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**TRANSPORTATION PLANNING BOARD**  
**MEETING MINUTES**  
November 16, 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  
Gary Erenrich, Montgomery County  
Danielle Glaros, Prince George's County  
Charles Glass, MDOT  
Rene'e Hamilton, VDOT  
Neil Harris, City of Gaithersburg  
Cathy Hudgins, Fairfax County Board of Supervisors  
Sakina Kahn, DC Office of Planning  
Shyam Kannan, WMATA  
Kacy Kostiuk, City of Takoma Park  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Phil Mendelson, DC Council  
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  
David Snyder, City of Falls Church  
Tammy Stidham, National Park Service  
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  
John Swanson  
Eric Randall  
Mark Moran  
Matthew Gaskin  
Jon Schermann  
Kenneth Joh  
Michael Farrell  
Dan Sheehan  
Sergio Ritacco

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Abigail Zenner	
Charlene Howard	
Arianna Koudounas	
Lynn Winchell-Mendy	
Jessica Mirr	
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
Malcolm Watson	Fairfax County/DOT
Bill Orleans	Resident
Kristin Calkins	DC Office of Planning
Monica Backmon	NVTA
Lindsay Mendelson	Maryland Sierra Club
Mark Phillips	WMATA
Lee Schoenecker	DC Nationwide APA
Andrew Mowry	Loudoun County
Cindy Engelhart	VDOT
Bill Goddard	City of Laurel

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

Mr. Rybeck congratulated the TPB for approving Visualize 2045. He said that the plan's aspirational element is important because it acknowledges that bringing housing and jobs closer together is a key to solving the region's transportation problems. He said that not even the Washington region can afford the expensive duplication of infrastructure that sprawl requires. He said that creating a better balance between infrastructure user fees and access fees requires change. He said that if decision makers educate themselves about the costs associated with the status quo and then make sensible change to harmonize economic incentives with public policy objectives for housing, jobs, and sustainable development can become a possibility.

**2. APPROVAL OF MINUTES OF THE OCTOBER 17, 2018 MEETING**

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

**3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Brown said that the Technical Committee met on November 2 and discussed items that appeared on the November board agenda. He said that there was an additional briefing on performance-based planning and programming for highway safety targets. He said that each of the state DOTs made presentations and he encouraged the board members to talk with the jurisdiction representatives for a preview of this item which will be presented in December and voted on in January.

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

Ms. Kortum said that the CAC met on November 8. At the meeting the committee was briefed on the

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Street Smart bicycle and pedestrian safety campaign. The committee suggested that promotional materials include representations of a wider variety of people, including people with disabilities. She said that the committee was also briefed on recruitment for the 2019 committee. She said that the CAC also participated in a focus group that reviewed TPB participation activities. Feedback from the focus group will inform an evaluation of participation activities for 2017 and 2018.

Ms. Kortum said that the CAC passed a motion recommending that the TPB establish a task force to deal with issues related to inter-jurisdictional coordination for the express highway network.

Chair Allen said that at the October board meeting, the CAC expressed concern that WMATA might abolish the Riders Advisory Council (RAC). The TPB took a position and wrote a letter advocating on behalf of the RAC. He said that Mr. Dorsey made the motion at the WMATA board meeting to preserve the RAC.

Mr. Dorsey thanked the TPB for its letter. He said that the RAC will continue to function, but some key changes were made for efficiency. He said that the number of members of the RAC will be reduced from 21 to 11. He said that a board liaison would be appointed to the RAC to attend meetings, help develop agendas, and to guide work. He said that he would be the liaison to start.

Chair Allen thanked Ms. Kortum for flagging the issue.

Ms. Kostiuk said that the AFA spent the majority of its meeting doing a focus group discussion, where members divided into three groups to discuss WMATA-sponsored regional bus transformation project. She said that there was also an update on the Coordinated Human Service Transportation Plan. There was also a briefing from Capital Hill Village, a TPB Enhanced Mobility grantee, about their work on mobility management to increase the number of volunteer drivers in D.C. villages, and to increase knowledge about transportation options available to seniors and people with disabilities. There was also a pilot mobility management project.

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

Mr. Srikanth said that the Steering Committee met on November 2 and reviewed one request from DDOT to amend the TIP by providing additional funding, about \$1.75 million, for a pair of bridge rehabilitation projects. He said that details can be found on pages 5 through 8 of the Director's Report.

Mr. Srikanth said that Commuter Connections just completed a significant update and upgrade to the bicycle route finders tool that was first developed 10 years ago. He said that the update tool is available for free on the TPB website. He said that a press release regarding this update was distributed on blue paper at the meeting. He said that details can also be found on page 11 of the report.

Mr. Srikanth said that on page 15 of the Director's Report there was a copy of a letter from the TPB to WMATA urging the retention of the Riders Advisory Council. He said that the TPB's joint comments with MWAQC and CEEPC to the EPA about retaining current tailpipe carbon dioxide emissions and fuel efficiency standards was on page 17. A notification from VDOT announcing a public meeting that will be held to develop the next six-year program was on page 21.

Mr. Srikanth said that the COG board convened a task force to focus on traffic incident management. He said that the task force just completed work and presented a report with recommendations to the COG board two days ago. He said that the COG board adopted a resolution on those recommendations that identifies some specific actions. He said that there will be a detailed follow-up letter sent to each of the jurisdictions. He said that a press release was distributed on blue paper at the meeting.

Mr. Srikanth said that a copy of the final Visualize 2045 plan document was available. He said it reflects all of the changes that the board discussed and approved at the October meeting. He said that to promote the completed plan, TPB staff have developed a story map that explains what the plan is about, particularly the aspirational element.

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Ms. Howard said that the story map is an abridged version of the long-range plan that is interactive and accessible online. She said it follows the chapters of the plan, selecting the most important text for each program area, adding maps when appropriate.

Mr. Lovain said that the TPB should take some satisfaction in getting the ball rolling in drawing attention to issues of traffic incident management. He said it is the most cost-effective way to reduce traffic congestion.

Mr. Srikanth said that one of the traffic incident management recommendations is to amend the regional compact to allow emergency responders to cross jurisdiction lines to assist with incidents on bridges.

## **6. CHAIRMAN'S REMARKS**

Chair Allen said that the terms for the TPB officers end at the conclusion of the year. He said that he had convened a nominating committee to put together a slate of nominees for the three positions, which will be presented at the December board meeting. He thanked Mr. Lovain, Ms. Newton, and Mr. Mendelson for serving on that committee.

Chair Allen said that he joined a group of pedestrian advocates the previous evening to recognize the ten people that have been killed in crosswalks and on District streets this year. He said that eight pedestrians were stuck in one day last week. He thanked everyone that continues to push for the goal of zero traffic related deaths.

Chair Allen congratulated Virginia for being one of the locations chosen for Amazon's second headquarters. He said that it will have a significant impact on the entire region. He said it will also bring challenges.

Chair Allen said that before the board meeting today there was a work session to start the conversation about making the aspirational initiatives outlined in Visualize 2045 a reality. He said that this discussion will continue during Item 8 at the meeting. He said his goal was to aim the board toward building some consensus around some, if not all, of the recommendations. He said that he hoped some action would be taken and that the work would continue into the next year.

## **ACTION ITEMS**

### **7. COORDINATED HUMAN SERVICE TRANSPORTATION PLAN**

Ms. Winchell-Mendy said that her presentation covered the federal requirement for an MPO to coordinate, the TPB's role in the coordination process, the coordinated plan, and next steps. She said that MPOs have a federal mandate to coordinate and cooperate with state and local governments to improve the transportation planning process. She said that under MAP-21 the region's jurisdictions worked collaboratively and selected the TPB as the designated recipient for Enhanced Mobility. She said that this is the only program that the TPB actually prioritizes, selects, and implements projects funded with federal dollars. She said that as the designated recipient, the TPB is required to have a human service transportation coordinated plan. She said the plan needs to be updated every four years. She said a draft of the plan has been distributed to the board for review. She said that the AFA has provided significant guidance through the plan development process.

Ms. Winchell-Mendy said that the TPB receives about \$2.5 million on an annual basis in matching grants. The purpose of those grants is to provide transportation services and to improve them for people with disabilities and older adults in the urbanized area. She referred to her presentation which listed eligible applicants. She said that applicants need to be able to match 20 percent for capital projects, pedestrian improvement projects, and mobility management services. She said that a 50-percent match

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is required for operations projects, which include voucher programs, drivers, and fuel for vehicles. She said that the TPB holds a project solicitation every two years. She said that coordination is important because of benefits, such as efficiency and cost-effectiveness. She said it decreases duplication of services, provides more capacity, and improves access and quality of service.

Ms. Winchell-Mendy said that the first element of the coordinated plan documents unmet transportation needs. Next is an inventory of existing transportation services. The third is strategies for improving service and coordination. The fourth contains recommended project types that stakeholders would like to see. Finally, the plan includes a description of the competitive selection process. She said that unmet needs include availability, awareness, affordability, and accessibility. She said that the inventory of services can be found in the Reach-A-Ride database. She said that the recommended project types include: mobility management, coordinated planning travel training, assisted transportation, access to transit station, wheelchair accessible on demand options, volunteer driver programs, and person-centered transportation services. She said that the competitive selection process includes a selection committee made up of local and national professionals. She said that the committee uses the following criteria each with a specific number of points in selecting projects to receive Enhanced Mobility grant funds: coordination, responsiveness to the coordinated plan, institutional capacity to manage and administer an FTA grant, project feasibility, customer focus, and whether projects are in Equity Emphasis Areas.

Ms. Winchell-Mendy said that the draft plan is open for a 30-day public comment period, which closes on December 7. The plan is up for approval at the December meeting. She said that in the summer of 2019 the Enhanced Mobility solicitation will open.

Chair Allen asked if the board would be approving awards next month.

Ms. Winchell-Mendy said that the coordinated plan is scheduled to be approved by the board next month. She said that the board likely will not approve awards until December of next year, after a solicitation and selection process.

Ms. Glaros, referring to the project selection criteria and the associated points, asked why the five points given for projects serving Equity Emphasis Areas is not higher.

Ms. Winchell-Mendy said that the federal government requires that coordination be the most important factor. Staff has worked to add other TPB considerations into the process while trying to balance the federal requirements and TPB's priorities.

Ms. Glaros asked if the points system could be changed before approving the coordinated plan at the December meeting.

Mr. Srikanth said that the project selection criteria had been updated to include one more of TPB's priorities, Equity Emphasis Areas. He said this change came out of a process that has included months of stakeholder input and consultation with federal partners. The point system reflects an effort to strike a balance between federally mandated criteria with local considerations. He said that since there is a fixed number of points in addition to a list of federal and regional priorities, any change in weight to one priority will impact other regional priorities. He said that as this is the first time we have added the Equity Emphasis Area as a criterion and we may want to see how the proposals respond to it and that there will be opportunities to make changes based on our experience as we go along.

Chair Allen said that work started on the Equity Emphasis Areas about three years ago, and that it has been positive. He said that he is comfortable with the proposed point system and that the weighting of the various criteria is something that can be flagged for future evaluation.

Mr. Zimbabwe asked who is eligible to receive funds.

Ms. Winchell-Mendy said non-profits, for-profits, private providers, government entities, and transit agencies.

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## **8. RECOMMENDATIONS FROM SUBJECT MATTER EXPERTS ON PROJECTS, PROGRAMS, AND POLICIES TO ADVANCE THE TPB'S ASPIRATIONAL INITIATIVES**

Chair Allen said that Mr. Srikanth would summarize the recommended projects, programs, and policy actions that subject-matter committees developed. He said that following the summary, the board would have an open discussion about the recommendations. He reminded the board that these are not meant to be implemented right away or that the implementation needs to be the same in every jurisdiction. He said that the goal was to get to a place where policy makers can commit to take action in the future and make the aspirations a reality.

Mr. Srikanth said that a brochure summarizing all seven aspirational initiatives had been distributed. He said that his memo described the process for how the board got to the current point where it is receiving recommendations from TPB and COG committees. He said these recommended actions have the potential to bring the aspirational initiatives to reality and into the funded section of the region's long-range transportation plan in future years. He said that TPB and COG committees have been working on these recommendations since January. He said that they have not necessarily delved into how to implement the actions. He said the committees recognize that the details of the recommendations will have to be worked out.

Mr. Srikanth referenced his presentation and said that each slide contains a brief description of each of the recommendations. He said we would not go over all 22 slides, but he would review the recommendations, so the board would have time to discuss the ideas. He noted that two of the initiatives were not directly addressed in the recommendations. The initiative about bringing jobs and housing closer together has been taken up by the COG board. He said there were no new recommendations for the initiative to expand the express highway network.

Mr. Srikanth said that the travel demand management initiative's purpose is to reduce single-occupant vehicle trips. He said slides 6 through 8 provided more detail on the recommendations for this initiative. There were six recommendations associated with this initiative. The first recommendation is to leverage technology to enhance travel demand management. The second is to explore what more could be done to collaborate with WMATA to promote Smart Benefits. He said the next recommendation is to promote telework, especially with mid-sized and small employers. The fourth recommendation is a regional commuter tax benefit. The fifth recommendation is regional framework for parking cash-out. The final recommendation is to develop a policy for pricing parking.

Mr. Srikanth said that the next initiative is to expand bus rapid transit and transit base throughout the region. He said more detail could be found on slide 12. The recommendation is for the region to work together to define a density standard for BRT service.

Mr. Srikanth said that the next initiative was to move more people on Metrorail. More detail was found on slide 14. He said this initiative focuses on actions that could move more people and enhance customer experience. He said the first recommendations is to run eight-car trains on all Metrorails at all times. The next recommendation is to add a second station at Rosslyn. He said the final recommendation for this initiative is to expand and provide high-capacity transit service to one of the major activity centers in the region by connection Virginia to Georgetown and bringing the connection to Union Station.

Mr. Srikanth said that the next initiative is to improve pedestrian and bicycle access to transit. More detail could be found on slides 16 to 18. He said the goal of this initiative is to increase non-motorized access to high-capacity transit station through improved first mile and last mile recommendations. The first recommendation is to identify specific stations where access improvements can be made based on need and prioritize those stations. The second recommendation is to improve the efficiency of movement at transit stations. The final recommendation is to expand the TPB's Transportation/Land-Use Connections Program.

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Mr. Srikanth said that the final initiative was to complete the National Capital Trail. More detail is on slide 21. He said that the purpose of this initiative is to complete a network of bicycle and pedestrian trails encircling the region's core. There were two recommendations associated with this initiative. The first recommendation was to integrate the missing segments of the National Capital Trail into other highway, transit and other infrastructure projects so that the trail can be completed. The second recommendation was for the National Capital Trail to be extended to the entire TPB region (National Capital Regional Trail), thereby extending the trail to all TPB member jurisdictions.

Mr. Dorsey said that he understands that the working group was looking for less-capital intensive suggestions. He said that some of the proposed recommendations will require capital investment. He said that in this region the no-cost solutions are probably exhausted. He said he fully endorses the recommendations.

Mr. Meyer, from Loudoun County, said that when talking about capital-intensive projects, the region will likely need federal help. He said that the bigger recommendations, like the Rosslyn Tunnel, would require federal investment.

Mr. Srikanth said that he agreed that the recommendations received and the endorsed initiatives themselves include projects that would need significant amount of funding. As such they which would lend themselves for any infrastructure funding opportunities that might become available.

Mr. Meyer said that part of the coordination process should be making sure that projects are shovel-ready. Mr. Meyer said that having a list of shovel-ready projects would help the region advocate in case of a federal bill.

Mr. Srikanth agreed and said that some of the recommendations, like improving walk/bike access to high-capacity transit stations, would be good candidates to pursue regional funding as this set of projects would not only provide options to the residents, but also maximize returns on the existing transit investment. He said that working towards determine shovel-readiness would require first identifying specific projects.

Chair Allen said that one of the biggest goals of this process is to build some degree of regional consensus. He said that there is no shortage of ideas in different jurisdictions, but it is important to start being able to identify projects that are agreed upon and ready to move forward should the opportunity for federal funding arise. He said that this activity gets us closer to being ready when the opportunity presents itself.

Ms. Glaros said she is curious about how the TPB could be involved in a conversation about accommodating the new Amazon headquarters, especially as it related to the Visualize 2045 aspirations.

Chair Allen said that Amazon cannot be ignored, but forecasts show growth is coming so the investments need to be made, regardless of Amazon.

Ms. Glaros said that Amazon offers an opportunity for the region to move forward things that have been discussed for a while.

Mr. Nohe said that the Micron expansion in the City of Manassas is actually a bigger capital investment than Amazon. He said it is very similar to Amazon in the number of jobs it is bringing. He said that there is a lot of economic activity in the region, especially in the outer suburbs. He said that hopefully this will make it easier for people to live near where they work.

Mr. Lovain said that Amazon is projecting bringing 25,000 jobs over 12 years. This growth will not happen overnight. He added that in Seattle only 20% of Amazon's employees drive to work alone. He said that transit projects and not highway expansion, is likely what the company wants.

Mr. Weissberg said that Prince George's County has 15 Metro stations that are largely under-developed.

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He asked how the region would go about selecting which stations get selected for improvements.

Mr. Swanson said that staff have been doing some preliminary analysis and discussion about the kind of methodological approach that could be taken. He said such methodology might focus on deficiencies and demand. He said that deficiencies look at street connectivity, safety problems, and need for bicycle and pedestrian access. He said that population and demand are factored as demand. He said that there would also be an effort to make sure that priority station areas are spread across the region and that transit-dependent populations as well as Equity Emphasis Areas are given consideration.

Mr. Weissberg said that he just wanted to make sure that the focus was on under-developed stations.

Mr. Kannan said that Amazon would not be locating in Crystal City if it were not for planning work that started more than 20 years ago. Referring to the recommendations on the aspirational initiatives, he called attention to a document commenting on the recommendations that he put together with his staff. He said that these were not WAMTA recommendations, nor does it reflect an official WAMTA perspective. He said that it reflects the perspective of staff pulled together after reading TPB materials. He said the right side of the document lists what the TPB committee has illustrated as potential action. He said that the other side of the document includes additional ideas pulled together by his staff in an effort to make the direction more tangible and more tactical. He provided a quick overview of some of those ideas. He said that he hopes that they are provocative, thought provoking, and can result in a more tactical approach in the future.

Mr. Trueblood referenced Mr. Kannan's document and said that it shows that bringing jobs and housing closer together has many good impacts and reduces negative impacts. He said that the COG Planning Directors Technical Advisory Committee is thinking about capacity in the region, especially around housing.

Ms. Russell said that it is good that the planning directors committee is thinking about bringing jobs and housing closer together. She said she thought that economic development directors ought to be included.

Mr. Srikanth said that the planning directors committee has talked with economic development agencies and has explored the economic development aspect that underpins the whole land-use/transportation balance.

Mr. Kannan referenced a webpage hosted by Metro that tracks every single development project -- not necessarily in the plans, but every permit issued, every entitlement sought by square footage, by land use, by potential institutional use, government use. He said that WAMTA uses it to forecast where it is they will need additional escalator, elevator, and rail line capacity.

Chair Allen said that there are different ways to think about pricing. He said that Mr. Kannan laid out some good ideas, from a cordon charge, to parking near Metro, and cash-out strategies. He said that the District has been discussing some of these ideas, and it is complicated, especially when many stakeholders are included. He reminded the board that the goal is to develop a guiding consensus, and then leave the nuance and variability to reflect the different realities of each jurisdiction. He said that identifying high-capacity transit stations where walk and bike access improvements should be prioritized and so should expanding the National Capital Trail loop to include the whole region-wide bicycle network. He asked Mr. Srikanth if as he plans out next year, if he feels confident he will have the staff capacity to take on work activities to expand the National Capital Trail from a loop to a network and to help identify priority rail stations for walk/bike access improvements, on behalf of TPB.

Mr. Srikanth said he feels confident that the resources can be made available to complete those work activities as recommended.

Mr. Glass asked about the contradiction between decreasing transit ridership and high-levels of transit funding. He specially noted the challenge of containing cost increases in face of such decrease in ridership.



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Mr. Srikanth said that there are multiple factors explaining transit ridership variation across the country. He said that the Washington region has not completely optimized usage of its high-capacity transit system. He said one of ways to address raising costs would be increase revenue by taking advantage of the capacity that exists in the system and is underutilized. He said that he believes it is possible to get more out of the regional rail system, but it requires a multi-sector, multidisciplinary thinking and partnering that looks at land use.

Mr. Allen thanked staff and the Committees for their work and members for their comments and suggestions. He noted that staff will be able to bring back something from this discussion next month which the Board can then take some kind of action on.

## **9. REVIEW OF STREET SMART AND OTHER TPB SAFETY ACTIVITIES**

Mr. Schermann said that safety is an important component of the TPB Vision, the Regional Transportation Priorities Plan, and the region's Complete Streets policy. He said that each year the TPB approves a work program with numerous safety components. The work program identifies goals and activities that staff work on, including: supporting strategies to reduce fatalities, serious injuries, and crashes; coordinate with member states and agencies; provide forums; and address FAST Act safety performance measure requirements. He said that safety is also the primary function of several TPB program areas including transportation safety subcommittee and Street Smart Advisory Group. A variety of subcommittees also work on safety issues. He said that staff is working on enlisting a consultant to run a study to dive into data from the three states to identify factors that most contribute to observed safety outcomes. IT will identify what can be done to improve outcomes, projects, programs, strategies, and policies.

Mr. Farrell said that the fall 2018 Street Smart pedestrian and bicycle safety education campaign just kicked off. He said that Street Smart deals with education through mass media. He said that funding is largely federal, though there is some support from law enforcement partners. He said that there is a digital campaign that goes through Facebook, Twitter, Instagram, and Pandora. He said that donated media on the sides and backs of buses is significant. He said that law enforcement agencies commit to enforcing during a particular time at specific places. He said the kickoff event was at Veterans Plaza in Silver Spring, where a virtual reality exercise was conducted.

Mr. Srikanth encouraged board members to experience the virtual reality device, if possible. He said it helps users recognize the challenges of driving in different environments.

A video promoting Street Smart was played.

Chair Allen said that he would like the board to think about educating the public and exploring how law enforcement can help. He said that there are conversations going on across the region about how to reduce traffic fatalities, and he said a region-wide effort may be necessary to have an effect.

Ms. Kostiuik agreed with the chair's comment that safety is something the board should continue to work on in the future. She mentioned that there is no data on scooter accidents.

## **OTHER ITEMS**

### **10. ADJOURN**

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