
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

July 18, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Paolo Belita, Prince William County
Ron Burns, Frederick County
Allison Davis, WMATA
Christian Dorsey, Arlington County
Marc Elrich, Montgomery County
Emad Elshafei, City of Rockville
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County
Danielle Glaros, Prince George's County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Fazlul Kabir, City of College Park
Sakina Kahn, DC Office of Planning
Julia Koster, NCPD
Kacy Kostiuk, City of Takoma Park
Christine Kulumani, DC Council
R. Earl Lewis, Jr., Montgomery County
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
David Meyer, City of Fairfax
Ron Meyer, Loudoun 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
David Snyder, City of Falls Church
Victor Weissberg, Prince George's County Executive

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson
Nicholas Ramfos
Tim Canan
Andrew Meese
John Swanson
Eric Randall
Dan Sheehan
Charlene Howard
Kenneth Joh
Michael Farrell
Matthew Gaskin
Brandon Franklin

Sergio Ritacco
Abigail Zenner
Lori Zeller
Jessica Mirr
Brandon Brown
Debbie Leigh
Deborah Etheridge
Wendy Klancher
Chuck Bean COG/EO
Paul DesJardin COG/DCPS
Laura Ambrosio COG/OPA
Bill Orleans
Malcolm Watson FC DOT
Norman Whitaker VDOT
Sree Nampoothiri NVTA
Sydney Hawthorne DC Council
Ameer Flippin Urban Public Finance Crowdfunding Initiative
Chris Laskowski DC Council
John Schlichting City of Gaithersburg
Kristin Calkins DC Office of Planning
Marina Budimir DDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

No members of the public signed up for comment.

2. APPROVAL OF MINUTES OF THE JUNE 20, 2018 MEETING

A motion was to approve the minutes for the June 20 meeting. The motion was approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Brown said that the Technical Committee met on July 6 and discussed several items on the board agenda. He said that TPB staff is working to complete Visualize 2045. He said drafts of the plan that have been shared with the committee look good. He said that the financial plan accompanies Visualize 2045 and demonstrates that the forecast revenues are reasonably expected to cover the estimated costs of expanding and adequately maintaining and operating the highway and public transit system. He said that the committee was briefed on the 2018 congestion management process, the air passenger survey, and the status of the strategic plan for the travel demand forecasting model.

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

Ms. Erickson said that the Citizens Advisory Committee met on July 12. She said that the committee was briefed on the Coordinated Human Service Transportation Plan and a progress report on CAC activities. She said that the second half of the meeting was dedicated to the TIP Forum. She said that more information about the forum will be presented during Item 5.

Ms. Kostiuk said that the Access for All Advisory Committee met on July 12 for a meeting that was conducted as a remote session. She said members tuned in via the internet and a phone call to review the Coordinated Human Service Transportation Plan. She said that the plan will be released for public comment in November.

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

Mr. Srikanth said that the Steering Committee met on July 6. Said that a detailed report of the meeting and letters sent and received has been shared with the board. At the meeting he said that the committee reviewed three TIP amendments. The first was a request from U.S. DOT to update the funding amounts listed for a number of projects that are funded and administered by the federal government. He said that this request is detailed in pages 5-12 of his report. The second was a request from WMATA to update the TIP with \$135 million in additional federal funding for maintaining facilities in a state of good repair. Details can be found on pages 13-20. The final amendment was a request from VDOT to add about \$2.5 million in state and local funds for a project in Loudoun County. Details can be found on pages 21-28. He said that the committee reviewed and approved a technical correction to resolution R20-2018 approved by the board at the June meeting. Details can be found on page 29-32.

Mr. Srikanth said that there is a copy of a letter from the TPB to WAMTA on page 35. This letter requests that WMATA renew its current funding support for the Street Smart pedestrian safety campaign for FY 2019. He said that pages 37-48 and page 53 include copies of letter of support from the TPB to member jurisdictions for submitting grant applications to the federal BUILD program. He said that there are three applications from Loudoun County, one from Montgomery County, and one from VRE. He said that there is also a letter of support to the Maryland Department of Transportation and Maryland University for a grant application to the Department of Energy. He said that pages 49- 52 contain a copy of a letter sent by the Coalition for Smarter Growth and the "Fund It, Fix It" Coalition. The letter urged WMATA to make improving regional bus service as the key focus of the regional bus study. He said that page 55 is a letter from VDOT summarizing how equity considerations are included in the state's Smart Scale project funding process.

Mr. Srikanth said page 59 identifies the employers in the region who have received TPB employer recognition awards. He said that pages 61- 66 outline the schedule of activities planned for adopting the Visualize 2045. He said that there is a memo summarizing the TIP Forum that was held on July 12. He said the new TIP for FY 2019 to 2024 is currently under development. He said that the memo on page 67 summarizes the results of a traffic signal power backup and traffic signal optimization survey.

Mr. Erenrich recognized the work of planning and jurisdiction staff that worked to get BUILD grants submitted. He said that Montgomery County's application was for \$25 million to support infrastructure in the White Oak Science Gateway area. He said these applications show that the region is working consistently with the direction provided by the TPB.

6. CHAIRMAN'S REMARKS

Chair Allen said he will keep the meeting moving quickly through the first half of the agenda so that substantial time can be set aside at the end of the meeting to talk about how TPB jurisdictions can work together to address various initiatives in the region. He said that the ongoing board discussion about the Nice Bridge is an example. He said he wants the board to figure out how to influence regional decisions and to make sure that the board continues to advocate for the seven initiatives that the board endorsed in 2017.

Chair Allen asked when the board will next discuss the Nice Bridge.

Mr. Srikanth said that it will be discussed during the October-November timeframe.

ACTION ITEMS

7. APPROVAL OF REGIONAL CAR FREE DAYS 2018 PROCLAMATION

Mr. Ramfos said that Car Free Day is run through the Commuter Connections in partnership with the TPB member jurisdictions. He said that all residents of the region are invited to use alternative forms of

transportation on September 21 and 22. He provided a brief history of the event in the region and said that the day is celebrated internationally. He said that promotional materials are being prepared and distributed to employers and the local jurisdictions. He said that the event has sponsors and will be promoted via social media. He said that in 2017 a blog post by a key influencer helped attract more participants, and that there will be an attempt to do that again this year. In 2017 there were 11,000 pledges. He said that this year the goal is 10,000 people. The hope is to exceed the goal. He referenced the proclamation and encouraged members of the board to participate in the event.

A member of the board asked if jurisdictions are working with their DOTs to create Car Free Day events.

Mr. Ramfos said that several jurisdictions are doing that. He said that Commuter Connections has partnered with the National Park Service in the past.

Mr. Mendelson made a motion to approve the proclamation. The motion was seconded and approved.

Chair Allen signed the proclamation.

8. PERFORMANCE BASED PLANNING AND PROGRAMMING – REGIONAL TARGETS FOR HIGHWAY SYSTEMS PERFORMANCE AND HIGHWAY ASSETS

Mr. Randall referred to his presentation from June about performances measures and draft targets. He said that the board is being asked to adopt two resolutions related to those measures and targets. He said that there is an accompanying report for each group of performance measures. He said that the first resolution covers regional highway and freight performance measure targets related to travel time reliability. He said that the targets are based on historical data and predicted effects of near-term improvements on the region's transportation system. The other resolution covers performance measures for pavement and bridge conditions. He said that the state DOTs will submit all of their performance information to the Federal Highway Administration by October, which kicks off the formal performance-based planning and programming process for states and MPOs. He said that the measures will also be included in Visualize 2045.

Mr. Snyder asked what is being measured. He said it would be useful to define "reliability." He asked if a combination of actions or tools will be pursued to achieve the targets. He said he is interested in knowing how the TPB region compares to other regions.

Mr. Srikanth said that many tools are available to the agencies to help achieve the targets, and that they will use the tools appropriate for their particular facility. He said that the targets are being adopted by all metropolitan areas under the Federal Performance-Based Planning and Programming requirements. He said that in a year or so he hopes that the Federal government will share information on this so that the regions can be compared.

Mr. Randall said that the report goes into more detail about the definition of "reliability." He said that the data is pulled from smart phones and other sources. He said the specifics are challenging.

Mr. Snyder said that it should be explained in a way that is accessible to the public.

Mr. Srikanth said that the reliability is an assessment of speed relative to the posted speed on the facilities.

Mr. Randall added that reliability is calculated by whether the ratio of a longer travel time, the 80 percent average travel time on a segment of road compared to the 50 percent travel time on a segment of road, is less or greater than 1.5. He said that the measures are not very intuitive, and the real objective is to see how the percentage changes over time. He said that the resolution projects travel times for the next four years. He said that the DOTs will be tracking how performance compares against the forecast.

Mr. Snyder said he is pleased that staff will be tracking progress. He asked about when that tracking will happen.

Mr. Randall said that the states have adopted two-year and four-year targets. He said that as a result the targets should be reviewed biennially.

Chair Allen said that one of the challenges is communicating how these measures work to a general audience.

Mr. Roberts asked if the DOTs alone are able to utilize the extensive set of tools.

Mr. Srikanth said that the assumption is that these tools will be applied across modes and jurisdictions. They will not be applied in isolation.

Mr. Meyer from Loudoun County suggested that reopening some conversations about Potomac River crossings could help improve reliability in the future.

Chair Allen made a motion to adopt Resolution R1-2019 to approve the regional highway and freight performance measure targets. The motion was seconded and approved.

Chair Allen made a motion to adopt Resolution R2-2019 to approve regional pavement and bridge performance measure targets. The motion was seconded and approved.

9. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2019 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FOR MARYLAND TPB JURISDICTIONS

Mr. Swanson said that three times a year he presents on the Transportation Alternatives Set-Aside Program, once for each state. He provided an overview of program background and said that the presentation covered project recommendations for Maryland. He said that the purpose of the program is to provide federal funding for projects that are alternatives to driving, including bicycle and pedestrian projects. He said that this program complements the Transportation/Land-Use Connections (TLC) program. He said that Transportation Alternatives gives staff a chance to promote TPB goals and priorities. He said that the application deadline for projects was in May and that the selection panel met in June. Referring to his memo, he described the projects recommended for \$1.2 million in funding.

A motion was made to adopt Resolution R3-2019 to approve projects for funding under the federal Transportation Alternatives Set Aside Program for Maryland for FY 2019. The motion was seconded and approved.

INFORMATION ITEMS

10. VISUALIZE 2045: PLANNING DIRECTORS REPORT ON TPB'S SEVEN ENDORSED INITIATIVES DISCUSSIONS TO DATE

Mr. Shaw said that in addition to serving on the TPB he is currently the chair of COG's Planning Directors Technical Advisory Committee. He said his presentation is a midyear status report on the committee's ongoing work. He said that he used his position on the board and the committee to facilitate a conversation about the relationship between transportation and land-use planning. He said that the Planning Directors committee is made up of planning directors in COG jurisdictions that meet monthly to discuss relevant and pressing planning issues facing jurisdictions and the region. At meetings, the committee exchanges ideas on emerging policy, development constraints, and best practices. He reminded the board that in 2017 they endorsed seven initiatives which are part of Visualize 2045. He said that land use plays an important role in all of the initiatives, though initiatives 1 and 6 have the most direct and short-term connections. He said that land-use policies can positively affect these initiatives by indicating where development should happen related to activity centers and transit within the region.

Mr. Shaw said that in 2018 the planning directors shared their active planning efforts which has helped support an ongoing dialogue about issues facing the region and identify regional trends and themes. He said that transportation is one of these factors, with mobility playing an important role in quality of life.

He said planning for mobility and transportation development is a key factor in ensuring the success of the region. However, TOD is not one size fits all. He said that multiple jurisdictions in the region are currently updating their comprehensive plan, creating an opportunity to bring the conversations that are happening at the Planning Directors' meetings and the TPB back to the local level to align the needs and challenges that the region is facing.

Mr. Shaw said that the planning directors have identified three challenges that impact local jurisdictions and the region: timing, community, and financing. He said that timing issues are related to a disconnect between planning and development outcomes. He said that land use can change faster than infrastructure is implemented. He said that community issues are related to the immediate needs and concerns that communities have that compete with the long-term vision. He said that financing new development is also an impediment to the realization of a long-term vision. He said that planning departments will use the seven endorsed initiatives to inform decision-making and investment. He said that better land-use and transportation coordination will lead to outcomes that benefit the whole region.

Mr. Kabir asked if the initiative for the National Capital Trail includes other parks or trails in Prince George's County.

Mr. Srikanth said that the endorsed initiatives for the National Capital Regional Trail is within the regional core and does not include many of the trails in College Park or elsewhere in Prince George's County. He said that there is another activity being conducted by the Capital Trails Coalition that is currently underway but might take another eight or ten months before it is completed. He said that once this is ready it will be shared with the TPB.

Chair Allen said that the Capital Trails Coalition is pushing to make sure that the jurisdictions and DOTs are thinking beyond the bicycle beltway and considering the interconnectedness among all the trails in the regional network.

Mr. Roberts said that high-density housing is not a requirement for a healthy, walkable community. He said that Greenbelt, Maryland is an example of a community with limited density that is very walkable.

Ms. Hudgins said that community input is important in the planning process, especially at the start of planning.

Mr. Shaw said that the Planning Directors have discussed the coordination between land-use and transportation planning, including the question of which should come first. He also said there are competing interests on how to maintain the integrity of a comprehensive plan.

Chair Allen asked Mr. Shaw for thoughts about how to work with the DOTs on decisions that may not be implemented or realized in the next five to ten years.

Mr. Shaw said that the District Office of Planning tries to figure out what studies are happening and tries to build off them. These studies include livability and mobility studies. He said that the Planning Directors have committed to more strategic relationships.

Mr. Weissberg responded to Mr. Kabir's comment and said that a lot of the trail network that comes through College Park will connect to the bicycle beltway.

Ms. Glaros said that is important to have feedback loops between land-use and transportation planning. She said that viewing projects anew from a different perspective or scale can help identify how interconnected everything is. She said it is important to check up on past plans and work to contextualize the present.

Mr. Shaw said that developing some best practices for how to check up on old plans might be a good work activity for the Planning Directors committee.

Mr. Elrich said that the biggest disconnect between transportation and land-use planning is that there is no money. He said that planners are willing and able to cross-plan, but they struggle to address the

funding problem. He said that when the public opposes a project, it is not because of the details of that project, but rather it is more often a result of concerns that the money spent on that project will not be spent on other projects. He said that these are the real long-term issues.

Mr. Shaw said that these issues came up in discussion with the Planning Directors. He said that they are trying to understand the best practices within the region. He said that are discussing ways to rebalance expectations between how the market and community produce something, versus how it was planned.

Ms. Smyth said that the real hurdle is going from the plan to implementation. She said that local experience informs future decision making.

Mr. Enslinger encouraged the Planning Directors to do some scenario-based planning on what happens when you look at the location of dense development based on different factors like transportation and utilities. He said that this can be helpful to get the larger community to understand the impacts for further growth.

Mr. Shaw said that the Planning Directors are trying to better align plans with the real needs of the region's many communities.

11. VISUALIZE 2045: TPB'S SEVEN ENDORSED INITIATIVES DISCUSSIONS

Chair Allen said that the remainder of the meeting was set aside to discuss specific items or ideas that members of the board can pursue related to the seven endorsed initiatives. He referred to the memo for Item 11 and said that it includes three pages of ideas that were submitted by the board. He said that as chair his stated goal for the board is to explore what the board can do to start addressing the initiatives. He said staff has been working with different experts on this topic and that staff will report back to the board before the end of the year with different scenarios and ideas. For this item he said he wanted to open up the conversation so that the board can start thinking about ways to advance things that align with the seven initiatives. Referring to the memo, he said that there are several examples of ideas: what steps can the region take to help work with and encourage WMATA on their bus study; how can the board advocate to have more bicycle infrastructure built into plans and planning work; and how do we think about the relationship between parking and commercial leases. He said that these are just a few examples of a range of activities.

Mr. Enslinger said that the board approved \$1.2 million for Transportation Alternatives projects in Maryland. He suggested that projects should demonstrate alignment with the initiatives in order to be considered for funding under this program.

Mr. Srikanth said that since the TPB adopted the Regional Transportation Priorities Plan in 2014 staff have used priority documents to inform the evaluation criteria for the Transportation/Land-Use Connections (TLC) Program. He said that this is also true with the equity analysis that was endorsed by the TPB in 2017. He said that these are two ways that TPB endorsements have been made actionable. He said that alignment with the seven initiatives cannot be the only consideration, but it certainly could find its way into the criteria.

Chair Allen asked why alignment with the initiatives was not reflected in the presentation about Transportation Alternatives funding.

Mr. Srikanth said that those projects, from Maryland were selected in part to provide bicycle and pedestrian access to high-capacity transit within activity centers, as informed by the Priorities Plan. He said that effectively four of these projects already align with the initiatives.

Mr. Enslinger said that if the criteria are spread out across many different policy documents then you are going to diminish the impact of those policies.

Mr. Srikanth said that there is a lot of overlap between the guidance from the Priorities Plan, Equity Emphasis Areas, and seven endorsed initiatives. He said that if one set of criteria is chosen over others,

it would also diminish the impact.

Chair Allen asked to turn the conversation to explore moving forward once a particular project, policy, or initiative is identified. He said that it is not possible to hold applicants to a standard that is not stated. He said that the board can be doing better in aligning the types of applications and types of solicitations with the initiatives to help guide and inform decisions.

Mr. Erenrich suggested that solicitations cycle through criteria, so that for one period the solicitations focus on achieving a subset of the initiatives and policies. In each cycle, the solicitation would focus on a different combination of priorities. He also suggested the board might go to the states to request more money to fund programs like TLC.

Mr. Lovain suggested that the jurisdictions work together to bundle a series of projects and then take those to the federal government, similar to how the region successfully applied for TIGER grants in the past. He also suggested that there may be smaller and less well known federal programs that could help provide some funding.

Mr. Shaw said that project selection should require some intersection, because nothing operates in a silo. He said projects that address multiple priorities should be favored over those that only address one.

Mr. Weissberg proposed the idea of a circumferential transit line that would complement many of the goals and priorities, including bridging the east-west divide.

Ms. Smyth said that Fairfax County is exploring how existing parking can be changed into something else. She thinks this topic could become a regional focus.

Chair Allen referred to a letter from the Director's Report requesting board input into the WMATA bus study. He said that this is not a high bar and could be actionable in the short term.

Ms. Davis said that the bus study is structured to identify a regional consensus on bus services in the region, not just WMATA. She said that there are other providers. She said that as the region thinks about bus mobility it ought to identify what is the role of bus first, then identify the role of Metrobuses. She said that the funding for the study comes from WMATA, but it is meant to be led by the region.

Mr. Erenrich suggested waiting a month or two before commenting on the bus study because it is just getting under way, and that the scope of work and schedule are still not finalized.

Mr. Shaw said that there is nothing more depressing than getting recommendations that are the same as approved policies. He encouraged the bus study to make substantive progress on work that has already been done.

Mr. Srikanth said that TPB staff can meet with WMATA and get a better understand of the study and come back to the board to lead a discussion. He said that perhaps a letter of support with recommendations could be ready as a draft by September for the board to review.

OTHER ITEMS

12. ADJOURN

Chair Allen announced that the next board meeting has been moved to Friday, September 21.

Ms. Erickson said that a work session will be held before the September board meeting to provide extra details on Visualize 2045.

No other business was brought before the board. The meeting adjourned at 1:56 p.m.