



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: November 14, 2019

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: November 14, 2019

At its meeting on November 1, the TPB Steering Committee approved the following resolution:

- SR12-2020: To amend the FY 2019-2024 Transportation Improvement Program (TIP) to include \$7.1 million in Congestion Mitigation and Air Quality program and District match funding for the Rock Creek Park Trail project, as requested by the District Department of Transportation. This project is exempt from the air quality conformity requirement and was included in the financial plan for Visualize 2045.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.”

Attachments

- TPB Steering Committee Attendance
- SR12-2020

TPB STEERING COMMITTEE
ATTENDANCE – NOVEMBER 1, 2019

MEMBERS

Martin Nohe
Mark Phillips
Mark Rawlings
Kelly Russell
Regina Moore

Prince William County
WMATA
DDOT
City of Frederick
VDOT

PARTICIPANTS

Bob Brown
Keela Butler
Gary Erenrich
Jim Maslanka
Ciara Williams

Loudoun County
VDOT
Montgomery County
City of Alexandria
VDRPT

COG STAFF

Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Mark Moran, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Stacy Cook, DTP
Eric Randall, DTP
Jon Schermann, DTP
Dusan Vuksan, DTP

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE ROCK CREEK PARK TRAIL PROJECT, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

WHEREAS, in the attached letter of October 25, 2019, DDOT has requested an amendment to the FY 2019-2024 TIP to reinstate the Rock Creek Park Trail project (TIP ID 3230) and to include \$7.1 million in Congestion Mitigation and Air Quality Program (CMAQ) and District matching funds in FY 2020, as described in the attached materials; and

WHEREAS, this program is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, funding for this program is included in the Visualize 2045 financial analysis; and

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to reinstate the Rock Creek Park Trail project (TIP ID 3230) and to include \$7.1 million in CMAQ and District matching funds in FY 2020, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on November 1, 2019.

Government of the District of Columbia
Department of Transportation



d. Planning and Sustainability Division

October 25, 2019

The Honorable Martin Nohe, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chairman Nohe,

The District Department of Transportation (DDOT) requests that the FY 2019-2024 Transportation Improvement Program (TIP) be amended to reinstate and increase funding for one project as detailed below:

Rock Creek Park Trail (TIP ID# 3230) – 1) Reinstate project; 2) Add CMAQ funding in the amount of \$7,100,000 for construction for program year 2020.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its next meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, feel free to contact me directly.

Sincerely,

James Sebastian
Associate Director, Planning and Sustainability Division (PSD)

**DISTRICT OF COLUMBIA
 FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
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DDOT

TIP ID: 3230	Agency ID: AF005A	Title: Rock Creek Park Trail	Complete: 2021	Total Cost: \$18,900
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Facility: M Street to Beach Drive	CMAQ	80/20/0	19,400 c		7,100 c				7,100
From: Piney Branch Pkwy									
To: 16th Street	DEMO	80/20/0	500 a						

Total Funds: 7,100

Description: Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

Amendment: Funding Increase and Reinstate Project **Approved on: 11/1/2019**
 Reinstate project; add CMAQ funding in the amount of \$7,100,000 for construction for program year 2020



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: November 14, 2019

No letters were sent/received since the last TPB meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: November 14, 2019

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



National Capital Region
Transportation Planning Board Meeting Calendar

2020

JANUARY						
S	M	T	W	T	F	S
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DECEMBER						
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January:
 Jan. 10 TPB Steering Committee
 Jan. 10 TPB Technical Committee
 Jan. 22 TPB

February:
 Feb. 7 TPB Steering Committee
 Feb. 7 TPB Technical Committee
 Feb. 19 TPB

March:
 Mar. 6 TPB Steering Committee
 Mar. 6 TPB Technical Committee
 Mar. 18 TPB

April:
 Apr. 3 TPB Steering Committee
 Apr. 3 TPB Technical Committee
 Apr. 15 TPB

May:
 May 1 TPB Steering Committee
 May 1 TPB Technical Committee
 May 20 TPB

June:
 Jun. 5 TPB Steering Committee
 Jun. 5 TPB Technical Committee
 Jun. 17 TPB

July:
 Jul. 10 TPB Steering Committee
 Jul. 10 TPB Technical Committee
 Jul. 22 TPB

September:
 Sept. 4 TPB Steering Committee
 Sept. 4 TPB Technical Committee
 Sept. 16 TPB

October:
 Oct. 2 TPB Steering Committee
 Oct. 2 TPB Technical Committee
 Oct. 21 TPB

November:
 Nov. 6 TPB Steering Committee
 Nov. 6 TPB Technical Committee
 Nov. 18 TPB

December:
 Dec. 4 TPB Steering Committee
 Dec. 4 TPB Technical Committee
 Dec. 16 TPB

*Please note that the Jan. & Jul. meeting of the TPB will be held on the fourth Wednesday of the month.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Association of Metropolitan Planning Organizations: staff annual meeting and committee participation
DATE: November 14, 2019

The following is a summary of staff experiences at the Association of Metropolitan Organizations (AMPO) annual meeting in Baltimore, Maryland that took place October 21-25, 2019. Eight members of the TPB staff attended the meeting. While there, they participated in committee meetings, presented their work, learned best practices from peers, and met staff from other MPOs.

TPB STAFF PRESENTATIONS

In their presentation titled “Making your Plans Come Alive,” Charlene Howard and Stacy Cook discussed TPB’s experience to date developing and delivering interactive content to supplement the traditional ways TPB has shared their long-range plan (LRP) with stakeholders and the public. The presentation included examples of how interactive maps, media, and text can be used (and reused) to deliver a consistent message across products. The main takeaway from the presentation was that “all team members need to be aware of timelines and deadlines so products can be coordinated and delivered concurrently.” The presentation used Visualize 2045 as an example.

The presentation also included some tips and tricks to other MPOs looking to foray into the world of Story Maps and concluded with some coming attractions on how staff intends to continue develop interactive, collaborative products not only for LRP activities, but for other MPO planning and program areas.

At a session on the Future of Transportation, Michael Farrell discussed Dockless Shared Mobility Devices (at this point mostly e- scooters and electric-assist bicycles) in the Washington region. He covered a bit of recent history and successes, areas of concern, lessons learned, and COG’s ongoing role in information-sharing and coordination.

Transportation Planner Sergio Ritacco presented on the TPB’s approach to meeting region-level Title VI Nondiscrimination and Environmental Justice analysis requirements. He particularly highlighted the results from the most recently completed analysis and use of Equity Emphasis Areas. Participants left with a better understanding of region-level activities and the pros and cons of various approaches. The presentation was followed by a lengthy Q & A on how the TPB identified Equity Emphasis Areas and its application in the long-range planning process, including public participation and programming.

In his presentation titled, “MPO Board Engagement Through Target Setting,” Jon Schermann encouraged staff of other MPOs to use the federal requirement to set regional safety targets to

engage their respective policy boards on the topic of safety. He shared how TPB members expressed their unhappiness with the level of fatalities and serious injuries in the metropolitan Washington region as revealed by the data-driven targets setting process. This dissatisfaction led to unprecedented engagement by board members to better understand the factors driving the observed safety outcomes and to then identify actions the board can take to improve those outcomes. He noted that other MPO boards might respond similarly if asked to set their own numerical safety targets rather than simply agreeing to support their state DOT's targets. This is important because state DOTs and DMVs cannot solve the safety problem by themselves and MPO actions to reduce fatalities and serious injuries on our roadways should be viewed as a necessary complement to the work being done at the state level.

SESSION HIGHLIGHTS

TPB staff also attended sessions on a wide range of topics for MPOs. These sessions covered performance-based planning, scenario planning, equity, accessibility, resiliency, technology, autonomous vehicles, scooters, hyper loop, public involvement and communications using social media, environmental justice, MPO mergers, state and MPO coordination and more. The following are a few of the key takeaways from some of those sessions. A few lessons learned from the conference presentations include:

- MPOs and research partners are using data and GIS analysis in new ways to measure accessibility and to inform decision-making about transit planning and other transportation investments.
- In a session highlighting the importance of looking backward to better understand how to plan for the future, participants gained an understanding of how an honest review of an MPO's operation and structure can help initiate future organization changes through an assessment of the Little Rock, AR's first regional plan. As key leadership reaches retirement, and the requirements of long-range planning become increasingly complex and interrelated with other fields, being able to document justifications, successes, and challenges could help current and future staff better plan for the future.
- In a session on long-range planning, a key message was that planners need to think not only for the different generations that we are planning for, but how the needs of those generations, and their behaviors, might change over time.
- FTA and FHWA held sessions during which they summarized recent research that is relevant to MPOs and provided links and titles to the research products.
- Strategic use of social media can improve the visibility of an MPO and can help to drive response rates to surveys.
- Communication and collaboration between state departments of transportation and MPOs are critical for success. MPO coordination gatherings such as those convened by MDOT and VDOT for their states' MPOs are helpful to all parties.

PEER EXCHANGES AND COMMITTEES

In addition to the sessions focused on various topic areas TPB staff also participated in peer exchanges and AMPO committee meetings.

- TPB is a member of AMPO's policy committee (Kanti Srikanth). In the committee meeting, staff learned about the federal appropriations for FY 2019 and the reauthorization of Fast

Act which is set to expire end of federal FY 2020. The committee will be developing a set of reauthorization principles and priorities from the MPO perspective. TPB staff will be able to reconcile TPB's reauthorization principles with that of AMPO as appropriate.

- TPB is also a member of the AMPO technical committee (Lyn Erickson), and that committee focused on identifying research topics and how their work could better compliment the policy committee's work. TPB has many issues that are common with other large MPOs that were suggested for further research. Equity, ride-hailing companies, the consistency and ease of data availability, and innovative means to raise funds were some of the common issues discussed.
- AMPO Performance-Based Planning Working Group: Andrew Meese has participated with this group, which meets once or twice each year, discussing MPO experiences complying with new federal PBPP requirements, and related issues. More information can be found on the group's web page (<http://www.ampo.org/resources-publications/ampo-work-groups/operations/>).



MEMORANDUM

TO: Transportation Planning Board
FROM: Bryan Hayes, TPB Transportation Planner
SUBJECT: Changes to recruitment and selection for the 2020 Citizens Advisory Committee
DATE: November 14, 2019

This memo describes changes to recruitment and selection of members and alternates for the TPB's 2020 Citizens Advisory Committee (CAC).

BACKGROUND

Every fall TPB staff start recruitment for the following year's CAC. This typically involves an outreach campaign via TPB News and social media and working with the Technical Committee and board members to raise awareness and identify candidates. Members are selected in two ways. First, the current CAC votes on 6 members, two from each state. Second, the TPB officers for the new year select 3 members from each state and up to 3 alternates. The officer selections are approved by the TPB in January.

Based on the recent evaluation of the TPB's participation activities and discussions that have begun as part of the TPB's Public Participation Plan update, staff believe that now is a good time to evaluate how the CAC can best advise the TPB. Staff are conducting a process parallel to the Participation Plan update in which ways are explored to update the CAC's structure, membership, and relationship with the TPB and TPB activities. The purpose of this CAC update is to help make the committee more representative of the region, while also strengthening the relationship between the CAC and the TPB.

This CAC update is expected to be completed by mid-2020, with any changes going into effect in January 2021.

CHANGES TO RECRUITMENT AND SELECTION

Given expected changes to the committee for 2021, staff believe that it makes sense to maintain the committee's current membership for 2020. This will help to maintain institutional knowledge within the committee and reduce the need for training new members.

The process for selecting and approving the 2020 CAC is outlined below:

- Staff will invite current members and alternates to return for 2020
- Vacancies will be filled with former members, Community Leadership Institute graduates, and suggestions from TPB officers
- Members will commit to return for 2020 and sign a new code of conduct in December
- The 2020 CAC will start in January with a new chair, selected by the 2020 TPB chair