
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

February 22, 2019

MEMBERS AND ALTERNATES PRESENT

Bill Goddard, City of Laurel
Neil Harris, City of Gaithersburg
Gary Erenrich, Montgomery County Department of Transportation (VDOT)
Canek Aguirre, City of Alexandria
Earl Lewis, Maryland Department of Transportation (MDOT)
Kacy Kostiuk, City of Takoma Park
Monique Anderson-Walker, Prince George's County Counsel
Kelly Russell, County of Fairfax
Marty Nohe, PWC / NVTA
Libby Garvey, Arlington County Board
Jason Groth, Charles County
Jim Sebastian, District Department of Transportation (DDOT)
Terry Bellamy, Prince George's County
Renee' N. Hamilton, Virginia Department of Transportation (VDOT)
Robert Brown, Loudoun County
Mark Wolf, Manassas
Charles Allen, DC Council
Shyam Kannan, WMATA
Catherine Hudgins, Fairfax County

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Jessica Mirr
Tim Canan
Ken Joh
William
Sara Bond
Jon Schermann
Mark Moran
Abigail Zenner
Matthew Gaines
Michael Farrell
Gregory Grant
Brandon Brown
Deborah Etheridge
Andrew Austin
Mark Rawlings, District Department of Transportation (DDOT)
Bill Orleans, Public Participant
Cary Snyder, Maryland Department of Transportation (MDOT)
Kristin Calkins, DC Office of Planning
Kari Snyder, Maryland Department of Transportation (MDOT)
Kristin Calkins, DCOP

Mark Phillips, WMATA
Malcolm Watson, FCDOT
Kate Mattice, NVTC
Rich Roisman, Arlington County
Victor Weissberg, Prince George's County, DPW&T
Wendell Rawlings, Constellation Energy
Tahari Johnson, PWC / CAC
Jim Maslanka, Alexandria
Monica Backmon, NVTA
Chris Laskowski, DC Council
Heather Foote, Public Participant
Jewel Anderson, Public Participant
Allison Davis, WMATA

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Chair Nohe said John Jenkins from Prince William County died recently. He said Mr. Jenkins was a long-time TPB member and Prince William County Supervisor. He said that before becoming a county supervisor, Mr. Jenkins worked for Fairfax County Public Schools and the U.S. Army.

Chair Nohe thanked the board for their patience rescheduling the TPB meeting. He said that there is no one signed up for public comment.

2. APPROVAL OF MINUTES OF THE JANUARY 16, 2019 MEETING

Ms. Garvey made a motion to approve the minutes from the January 16, 2019 TPB meeting. The motion was seconded by Mr. Harris and approved by the board.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Rawlings said that the Technical Committee met on February 1 and reviewed four items that are not on the TPB agenda. These include: the draft UPWP, the draft CCWP, the bus transformation project study, and transit asset management targets. He said additional items discussed include the solicitation for the FY 2020 round of TLC technical assistance and preparations from WMATA and jurisdictions to mitigate travel during platform reconstruction. He said the committee was also briefed on the Northern Virginia Transportation Authority's development of a Bus Rapid Transit network as part of its long-range plan. Finally, staff briefed the committee on a proposal to expand the National Capital Trail into a trails plan that would cover the entire region.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC)

Mr. Jackson said that the 2019 CAC had its first meeting of the year with new members on February 13. He said that Chair Nohe addressed the committee, sharing his vision for the year ahead. He said the chair talked about the importance of incentivizing teleworking across the region. He said that the chair wants to help the board translate its visionary goals to fit all jurisdictions and to work as a single region. The chair fielded questions about regional financing and taking inspiration from international locations. He said that Ms. Erickson briefed the committee on the UPWP and the TPB's federally required activities and responsibilities. He said that committee members were given an opportunity to introduce themselves and were given a brief presentation about the CAC mission and past committee accomplishments.

5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Mr. Srikanth said that the Steering Committee met on February 1 and approved three amendments to

the FY 2019-2024 Transportation Improvement Program (TIP). He said that none of the amendments affect current air-quality conformity analysis or fiscal constraint demonstrated in the long-range plan. He said that the first of these amendments added about \$1.1 million in highway bridge replacement and rehabilitation funds of the Zion Road Bridge over Hawlings River in Montgomery County. Details of this project can be found on page 5 to 11 of the director's report. The second amendment added \$117 million in local, federal, and state funds for the Richmond Highway Corridor improvement project in Fairfax County. Details can be found on page 13 to 17 of the report. The third amendment provided \$800,000 in National Highway Performance program funds for the East Capitol Street Bridge over the Anacostia River. Details are on page 19 to 23 of the report.

Mr. Srikanth referred to the letters sent and received portion of his report. He said that page 25 includes a copy of a letter received from the Federal Highway D.C. Division Administrator informing the board that the Federal MPO Certification Review will take place on April 10 and 11, 2019. He said that this certification review will take a new approach this year, where DOT staff will conduct a desk audit, reviewing various TPB documents. Then they will identify specific topics to discuss during the site visit on April 10. He said that TPB staff is prepared. He added the TPB has a memorandum of understanding with the Fredericksburg MPO to conduct planning activities for northern Stafford County. As a result, Fredericksburg MPO staff will be part of the review. He said that page 27 to 28 is a letter from the Coalition for Smarter Growth providing information about a study by Smart Growth America on roadway safety. Page 31 has a memo informing the board that the University of Maryland's Transportation Center has been selected to receive a U.S. Department of Energy grant for about \$1 million to develop and deploy a transportation energy analytics dashboard. The dashboard will provide commuters with real-time energy use and emissions for their commute. Page 39 was a memo described the solicitation for technical assistance under the TPB's Transportation Land-Use Connections program. He said applications are due April 2, and that all local jurisdictions that are members of the TPB are eligible to apply. There is a flyer on page 41 announcing the TPB's Community Leadership Institute for spring 2019. Statements of interest must be submitted on March 22. Page 43 was a memo summarizing staff activities at the recent Transportation Research Board conference. The final memo, on page 45, reported on staff participation at the Transportation Camp, an event held on January 12.

6. CHAIRMAN'S REMARKS

Chair Nohe said that he met with the CAC on February 13. At that meeting he shared some of the board's hopes and expectations and explained what the TPB does as an organization. He said that there is interest in expanding teleworking in the region. He said that COG and the TPB have done some good work in helping private sector companies explained telework, but there was enthusiasm for having the TPB to continue the effort. He said he shared his desire to see that the ambitious goals that were set forward in Visualize 2045 can be something that is important to everyone in the region. Finding a way to take aspirational goals and make them apply to everyone in the region is important. He said that he also talked with the CAC about the goal that the board has for decreasing traffic fatalities.

ACTION ITEMS

7. PERFORMANCE-BASED PLANNING AND PROGRAMMING: TRANSIT ASSET MANAGEMENT TARGETS

Mr. Randall briefed the TPB on the draft transit asset targets for the region. He said that these targets are based on information from and coordination with the region's public transportation providers. He said that the MPO is required to adopt regional transit asset management targets as part of the federal FAST Act requirements for performance-based planning and programming. He said that no comments were received on the draft.

Ms. Russell made a motion to approve Resolution R12-2019 to Approve Transit Asset Management Targets. The motion was seconded by Mr. Brown and approved.

INFORMATION ITEMS

8. BRIEFING ON THE DRAFT FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Erickson said that her presentation would cover all of the work that staff conducts to keep up with the federal metropolitan transportation planning process. These activities include: data collection, analysis, travel forecasting, producing plans, managing programs, responding to board member requests, and staffing meetings. She said that everything that staff does is outlined in the Unified Planning Work Program, or UPWP. She said that the mission for MPOs is largely defined by federal regulations. She said that this process is continuing, cooperative, and comprehensive. It is also multimodal and multidisciplinary. She said that the TPB develops plans and programs that consider all surface transportation modes and support metropolitan, community, and economic development. She said that the TPB plays an important role as the regional forum for transportation planning. It does this by preparing plans and programs that the federal government must approve in order for federal transportation money to flow to the region. She said that the TPB also provides technical resources for decision-making. She said that the UPWP defines how MPO activities are carried out. It becomes effective after the board and USDOT approve the document, starting July 1, 2019.

Ms. Erickson said that every year metropolitan planning organizations like the TPB must produce a budget and work program that outlines the work to be done in the fiscal year to come. She said that the TPB's main role is as a forum for coordination but there are many more services, research areas, and technical expertise that staff provide to members. Examples include providing scenario planning, commuter services, and opportunities for federal grants including the Transportation Alternatives Set-Aside Program, and the Enhanced Mobility Program. She said that staff also provide travel modeling and forecasting, and regional data collection. She said that new activities for this year include furthering the TPB's aspirational initiatives including expanding the National Capital Trail and walk and bike access to transit. TPB staff will also be studying safety in the region with a deeper look into the factors related to road fatalities. Other new work for 2020 includes studying autonomous vehicles, looking into using "big data," and updating the travel demand model that is used for the TPB's travel forecasting and air quality.

Ms. Erickson said that over the next month staff will finalize revenues and expenditures. These will be included with the final document, along with carryover information. The board will be asked to approve the UPWP.

Ms. Garvey asked about autonomous vehicles.

Mr. Srikanth said that the Long-Range Plan Task Force considered autonomous vehicles in 2017, and that there was discussion at the TPB about this emerging trend. The sense of the task force at the time was that there are many uncertainties about the outcomes to inform project planning and programming actions at this time and that the topic would have to be looked at separately. He said that staff is proposing to pick this discussion back up by holding a regional symposium or forum to help build a regional understanding of the various challenges and opportunities of autonomous vehicles.

Ms. Garvey said that Aachen, Germany is putting autonomous buses into circulation, and that they may be a resource in the future.

Mr. Srikanth added that VDOT is conducting tests with connected autonomous vehicles.

Mr. Lewis said that Maryland has a connected autonomous vehicle working group.

Ms. Anderson-Walker said she is curious about how the region is adapting to the presence of new employers, like Amazon.

Mr. Srikanth said that the TPB is working with COG, the regional planning directors, and with individual jurisdictions.

Ms. Garvey asked about ferries.

Mr. Srikanth said that while the TPB has not been approached to look at ferries as a regional operation, but he said that staff has been following the work done by the Northern Virginia Regional Commission on two ferry studies.

Mr. Harris said that Gaithersburg is embarking on a visioning exercise. In preparation he observed a data point that Gaithersburg has 10,000 more jobs than workers, and only 8 percent of the people that live in Gaithersburg also work there. He asked if this pattern is matched in other places in the region. He also wondered about possible programs to incentivize people to live near where they work.

Mr. Srikanth said that he is interested in learning more about Gaithersburg's visioning exercise, because it can inform work at the TPB. He said that, as part of the long-range plan task force's activities, the issue of in- and out-commuting at the sub-area level was examined. He said it showed similar trends are happening elsewhere. He said that one of the challenges of pursuing an ideal jurisdiction-specific jobs-to-housing ratio is that it does not ensure that those jobs within the jurisdiction will be filled by households in the jurisdiction to achieve travel efficiencies.

9. BRIEFING ON THE DRAFT FY 2020 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Mr. Ramfos said that Commuter Connections provides benefits to the region, including helping to reduce congestion and emissions, in addition to supporting local efforts to attract and retain employers, and providing many commute options. He said that this work, and more, is outlined in the Commuter Connections Work Program, or CCWP, for FY 2020. He described the region's commute shed, and the area for the Guaranteed Ride Home program. He said that the CCWP includes an intense evaluation component that shows that Commuter Connections has reduced the number of daily car trips and pollution related to transportation. He said that Commuter Connections is a major component of the TPB's congestion management process. He referred to his presentation as he described some other benefits of Commuter Connections, including that the program saves the region about \$1.2 million a day.

Mr. Ramfos said that the Commuter Connections budget is a little more than \$6 million for FY 2020. He said that the budget has decreased by 4 percent compared to FY 2019. He said that the CCWP covers: the Guaranteed Ride Home program; mass marketing initiatives like Bike to Work Day and Car Free Day, in addition to mobile app incentives; data collection; staffing; consultants; and direct costs. He said that in 2019 Commuter Connections and the University of Maryland will launch an app, called incenTrip, which will allow any traveler to choose their mode and get rewarded for how they are traveling. He said that the impacts of Commuter Connections will be analyzed as part of the State of the Commute report, which staff will start working on in FY 2020. He said that staff will also take on the TDM initiatives that were adopted by the TPB as part of Visualize 2045. Commuter Connections staff is also working with WMATA and local jurisdictions to raise awareness about the Smart Benefits program.

Mr. Ramfos said that state funding agencies, the Commuter Connections subcommittee, and the Technical Committee all have reviewed the CCWP. The board will be asked to approve the work program at the March board meeting.

Ms. Garvey asked if future presentations could include a graphical display of data.

Mr. Ramfos said that staff will look at include more visual representations in the future.

Ms. Russell asked what day is Bike to Work Day in 2019.

Mr. Ramfos said that it will be May 17.

Mr. Erenrich asked if it would be possible to substitute the Commuter Connections data for Transportation Emissions Reductions Measures (TERMs) analysis that the jurisdictions are required to conduct.

Mr. Srikanth said that the benefits of Commuter Connections are quantified for the criteria pollutant reductions, and it is reported as part of the regional air-quality conformity analysis.

Mr. Erenrich asked that staff consider using the data for TERMS analysis in the future, since it is already being collected.

10. BUS TRANSFORMATION PROJECT

Mr. Davey said that he was a consultant representing WMATA and the consultant team working on the bus transformation project. He said the objectives for the presentation were to share the context, vision, and next steps. WMATA undertook the study because bus speeds are declining, ridership is decreasing, and costs are growing. He said that the study thinks about buses as publicly available and affordable multi-passenger vehicles that reduce congestion and emissions. He said that the number-one issue is making buses more frequent.

Ms. Anderson-Walker asked if bus ridership has gone down because buses often do not provide good connectivity and people are using more creative ways to get back and forth. She also noted that it is very easy to get out of Prince George's county by bus, but connectivity within the county is not as reliable.

Mr. Davey said that the people working on the project are thinking about bus connectivity and affordability, while recognizing that not all buses support the same communities with the same needs.

Ms. Anderson-Walker asked if it would be possible to speed up bus service by creating designated bus lanes.

Mr. Davey said that one of the challenges of the study is how to create dedicated lanes without taking away parking or other lanes.

Mr. Allen said that while he recognizes that within certain jurisdictions bus connectivity could be an issue he said that within the District he rides the bus and finds that buses provide important neighborhood connectivity.

Mr. Davey said that the charge of the study is to create a bold new vision for a collaborative action plan for the future of buses in the region. He said that the study was working with a number of groups, including: a steering committee, survey recipients, government and business representatives, and customers. He said the goal is to make buses the mode of choice in the region and on the region's roads by 2030. To do that, the study suggests focusing on five things: regional connectivity, providing high-quality on-street transit options, efficiency, reliability, and frequency. It is also important that buses are safe, convenient, and easy to use. He said that final stewardship is important, as is sustainable economic health and access. Also important is that buses are affordable and equitable to all users.

Mr. Davey said that the consultants considered the following questions: What is the role of bus in the region? What is Metrobus's role? What business function should Metrobus provide? Is there a better governance model to make this happen?

Mr. Davey said that the groups overseeing the project include: the executive steering committee, the WMATA leadership team, a strategic advisory panel, and a technical team. There has also been feedback from more than 6,000 survey recipients. He said that the study will be available for public comment starting in late April. He said that the study will be refined following those recommendations. He said a road map will be developed.

Ms. Russell asked about membership on the teams. She said that TPB members are from all the region's jurisdictions, even if they do not have Metrobus.

Mr. Davey said that the member jurisdictions are all represented.

Ms. Garvey said she is thankful that the study is looking at examples across the world. She asked if

other systems are showing a decline in ridership.

Mr. Davey said that places like China that are making significant investments in public transportation are seeing some increase in bus ridership. But in other places, like London, ridership is decreasing.

Ms. Garvey asked if the study is looking at fare collection.

Mr. Davey said the study is looking at fare collection and affordability. He said that some jurisdictions in the region are already doing interesting things with elderly discounts and student discounts. He said the study is also looking at policy.

Ms. Garvey said that bus frequency seems like a chicken-and-the-egg question.

Mr. Davey said if service is cut, people stop using it. He said that in the United States systems are often afraid of adding service because of a feeling that it cannot be changed in the future. He said that it is important that transferring from bus to rail and rail to bus is easy and affordable.

Mr. Lewis said that the Baltimore Link project focused on job locations and adding routes and service to distinguish routes to get people to places where jobs are growing.

Mr. Davey said that good things happening with bus service in the region and across the country.

Mr. Allen referred to slide 5 and asked why some key decision points are not captured as factors in the decrease in ridership in 2015 and 2016. He specifically called out the fare increase for bus and Safe Track work.

Mr. Davey said that those factors did play a part. He said that they are not on the list because the list is regional, and those factors were not replicated in every part of the region.

Mr. Allen asked if the final product is going to be a series of policy recommendations or implementation recommendations.

Mr. Davey said that it will be both. There will be policy elements and tactical elements.

Mr. Aguirre said it would be great if there were a regional pass that worked on all transit. He said that Alexandria is going through its own transit vision planning and that they are happy to share that with the people working on the Bus Transformation Study.

11. TRAFFIC INCIDENT MANAGEMENT ENHANCEMENT (TIME) RECOMMENDATIONS REPORT

Mr. Meese said that in 2018 the COG board convened the Traffic Incident Management Enhancement initiative, or TIME. His presentation summarized report recommendations and ongoing activities. He said that traffic incident management is a coordinated effort to increase safety and reduce incident duration, which in turn leads to reduced motorist day and increased safety. He said that many disciplines are involved, including public safety, police, and transportation. He said that the report found that outcomes will be better when responders are prepared with good data, training, and knowledge of best practices. He referenced the complete report, which was shared with the board.

Mr. Meese highlighted some of the report recommendations. The first recommendation was to update regional agreements and improve consistency of traffic incident management laws and policies. The next recommendation was to enable and encourage public safety and other practitioners to get the incident management best practices training they need. He described some legislative challenges. He said that the remaining recommendations can be found in the report.

Mr. Meese said that the COG board approved the report in November 2018. Following approval, COG staff undertook legislative outreach. Staff also have been considering how to accommodate the recommendations in planning activities within existing ongoing programs and subcommittees. He said that these are included in the FY 2020 UPWP.

OTHER ITEMS

12. ADJOURN

No other business was brought before the board. The meeting adjourned at 1:57 p.m.