
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
March 29, 2017

MEMBERS AND ALTERNATES PRESENT

Bob Brown, Loudoun County
James Davenport, Prince William County
Allison Davis, WMATA
James Davenport, Prince William County
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPD
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
David L. Meyer, City of Fairfax
Ron Meyer, Loudoun County
Jackson Miller, Virginia House of Delegates
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Eric Shaw, DC Office of Planning
Jarrett Smith, City of Takoma Park
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Victor Weissberg, Prince George's County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Nicholas Ramfos
Robert Griffiths
Eric Randall
Ron Milone
Andrew Austin
Andrew Meese
Dusan Vuksan
Michael Farrell
Mark Moran
Jane Posey

Daivamani Sivasailam	
Charlene Howard	
Ken Joh	
Mark Moran	
Ben Hampton	
Abigail Zenner	
Lori Zeller	
Wendy Klancher	
Sergio Ritacco	
Lamont Cobb	
Arianna Koudoumas	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stuart Freudberg	COG/EO
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Monica Backmon	NVTA
Mike Lake	Fairfax County DOT
Regina Moore	VDOT
Norman Whitaker	VDOT
Regina Moore	VDOT
Maria Sinner	VDOT
Tim Roseboom	DRPT
Mike Lake	FCDOT
Steve Brigham	Public Engagement Associates
Julie Hirka	Vienna Resident
Deanna Heier	Dunn Loring Resident
Rachel Galowich	MIT
Ron Burns	Frederick County
Nydia Blake	Aide/Neabasco Supervisor Office/PWC
Pierre Holloman	City of Alexandria
Patricia Happ	NVTC
Andrew Mowry	Loudoun County
Melissa Williams	MD Transportation Authority
Stewart Schwartz	Coalition for Smarter Growth
Nancy Smith	NOVA Alliance
Tim Davis	City of Frederick

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Deanna Heier, Dunn Loring resident, thanked TPB staff who notified the public about the proposed changes to the CLRP. She spoke against the changes to the ramps on the I-66 project outside the Beltway. She said her community is primarily concerned with design changes to the ramps. She said the ramps to the I-495 interchange would have a negative impact on her community.

Ms. Hook, Dunn Loring resident, said she was also concerned about the I-66 ramps. She said that it appeared as though the new designs would be higher and wider than originally proposed and would

have a negative impact on her community. She asked VDOT for an updated environmental impact assessment and more public engagement about the changes.

Julie Hirka, Vienna resident, also spoke against the changes to the I-66 outside the Beltway project. She was concerned about the impact of more trucks and higher polluting vehicles on the interstate and how the increased noise would affect the community specifically near the Vienna Metro and Oakton High School. She was also concerned that the project is putting profit over safety and that it is not consistent with the scope of the original proposal. She also requested a public hearing schedule before any changes are completed.

2. APPROVAL OF MINUTES OF THE FEBRUARY 15 MEETING

A motion was made to approve the minutes for the February 16, 2017 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the TPB Technical Committee met on March 3. He said that at the meeting the committee was briefed on a number of items, including some that were scheduled to be presented to the board that the meeting. Those items include the carryover funding for and a description of the FY 2018 Unified Planning Work Program. He said that the committee was also briefed on the Commuter Connections Work Program, the Equity Emphasis Areas, the Long-Range Plan Task Force, and upcoming TIP amendments.

Chairman Newton announced that Mr. Harris from Gaithersburg was remotely participating in the meeting.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE

Mr. Martin said that the CAC hosted Chairman Newton at the committee's meeting on March 8. He said that Chairman Newton led the committee in a robust discussion about the TPB's priorities and ways that the CAC could be most helpful and influential with the TPB. He said the committee spent a lot of time discussing the Long-Range Plan Task Force. He said the discussion focused on how the TPB could influence funding for unfunded projects, how the TPB could consider land-use issues as part of the task force, and the types of performance measurements – including mobility and accessibility – that should be part of the process. He said that Chairman Newton provided the committee with good insight into the direction that the task force is taking.

Mr. Martin said that the committee also talked about public engagement around the long-range plan. He said that the CAC had hoped that public engagement would intersect more directly with the Long-Range Plan Task Force, because it would help get the public more interested and involved. He said that the committee believes that public engagement should include both statistically robust approaches, and more innovate approaches that allow for more opportunities to take the engagement process outside traditional channels.

Mr. Martin said that the committee was also briefed on the Equity Emphasis Areas and the Environmental Justice Analysis.

Chairman Newton noted the addition of a new item to the agenda, which was a report from the Access for All (AFA) Advisory Committee. Ms. Newton said that the board in the past has heard from the committee when the board has discussed the CLRP, but she said she believes it is important that the committee have the opportunity on a regular basis to provide input. In the absence of Mr. Allen who chairs the advisory committee, Chairman Newton noted that Wendy Klancher on staff would provide the report.

Ms. Klancher reminded the board that the AFA was reconstituted in the summer of 2016 to include a wider membership. She said that the committee meets five times a year, and that its last meeting was on February 23. At that meeting the AFA was briefed on the COG/TPB specialized transportation grants that are provided by the FTA. This included a discussion about the Enhanced Mobility Section 5310 program. She said that the next solicitation is expected to kick off in August 2017 and will include \$5 million in funding. The committee was also briefed by the Fairfax County Department of Neighborhood and Community Services about an Enhanced Mobility grant that the department received for a Northern Virginia mobility access project. The committee received an update from Metro about WMATA's FY 2018 budget. The committee also provided feedback on the Equity Emphasis Areas map. The feedback was positive. Finally, the committee was also briefed on the Transportation/Land-Use Connections program (TLC). She said that the next AFA meeting is scheduled for May 11.

5. REPORT OF STEERING COMMITTEE

Referring to the mailout and handout material, Mr. Srikanth briefed the board on Steering Committee actions, letters send/received and the director's report.

He said the Steering Committee actions included three amendments to the Transportation Improvement Program (TIP): 1) A request from Montgomery County to program \$39 million in TIGER grant funds; 2) the addition of approximately \$740,000 in federal and local funds for a project in Charles County, to replace Hill Road Bridge, and 3) a request from Virginia to add approximately \$7.5 million for work activities on the I-395 express lanes extension project, which has already been added to the CLRP and TIP.

Mr. Srikanth said the Steering Committee also reviewed a request from MDOT to add approximately \$560 million to advance the expansion and replacement of the Harry Nice Bridge. He said that this was an action item on the TPB's agenda, and he noted that the Steering Committee recommended the board approve this TIP amendment.

Mr. Srikanth said that staff received a late request from WMATA to consider a TIP amendment on an urgent basis. He said that the TIP amendment was essentially good news in that WMATA and the FTA had reached agreement on FTA releasing previously approved funding that would provide more than \$200 million for WMATA's projects and programs, all of which are under the maintenance and state of good repair activities. He said since this request came after the last Steering Committee meeting, the action has been added to the TPB's agenda as Item 14. He said that staff had reviewed the request with the three DOTs who oversee TPB activities and with the federal agency representatives. Staff finds that the amendment would not affect the CLRP, the fiscal constraint of the CLRP or TIP nor the air quality conformity analysis and as such, staff recommends the board approve this request under the later item on the agenda.

Mr. Srikanth reviewed the letters sent and received, which included a letter jointly sent by the Federal Highway Administration and Federal Transit Administration that approved the air quality conformity analysis of the 2016 CLRP. The packet also included a letter from WMATA acknowledging comments made by the TPB's Access for All Advisory Committee.

Mr. Srikanth reviewed updates and announcements, which included: 1) a memo from COG Executive Director Chuck Bean to the COG board providing a status report on the efforts to establish a Metrorail safety commission; 2) a memo from Nick Ramfos, who is the staff director for Commuter Connections, informing the TPB that Commuter Connections is partnering with a consortium led by University of Maryland and some private automobile manufacturers to pilot test autonomous vehicles and electric vehicle systems within this region. The U.S. Department of Energy is providing grant funding for this project; 3) a copy of the latest TPB News providing details on the regional forum on Safe Routes to School that was co-hosted by the TPB's Bicycle and Pedestrian Subcommittee.

6. CHAIR'S REMARKS

Chairman Newton thanked the board and staff for their flexibility in rescheduling the board meeting following the snow storm that hit two weeks earlier. She noted that there were a large number of topics to cover during the day's meeting and said assumed that members had reviewed all of the read-ahead materials. She encouraged members for future meetings to be sure to read the material that is sent out ahead of time. She also said she would like to begin all meetings on time. As an aside, she said wanted to give a "shout-out" to Mr. Snyder and the City of Falls Church. She said she had just a heard a story about a 92-year-old crossing guard in Falls Church, which she thought was incredible.

Chairman Newton highlighted the importance of Item 11, which would establish the Long-Range Plan Task Force's Phase II work. In order to allow sufficient time for this and other items, she said she wanted to have the administrative actions taken care together and as such wanted to change the ordering of agenda items as follows: Items 7, 8, 9, followed by 12, 13, 14, and then followed by 11 and 10. She asked if there were objections. There were none.

ACTION ITEMS

7. APPROVAL OF AMENDMENTS TO THE FY 2017 UNIFIED PLANNING WORK PROGRAM (UPWP), AND APPROVAL OF THE FY 2017 CARRYOVER FUNDING TO FY 2018

Ms. Erickson said that she would cover Items 7 and 8 on the Unified Planning Work Program (UPWP) together. She said that the UPWP is the TPB's annual budget document that summarizes all of the work activities at the TPB, including: the federal metropolitan planning process; staffing meetings; gathering and analyzing data; and responding to board requests. She said that the UPWP also covers activities like the Long-Range Plan Task Force. She that the TPB is required to provide a regional forum for transportation planning, and that the federal government must approve TPB plans and programs in order for transportation funding to flow into the region. She thanked the members of the board for making the TPB a priority.

Ms. Erickson said that the staff memo to the board described in more detail all of the actions the board was being asked to take, and that she would briefly review them. She said that she will address the three resolutions the board will be considering and she noted that they are all related to the budget and activities of the TPB for the remaining time of the current fiscal year and the next fiscal year beginning in July of this year. She said that the first resolution amends the current UPWP to identify funding activities that staff will not be completing during this fiscal year. The second carries this funding over from the FY 2017 UPWP into the 2018 UPWP. The third resolution was to approve the FY 2018 UPWP. She said that federal funding accounts for 80% of the UPWP. The three state DOTs contribute 10%, and the local jurisdictions contribute the final 10% through their COG dues. She said that the assumed budget amount for FY 2018 UPWP is \$16.3 million, which includes new funds for FY 2018, unexpended funds from FY 2016 (two years ago), and the carryover funding from the current fiscal year into the next one which the board would be approving in the first of three resolutions. Noting that the UPWP funds staff, long-range planning activities (including public outreach and the financial analysis), the constrained projects solicitation for the fall, and the Equity Emphasis Areas, she reviewed the planned activities for FY 2018 and highlighted some of the new activities. She said that the UPWP covers the federally required performance-based planning and programming changes that will come this year with the primary focus on setting performance targets on a variety of topic areas starting with transit asset management and highway safety. Other items funded by the UPWP include TIP amendments, regional traffic signal and power backup system surveys, the cooperative forecast, the Transportation/Land-Use Connections program, as well as communications and outreach activities. Speaking about the FY 2018 UPWP, Ms. Erickson thanked the DOTs for generously allowing the reprogramming of their unused

technical assistance funds to be programmed towards the long-range plan task force activities. She said that reprogramming was the main reason that the TPB would be able to fully meet the needs of the resolution that the board is scheduled to approve later on in the agenda. Speaking to the three sets of actions, she said that they had been reviewed by the state departments of transportation and the technical committee, including at its recent meeting on March 3. She said that after the TPB acts on the three resolutions, the document will be submitted to the federal government for approval. She said that the FY 2018 UPWP starts on July 1, 2018.

A motion was made to adopt Resolution R12-2017 and R13-2017 to approve the amendment to the FY 2017 UPWP and the FY 2017 carryover funding to FY 2018. The motion was seconded and approved unanimously.

8. APPROVAL OF THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)

Discussion for Item 8 occurred during Item 7.

A motion was made to adopt Resolution R14-2017 to approve the FY 2018 Unified Planning Work Program. The motion was seconded and approved.

9. APPROVAL OF THE DRAFT FY 2018 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Mr. Ramfos said that the TPB was briefed on the FY 2018 draft of the Commuter Connections Work Program at the February 15 meeting. He said that the document was released for public comment. Two changes were made. One added an impact analysis for the Guaranteed Ride Home Baltimore project. The other change added funding to the marketing component of the work program from Howard County for a promotion of the real-time ridesharing app. He said that there were no comments on the draft.

A motion was made to adopt Resolution R15-2017 to approve the FY 2018 Commuter Connections Work Program. The motion was seconded and approved.

10. (AGENDA ITEM 12) APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Chairman Newton skipped ahead in the agenda to Item 12, approval to amend the FY 2017-2022 TIP to include project and funding updates for the Northern Virginia section of the TIP.

Ms. Hamilton explained that this TIP amendment was basically an update to reflect the planned funding in the Commonwealth's six-year plan.

Ms. Hudgins did not raise an issue with the TIP but she did speak about some of the comments on the CLRP amendments that came up during the public comment period. She said that she and other colleagues who represent the area had not been briefed on the proposed changes to the design of the I-66 improvements project. She explained that there had been consensus around a preferred alternative and as part of that, no horizontal or vertical increases to on-ramps were going to go forward. But she said that had changed. She noted that while she would vote to approve the TIP she was concerned about the changes to the proposed I-66 ramps within the CLRP.

Ms. Hamilton said that the agency does have a plan to conduct outreach to the public and the elected officials of the affected jurisdictions. She explained that VDOT had not yet gone to the public with information about the changes to the I-66 ramps because they were waiting on more detailed information to share. She also explained that the agency had only recently selected its private sector partner to design, build and operate the Express lanes on I 66 and the partner had proposed some changes to the preferred alternative that VDOT had chosen. She said these proposed changes are being reviewed internally and would then be taken through a public engagement process. She also said the

project's environmental analysis and document would be revised. She said while the proposed changes were intended to improve operations, they also were intending to avoid impacts on some structures near the on-ramp sites such the Metrorail's power station building. She said that when they had more details, VDOT would work with citizens and with elected officials.

A motion was made to approve Resolution R17-2017 to amend the FY 2017-2022 TIP. The motion was seconded and approved.

11. (AGENDA ITEM 13) APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO ADD THE GOVERNOR HARRY W. NICE BRIDGE IMPROVEMENT PROJECT FOR THE MARYLAND TRANSPORTATION AUTHORITY (MTA)

Chairman Newton introduced the next item to amend the FY 2017-2022 TIP to add the Governor Harry M. Nice Bridge improvement project for the Maryland Transportation Authority.

A motion was made to approve Resolution R18-2017 to amend the FY 2017-2022 TIP. The motion was seconded. The board voted to approve the TIP amendment to add the Governor Harry M. Nice Bridge improvements.

12. (AGENDA ITEM 14) APPROVAL TO AMEND THE FY 2017-2022 TIP FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

Chairman Newton next introduced a TIP amendment for WMATA. She said that the board had been briefed on the item and there was nothing to add.

A motion was made to approve Resolution R19-2017 to amend the FY 2017-2022 TIP. The resolution to amend the TIP for WMATA was approved.

13. (AGENDA ITEM 11) LONG-RANGE PLAN TASK FORCE

Chairman Newton introduced the topic with a recap of the discussion during the February meeting when the board had agreed to a set of changes to the draft resolution and that the TPB's resolution for this meeting reflected all of those agreed upon changes. She then said that leading up to today's meeting, she had had discussions with the two vice chairs of the board about the work the board will be undertaking with this action. She said the outcomes will be based on the TPB's commitment to taking this on and the ability that the board has to make a difference. Chairman Newton said, "And it's going to be very, very important for all of us -- I can't say this strongly enough -- to take off our parochial hats and put on our regional hats. That's what we're here for as a transportation planning board." Describing her expectations she said "We hope to achieve a consensus-based plan which I really do sincerely hope can be a consensus-based proposal, a set of transportation projects, programs, and policies that are not yet part of our region's long-range transportation plan, but that we believe collectively will be game-changers and have the potential to provide meaningful and substantive improvements to our region's ability to satisfactorily address the current congestion, mobility, and accessibility challenges that we are all incurring. I also think that they will enable us to successfully manage the growth that we all hope will come to our region." She noted that plan will not have detailed engineering studies or implementation plans for each of the proposals but rather it would be a high-level analysis conducted to identify the potential improvements that these projects, programs, and policies can provide. She said that following the approval of this plan, the TPB will be able to make a case for these to be funded or other implementation actions taken, and make these a part of the constrained element of the region's long-range transportation plan.

Chairman Newton said that "to do all of the above on a consensus basis by the end of the year is a very tall order. I and our two vice-chairs believe that it's something that we should commit ourselves to doing. We believe it can be done by having this task force, whose members are completely focused on the

activities to be accomplished, committed to doing so while looking for common ground for this board with such diverse views.” In order to ensure that the Task Force is well positioned to do this work within this limited time, she and the officers of the board were proposing to limit the number of members on the task force and to have her appoint the members to the task force. She said this proposal was now part of the resolution in front of the board with the details of how the appointment process would work detailed as an attachment to the resolution. She also said that due to some personal time commitments that have come into her life and Mr. Allen's significant commitments on the District's Council, she had asked Mr. Fisetto to serve as chair of this task force. She thanked Mr. Fisetto for accepting this responsibility. She said that Mr. Allen and herself would still be involved, but Mr. Fisetto would be taking the lead.

Chairman Newton then noted a change to the resolution which was under the sixth "Resolved" clause. She said that the resolution now specified that the TPB in July 2017 will approve 6-10 projects, programs, and policies that will have been identified by the task force in June. With that, Chairman Newton asked for a motion to approve resolution R16-2017 before opening it up for discussion.

Mr. Ron Meyer moved to adopt Resolution R16-2017, Establishing the Mission and Tasks of the Long-Range Plan Task Force. The motion was seconded.

Mr. Lovain asked if under charge 3 of the resolution staff could examine the scenario analysis of NVTA. Mr. Srikanth responded that staff has already met with NVTA staff and that TPB staff will be able to inform the task force on NVTA's work.

Mr. Ron Meyer stated his desire to work towards a list of projects, policies and programs that could potentially receive new federal funding. He noted a few projects he would be interested that the group consider.

Mr. Zimbabwe asked if the membership needed to be limited to elected officials, as written in the second bullet of the membership page.

Chairman Newton replied saying that southern Maryland had also brought up the same question.

Mr. Erenrich stated that the membership structure does not automatically include representation for the first and second largest jurisdictions in the region (counties), and that he believes they should be incorporated.

Mr. Weissberg echoed Mr. Erenrich's concerns and asked that counties be added to the membership list.

Mr. Snyder asked for clarification from Chairman Newton as to what the membership structure would be.

Chairman Newton replied that the members would come from the TPB and would be a balance of large and small jurisdictions from DC, Maryland and Virginia, and with diverse interests. Chairman Newton replied to Mr. Erenrich's and Mr. Weissberg's concerns by saying that the term "state-level jurisdictions" was not meant to exclude counties or cities. She said it was meant to capture representation from the three states covered by the TPB's planning area considering the District as a state for discussion purposes. She recommended that under the second bullet, "elected officials" be changed to read "six additional representatives."

Mr. Snyder stated he believed every TPB member should be able to serve on the task force. He also said that the notion of the words "projects, policies, and programs" is very important, and he hoped that this effort is not just limited to short-term projects that may make participants in this process feel good in the short term but in the long term do not address larger issues like air quality and true mobility around the region over the long term.

Chairman Newton then replied to Mr. Snyder's concern by saying that if the task force were large with an unlimited membership, it could become unwieldy. She stated the importance of members committing to coming to every meeting so that discussions are not backsliding or repeated and the task force can move forward.

Mr. Fisette stated he agreed the term "elected officials" should be changed to strike "elected." He further clarified the "state-level jurisdiction" comment by saying it was meant to describe the balance between DC, Maryland and Virginia. He then responded to the concerns raised by Mr. Snyder by stating his belief in the added benefits to efficiency that a more limited membership structure would provide, and that the TPB will be constantly kept up to date along the way.

Mr. Snyder asked if the membership structure could be changed to allow any TPB member to volunteer themselves into a position onto the task force.

Chairman Newton replied that the current structure allows for board members to nominate themselves and that the chairs will decide on the final make-up of the task force, but that having a structure which would allow 45 members as opposed to a more limited 15 or 18 seemed unworkable to the chairs.

Ms. Glaros asked for further clarification of the term "state-level jurisdictions."

Chairman Newton and Mr. Fisette stated that local, county or state representatives were eligible. Mr. Fisette recommended changing the language to "two each from the District of Columbia, Maryland and Virginia."

Ms. Glaros stated her belief that it is important to keep the membership open to those who are interested in participating, and suggested that there should not be a cap on membership.

Mr. Ron Meyer asked if the change Mr. Fisette suggested could be formalized to remove "elected" and "the state-level jurisdictions." This passed as a friendly amendment.

Ms. Hudgins expressed concern with the limit of six additional representatives beyond the chairs.

Mr. Ron Meyer, in response to Ms. Hudgin's concern, suggested changing "six" to "nine," and Ms. Hudgins agreed that would be acceptable. This passed as a friendly amendment (the change of "six" to "nine" and of "two" to "three", and of the total number of task force members from "15" to "18").

Mr. Weissberg stated that he believed it is important to have county representatives within the structure of the task force.

Mr. Fisette replied to Mr. Weissberg, noting the potential challenges of specifying counties but not cities in the membership structure. He said that making these types of distinctions could unravel the structure.

Chairman Newton responded to this conversation by emphasizing the importance of the task force as a regional and not parochial activity.

Mr. Lovain said that nine additional representatives would be satisfactory to him, and he trusts the officers of the TPB to assure jurisdictional diversity in their selections.

Mr. Herling stated that he believes the task force members will be expected to think regionally and not just represent the interests of their home jurisdictions.

Mr. Weissberg stated that he agrees that task force members should think regionally, but that certain jurisdictions are affected disproportionately by regional issues, and that members representing those jurisdictions would be more sensitive to these issues on the task force.

Mr. Groth recommended that "member jurisdictions" be changed to read "three each from the member jurisdictions of the District of Columbia, Maryland and Virginia." Discussion ensued and this was agreed upon.

Ms. Russell asked if there would be an option to appoint alternates.

Ms. Rishell asked if there would be a limit to the membership in the case that more than 18 people self-nominate.

Chairman Newton replied that there will be 18 members selected to serve on the task force. She then asked if Ms. Russell wanted to introduce a motion to amend.

Mr. Fisette responded to Ms. Russell's question saying that there could be a system where alternates attend every meeting in order to stay connected, but that the question of alternates has not yet been fully decided upon.

Mr. Snyder made a motion to amend the membership structure. He proposed deleting the second bullet, and put in its place, "Members of the Transportation Planning Board who volunteer," and to delete the "total number of task force members" line. The motion was seconded.

Ms. Hudgins stated that having a higher number of members may allow more jurisdictions to participate, especially if alternates were allowed, but that she understood the problems with having too large a group. She stated the importance of having enough voices in the room to create regional buy-in.

Chairman Newton responded to the amendment stating she hoped task force members will be able to think regionally and that the task force could become too large if membership is unlimited. She also stated that in selecting members she will ensure the group will represent the board and the region.

Mr. Kannan stated his belief that the board needs to get out of its comfort zone in order to effectively execute the charges of the task force. He said the task force needs to think regionally which is possible to do without everyone at the table at once.

Mr. Nohe expressed concern that the discussion about the membership structure was taking too long, and that he was concerned the board was focusing on the structure of the membership rather than the content of the work the task force will be embarking on.

Mr. Ron Meyer stated his preference for having guidelines including a timeline and membership structure in order to accomplish the charges of the task force, and that he hopes board members can trust the chairs to pick a good group. He also stated that anyone would be able to attend the task force meetings and that the task force is the beginning of a long-term process in addressing the problems the region faces.

Mr. Fisette stated his disagreement with the proposed amendment because of his belief that the size of the task force must be limited in order to be productive, and that other regional bodies deploy task forces with limited numbers of members. He stated that the work of the task force will be brought back before the board for debate.

Mr. Snyder stated his belief that the task force should be inclusive, and that if it is not inclusive then the work is less likely to be implemented.

Mr. Lewis stated that the region is making progress and gave the example of the Nice Bridge, which was recently approved by the TPB and will help the people of Southern Maryland and Virginia.

Chairman Newton called for a vote on Mr. Snyder's amendment to delete the second bullet, and put in its place, "Members of the Transportation Planning Board who volunteer," and to delete the "total number of task force members" line.

A voice vote was inconclusive. A hand vote resulted in 11 ayes, 14 nays and one abstention (Ms. Smyth). The amendment failed.

Chairman Newton called for a vote on the full proposal including the membership page. A hand vote resulted in 20 ayes, 2 nays (Mr. David Meyer and Mr. Snyder), and 3 abstentions (Mr. Weissberg, Mr.

Lewis and Ms. Hamilton). The motion passed.

Chairman Newton requested that anyone interested in serving on the task force should reach out to her via email or phone any time before Monday morning, and that the first task force meeting is scheduled for April 10.

Mr. Srikanth stated that the second meeting will take place on April 19, and that there may be up to two meetings a month through July, when the board will be asked to endorse the list of projects, policies and programs.

14. (AGENDA ITEM 10) ENDORSEMENT OF THE MAP FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI / ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

Mr. Ritacco referred to the mailout material. He thanked the board, the Technical Committee, Citizens Advisory Committee and Access for All Advisory Committee for their time reviewing the Equity Emphasis Areas map for the proposed enhancements to the Title VI environmental justice analysis of the CLRP and other planning activities. He referred to his memo and map which identified areas of high concentrations of low-income and minority populations, described as Equity Emphasis Areas. He said that there is a federal requirement to analyze the CLRP for any disproportionately high and adverse impact on low-income and minority populations. He said that the map which identifies these areas is the first phase of this approach. Once the map is approved, staff will begin the analysis.

Mr. Ritacco summarized the concerns of Prince George's county regarding an earlier version of the map. He said that county representatives felt that areas were not included in the map that ought to be. To correct this, staff adjusted the selection criteria to include a low-income concentration score. He said that throughout the process of developing the map, staff received lots of supportive and productive comments.

He said that work on the second phase will be conducted from May to June.

Ms. Glaros, Mr. Weissberg, and Mr. Shaw thanked staff for their work.

Mr. Weissburg moved to adopt Resolution R17-2017 to endorse the map of Equity Emphasis Areas. Mr. Shaw seconded the motion, which was unanimously approved.

NOTICE ITEMS

15. NOTICE OF PROPOSED AMENDMENT TO THE 2016 FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP), AS REQUESTED BY THE VIRIGNIA DEPARTMENT OF TRANSPORTATION (VDOT) AND THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

Ms. Erickson introduced a notice item about a CLRP amendment. She explained that this year there was no annual solicitation. But she explained that there were some projects that needed to be included in an off-cycle analysis. She explained that Virginia proposed an off ramp from I-95 and modifications to the I-66 outside the Beltway HOT lanes project in Fairfax and Loudoun. She also explained that Maryland was able to fund improvements to the Governor Harry M. Nice Bridge so the date of completion would be moved up.

16. NOTICE OF PROPOSED DRAFT SCOPE OF WORK FOR AN AIR QUALITY CONFORMITY ANALYSIS FOR AN AMENDMENT TO THE 2016 CLRP TO INCLUDE THE PROJECTS DESCRIBED IN ITEM 14

Ms. Posey explained that with the changes to the CLRP there would also be an Air Quality Conformity analysis and that the board would be asked to approve the amendment in October. She said that the scope of work is out for public comment, and the board will be asked to approve the scope at its April

meeting.

Mr. Kannan asked about how any changes in fuel efficiency standards from the Federal government would affect the air quality analysis.

Ms. Posey explained that this simple amendment would not be affected by any changes at this time.

Mr. Srikanth explained further that any changes to fuel efficiency would have to go through a federal rule making process and that those CAFE standards are not an explicit input into the analysis. At this time, it is uncertain what the timing of any changes might be and how they may affect future analyses.

Ms. Smyth took the opportunity to further explain the changes to the I-66 ramps. She said that one of the things that has been added for Option A is another access at 123 to the HOT lanes to allow for access from both the east and west. She also said that there is an additional ramp over Gallows Road and the Dunn Loring Metro.

OTHER ITEMS

17. ADJOURN

No other items were brought before the board. The meeting adjourned at 1:58 p.m.