percent between now and 2045, and that job growth is expected to grow by 29 percent. She said that Chapter 3 brings together all of the different policy documents produced by the TPB that guide the plan.

B. ASPIRATIONAL ELEMENT

Ms. Zenner said that one of the major changes from past long-range plans is the addition of the aspirational elements. She said that the plan explains how these aspirational initiatives came to be, how they grew out of the work of the Long-Range Plan Task Force, and how they build on regional policies like the TPB Vision and the Regional Transportation Priorities Plan. She said that the TPB endorsed these initiatives in December 2017 and added two bicycle and pedestrian initiatives in January 2018. She said that these seven initiatives were considered as part of the policy framework, which means staff considered how every part of the plan is furthered by the initiatives. She said that Visualize 2045 is only the beginning for these initiatives. She said that the aspirational element calls on the region and its jurisdictions to go further in future plans to make these ideas a reality. More detail on the aspirational element can be found in Chapter 4 of the plan.

C. FINANCIALLY CONSTRAINED ELEMENT

Mr. Austin said that there are more than 100 projects in the constrained element that expand the capacity of the region's roadways and transit systems. He said that there are an additional 500 projects that aren't big enough to show up on the regional map or that do not map to a specific location. He said that all of these projects are listed in Appendix B and in the online database. He said that projects in the constrained element will add almost 1,400 lane miles, including nearly doubling the number of managed lanes. He said that the projects also add about 300 miles of high-capacity transit by 2045. Referring to his presentation he briefly described several projects, including: two managed lane projects in Maryland; five new Bus Rapid Transit projects in Montgomery County; and six new miles of bicycle lanes in the District of Columbia. He added that with recent funding commitment from the District, Maryland, and Virginia, WMATA can fully fund the implementation of eight-car trains during peak periods by 2045. HE said that this will allow the region to remove the transit constraint from the travel demand model.

Mr. Randall said that federal planning regulations require long-range metropolitan transportation plans to be fiscally constrained. He said that when developing the Visualize 2045 financial plan, TPB staff worked with staff from the state DOTs, Metro, local jurisdictions, and other planning agencies to analyze the projected revenues and costs for the region's transportation system through 2045. The analysis found that the cost of new projects as well as maintenance and operating costs for the region's highways and transit systems are balanced by reasonably anticipated revenues. He said that this demonstrates financial constraint for the constrained element of Visualize 2045. He said that between 2019 and 2045 the region will collect \$291.1 billion worth of revenues that will go to fund necessary transportation expenditures. He said that state revenues are the largest portion, covering 44 percent of those revenues. He said that over time federal revenues will decline as a percentage of the total. He said that 34 percent of the total will be spent on highways, and 66 percent goes to transit. Overall, in the region 78 percent of expenditures goes towards operations and maintenance and 22 percent is left for expansion. He said that more detail on the financial plan can be found in Appendix A.

Mr. Ritacco said that the performance analysis of the constrained element of Visualize 2045 can be found in a separate presentation. He said that the performance analysis is the confluence of three main elements: land use, the projects, and the travel demand model. He said that population and employment are expected to grow placing increased demand on the transportation network. He said that in 2045 the performance analysis shows that: there will be more trips throughout all modes; a reduction in vehicle miles traveled per capita; and that auto trips will continue to see growth in congestion. He said that by 2045 the number of activity centers in the region that have access to high-capacity transit will increase from 83 to 100. The number of jobs accessible by transit is expected to

grow by 40 percent. He said that though system-wide congestion is expected during the a.m. peak commute, that increase is less severe than shown by the performance analysis of the 2016 CLRP.

Ms. Posey said that Visualize 2045 passes conformity test as demonstrated by the air-quality conformity analysis. This means that the forecast emissions in the future are lower than the mobile budgets. She said that the conformity analysis includes the updated cooperative forecasts, fleet data, and the new travel demand model. She said that the transit constraint was lifted, which had a positive impact on the results. She said that in addition to reductions in VOC and NOx, carbon dioxide is going down over time.

More detail on the constrained element, including the financial analysis, the performance analysis, and the air-quality conformity analysis can be found in Chapter 5 of the plan.

D. PERFORMANCE PLANNING

Mr. Meese said that Chapter 6 encompasses the three key components of performance specifically related to federal requirements for regional transportation plans. He said that the first component is the performance-based planning and programming process. The second component is a summary of the longstanding congestion management process. The final component is the safety element of Visualize 2045. He said that the performance planning ties to the TPB policy initiatives.

E. ADDITIONAL PLAN ELEMENTS

Ms. Zeller said that Chapter 7 covers additional elements, bringing together lots of different planning activities that our committees and subcommittees are involved in. She said that chapter summarizes 14 different elements.

F. PUBLIC PARTICIPATION

Mr. Swanson said that Chapter 8 covers the public participation that went into creating Visualize 2045. He said that staff used a variety of techniques to get input from and to engage the public. He said that this was supported by the addition of the aspirational element, so that the public discussion could look beyond what is funded to explore what could be funded. He said that the participation process started in 2017 with a public input survey. The focus of the survey was to get a high-level sense of people's concerns related to transportation. He said that 2018 started with 12 public forums that allowed staff to get a little deeper with the public. To get this qualitative input staff used a group approach and encouraged participants to think about the aspirational initiatives not just as long-term strategies, but also as opportunities for incremental improvement. He said that findings from the survey can be found in Appendix H and that themes from the forums can be found in Appendix I. HE said that next steps for public outreach is going to extend into 2019 with efforts that focus on implementation of the seven endorsed initiatives.

G. BOARD DISCUSSION

Chair Allen thanked TPB staff for their work on the plan.

Ms. Smyth noted that a lot of people might start off the day going to work, but make other stops, dropping their kids off at daycare, stopping at the grocery store or someplace else. She asked if such chain trips are included in the model.

Mr. Srikanth said that the total number of trips in the performance analysis includes chain trips. He noted that this is one of the reasons that the majority, about 60%, of the daily trips, have more than one person per vehicle.

Mr. Lovain asked if the region can afford the aspirational initiatives.

Mr. Srikanth said that if the region wants to significantly improve outcomes while constrained by financial resources, then the challenge is first, how can we bring additional resources into the region

and second, how can we make the best investments with the resources we have. The region has recently been able to bring in new money through public/private partnerships to assist with funding. As an example, he said that Maryland has brought in improvement projects that align with some of the endorsed initiatives, and that private investment is contributing \$8 billion to those projects.

Mr. Erenrich asked why emissions are projected to go up after 2045 and what might cause that increase.

Ms. Posey said that staff haven't conducted an analysis after 2045, but factors that change emissions include fleet turnover, as well as federal and state programs.

Chair Allen said that bicycle and pedestrian planning is light in the context of the entire plan. He said that the plan does not fully capture what needs to be done, especially aspirationally, when large concentrations of population growth are predicted. He asked if there was room to strengthen that piece. He said he wanted to know how the bicycle and pedestrian elements in Visualize 2045 can be improved. Specifically, he asked about strengthening the trail network, as mentioned in the public comment at the beginning of the meeting.

Mr. Srikanth said that at the beginning of the year there was consensus on the seven initiatives. He said that the chair challenged the region to see the initiatives in future plans, and for projects related to the initiatives to be accelerated. He said that staff have been exploring what implementation of the initiatives would be. He said that this will require the region to collectively work together. He said that in November there will be another work session where staff will present specific actions that can be taken. He said that at that time there will also be suggestions for how the region's transportation planning can do more in terms of improving bicycle and pedestrian access.

Mr. Srikanth said that, regarding strengthening the trail network element of the Plan, the endorsed initiative was first requested by the board as a bicycle beltway a few years ago. He said that there has been work done by the public and private sectors to expand this trail into a larger network by adding trails from other jurisdictions. He noted, however, that this work was not complete and that this is still a work in progress. He said that he has heard from jurisdictional members that they would like to add some trails to this network being developed. He said that he believes there is opportunity for the Board to consider assisting in completing this task so that a truly regional network can be added to the plan later. He also said that he expects this to be one of the recommendations the board will receive at its November meeting.

Mr. Zimbabwe noted that the financial information from the plan did not represent all of what we spend collectively as a region on transportation.

Mr. Srikanth agreed and said that the financial plan reflects a sub-set of transportation projects in the region that are considered regionally significant for air quality and require some federal subsidy. He recognized that at the state and local levels there are other investments being made that are not included in this financial analysis.

Mr. Zimbabwe also suggested that the reference to the expanding BRT regionwide initiative in the Visualize 2045 Plan should be more inclusive and use the term used by the task force. Mr. Srikanth said that they would make sure that the final document is consistent with the term used in the TPB's resolution.

Mr. Roberts asked about the relationship between proposed highway widenings and Bus Rapid Transit. He doubts that the beltway can be widened to include BRT.

Mr. Lewis said that the BRT routes in the plan, primarily those from Montgomery County, are arterial routes that connect into the major highway system. He said that the express toll lanes on interstates can also be used by buses.

Mr. Roberts said that all it takes is one accident on the highway to disrupt free flow.

Mr. Harris said he calculated that for the 2016 CLRP the cost per trip to add highway capacity was \$10,000 per trip and that the cost to add transit capacity was \$54,000 per trip. He said that for Visualize 2045, the cost to add highway capacity is now \$17,000 per trip, and that for transit it is only \$23,000 per trip. He said that he wanted to make sure his numbers were correct.

Mr. Srikanth said that staff will work with him to review and better understand his analysis. He said that the projects in the two plans are different and also that as projects change, so too will the cost. As an example, he noted that the 2016 plan had the transit constraint and that Visualize 2045 no longer has that now that there is additional money.

Mr. Harris said that the primary constraint on the transportation system is money. This being the case he wants to make sure that things are being done as cost-effectively as possible to get the most out of the system.

Ms. Kostiuk said that the plan makes it difficult to see how much of an investment is planned to address the aspirational elements. She suggested adding a way to quantify the progress that the plan makes towards the aspirational elements. She said it would make it easy to compare how much progress is being made, and how much emphasis is being put on each initiative.

Mr. Srikanth said that staff will look into this.

9. BRIEFING ON THE DRAFT FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Austin said that the Transportation Improvement Program (TIP) is among the most important documents produced by the TPB. He said that the TIP is a six-year federal funding obligation document. He said that it is required by federal law that funding be available and committed for the first two years of the program. He said that the plan represents the agency's intent to construct and implement projects and identifies the anticipated flow of federal and matching funds for those projects. He said that the TIP is adopted every two-years but is amended on a continual basis. He said that the TIP is guided by the same policy framework as Visualize 2045. He said that the plan includes a financial plan and other analyses. He said that there is \$15.7 billion in the TIP program, \$2.3 billion from the Federal Highway Administration, about \$4 billion from the Federal Transit Administration. He said that half the funding comes from state and local sources, with a big chunk of that money going to WMATA. He said that there are 300 records in the TIP. Of those records, 104 are road and bridge projects, 51 are transit projects, and 28 are bicycle and pedestrian projects. Of the 104 road and bridge projects, 29 have pedestrian and bicycle accommodations. There are 120 records that fall into other categories, including ITS safety, maintenance, and others. He said the TIP is out for public comment which closes on October 7. He said that it is set to be approved in October.

OTHER ITEMS

10. ADJOURN

Mr. Srikanth recognized Ms. Zeller who worked on the Visualize 2045 plan and is leaving the TPB after three years. There was applause.

No other business was brought before the board. The meeting adjourned at 2:13 p.m.