
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

January 18, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, D.C. Council
Bob Brown, Loudoun County
James Davenport, Prince William County
Allison Davis, WMATA
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County DOT
Jay Fiset, Arlington County
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
R. Earl Lewis, MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Bridget Donnell Newton, City of Rockville
Mark Rawlings, DC DOT
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
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
Tammy Stidham, National Park Service
Victor Weissberg, Prince George's County
Mark Wolfe, City of Manassas
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Ron Milone
John Swanson
Rich Roisman
Andrew Meese
Dusan Vuksan
Charlene Howard
Ken Joh
Mark Moran
Wendy Klancher
Michael Farrell

Ben Hampton	
Abigail Zenner	
Lori Zeller	
Sergio Ritacco	
Lamont Cobb	
Arianna Koudoumas	
Debbie Leigh	
Deborah Etheridge	
Tim Davis	TPB Technical Committee/Frederick
Douglas Steward	CAC
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Malcolm Watson	FCDOT
Nichole Opkins	DC Council
Pierre Holloman	COA
Stewart Schwartz	CSG
Arielle Moir	CSG
Regina Moore	VDOT
Jesus Hernandez	VDOT
Jim Dinegar	Board of Trade
Clinton Edwards	DRPT
Tim Roseboom	DRPT
Norman Whitaker	VDOT

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Orleans urged the board to vote against the bylaw amendment that would allow remote participation in the TPB meeting. He said that if the board approves the amendment, he requested that the resolution be amended so that the public also be able to comment remotely. He said that he believes that WMATA is the most critical transportation element in the Washington region. He says he does not know how WMATA plans to rally support when they might start charging more for reduced service. He said that dedicated funding is necessary and that it should come from the jurisdictions through a regional commercial property tax. He said that developers should pay for the restoration and revival of WMATA.

Mr. Schwartz from the Coalition for Smarter Growth applauds the new approach for long range planning. He said that the performance analysis of the TPB's Financially Constrained Long-Range Transportation Plan (CLRP) shows that by 2040 congestion will increase by 70 percent, the east/west divide will grow worse, and there will not be progress in regards to climate change. He said that the analysis conducted for the Long-Range Plan Task Force demonstrated that adding \$100 billion in new projects to the CLRP does not fix the problem. He said that plans to improve accessibility in the region need to start with land-use. He said parts of the region already show how land-use can enable a growing population to get around more easily without adding congestion. He cited examples from the District of Columbia and the Roslyn/Ballston corridor. He said that the business community can help by locating near transit centers. He said that WMATA's Connect Greater Washington study showed that building out transit-oriented development would help the east/west divide and help Metro move from a system that needs subsidies to operate to a system that is generation a surplus of revenue. He said that the end goal is to improve the region's economy and the best way to do that is to fix Metro and existing infrastructure.

2. APPROVAL OF MINUTES OF THE DECEMBER 21, 2016 MEETING

A motion was made to approve the minutes from the December 21, 2016 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on January 6, 2017. At that meeting the committee was briefed on proposed enhancement to the Title VI / Environmental Justice Analysis, an amendment to the TPB Bylaws, the Long-Range Plan Task Force, and the Unified Planning Work Program. He said that the committee also discussed MPO rulings, performance measures, and target setting. He said there was also a briefing from the Multi-Sector Working Group.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Stewart said that the CAC's last meeting of the 2016 session was held on January 12, 2017. He said that most of the meeting was spent wrapping up the year and planning for the 2017 session. He said that discussion focused on how the CAC can facilitate public input in Phase II of the work of the Long-Range Plan Task Force. He said that the CAC has a history of initiating actions, including advocating for an unconstrained long-range plan and catalyzing the work for the Regional Transportation Priorities Plan. He said that the 2016 CAC focused their efforts on adding value to existing TPB planning processes, especially by promoting a role for public involvement in the long-range planning process.

Mr. Stewart said that public involvement is about connecting decision makers with a consumer perspective. By engaging the public, he said, it is possible to get a sense what the consumers of this region's transportation network value and what their experiences are like. He said it is also important to connect the analysis and modelling that TPB staff conduct with a consumer perspective, so that users

can better understand how changes will impact their ability to get around. He said that the committee also discussed the importance of a marketing plan that supports engagement efforts. This type of plan would clarify who the board is trying to reach and what type of information staff are trying to get from those different audiences. He added that the CAC is a network and would be able to connect TPB staff with civic associations and groups across the region. In this way he said that the CAC can serve as a funnel for input into the long-range plan once scenarios are developed as part of Phase II. He said that he hopes the committee will continue this discussion in 2017.

Mr. Stewart thanked his vice-chairman Keith Benjamin and Jeremy Martin. He also thanked outgoing members Gary Hodge, Tina Slater, and Tom Sanchez.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth said that the Steering Committee met on January 6, 2017. At this meeting the committee reviewed a proposed TIP Amendment from the Virginia Department of Transportation. He said that the committee recommended that the board act on this amendment because of the size of the funding updates involved but the projects are already in the CLRP. He said that those projects affecting regional air quality conformity analysis have already been included in the Air-Quality Conformity Analysis. He said that the TPB received a letter of acknowledgement that the U.S. Department of Transportation (USDOT) received the TPB's letter supporting a fast-lane grant application from Prince William County. He said that the packet includes a memo from the Metropolitan Washington Council of Government's (COG) deputy-executive director sharing the resolution adopted by the COG board the previous week. The resolution accepts the recommendations of the Multi-Sector Working Group's policy committee. He said these recommendations were developed over two years and feature voluntary strategies to reduce greenhouse gases in different sectors including energy, built-environment, land-use, and transportation. He said that the memo encouraged the TPB to, "review, consider, and take appropriate actions to implement these greenhouse gas reducing strategies as part of their local, regional, and statewide planning and programming activities." He said there was another memo from Lyn Erickson informing the board that staff paid an invoice for the TPB's membership in the Association of MPOs. Another memo informed the TPB that the USDOT finalized a rule to change the ways that metropolitan planning organizations conduct their planning activities. He said that staff will need to work through and try to see how they can accommodate these new requirements. He said that it will be awhile before the compliance to these regulations are required, as late as 2024. He said that it is possible for the governors to request an exception from the requirements for multiple-MPOs to combine. He also noted that the final rule for the first time with this exemption multiple MPOs can exist in an urbanized area, without compiling a single CLRP or TIP, as long as they document the process through which the MPOs coordinate with each other. Lastly Mr. Srikanth said that the TPB's Access for All Advisory Committee (AFA) met and discussed the proposed service changes in the Metrorail and bus systems as part of WMATA's FY 2018 budget.

Mr. Allen said that the AFA has worked on and discussed different aspects of mobility in the region, and their focus is "access". He said that at the December 15, 2016 meeting the committee discussed the impacts of the proposed Metro cuts. Following this discussion, the committee put together a letter that will be prepared by the TPB and will be sent to WMATA. This letter will have TPB letter head, but will not be a TPB endorsement of the AFA comments. He said that the letter summarized committee concerns about the reduction in service and the impacts that those cuts will have on transit-dependent populations and neighborhoods.

Mr. Srikanth said that the TPB's Transportation/Land-Use Connections Program (TLC) is soliciting projects for the next round of technical assistance. He added that a number of TPB staff participated in the Transportation Research Board's annual conference.

Mr. Fisette thanked Mr. Srikanth for the update from the Multi-Sector Working Group. He asked about

the plan for proceeding from the COG letter.

Mr. Srikanth said that staff is planning to brief the board on the specific transportation strategies. He said that he hopes that that would kick off an effort to establish an action plan, where the TPB would provide technical assistance to the jurisdictions to help them evaluate the strategies on a local level.

Mr. Fisetto noted one option for the TPB is to keep all of these voluntary and educate people and help them figure it out, if they're interested; and the other option was to incorporate them into our own requirements. He asked if the TPB could do that?

Mr. Srikanth said that the TPB could add such requirements to its project solicitation document that the board approves every time we update the CLRP and TIP to say that the TPB wants projects to meet these broad strategies."

Mr. Fisetto said that in other words we could require, as a part of being an accepted project, that our whole set of projects has to meet not only the air quality requirements, but these greenhouse gas emission requirements. He asked if the TPB has the legal authority to do so.

Mr. Srikanth noted that there were no quantitative greenhouse gas reduction targets tied to any of the strategies adopted by the COG Board.

Mr. Fisetto asked if the targets were in the climate energy environment plan, but not carried over to the various sectors as part of this work group activity. Mr. Srikanth said yes and noted that the climate energy environment policy committee's action plan reflects the aspirational goals that this region adopted but these goals have not particularly been adopted as targets by individual policy boards. Mr. Srikanth also said that for the TPB to voluntarily do it, it will have to do it outside of the conformity framework, since USDOT will not accept a conformity document with greenhouse gas reductions tied to it, because they do not have the legal authority to either approve or disapprove such a conformity. So this would have to be a supplemental target or initiative that the board could get engaged in and take a vote on it and then, if they chose to, they could do it. But it'll have to be separate from conformity analysis.

Mr. Fisetto asked to hear back from TPB staff on the recommendations in a month or two.

Mr. Srikanth said that staff would do that.

Mr. Schwartz said that he sees this as COG asking us (TPB) to take on these strategies as part of our mission and our work and trying to operationalize those strategies so that they can end up with clear performance results. He said that this is a good start for the discussion on the Long Range Plan as we now have the Multi-Sector Working Group recommendations and COG specifically asking us to look at these kinds of strategies as part of our long range planning.

6. CHAIR'S REMARKS

Chairman Newton thanked the Board for the opportunity to serve as the Chairman this year. She provided some information about herself and noted that she loves the opportunities that are in the Washington metropolitan area, but believes that it needs to be opportunity for everybody. She said that that's a conversation that we as a body need to have and that we as a body can lead, going forward. She said that she met with Vice Chairman Allen and Vice Chairman Fisetto to discuss the year ahead. She said she believes we are ready to go and ready to really help this body come to some sort of a decision, whatever it is, on where we want to go as TPB. She said that to that end she has put forth a resolution to get the conversation started and that the board would not be asked to vote on the Draft Long-Range Plan Resolution today. She said that while there is a desire to make the long-range plan update aspirational, she is action-oriented and wants to make sure that something new can happen. She said that it is incumbent upon board members to take off parochial hats and work together so that

the board can work together to move the region forward. She said that she hopes the board can have a conversation about how to improve the resolution that will guide the TPB's work for the year ahead.

ACTION ITEMS

7. APPROVAL OF 2017 APPOINTMENTS TO THE TPB CITIZENS ADVISORY COMMITTEE

Mr. Swanson said that the 2017 TPB officers nominated members and alternates to serve on the 2017 Citizens Advisory Committee (CAC). He said that six of the member were elected by the 2016 CAC, and that the officers nominated three for each state. He said that 2018 will mark the CAC's 25th anniversary. Reflecting on that time, he said, the committee has accomplished a lot. He said that they have pushed staff and the TPB to be more response and open, they have promoted public involvement, encouraged staff to conduct outreach around scenario analysis, and advocated for the Regional Transportation Priorities Plan.

Mr. Swanson said that the Chairman requested that he read the names of those appointed. The members from Maryland are Nancy Abeles, Jeremy Martin, Adeyinka Oguniegan, Era Pandya, and Emmet Tydings. From the District of Columbia Keith Benjamin, Meredith Howell, Robyn Jackson, Katherine Kortum, and Jeanose Lexima will serve. He said that Robert Jackson, Molly O'Connell, Lorena Rios, Stephen Still, and Charles Sumpter will serve from Virginia. He said that the alternates are: Paul Angeleone, Anna Ray, Jessica Smith, Ronit Dancis, Veronica Lowe, Evan Papp, Daniel Papiernik, and Jeff Parnes.

A motion was made and seconded to approve the nominations. The motion was carried unanimously.

Chairman Newton said that she has asked Jeremy Martin to serve as the chairman of the 2018 CAC.

8. ENDORSEMENT OF THE MAP FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI / ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

Ms. Klancher referred to her December presentation and said that based on input from the Access for All Advisory Committee (AFA), the Technical Committee, and the TPB the Communities of Concern Maps have been renamed Equity Emphasis Areas. She said that it took nine months to develop the equity areas. She said that the board is being asked to approve these Equity Emphasis Areas so that staff can begin the second phase of the work. She reminded the board that this is part of a federally required transportation analysis of the Financially Constrained Long-Range Transportation Plan (CLRP) to identify adverse impacts. She said that early in the process the District of Columbia's planning director, Mr. Shaw, encouraged staff to do best practices research about how other MPOs approach environmental justice analysis. She said that throughout the process, TPB staff met with staff at the local jurisdictions to build support and collect input on the methodology for identifying equity areas. She said that the Technical Committee, Citizens Advisory Committee, and AFA were all involved in the process. She said that Prince George's County representatives had raised some concerns that some parts of the county that should be included in the map, but were not included in the most recent version. Working with Mr. Weissberg and Ms. Glaros, TPB staff identified a rounding adjustment that resulted in the addition of two tracts in the county. Based on this revision, one tract was also added in the District of Columbia and one in Prince William County. She said that going forward, the map will need to be updated every two years. The next update will happen after the 2018 Census data is made available. She said that the current map uses data collected from the American Community Survey.

Ms. Klancher said that the process for creating the maps focused on four different groups: low-income, African-American, Asian, and Latino or Hispanic. The methodology emphasizes low-income populations. If a census tract had a concentration of 1.5 times the regional average for low-income residents, then it was identified as an Equity Emphasis Area. Census tracts with two or more minority groups were also

labeled Equity Emphasis Areas.

Ms. Klancher said that this map will be used to conduct the environmental justice analysis of the CLRP. That analysis will measure whether these equity areas have access--by both transit and automobile-- to jobs, educational institutions, and hospitals. The Equity Emphasis Areas can also be used in other planning activities like the TPB household travel survey, scenario planning, and the Transportation/Land-Use Connections Program. The map will also be shared with local agencies that request it.

Ms. Klancher said that after the resolution endorsing the Equity Emphasis Areas is approved, the interactive version of the map will be revised. Then staff will consult with committees and stakeholders to share findings of the CLRP analysis. The analysis should be presented to the TPB in May or June.

Mr. Erenrich asked which performance measures will be used in the analysis.

Ms. Klancher said that the 2016 CLRP analysis will focus on impacts in 2040, looking specifically at the average number of jobs accessible to the emphasis areas compared to the rest of the region. The same analysis will be used for the average number of hospitals and education institutions. It will also include travel times by transit and car.

Mr. Herling asked if any changes are expected because of the new president.

Ms. Klancher said that it is too soon to know what might happen.

Mr. Snyder asked if will the TPB be open to legal action if the analysis shows a discrepancy.

Ms. Klancher said that if there are areas that have disproportionately and high adverse impacts, those impacts need to be mitigated. She said that once the issue has been mitigated, there cannot be any legal action.

Mr. Srikanth said that the federal requirement does not include any punitive actions for MPOs.

Mr. Snyder asked about the significance of this resolution.

Mr. Srikanth said that by approving the methodology will allow staff to proceed with the required technical analysis.

Mr. Snyder asked if the mitigation has to be localized or if it can apply to the whole system.

Mr. Srikanth said that the mitigation can apply to the whole system. He said that the objective is to make sure that there is some proportionality, that there is some equity in the distribution of benefits and burdens.

Mr. Shaw suggested informing the COG board about the TPB's work on Equity Emphasis Areas.

Mr. Zimbabwe said that DDOT has used a similar methodology and found it useful. He said it helped DDOT understand issues that it did not anticipate before conducting the analysis.

Ms. Glaros requested a deeper dive into the methodology to make sure that the appropriate tracts are included. She requested that the board postpone taking action until further analysis is completed.

Mr. Srikanth referred to the presentation and described how the methodology works. He said that Ms. Glaros was correct to point out that some tracts with high percentages of a single minority group combined with high percentage of low income groups were not identified as Equity Emphasis Areas. This being the case, he said that the methodology may not need to be changed, rather find a way to address this anomaly; perhaps develop some exceptions to the methodology.

Ms. Glaros said it is important to get it right. She made a motion to postpone the vote on the Resolution R7-2017 until the February TPB meeting. The motion was seconded.

Ms. Hudgins noted that Fairfax County has been doing planning work along these lines and wanted to know if this methodology is consistent with the County and if it was suggested the Board approving the resolution today, while continuing the discussion about identifying exceptions.

Mr. Srikanth said that the methodology had been shared with planning staff in Fairfax County and other jurisdictions and was consistent with what the County does. He said that the County's planning directors had asked that low-income be the determinant factor in terms of accessibility and mobility changes and the current methodology does that.

Mr. Weissberg said that it is important to get the identification of the Equity Emphasis Areas correct

Mr. Smith asked if the Equity Emphasis Areas include data from Montgomery County.

Ms. Klancher said that all the counties in the region were included.

9. APPROVAL OF TPB BYLAWS AMENDMENT

Ms. Erickson said that there is currently no provision in the TPB Bylaws that allows board members or their alternates to participate in the meeting remotely. Staff announced at the December board meeting that, at the request of several board members, an effort was underway to identify best practices and amend the TPB bylaws to allow for limited remote participation. She said that the bylaws will also be amended to reflect provisions in the United States Code for the metropolitan planning processes. She said that these amendments were discussed with the Steering Committee, the Technical Committee, and the TPB. She said that there was also a public comment period. She said that no comments were submitted.

A motion was made to approve Resolution R8-2017 to amend TPB Bylaws. The motion was seconded and approved.

Mr. Lewis said that the Maryland Department of Transportation is requesting that the TPB update its bylaws to require that all TPB members and alternates be elected officials or employees of participating jurisdictions or governments.

Ms. Erickson said that there needs to be ten-days' notice on any bylaw changes. She requested that any comments be sent to TPB staff. She said that the board may act on this request as soon as the February meeting.

10. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR NINE PROJECTS IN THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Ms. Hamilton referred to Mr. Srikanth's description of the TIP projects from Item 5. She said that these projects were brought to the TPB because of the size of those projects and the dollar value associated with this TIP amendment.

A motion was made to approve Resolution R9-2017 to approve an amendment to the FY 2017-2022 TIP. The motion was seconded and approved.

INFORMATION ITEMS

11. LONG-RANGE PLAN TASK FORCE BRIEFING

Chairman Newton referenced the draft resolution and reminded the board that there would be no vote at the meeting. She said that the draft resolution is meant to promote discussion.

Mr. Allen referenced his time as the chairman of the TPB's Access for All Advisory Committee (AFA). He said that from the AFA perspective, TPB planning should focus first on mobility and access, and that congestion reduction should be a secondary consideration. He recommended framing Phase II around the goal of providing access to transportation that includes access via automobile, rail and bus transit, but also walking and biking,

Mr. Lovain seconded Mr. Allen's comments and urged the board to consider land-use changes, transit oriented development, and walkability as principles that are critical to improving accessibility of the region's transportation network. He also suggested adding a whereas clause to the resolution that includes accessibility.

Mr. Weissberg said that he agreed with comments made by Mr. Allen and Mr. Lovain. He added that it is critical to consider the length of a commute in addition to access and mobility.

Mr. Erenrich said that congestion is an important measure to consider. He said that the discussion about congestion should not be limited to peak periods.

Mr. Shaw said that he was excited by language in the resolution encouraging "creative and innovative combinations of projects, programs, and policies." He said that this presents an opportunity to include long-term goals around transportation equity and greenhouse gas reduction, which would require new ways of thinking about mobility and transportation investments.

Mr. Kannan said that he was excited that the resolution calls for a facilitated dialogue to help the board decide on measurable targets and a definition for congestion. He said that identifying choke points in the regional road and rail system could help to address concerns about congestion. He said that resolution should specifically refer to the Regional Transportation Priorities Plan (Priorities Plan), which lays the region's specific priorities for improving the regional system. He said that goals from Region Forward and the Multi-Sector Working Group should also be included. He added that if future plans follow the same format and process as the current Financially Constrained Long-Range Transportation Plans (CLRP) he does not believe the region will ever adequately restore Metro funding. He said that the resolution needs to establish a two-way dialogue and to include reality checks regarding system capacity and funding availability.

Mr. Groth urged the board to make sure that Phase II includes a focus on game-changing projects that he said were the focus of the early work of the Long-Range Plan Task Force.

Chairman Newton reminded the board that "projects" don't only refer to things that are built, but could also refer to public-private partnerships and programs as well.

Mr. Brown said that he agrees with Mr. Groth and that the next phase should focus on game-changing projects. He said that a third-party facilitator could have a positive impact to help move the discussion beyond the occasional impasse.

Mr. Snyder said the resolution should mention air-quality and safety because the region's transportation investments need to reach air-quality and safety standards. He said the role of technology should be considered. He cited the efficacy of teleworking as an example of technology that helps to relieve burdens on the transportation network. He said that the board should strive to enable people to have modal options, especially in order to improve accessibility and promote equity.

Ms. Russell recommended updating the fifth whereas clause in the resolution. She said that quality of life should be added as a support for multimodalism alongside economic growth.

Mr. Herling said that he agreed with Mr. Snyder's comments about the environment. He said that there should be an emphasis on solutions that do not rely on fossil fuels. He cited an example from Denver where more people are choosing to ride transit during rush hour because fees are waived at that time. He said that it is important to shift the commuter's mindset so they see that transit is less costly in

terms of time, expense, and adverse environmental impacts.

Mr. Schwartz expressed concern that performance measures, like congestion, used in the past demonstrate that despite TPB efforts, no improvement is expected. He said that it is important to direct staff to come up with plans that actually move the needle. He said that he agreed with Mr. Shaw that now is the time for the TPB to try to do something big and new.

Mr. Zimbabwe expressed concern that the process to date has been insular. He said that a facilitated discussion should include public involvement beyond the CAC. He said that if the TPB is going to identify bold strategies, policies, and investments it is important to get the public involved in that vision.

Mr. Fisetta said that the resolution should look beyond projects to include both land-use and transportation policies, which can be practical, low-cost, and long-term. He said he agrees that too much emphasis is placed on congestion. He said that the Priorities Plan should be used to focus the next phase of work. He asked how the TPB can use its authority to have a larger impact in the outcome of TPB plans. He said that the board needs to decide how to move forward. He added that educating the public about the TPB Vision and priorities is important, but so is tying TPB engagement activities with ongoing Metro outreach work. He said that the composition of the new task force is as important as the mission.

Ms. Smyth encouraged TPB staff to survey jurisdictions in the Washington area as a way to identify best practices. She said that Fairfax is giving free rides to high-school students on the Connector bus system as a way to get school buses off the roads.

Ms. Newton said that she hoped that this resolution will put the TPB in a position where it can be involved in planning processes earlier. She said she hopes that TPB goals and priorities should be considered when projects are being planned at the local level.

Mr. Harris encouraged the board to keep the resolution simple. He added that the task force should have sub-groups to address specific topics that arise.

12. PERFORMANCE BASED PLANNING AND PROGRAMMING

This item was postponed to the February 15 TPB meeting.

13. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Srikanth encouraged board members to review the outline for the FY 2018 UPWP. He said that a draft of the work plan will be shared with the board at the February meeting. He said that 80 to 85 percent of the TPB's budget is tied to federally mandated activities, so that some effort is necessary to find places in the budget to fund the Long-Range Plan Task Force activities.

The discussion about this item was postponed to the February 15 TPB meeting.

OTHER ITEMS

14. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:02 p.m.