
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
February 16, 2015

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Rick Canizalez, Prince William County
James Davenport, Prince William County DOT
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Charles Glass, MDOT-TSO
Rene'e N. Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Peter Kovar, City of Takoma Park
R. Earl Lewis, Jr., MDOT-TSO
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Mark Rawlings, DC DOT
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Linda Smyth, Fairfax County Board of Supervisors
Tammy Stidham, National Park Service
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County/DPW&T
David Whitaker, Frederick County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Robert Griffiths	
Andrew Meese	
Nick Ramfos	
Eric Randall	
John Swanson	
Michael Farrell	
Andrew Austin	
Jane Posey	
Mark Moran	
Ben Hampton	
Bryan Hayes	
Sergio Ritacco	
Lamont Cobb	
Jon Schermann	
Wenjing Pu	
Charlene Howard	
William Bacon	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stephen Walz	COG/DEP
Paul DesJardin	COG/DCPS
Bill Orleans	Resident
Stewart Schwartz	Coalition for Smarter Growth
Bob Chase	NVTA
Allen Muchnick	Arlington Coalition for Sensible Transportation
Sree Nampooltrin	NVTA
Kari Snyder	MDOT
Patrick Durany	Supervisor Jenkins' Office
Richard Price	Coalition for Smarter Growth
Larry Roberts	Coalition for Smarter Growth
Sonali Songi	Virginia Railway Express
John Thomas	Montgomery County/DOT
Norman Whitaker	VDOT
Maria Sinner	VDOT
Ramond Robinson	City of Alexandria
Robert Whitfield	Fairfax County Taxpayers Alliance
Tom Calcagni	AAA Mid-Atlantic
Malcolm Watson	Fairfax County DOT
Dan Goldfarb	NVTC
Mike Lake	Fairfax County DOT
Jeremy Martin	TPB CAC
Nancy Abeles	TPB CAC
Deborah Bilek	Urban Land Institute
Audrey Clement	Arlington Coalition for Sensible Transportation

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Allen Muchnick, of the Arlington Coalition for Sensible Transportation, stated that the TPB should update the CLRP project description for VDOT's I-66 inside the Beltway proposal to incorporate the agency's environmental assessment of the four-mile I-66 eastbound widening. He also mentioned that VDOT's NEPA study on the widening should address impacts on adjacent communities and the environment, how and when to expand HOV requirements and tolls for reverse commute and peak-hour direction, restoration of HOV-3, and prevention of new eastbound bottlenecks based on removal of the Ballston/East Falls Church exit travel lanes.

Deborah Bilek, Public Outreach Director of the Urban Land Institute's Washington District Council, announced the start of ULI's Technical Assistance Panels solicitation. ULI-TAP is a partnership with the COG, and includes a two-day study on a specific planning problem. ULI-TAP will assemble a team of multi-disciplinary experts from planning-related fields to help jurisdictions make recommendations to solve planning challenges. The ULI-TAP solicitation is in conjunction with the TLC technical assistance program, applications for both programs are due April 1. The cost to participate is subsidized at \$7500. The program will select three applicants, whom receive a complementary ULI public sector membership for one year.

Audrey Clement, of the Arlington Coalition for Sensible Transportation, expressed her disagreement with the Virginia governor's deal to widen eastbound lanes on I-66 between the Dulles Toll Road and Exit 71 in Ballston in exchange for federal funding and tolling options. She mentioned that VA State Delegate Jim LeMunyon and other tolling opponents support legislation to study adding additional lanes on I-66 between the Capital Beltway and Washington DC, as well as decking and the sale of air rights. Ms. Clement said the governor's deal would put induced traffic at a key Ballston intersection, even with increasing development in Ballston and future hazards to pedestrians and cyclists.

Bob Chase, of the Northern Virginia Transportation Alliance, commended Virginia on its submissions to the 2016 CLRP. He noted that the Alliance prioritizes upgrading Route 28 through widening. He expressed support for the I-395 express lanes and the I-66 outside the Beltway multimodal improvements. He noted that the compromise on I-66 inside the Beltway is a common-sense solution and the Alliance is pleased that the governor and state legislators support it.

2. APPROVAL OF MINUTES OF THE JANUARY 20 MEETING

A motion was made to approve the minutes of the January 20 meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Tim Roseboom reported that the Technical Committee met on February 5. They discussed two briefings related to the CLRP, the first about major CLRP projects submitted by transportation agencies, including new project profiles and another on the draft scope of work for the Air Quality Conformity Analysis. They were also briefed on FY 2017 Unified Planning Work Program (UPWP) and the draft Commuter Connections Work Program for FY 2017. Other items discussed include the 2016 evaluation of the Transportation/Land Use Connections program and FY 2017 TLC solicitation, and the draft policy language for the National Capital Region Freight Plan.

The committee also discussed the following informational items: an update on regional travel trends, including daily VMT change, transit ridership, mode shares for different forms of transportation, and peak period congestion; the latest developments from USDOT on MAP-21 performance measures, updated federal rules on performance provisions, and the performance-based planning measures of the 2015 FAST Act; and, updates on the activities of the Unfunded Capital Needs Working Group, including the start of all-build, no-build analysis and an expanded mission to link regional priorities with CLRP

projects.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Martin, CAC Vice-Chairman, said that he was filling in for CAC Chairman Stewart. He said that the 2016 CAC met for the first time on February 11. Following introductions, the committee was briefed on project submissions for the 2016 CLRP and some of the TPB's accomplishments from 2015 and plans for the year ahead, including changes to long-range planning activities. He said that the CAC also spent time discussing possible priorities for the upcoming session. He said that based on experiences, this year the CAC wants to narrow the committee's focus to a short list of priorities to guide CAC actions. He said that the CAC showed interest in remaining involved in the effort to prioritize unfunded projects and a desire to advocate for change at WMATA. Other CAC interests include transportation safety, public participation and effective outreach, understanding transportation costs in the region, and bicycle planning.

Mr. Lovain encouraged the CAC to focus their efforts and remain involved in long-range planning and unfunded projects work.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth reported that the Steering Committee met on February 5 and approved two TIP Amendments. The first amendment, from MDOT, to add about \$1 million in funds, with local matching funds for Complete Streets projects near the Rockville and Twinbrook Metrorail Stations. And second, an amendment from MDOT and Prince George's County to add \$4 million in funds, with local matching funds, for the governor's bridge road reconstruction project for a bridge between Prince George's and Anne Arundel Counties.

Mr. Srikanth spoke about the following letters sent and received: A letter from FHWA and FTA approving the TPB's air quality conformity analysis for the 2015 CLRP Amendment; a letter from the TPB to MWAQC transmitting the mobile source emissions inventory for MWAQC's revised PM2.5 maintenance plan and recommending a 20 percent safety margin for revised mobile emissions budgets in the plan; A letter from the TPB to the Maryland and Virginia governors and the District of Columbia mayor expressing disappointment in the three jurisdictions for not establishing new legislation in 2016 for a stronger Metrorail oversight agency. The board urged the jurisdictions to develop a schedule to complete this task by 2017 and requests periodic briefings to the board during 2016; and, a letter from COG's executive director to the FTA Region 3 administrator regarding the status of the funding and expenditures on 16 TIGER grant funded projects. All remaining projects are on schedule for completion and funds will be drawn down by September 30.

The committee also discussed the following updates: A notice on the March 16 meeting and agenda for the Unfunded Capital Needs Working Group, including the scenario analysis of the region's transportation system and ways to examine project selection and prioritization methods.

Mr. Srikanth also mentioned that members received a copy of the NVTA's 2015 annual report.

Mr. Lovain suggested renaming the Unfunded Capital Needs Working Group in light of its expanded work scope, which hopes to tie the outcome to the TPB's long-range plan.

6. CHAIR'S REMARKS

Mr. Lovain welcomed Earl Lewis, Deputy Secretary for Policy, Planning and Enterprise Services from MDOT.

Mr. Lovain recognized Ron Meyer from Loudoun County.

Mr. Lovain mentioned that board members should have received an invitation to a COG and Washington

Board of Trade co-sponsored forum on WMATA. He said the TPB can play a useful role in looking to the future of WMATA, and the forum is an opportunity for leaders to share their thoughts. The forum is limited to 100 special guests and Mr. Lovain encouraged everyone interested to attend. The forum will be held March 30 from 8 am to 12pm at the Mayflower Hotel in Downtown DC.

Mr. Lovain also recognized Charles Glass, Assistant Secretary for Policy, Planning, and Enterprise Services from MDOT.

INFORMATION ITEMS

7. BRIEFING ON PROJECT SUBMISSIONS FOR THE 2016 CLRP AMENDMENT

Referring to the mailout and handout materials, Mr. Austin briefed the board. He described federal requirements, the CLRP schedule, and enhancements this year in the public information on project submissions, including reporting on how projects address regional goals and federal planning factors. He individually highlighted and described nine major projects in this year's submissions. These included three projects in D.C., two of which are new and one of which is a change to an existing project; and six projects in Virginia, three of which are new, and three of which are changed. He said the submissions were released on February 11 for a public comment period that ends on March 12. He said the board would be asked to approve the project submissions on March 16 for inclusion in the air quality conformity analysis.

Mr. Herling suggested that the TPB could use public access television stations to convey information about the CLRP.

Chairman Lovain asked Ms. Hamilton from VDOT to describe high-profile projects from Virginia with more detail, especially the changes to the I-66 project and the new 395 HOT lanes project.

Ms. Hamilton described key features of the I-395 HOT lanes project. She said the project represents a continuation of the express lanes network in the region. She said the project was covered under the comprehensive agreement that was executed in 2012 with 95 Express Lane LLC and the Commonwealth. She said the project would largely be done within the existing right-of-way. She said that VDOT had conducted outreach with D.C., the City of Alexandria, Arlington, Fairfax, and the Pentagon. She said they were in the beginning stages of the NEPA study for the project. She described public involvement activities related to the project. She said that transit was an integral part of the project and that tolls will be used to fund transit services. She said that VDOT's private partners would be responsible for the preliminary design, the financial plan, and the design/build procurement.

Chairman Lovain said he recognized the significant improvements in the project, including the greater guarantee of funding for transit and the elimination of some interchanges. He encouraged VDOT to coordinate with their private partners, Transurban, as closely as possible. He said his greatest concern with the project was the terminus in which the lanes will be reduced from three to two. He asked if VDOT had met with DDOT about this.

Ms. Hamilton said they recently met with Mr. Zimbabwe from DDOT. She said that their technical group has focused attention on identifying good solutions for the terminus of the project near the Pentagon.

Mr. Zimbabwe said they had a good meeting with VDOT to discuss coordination on the project.

Mr. Fisetta asked for more information regarding the transit study related to the project.

Mr. Roseboom from VDRPT said his agency had been asked to conduct a multimodal study for the 395 corridor. He said the study would examine potential projects that would go in a multimodal program of projects that will be funded by the toll revenues.

Mr. Fisette expressed concern about commitments to transit for the I-395 project. He spoke favorably about a multimodal study for I-66, which he said formed a solid basis for some of the changes that ultimately were put forward for that project. However, he noted that the I-66 project is a state project, while the I-395 project is a public/private partnership. He said he was concerned about whether the commitment to funding for transit could be counted upon because he said there is a history in Virginia of a public/private partner promising transit benefits that were ultimately not provided.

Ms. Hamilton said the framework agreement between Transurban and the Commonwealth includes an element regarding transit funding, although a specific amount of money had not been included in that agreement.

Mr. Fisette expressed concern that there was no agreement about a specific amount of funding. He said that Arlington and Alexandria would be working with VDOT to address this issue before it comes back to the TPB in March. He said it was very important to identify what percentage or portion of the toll revenue would be dedicated to transit.

Ms. Hamilton described changes in the I-66 project inside the Beltway. She noted that the project was included in the CLRP last year. It was preceded by a multimodal study completed in 2012. She said that under proposed changes for this year, the project would only include tolling in the peak direction during peak periods—eastbound in the morning, westbound in the evening. She said that during the first phase cars that qualify as HOV 2 would drive for free, and that would change to HOV 3 cars once the I-66 express lanes outside the beltway is completed. She also noted that Governor McAuliffe had announced the previous week that Virginia would be moving forward with the widening in 2019 or 2020, which is sooner than originally proposed. She described aspects of the project that remained unchanged from what is already in the CLRP.

Mr. Meyer noted that last year, the Loudoun County Board of Supervisors unanimously passed a resolution opposing the project. He said the board had not voted again, but he said he believed the proposed changes were major improvements because they reduce tolls from the original plan and the project now includes widening. He noted the high tolls that Loudoun commuters are already paying.

Mr. Fisette said it was his understanding that funds for the widening would not come from tolls, but from other state funds.

Ms. Hamilton said that was also her understanding.

Mr. Fisette noted that the public involvement activities for the project would be done sooner than previously planned.

Ms. Hamilton said that for public involvement, all key stakeholders and all of the communities along the corridor would be engaged.

Mr. Fisette asked for a prediction from Ms. Hamilton as to when that might occur.

Ms. Hamilton said she thought it would be completed by the end of 2016.

Ms. Smyth said that for the I-66 project outside the Beltway, the comment period was just completed for the revised Environmental Assessment for the preferred alternative. She said the EA indicated that impacts of the widened road would not be significant, but she said that county staff and local communities were concerned about this characterization, particularly related to noise and stormwater runoff. She said they would like to see noise mitigation on the ramps.

Ms. Hamilton said that VDOT did receive the county's comments and would be working to make enhancements in the project. She noted that VDOT is in the process of procuring a private partner for the project. Once that process is completed, many aspects of the project could be defined in detail.

Ms. Smyth expressed appreciation for VDOT's cooperation and looked forward to ensuring that Fairfax

County's concerns are addressed.

Mr. Kannan said staff's new documentation for the CLRP was very good. He spoke favorably about the VRE Haymarket extension project, noting that he believed commuter rail would provide an appropriate high-capacity transit connection between Activity Centers in Prince William County, which would be commensurate with local land uses. However, he expressed concern about what he saw as a lack of clarity in the financial planning requirements for CLRP project submissions. He noted that VRE, like WMATA, is a multi-jurisdictional entity for which multiple jurisdictions need to provide financial support for their plans. He said that for entities that do not control their own purse strings, the burden of proof for anticipated funding is much higher than for other implementing agencies. He noted that for the 2014 CLRP, when WMATA brought forward the plans for eight-car trains and core station improvements, it was communicated to WMATA that without a reasonable expectation of jurisdictional commitments to funding, WMATA's project submissions would not be considered, even for public comment. When looking at this year's VRE submission, he said, it appeared there was an inconsistency in applying the rule regarding anticipated funding because he said it was unclear whether or not there is in fact a reasonable expectation of funding for the Haymarket extension. He asked staff to ensure that there is written documentation that clarifies how entities that propose projects for the CLRP can meet these burdens of proof for anticipated funding, and that those burdens of proof are consistent between years, between project types and between entities.

Mr. Srikanth called attention to VRE project description, which included lengthy paragraphs under the title "Financial Plan" that noted VRE's efforts to secure funding. He said that at this point in the process, a project sponsor is only required to demonstrate reasonable expectations. Available and committed funding is required when projects move into the TIP.

Mr. Kannan said it appeared that VRE was being held to a different standard than WMATA was held to in 2014. He said that the standards and the requirements for demonstrating expectations of funding should be consistent.

Mr. Srikanth said that staff would follow up. He said he did not believe WMATA was held to a different standard in 2014.

Mr. Way said he believed the same standards should be applied for all project submissions.

Mr. Meyer spoke in support of the extension of Shellhorn Road (Route 643), which was submitted for the CLRP as a new project, but was not listed as a major project. He said that three new projects in Loudoun County were submitted. He said that the Shellhorn Road extension would be particularly important as a non-tolled alternative to the Dulles Greenway, which is extremely expensive. He asked for TPB support in moving the project forward.

8. BRIEFING ON DRAFT SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR THE 2016 CLRP AMENDMENT AND THE FY 2017-2022 TIP

Ms. Posey briefed the board on the draft scope of work for the air quality conformity analysis for the 2016 CLRP amendment and the 2017-2022 TIP. She said the pollutants that will be analyzed are 1) ozone season VOC, 2) ozone season NO_x, 3) direct fine particles, and 4) precursor NO_x pollutants for fine particles. She said that a wintertime CO analysis for the first time would be no longer required because the region has reached attainment for that pollutant and has demonstrated maintenance for 20 years. She described the inputs and the tools that will be used for the analysis. She said the scope had been released for a public comment period on February 11 along with the CLRP project submissions. She said the board would be asked to approve the scope at its March meeting and the analysis would begin thereafter.

Mr. Zimbabwe asked if there has been any guidance from EPA about how to account for the emission

scandals with Volkswagen. He also asked if staff thought new information, resulting from this scandal would have an impact on conformity.

Ms. Posey said that the conformity analysis would not be changed related to this issue. She said that staff had looked in this question and had determined that largely because the number of diesel vehicles in this region is limited, this issue would not have a significant impact on emissions.

9. BRIEFING ON FY 2017 UPWP

Mr. Griffiths said that the FY 2017 Unified Planning Work Program (UPWP) is the TPB's annual budget and includes all of the federally mandated work activities and additional regional planning activities. He said that the UPWP is a condition for federal funding at the MPO and state levels. He referred to the draft work plan and said that it continues and builds upon activities in the current work program, and advances work activities related to the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the recently enacted Fixing America's Surface Transportation Act (FAST Act).

Mr. Griffiths said the draft UPWP has three basic components: the core work program that includes federally mandated activities, the technical assistance, and airport system planning. He said that the bulk of the funding, about \$12 million, supports core work program activities. Technical assistance is funded at \$1.1 million. He said that the airport systems activities, about \$200,000, are funded at ninety-percent from the Federal Aviation Administration and ten-percent locally. He said that the core work program includes the following activities: federal metropolitan planning activities; regional air quality conformity; air quality plans; and data and methodology. He said that the UPWP also covers the Transportation Alternatives Program and the Transportation/Land-Use Connections Program.

Mr. Griffiths said that this draft of the 2017 UPWP assumes new federal planning funds at the same level of funding as in FY 2016 since the state DOTs were yet to finalize the federal funding allocations as per the FAST Act. He said that based on national level funding amounts in the FAST Act we anticipate some additional funding to be available to the MPOs as well but we will have to wait until the federal allocations goes through the states' process where the funds are allocated among all the MPOs within their states. He also noted that this draft work program did not yet include the amount of funds that would be carried over from the current fiscal year, which ends June 30. He said that this information would be available to report in March. Because of these assumptions, the amount the funding levels in this draft is about 13 percent less than the final budget for the current fiscal year. He noted that when the carryover funding and with the finalized new funds from the DOTs are added, he believes that that the gap can be closed, particularly in the technical assistance area.

Mr. Griffiths said that the new work program, has been reorganized to group the various work activities to follow functional areas but included all of the typical work activities and also includes some new work to incorporate the unfunded capital needs work activity into the long-range planning activity, and an enhanced environmental justice analysis of the 2012 CLRP Amendment. He then reviewed the various work activities noting that the program also includes air quality maintenance and a mobile emissions inventory, as well as work related to the multi-sector working group on greenhouse gas reductions. He said that the travel demand modeling would implement recommendations from a strategic models improvement plan.

Mr. Elrich asked about traffic demand modelling at the TPB and whether or not the TPB would consider improved traffic demand models. He noted that the University of Maryland has developed models that work at the operational level and does local analysis. He said that he would like the TPB to look at best available tools and a model that works.

Mr. Griffiths said that staff has developed s strategic plan that provides multi-year improvements to the

model, which will advance the TPB's modeling capability ending with the state of the art activity based modeling. He encouraged Mr. Elrich to attend a meeting of the travel forecasting subcommittee, where they discuss travel modeling results that can be obtained at a regional-level model, when compared to a discrete local model.

Continuing with his review of the draft work program, Mr. Griffiths said that the region-wide household travel survey would start in 2017. This once-in-a-decade survey reaches out to between 10 and 15 thousand households in the region. He said that Baltimore's MPO might also join the survey. He said that the UPWP would be up for approval at the March meeting.

Ms. Smyth asked for a status update on the evaluation of the TPB's participation efforts.

Mr. Griffiths said that staff is currently working on the evaluation.

Mr. Zimbabwe noted the importance of this regional household travel survey for the TPB's model development work and asked to be briefed in the future on how the household travel survey methodology has changed in the last decade.

Mr. Griffiths said that staff could present that information at a future meeting.

10. BRIEFING ON FY 2017 CCWP

Mr. Ramfos referred to the draft FY 2017 Commuter Connections Work Program (CCWP) and said that the budget would decrease by 3.5 percent. He said that the program includes the operations center, guaranteed ride home, mass marketing, evaluation, employer outreach, and a guaranteed ride home program in the Baltimore region. He said that the state DOTs had reviewed and approved the draft work program. In addition, both the Commuter Connections Subcommittee and the Technical Committee provided comment. He said that the draft work program was open for public comment and that it would be up for approval by the TPB in March. Once the program is approved, Commuter Connections will work with the states to make necessary TIP adjustments.

Mr. Way asked about the cost effectiveness of Commuter Connections.

Mr. Ramfos said that the program is both low-cost and cost-effective for the region.

Mr. Emerine asked about recent studies that suggest transit benefits do not reduce driving if parking benefits are also provided.

Mr. Ramfos said that the employer outreach program at Commuter Connections exists to educate employers about the benefits of providing a pre-tax transit benefit as well as the actual benefit itself. He said that large employers and the federal government have been involved in the program. He said that the discussion about parking is more elusive since many employers in the region provide free parking. He added that falling gasoline prices would make it increasingly difficult to convince people to use transit instead of driving to work. He said that it is good that the allowable transit benefit has been increased to match the parking benefit.

11. BRIEFING ON AN EVALUATION OF THE TLC PROGRAM AND SOLICITATION FOR FY 2017 PROJECTS

Ms. Mintier gave a summary of the 2016 Transportation/Land Use Program Evaluation. The TLC Program provides consultant assistance for planning and preliminary engineering projects. An outside consultant conducted the evaluation, following up on the 2011 TLC evaluation. The main components of the 2016 evaluation are in-house program data, a survey to all past TLC program participants, a series of interviews and case studies, and program recommendations for the future.

Ms. Mintier stated that survey results included different categories and themes among the completed TLC projects: area and corridor level plans, projects centered on activity centers, and transit-oriented projects. Survey responses accounted for fifty percent of the completed TLC projects, and overall the

responses indicated strong support and satisfaction with the program.

The consultant's recommendations for the program included better aligning TLC with the Regional Transportation Priorities Plan, prioritizing projects that are located in Activity Centers, improve access to transit, and have high concentrations of low-income and minority residents, as well as supporting collaborative regional projects. Ms. Mintier also mentioned the evaluation's recommendations including increasing TLC program funding and staff capacity, utilizing Transportation Alternatives Program (TAP) to implement TLC projects, developing a stronger Peer Exchange Network, creating a TLC awards program, and establishing a regular monitoring process.

Ms. Mintier noted that staff is already working on implementing several of the recommendations. TLC application materials have been refined to including the TPB's policy goals. TPB Staff will conduct more pro-active outreach to encourage projects around TPB policy goals. Staff will also work to better align TLC with the Transportation Alternatives Program and the Urban Land Institute's Technical Assistance Panels. Staff will consider developing a quantitative scoring system based on TPB policy goals.

Ms. Mintier also mentioned that staff would expand the Peer Exchange Network, facilitate more exchange between TLC recipients, and institute tools for program monitoring. She also noted the need for increasing program funding and staff capacity.

Mr. Cobb stated the solicitation for the FY 2017 TLC Program was released on February 1. The TPB will hold a joint-abstract review with the Urban Land Institute's Technical Assistance Panel project, and projects for either program can submit the joint-abstract for comments. Abstracts are due on February 25, and full applications are due April 1.

12. UPDATE ON THE DEVELOPMENT OF POLICY LANGUAGE FOR THE REGIONAL FREIGHT PLAN

Chairman Lovain asked if there was time for the freight item.

Mr. Srikanth said that the board could be briefed on the freight policy statement at the March meeting.

Chairman Lovain encouraged the board to review the freight materials before the next meeting.

Mr. Srikanth said that staff have received comment on the freight policy from the D.C. Office of Planning, and encouraged others to submit comments as well.

OTHER ITEMS

13. ADJOURN

The meeting was adjourned at 2:08 p.m.