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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

January 22, 2020

**MEMBERS AND ALTERNATES PRESENT**

Phil Mendelson – DC Council  
Charles Allen - DC Council  
Mark Rawlings – DDOT  
Lezlie Rupert – DDOT  
Kristin Calkins – DC Office of Planning  
Adrian Boafo – Bowie  
Jason Groth – Charles County  
Ron Burns – Frederick County  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Emmett V. Jordon – Greenbelt  
Evan Glass – Montgomery County  
Gary Erenrich – Montgomery County Executive Office  
Victor Weissberg – Prince George’s County Executive Office  
Bridget Newton – Rockville  
Kacy Kostiuk – Takoma Park  
R. Earl Lewis, Jr. – Maryland DOT  
Canek Aguirre – Alexandria  
Christian Dorsey – Arlington County  
David Meyer – City of Fairfax  
Walter Alcorn – Fairfax County  
James Walkinshaw – Fairfax County  
Robert Brown – Loudoun County  
Kristen Umstard – Loudoun County  
Jeannette Rishell – City of Manassas Park  
Ann B. Wheeler – Prince William County  
Victor Angry – Prince William County  
Rene’e Hamilton – Virginia DOT  
Shyam Kannan – WMATA  
Julia Koster – NCPC

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Lyn Erickson  
Andrew Meese  
Tim Canan  
Matthew Gaskin  
Arianna Koudounas  
Mark Moran  
Dusan Vuksan  
Andrew Austin  
Stacy Cook  
Sergio Ritacco  
Bryan Hayes

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Jessica Mirr  
Lyn Winchell-Mendy  
John Swanson  
Karen Armendariz  
Deborah Etheridge  
Stacy Cook  
Brandon Brown  
Abigail Zenner  
Jon Schermann  
Tom Gates

Charles Tenbrook – DDOT  
Jim Maslanka – City of Alexandria  
Chris Laskowski – DC Council  
Kari Snyder – MDOT  
Mark Phillips - WMATA  
David Edmondson – City of Frederick  
Malcolm Watson – FCDOT  
David Lipscomb – DDOT  
Briana Sewell – Prince William County  
Raymond White – Prince William County  
Paolo Belita – DOT – Prince William County  
Nancy Abeles – CAC  
Soumta Dey – DDOT  
Ra Amin – ANC5B  
Norman Whitaker – VDOT  
Regina Moore – VDOT  
Bill Orleans – Public  
Taran Hutchinson - MATOC

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

Chair Russell started the meeting at noon. She welcomed new members to the board and asked all present board members to introduce themselves.

Board members introduced themselves with their name, title, and jurisdiction or agency.

There was no comment from the public.

### **2. APPROVAL OF THE DECEMBER 18, 2019 MEETING MINUTES**

Chair Russell asked that the minutes from the December meeting be corrected to show that there were three abstentions on the Nice/Middleton Bridge vote, and not four.

A motion was made to approve the minutes from the December 18, 2019 TPB meeting. The motion was seconded and approved, with three abstentions.

### **3. TECHNICAL COMMITTEE REPORT**

The new Chair, Mr. Nembhard, said that the Technical Committee met on January 10. At the meeting, the committee was briefed on three items on the board agenda: the 2019 Enhanced Mobility program selection the 2020 Transit Asset Management Targets the preliminary budget for the FY 2021 Unified Planning Work Program.

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Mr. Nembhard said that the committee was also briefed on the regional safety study update and on the safest driver contest conducted by City of San Antonio, Texas. The committee also heard from representatives from DRPT and FRA about the Long Bridge and the beginning of the TLC solicitation period for the FY 2021.

#### **4. CAC AND AFA REPORT**

Mr. Jackson said that the Citizens Advisory Committee met on January 16. He referred to the committee's annual report and said that in 2019 the committee focused on safety. He said that the committee looks forward to continuing conversations about safety in 2020, including topics like Vision Zero and reciprocity in moving violations across jurisdictions in the region. He said that the committee provided region-oriented advice to the TPB on the FY 2020 Unified Planning Work Program, the 2019 Bike to Work Day, the air quality conformity analysis, the National Capital Trail, the Street Smart campaign, and the COG regional housing targets.

Chair Russell thanked Mr. Jackson for his service to the board and the Citizens Advisory Committee.

Ms. Kostiuk said that the Access for All Committee met on January 14. Ms. Kostiuk said that the committee was briefed on temporary service changes to the Silver Spring Transit Center. To support these changes, she said an orientation and mobility specialist hosted an event to assist individuals with visual impairments find the new bus stop locations that will be available during these service changes. She said that a committee member briefed the committee on a complaint that she filed with the FCC regarding free 411 access on mobile phones for people with disabilities. She said that the committee was briefed on the Transport D.C Fast Pass program, a pilot program which provides qualifying taxi drivers with wheelchair accessible vehicles a fast pass that allows them special entry to the front of the taxi queue at Union Station. Lastly, the committee was briefed on the Transportation Land Use Connections Program and its current solicitation period.

Ms. Kostiuk said that the committee had a follow-up discussion on the Dockless Micro-mobility workshop that was held in December. She referred to the section "Broad Areas of Concern" on her memo which was included in the materials and explained that the areas of biggest concern for committee members included bikes and scooters being parked and used on sidewalks, lack of outreach in communities with older individuals and those with disabilities, and conflicting sidewalk regulations in different jurisdictions. The committee developed several recommendations including involving older adults and people with disabilities early in the planning process. More details on these recommendations can be found in the memo.

#### **5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT**

Mr. Srikanth said that the Steering Committee met on January 10. During their meeting, the committee approved two amendment to the TIP. The first amendment was requested by the Virginia Department of Transportation and requested three items: to add \$29 million for the outgoing auxiliary lane on southbound I-95 interchange; to add \$600,000 to the I-395 and Boundary Channel interchange work in Arlington county; and to revise funding for safety operations and preventive and maintenance operation of bridges. The second amendment was requested by Maryland Department of Transportation and adds about \$2.5 for a suburban Maryland-wide bridge replacement and rehabilitation program. It also adds \$1.8 for upgrades to several bridges in Frederick County. Details on the amendments can be found on pages 15 through 20.

Mr. Srikanth said that the letters sent and received sections of the memo including a letter from WMATA's Office of Planning which addressed how they approach identifying routes to make service changes such as the changes proposed in the FY 2021 budget proposal. The letter explains that WMATA's FY 2021 budget will be open for public comment between now and March and all comments will be reviewed by the finance committee before the board acts on the budget in April. Details can be found on page 23. A second letter is from the TPB to Governor Hogan of Maryland regarding the

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selection of the design for the Harry Nice/Middleton Bridge. He said that the letter documents how the board was led to believe that the new bridge would have a barrier separated facility but that this action was ultimately not endorsed. The letter concludes by urging the governor and Maryland Department of Transportation to step in and work to add a barrier-separated pathway in the bridge's design. Details can be found on page 27.

Mr. Srikanth then moved to announcements and updates. He referred to his memo outlining opportunities for the board to work on climate change-related activities. Details can be found on page 33. He referred to a memo that provides information on the work of the Transportation and Climate Initiative. Details can be found on page 35. He also referred to a memo from the Executive Director of COG outlining activities that the TPB is working on that will also support the COG board's focus on Transit Oriented Communities. More details can be found on page 49. He referred to the memo that was shared with Ms. Umstatted in response to her request for getting information on all of the applicants for this year's Enhanced Mobility grant solicitation. Details can be found on page 66. He announced that the Transportation Land Use Connections Program is accepting applications until March 9. Finally, he said that TPB staff held a public forum on the FY 2021-2024 Transportation Improvement Program (TIP). He explained that the TIP will be open for public comment and that it will come to the board for approval in March. He thanked representatives from the state DOTs and WMATA for taking the time to come meet with the public to answer questions about the TIP.

## **6. CHAIR'S REMARKS**

Chair Russell expressed her gratitude for being selected to chair the TPB in 2020. She said she has three goals for the year. First, she expressed the need to expand and intensify the board's work on improving highway safety. To address this issue, she explained the board hired a consultant to dig deeper into the region's data to identify causes for the region's safety issues. Once identified, she said that the region must commit to the implementation of programs and policies which have the potential to improve roadway safety. Second, she said that as part of the TPB's aspirational initiatives, the board recognizes land use as a critical transportation strategy. She explained the region's jurisdictions have similarly agreed and have adopted COG's targets to increase housing in regional Activity Centers and around high capacity transit stations. She said that TPB staff will be working with the COG board, which will be working on Transit-Oriented Communities, since this effort supports TPB's Aspirational initiative of moving jobs and housing closer. Third, she explained that the TPB endorsed COG's greenhouse gas reduction targets which includes an 80 percent reduction below 2005 levels by 2050. She is said that COG is now working to develop an interim 2030 target that can help monitor progress between then and 2050. She said that the TPB should be briefed on their work and consider endorsing the 2030 target. She said that in addition to this, the TPB should become more engaged in learning about the work of the Northeast and Mid-Atlantic states collaborative called the Transportation and Climate Initiative (TCI), and we should determine how the TPB can best support their work to reduce greenhouse gas emissions in the transportation sector. She said that this year brings the opportunity to collaborate closer with COG board. She then said that COG has a seat on its board for the TPB chair. She announced that she would not be able to attend the COG board meetings due to previous commitments, but she had asked the COG Vice Chair Mr. Dorsey from Arlington to represent the TPB on the COG board, and he agreed to serve in this position.

## **ACTION ITEMS**

### **7. APPROVAL OF 2020 APPOINTMENTS TO THE TPB'S CAC**

Mr. Hayes briefed the board on the appointment of members to the Citizens Advisory Committee. He referred to a memo that explains the historic process for selecting residents from the region to serve on the committee. He said the memo also explains that TPB staff are currently updating the participation

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plan and evaluating the committee's operating procedures and membership selection. As a result, membership is being offered for another year to the people who served on the 2019 committee to keep committee procedures stable during this time of transition. He said that TPB staff expects to have a new membership selection procedure by the end of this year and ready for the 2021 CAC. He said that the memo lists the 2020 committee members. He explained that a member from the City of Frederick decided not to participate and that Chair Russell appointed Chris Smariga to fill that role.

Mr. Charles made a motion to approve the members of the CAC. The motion was seconded and approved by the board.

Chair Russell appointed Ms. Abeles from Maryland to chair the CAC. She said that Ms. Abeles is a graduate from the TPB's Community Leadership Institute and has been active member of the CAC since 2015. She congratulated Ms. Abeles on her new role in the committee.

## **8. APPROVAL OF FUNDING RECOMMENDATIONS FOR THE 2019 ENHANCED MOBILITY PROGRAM TO INCLUDE THE PROJECTS**

Ms. Kostiuk said that she served as the chair for the selection committee in charge of recommending projects for the Enhanced Mobility Funding. She said the selection was very competitive this year with requests totaling \$12.3 million, which exceeds the \$7.3 million available for funding. She explained that the committee is recommending funding for 24 out of 29 applications that were received. She said that some projects are recommended for partial funding due to the competitive nature of the process. She said that Ms. Winchell-Mendy would be presenting more information about the 24 projects and recommending action on resolution R7-2020 to approve the projects and amend the FY 2019-2024 Transportation Improvement Program (TIP) to include them.

Ms. Winchell-Mendy thanked Ms. Kostiuk and Mr. Ritacco for serving on the selection committee. She said that this year the committee saw the greatest number of applications that the program has ever seen. She explained that 24 projects are being funded out of 29 that applied. The applicants who were not recommended for funding will receive recommendations on how to improve their applications and the opportunity for a debriefing with staff.

Ms. Winchell-Mendy referred to her presentation and described the projects. The projects fell into two categories: Vehicle Acquisitions and Other Projects. In the Vehicle Acquisition category, Arc of Great Prince William/INSIGHT in Prince William county, was recommended to receive funds to procure five wheelchair accessible vehicles to transport participants to and from employment, work training groups, and medical appointments. The Chinese Culture and Community Service in Montgomery County was recommended for funds to procure five wheelchair accessible vehicles to transport participants to medical appointments, shopping, recreational activities, and group trips. The Other Projects category includes projects that assist through mobility management, taxi vouchers, or program operation. This year, Capitol Hill Village was recommended to receive funds to expand volunteer driver programs to provide 1:1 travel training on public transit, Uber, and GoGo Grandparent. The Dulles Area Transportation Association was recommended for funds to continue and expand a program that recruits bilingual Spanish-speaking volunteers and drives in partnership with transportation providers and conducts travel training and education in Spanish. More detail on these projects can be found in the memo.

Mr. Dorsey asked if there were opportunities for bulk purchasing vehicles similar to other cooperative purchasing agreements.

Ms. Winchell-Mendy explained that vehicles are purchased in bulk off DRPT's contract.

Mr. Snyder asked if the recipients could provide a case studies or examples of the kind of services that

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are being provided through the grants.

Ms. Winchell-Mendy said that they provide this as part of the FTA reporting. Additionally, she said that there are some case studies on some of the projects and they are located on the COG website under “Enhanced Mobility.”

A motion was made to approve Resolution R7-2020 to approve funding recommendations for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program and to approve an amendment of the FY 2019-2024 TIP to include these projects. The motion was moved, seconded, and approved by the board.

## **INFORMATION ITEMS**

### **9. PERFORMANCE-BASED PLANNING AND PROGRAMMING: DRAFT TRANSIT ASSET MANAGEMENT TARGETS**

Mr. Gaskin said that the board will be asked to approve the region’s performance-based planning and programming transit asset management targets at the February meeting. Referring to his presentation and memo, he said that he would cover the federal requirements, the 2019 targets, and the draft targets for 2020. He said that transit assets include buses, rail cars, stations, tracks, and more. He said that the Federal Transit Administration (FTA) issued rules on traffic asset management in 2016, and that the TPB set its first targets for the region in 2017. He described how transit providers set targets, which are compiled by the TPB and shared with the state DOTs and transit providers. Large providers set their own targets and report them to the FTA, and small providers participate in a group plan and submit their targets with state agencies. He said that the long-range plan and the TIP must also include these targets.

Mr. Gaskin said that there are four transit asset management performance areas: 1) the age of revenue vehicles, 2) the age of service vehicles, 3) the percentage of rail infrastructure that has performance restrictions, and 4) the percentage of facilities that don’t meet acceptable conditions. He said that providers are now required to report on how well they compared to their goals in 2019. A narrative report will be shared with FTA and the TPB.

Mr. Gaskin said that his presentation and report include the specific targets.

### **10. UPDATE ON THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM AND REGIONAL INFORMATION SHARING**

Mr. Meese acknowledged members of the Metropolitan Area Transportation Operations Center (MATOC) Steering Committee. He said that Mr. Hutchinson would give an overview of MATOC and that Mr. Osborn would give the local perspective from D.C. Homeland Security and Emergency Management Agency. He said that the board requested this presentation at the October 2019 TPB meeting.

Mr. Hutchinson said that MATOC is a program coordinated between DDOT, MDOT, VDOT, WMATA, and other organizations. He said that MATOC was created in 2008 and started operations in 2009. He said that MATOC's annual work plan is \$1.4 million. He said that there are two elements of the program. The systems side brings together the disparate databases from all the regional partner agencies. On the operations side, MATOC operates from 4:30 a.m. to 8:00 p.m. Monday through Friday. He said that they are able to ramp up to 24/7 operations if called upon. He said that MATOC is constantly in contact with the operations centers at each of the DOTs, the National Park Service, and others. He said that MATOC operators detect anomalies in traffic flow, verify them, and when necessary, elevate them. He said that MATOC has a notification system that partners subscribe to. He said that MATOC partners get access to their Regional Integrated Transportation Information System, which fuses all the datasets in the region. He described operations during a typical day and the process that operators use to elevate an event.

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Mr. Osborn said that the District's Homeland Security and Emergency Management Agency (HSEMA) runs the Joint All Hazards Operation Center (JAHOC), which similar to MATOC is a multi-agency coordination process. He said that JAHOC focuses on inter-agency coordination, and that by providing steady-state operations allows DDOT to coordinate with police, Homeland Security, and others. He said that JAHOC works within the District and provides alerts, warnings, and other notifications in a variety of areas, including transportation. He said that JAHOC has a monitoring and alerting process in the District. He said that JAHOC collects information, validates and analyzes that information, and when appropriate disseminates that information. He said that this is a human-intensive process. He said that Virginia and Maryland have similar operations centers in each jurisdiction and follow a similar process. He said that challenges faced by operations centers include: do we have all the information we need; what to do about information that keeps changing; how to handle multiple competing information sources; and what does the information tell us. He said that there is no all-seeing eye and that it is a system of people who are looking for the fastest leanest way to share information. He said there is an opportunity for things to get lost in this process.

Mr. Meese said that two example incidents will be described; one was the March 28 tanker truck incident on the Capital Beltway, and the other was the October 11 incident in a federal building that impacted traffic flow on Independence Avenue. He said that some board members had asked for details about the October 11 event.

Mr. Hutchinson said that when there is an incident like the one involving the tanker, the organizations with direct responsibility are going to be on the scene and taking care of it. They coordinate their own responses. He said that MATOC's job is to look at other points in the system to make sure that everything is moving smoothly there. He said that during the March 28 tanker incident, there was also a closure of Highway 15 near Lucketts and capacity on the Chain Bridge was reduced due to a disabled vehicle. MATOC's role is to make information about other points in the system available. After the event, the different impacted operations groups got together for a call to discuss takeaways and how to improve future responses. Regarding the incident on October 11, he said that MATOC got a call from D.C. HSEMA about a fire alarm incident in a building near Independence Avenue. He said that MATOC looked at the incident and determined that its impact was isolated to a local area and that it would not impact the freeways. They decided to monitor the situation to see if anything changed.

Mr. Lewis said that he spent over a decade working with the National Capital Region Urban Area Security Initiative and the Emergency Preparedness Council. He said it is important that MATOC was set up so that the region could have common situational awareness of major events.

Mr. Mendelson said that Independence Avenue is a major arterial into the city from Maryland and that it was completely shut down on October 11. He said that as the regional incident command, it is important that HSEMA pump information out to the region and that the message would be consistent. He said that maybe the October 11 incident was small, but Independence Avenue was closed for 45 minutes or more and that impacted many commuters. He asked what the point of regional incident command was if all the jurisdictions, including Capitol Police and DDOT are not notifying MATOC.

Mr. Hutchinson said that once MATOC is notified they start taking action. On October 11, they were notified at 7:19 a.m. At that time the operator started looking at the incident. He said that they do not typically get notifications from Capitol Police.

Mr. Mendelson asked who did notify MATOC.

Mr. Hutchinson said that MATOC received an alert from Alert DC. That alert started the process. He said that MATOC relies on JAHOC to say what is happening in District. Once they get information from JAHOC, they can run with it.

Mr. Mendelson asked when HSEMA and JAHOC found out about the October 11 incident.

Mr. Osborn said that they got a phone call at 6:43 a.m. notifying them that Capitol Police was closing

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and evacuating a building due to a fire alarm. They said that they were going to close Independence Avenue, which was closed around 6:45 a.m.

Mr. Mendelson asked why MATOC was notified 30 minutes later.

Mr. Osborn said that the operations center walks a fine line at all times between notifying the public and over-notifying the public. One of the key factors of whether they decide to notify the public is the acuity of the incident. He said that in this case it was an alarm and a subsequent road closure. He said that if it was more than an alarm and it was an actual fire, the acuity would have gone up because it would result in a longer road closure. He said that when there is an alarm, the situation usually gets cleared up before an alert can be sent. He said that in this case, the operations team thought it would clear up faster than it did. In this incident, the team could have been a bit more aggressive. The alert did go out, around 7:20 a.m. He said that Mr. Mendelson called JAHOC around 7:35 a.m. Around that time, the alert was canceled. He said that the whole incident lasted 40 to 45 minutes. He said it is a human process. He said that the people involved in the decisions that day have discussed lessons learned. He said that JAHOC gets notified by Capitol Police but they do not proactively notify MATOC. He said that MATOC receives the alert through an automated feed. He said that once they receive the alert, they do their own analysis to determine whether it meets their threshold for sending out their own alert. Mr. Osborn described the ongoing challenge of reviewing and verifying thousands of pieces of information coming into the regional watch desks and deciding what fraction of that information needed to be turned into outgoing alerts. He said that this region does a very good job of joint messaging when it comes to public information through the media. He said that neither JAHOC or MATOC proactively alert the media. He said that media can subscribe to the alerts. He said that this can become an issue of how many phone calls can be made immediately when an incident happens, because in addition to wanting to notify everybody, there is the pressing need to get the operators on the ground the notifications that they need.

Mr. Snyder asked for other emergency management groups to come back to the board later this year with suggestions for shortening the length between the time an alert is received and by the time that information is shared with the public.

Mr. Lewis said in addition to the human resources there are technical limitations. He said that there is an effort to upgrade to more real-time tools as they become available.

## **11. REVIEW OF THE OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2021 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Ms. Erickson said that the UPWP is the TPB's budget and it describes how staff carry out the metropolitan transportation planning process. She said the fiscal year starts on July 1, 2020. She referred to her presentation for next month and said it will provide a high-level summary of activities that staff plan to undertake. She said it is a work in progress and that staff are still working with the state DOTs to get revenues for the year. She said that as an MPO, the TPB does three main things: meets federal regulations, provides a forum for regional transportation planning, and provides data to decisions makers. At the February TPB meeting she will present more detail on the draft work program. The program is expected to go to the board for approval in March.

## **OTHER ITEMS**

## **12. ADJOURN**

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