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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

May 18, 2016

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Bob Brown, Loudoun County  
James Davenport, Prince William County  
Allison Davis, WMATA  
Dan Emerine, DC Office of Planning  
Gary Erenrich, Montgomery County DOT  
Jay Fiset, Arlington County  
Tawanna Gaines, Maryland House  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
Konrad Herling, City of Greenbelt  
Catherine Hudgins, Fairfax City Board of Supervisors  
John Jenkins, Prince William County  
Shyam Kannan, WMATA  
Julia Koster, NCPC  
R. Earl Lewis, Jr. MDOT  
Tim Lovain, City of Alexandria  
Dan Malouff, Arlington County  
Phil Mendelson, DC Council  
Ron Meyer, Loudoun County  
Bridget Donnell Newton, City of Rockville  
Martin Nohe, Prince William County  
Karen Oliver, City of Falls Church  
Mark Rawlings, DC DOT  
Kelly Russell, City of Frederick  
Peter Schwartz, Fauquier County  
Elissa Silverman, DC Council  
Eric Shaw, DC Office of Planning  
Jarrett K. Smith, City of Takoma Park  
Todd Turner, Prince George's County  
Victor Weissberg, Prince George's County/DPW&T  
David Whitaker, Frederick County  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

John Swanson  
Andrew Meese  
Eric Randall  
Andrew Austin  
C. Patrick Zilliacus  
Rich Roisman  
Mark Moran  
Michael Farrell  
Ben Hampton  
Bryan Hayes

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Abigail Zenner	
Sergio Ritacco	
Lamont Cobb	
William Bacon	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Steve Kania	COG/OPA
Paul DesJardin	COG/DCPS
Douglas Stewart	CAC
Bill Orleans	Resident
Mike Lake	Fairfax County
Norman Whitaker	VDOT
Andrew Beacher	VDOT
Sree Nampoothiri	NVTC
Debbie Spielberg	Montgomery County/Marc Elrich
Patricia Happ	NVTC
Ivan Rucker	FHWA -VA
Lee Schoenecker	
Robert Whitfield	Fairfax County Taxpayers Alliance
John B. Townsend	AAA
Malcolm Watson	FC DOT
Mike Licht	DBE Advance LLC
Sonali Soniyi	Loudoun County
Wayne Fedora	FHWA
John Simkins	FHWA
Pierre Holloman	City of Alexandria
Gregory Matlesky	Chairman Mendelson
Sam Rosen-Amy	DC Council
Anne Phelps	DC Council
Gregory Billing	WABA
Monica Backmon	NVTA
Patrick Durany	Supervisor Jenkins' Office
Charles Lattuca	MTA
Jeff Ensor	MTA
Carroll George	Private Citizen

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

Greg Billing, Washington Area Bicyclists Association, talked about the upcoming SafeTrack Metrorail maintenance program. He said that his organization is willing to help transit riders find alternatives and asked that the region's jurisdictions find ways to help fill the gaps through temporary bicycle and bus routes and signage to help designate those routes and emphasize safety.

Carroll George talked about improving acceleration zones for freeway ramps. Mr. George asked that freeway ramps have better space for traffic to accelerate and merge on to freeways.

Jim Dinegar, Greater Washington Board of Trade, said that with the oncoming disruption in Metro service from SafeTrack that Metro should be at the top of every agenda during the disruption. He said that the region will need to come together to find solutions to help during the disruption.

## **2. APPROVAL OF MINUTES OF THE APRIL 20 MEETING**

A motion was made and moved to approve the minutes from the April 20 TPB meeting. The minutes were approved.

## **3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Roseboom presented the Technical Committee report. The Technical Committee met on Friday May 5 and reviewed items for the board's consideration including: an update about the eight projects recommended for the FY17 Land Use Connections Program; an update on the development of a list of unfunded bike projects that has been developed annually by the TPB Bike and Pedestrian Subcommittee; and a briefing on Maryland's Public/Private Partnership regarding the Purple Line. Informational items on the committee's May agenda included an update on MAP-21 performance measures and notice of proposed rulemaking and an update on the regional freight plan.

## **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE**

Mr. Stewart said that the CAC met on May 12 and discussed three topics. Referring to the CAC report he summarized those topics. First, he said that the committee continues to be interested in participating in efforts to update the long-range planning process with unfunded projects. He said the CAC is interested in assisting with outreach around unfunded projects. He said now is the time to start thinking about a ground-up effort to gather public input about regional unfunded projects. He said committee members have been sharing ideas for how to raise awareness in the region.

Mr. Stewart also said that the staff briefed the committee on the plan for evaluating the TPB's participation activities. He said the evaluation would be more robust if it set metrics. He said the committee plans to continue to provide input into the evaluation. He said the final topic was the TLC program. He said the committee was impressed with how the program leverages small amounts of money on projects that improve access and expand transportation choices. He said this is a great example of the member jurisdictions working together.

## **5. REPORT OF STEERING COMMITTEE**

Mr. Srikanth referred to his memo to the board and delivered the Steering Committee report. He said there were no TIP or UPWP amendments that the Steering Committee approved at their May 6 meeting but they did discuss the agenda for the board meeting. Mr. Srikanth then presented the memos and letters received which were included in the meeting materials. After the letters he referred to the last part of the memo which included a memo to the COG board and the TPB which detailed planned support activities for Metro's SafeTrack. He also mentioned other activities including a convening of the public information officers which includes WMATA. He also mentioned other groups in the private sector that are engaged in the discussions including WABA, rideshare firms and the District Taxicab

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Commission. He said that staff plans to provide regular updates to the TPB on the various activities that member jurisdictions are planning and implementing.

Mr. Lovain said that he does appreciate getting regular updates and said that the Vice Chair, Mr. Allen also requested these updates.

Mr. Allen said that they had spoken briefly and he noted that there has been great value in the reports on the TIGER grants and this is one of the few places where elected officials and the DOTs all come together to discuss transportation planning. Regarding SafeTrack, He said that it will be important to get monthly reports since this will be a long disruption. He said that the TPB is a good place to understand what has happened, what is going to be planned and engage in conversation about how to provide services during the disruptions and how to prepare employers.

Mr. Lovain asked that SafeTrack be a regular agenda item.

Ms. Hudgins said that this is an important thing to do because all of the jurisdictions and WMATA are at the table.

Mr. Nohe commented that he liked the idea and was interested in success stories resulting from the SafeTrack experience. He wanted to understand if companies were changing their telework policies or giving more flex time or if people were riding their bikes more and continuing to ride after their lines were reopened. He wondered if people will permanently change their behavior after the temporary closure ends.

Mr. Meyer noted that the TPB is focused on regional long-range planning and it would be good to have discussions about potential long-term fixes and improvements for Metro.

Mr. Kannan said that he liked the proposal that this body have a monthly check in regarding SafeTrack. He then referred back to Mr. Dinegar's comments and that he did not want this body to lose sight of the fact that it is a long-range planning body and that Metro did not have to get to this point. He said that it is important to consider whether there is something the TPB can do to make sure that this does not happen in the long-term future.

Mr. Turner agreed that Metro is important to the region and that it should be a topic of discussion at future meetings. He also gave an example of the conversations that have occurred in Prince George's and he noted that such information-sharing would be helpful.

Ms. Newton agreed that this should be an agenda item. She said that it is important for the TPB to partner with news stations to talk about Commuter Connections and be a clearinghouse for information as the regional planning body. She also agreed with Mr. Kannan that there should be a conversation about preventing this type of situation in the future.

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

Mr. Lovain highlighted a few things. First he reported on the City of Alexandria's dedication of a memorial plaque by the Woodrow Wilson Bridge in honor of Ron Kirby. He read the text from the plaque and pointed to a slide show of photos from the event. He then talked about the upcoming Metro summit to be hosted by COG and the Board of Trade that will look at what other systems in North America are doing on governance and financing. He then talked about the Long-Range Plan Task Force and its work to identify good metrics and criteria for selecting projects and using those criteria in helping jurisdictions choose projects. He then mentioned a conference he attended about incident management. He said there are still more things to do as a region that would help. Finally, he reminded everyone about Bike to Work Day and asked who was planning to attend.

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## **ACTION ITEMS**

### **7. APPROVAL OF TLC TECHNICAL ASSISTANCE RECIPIENTS UNDER THE FY 2017 TLC PROGRAM**

Ms. Koster thanked staff for making the project selection process for TLC efficient, effective, and fun. She thanked the members of the selection panel. She also thanked the jurisdictions for funding the program and submitting applications. She said that many of the proposals addressed access and development around transit stations, how to revitalize older corridors, and how transportation and land-use address larger regional trends. She added that the selection criteria this year supported the region's emphasis on activity centers.

Mr. Cobb referenced his presentation and described the history of the TLC program. He said that since 2007 the program has funded approximately 92 projects that cover a range of transportation planning issues for \$3.3 million. He said that the TLC program is complemented by the Surface Transportation Block Grant Program Set-Aside and the peer exchange network.

Mr. Cobb said that the FY 2017 TLC program conducted a joint solicitation with the Urban Land Institute (ULI) from February to April. He said that the ULI has a separate program that provides technical assistance panels that provide focus technical assistance from real-estate professionals. He said that there were 20 applications this year—one project from the District of Columbia, ten from Maryland, and nine from Virginia. He said that the selection panel used new criteria this year that was developed following a program evaluation. Each project was scored with up to 100 points, half of which scored projects against regional program priorities, and the other half were project assessment. He said that the panel also considered geographic balance. He referenced his memo and summarized the projects that were selected.

## **INFORMATION ITEMS**

### **8. BRIEFING ON IMPLEMENTATION OF THE TPB REGIONAL PRIORITY BUS PROJECT UNDER TIGER**

Mr. Randall gave a briefing on the implementation of the Regional Bus Priority Projects under the federal TIGER grant program. COG serves as the administrative agent of \$58.8 million in TIGER grant involving the City of Alexandria, the District of Columbia, the State of Maryland, PRTC and WMATA. The grant funds will implement 15 projects across the region. Local agencies in the aforementioned jurisdictions have completed four projects, with an additional four of the remaining 11 projects near completion. The agencies and COG have until the end of September to submit the final project invoices. COG will continue to monitor each project until 2018.

Mr. Lovain asked if Mr. Randall expected COG and the implementing agencies to submit project invoices in time to meet the deadline.

Mr. Randall responded that he would report back on that question in a few months.

### **9. BRIEFING ON MARYLAND'S PUBLIC/PRIVATE PARTNERSHIP TO DESIGN, BUILD, AND OPERATE THE PURPLE LINE LIGHT RAIL SYSTEM**

Mr. Lewis introduced Chuck Lattuca, executive director of Maryland's Office of Transit Development and Delivery at the Maryland Transit Administration.

Mr. Lattuca described the Purple Line as a 16.2-mile east-west connection between Montgomery County and Prince George's County, operating mostly on the surface with 21 stations. The line will also integrate with existing Metrorail, as well as regional and local bus lines. The trains will operate matching Metrorail hours, and Mr. Lattuca expects 60,000 riders at opening and up to 74,000 by 2040. The operations center will be in Prince George's County. The project should generate 23,000 construction and design jobs in its first five years, and has garnered interest among real estate developers. MTA has

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made commitments for Disadvantaged Business Enterprise firms and hiring goals for disadvantaged individuals.

Mr. Lattuca stated the public-private partnership (P3) project would have a six-year design/construction period, open in March 2022, and 30-year operations and maintenance period. The contract is performance-based, and shares the risk between the state and the concessionaire. Meridiam, the 70% equity investor, leads the concessionaire team. The team also includes design-build firms, investors, operations and maintenance firms, and vehicle suppliers. MTA will pay \$990 million during the construction period, and the agency will pay an additional \$1 billion to the concessionaire over the life of the project, based on availability and performance. He also mentioned that the P3 allows for several innovative design techniques.

Mr. Lattuca concluded that the project should reach financial close in late July and commence construction later this year.

Mr. Erenrich thanked Mr. Lattuca for his presentation. He stated that Montgomery and Prince George's Counties are major funders and contributors, and he highlighted Montgomery County's contribution toward building a new elevator where the Purple Line meets the Metrorail Red Line in Bethesda. He also noted the County would build part of the Capital Crescent Trail as part of the Purple Line project.

Mr. Lattuca acknowledged both counties' role in the project. He stated that there are several intricate agreements between the state, counties, and other third parties.

Mr. Erenrich thanked Mr. Lattuca for the state's support in building a new link for the Capital Crescent Trail, which will lead from Georgetown to Silver Spring.

Mr. Turner expressed appreciate for the work of the state on behalf of Prince George's County. He also thanked Maryland State Delegate Tawanna P. Gaines for her efforts in moving the project forward. He also expressed appreciation that the project would start construction in the county this year.

Mr. Smith stated that Takoma Park would have two stops near the city on the Purple Line. He asked if the user fee would be fixed or similar to WMATA.

Mr. Lattuca responded that the state sets the fare policy. The MTA's projections used a \$2 base fee, but a state committee will ultimately set up the fare policy.

Mr. Smith asked if the Purple Line will integrate SmarTrip users.

Mr. Lattuca responded the state hopes to have an interoperable system that matches WMATA's future fare collection system.

## **10. BRIEFING ON THE DEVELOPMENT OF THE BICYCLE AND PEDESTRIAN SUBCOMMITTEE'S LIST OF TOP UNFUNDED PROJECTS**

Mr. Farrell said the Bicycle and Pedestrian subcommittee has maintained a list of bicycle and pedestrian priority projects since 1995; local jurisdictions nominate projects that must serve regional goals. The list is a priority list developed from the major bicycle and pedestrian plan, which lists all of the region's projects. The subcommittee updates the plan every four years and the priority list annually. Selection criteria for the priority projects account for pedestrian safety, bicycle network connectivity, access to transit, TIP-based, six-year timeframe for completion, local support, and reasonable cost. The list for FY 2017 includes \$9 million in projects across the region.

Mr. Allen noted that he appreciated narrowing the priorities to 12 and folding those priorities into long-term plans that have reasonable chance of funding and prioritization.

Mr. Turner asked if the projects in the priority list receive local funded and not included in the CLRP regarding federal funding.

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Mr. Farrell responded that the projects are included in the TIP. Local funding may be involved, but typically, the projects seek federal funding.

Mr. Turner referenced the Board's earlier discussion about the regional unfunded projects and acknowledged the work of the subcommittee to utilize local jurisdictions to set priorities as part of the process.

Mr. Fisetle also stated he appreciated narrowing down the priority criteria to 12, and the long-term planning working group is having the same conversation. He asked if the funding listed for the projects in the table was funding that has been made available from local and other sources.

Mr. Farrell answered yes and that the list is in chronological order and includes funding before FY 2017 and after.

Mr. Fisetle asked about how the regional bicycle beltway relates to the Bicycle Subcommittee's priority list.

Mr. Farrell responded that the bicycle beltway is not part of the projects on this list, since they were nominated by local jurisdictions and do not relate to any of the routes identified by the Bicycle Beltway Working Group. He noted that this Working group has identified a route for a Bicycle Beltway and that the National Park Service has adopted the route into their regional paved trails plan, and the route will likely be included in the long-range transportation plan.

Mr. Fisetle stated he encouraged support for the bicycle beltway and said the next step would be moving the proposed bicycle beltway route forward to implementation due to its regional significance.

Mr. Erenrich noted that the meeting occurred during National Transportation Week.

## **OTHER ITEMS**

### **11. ADJOURN**

The meeting was adjourned at 1:42 p.m.