
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

April 19, 2017

MEMBERS AND ALTERNATES PRESENT

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 Fisette, 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
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
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Jim Sebastian, DDOT
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Brandon Todd, DC Council
Victor Weissberg, Prince George's County
David Whitaker, Frederick County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

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

Daivamani Sivasailam	
Charlene Howard	
Jessica Mirr	
Ken Joh	
Mark Moran	
Ben Hampton	
Abigail Zenner	
Lori Zeller	
Wendy Klancher	
Sergio Ritacco	
Arianna Koudoumas	
Debbie Leigh	
Deborah Etheridge	
Greg Goodwin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	HACK
Sree Nampoothin	NVTA
Monica Backmon	NVTA
Tim Roseboom	DRPT
Julie Hirka	Vienna Resident
Deanna Heier	Dunn Loring Resident
Nydia Blake	Aide/Neabasco Supervisor Office/PWC
Patricia Happ	NVTC
Stewart Schwartz	Coalition for Smarter Growth
Tim Davis	City of Frederick
Norm Catterton	Prince William County
Chris Doherty	I-66 Express Mobility Partners
Micah Himmel	Fairfax County Resident
Bob Chase	NVTA
Kevin McNulty	Northern Virginia Chamber of Commerce
Jeff Folden	MDOT-SHA
Joseph Siegman	Fairfax County Resident
Brian Zellej	Fairfax County Resident
Malcolm Watson	FCDOT
Michelle Cleveland	Washington Area Bicyclist Association
Pierre Holloman	Alexandria
Joseph Siegmann	Resident of Dunn Loring
Mary Hagopian	Resident of Dunn Loring
Micah Himmel	Resident of Dunn Loring
Kevin McNulty	Northern Virginia Chamber of Commerce
Trish Vanstory	Resident of Dunn Loring
Albert Jordan	Resident of Vienna, VA
Mark Keam	Virginia State Delegate

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Ms. Heier was the first to speak for public comment. She spoke against the changes to the I-66 Outside the Beltway project. She specifically spoke against the new higher ramps that would allow more trucks in the area. She was also concerned about the process, particularly the lack of public involvement and communications from VDOT.

Next to speak was Mr. Siegmann, also speaking against the I-66 project. He had similar concerns about impacts to the neighboring area of the project. He particularly mentioned that VDOT had not originally proposed slip lanes but now the project might have them. He said slip lanes are dangerous. He was also concerned about the lack of public input and understanding about the changes in the ramp designs.

Ms. Hagopian also spoke against the I-66 project. She also was concerned about the changes in the plan and the lack of public engagement in the design changes. She asked for a commitment to the original design proposal that was worked out with input from the public.

Mr. Himmel also spoke against the I-66 project. He talked about the fact that many cities are demolishing old highways and he wondered why such a project was being proposed in a non-commercial area close to Metro. He also asked for a more transparent process to involve the public in the decision-making process.

Mr. McNulty spoke in favor of the I-66 project. He spoke about the need to improve mobility in Northern Virginia and said the project would help. He also said that there would be time in the process to work with residents of the area to further improve the outcomes of the design changes but that those improvements should not hold back the process any more.

Ms. Hirka spoke against the I-66 project. She said she was most concerned about the flyover ramps and the increased truck traffic that would have harmful effects on the neighboring communities. She asked for a more transparent process.

Ms. Vanstory also spoke against the I-66 project. She spoke as the former PTA president at Stenwood Elementary School. She said that the project would be harmful to the students attending the school and would contribute pollution and ugly views of the ramps. She also wanted more communication and transparency from VDOT.

Mr. Jordan also spoke against the project and cited similar complaints about the lack of public engagement and the impacts of the new design. He noted that the new design would add light pollution to the area because of new lighting and signage.

Mr. Zelle also spoke against the I-66 project focusing on the lack of information from VDOT. He said that the changes were brought to the TPB in a quiet manner and the agency had not reached out to the community to discuss the changes.

Mr. Keam, the delegate to the Virginia House of Delegates who represented areas of Northern Virginia also spoke against the I-66 project changes and supported the other speakers. He asked the board to imagine that these residents were their constituents who just want a chance to be heard. He asked for time for the residents to provide public input on the project before it moves forward in the process.

2. APPROVAL OF MINUTES OF THE MARCH 29 MEETING

Ms. Smyth requested that the minutes for the March 2017 TPB meeting be updated. She said that comments on page six under item nine were miss-attributed to Ms. Hudgins. She moved that the minutes be approved with the correction.

The motion was approved and seconded.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on April 7 to discuss items that will be presented to the TPB. He said these include a briefing on the Bike to Work Day event schedule for May 19, the FY 2018 Transportation Alternatives Program project selections for Northern Virginia, the region's redesignation request for maintenance of the ozone plan, and the federally required performance-based planning and programming for transit asset management. He said that the committee has also been

briefed on the progress of the Long-Range Plan Task Force.

Mr. Davis said that over the coming months the Technical Committee will receive briefings on how different agencies in the Washington region prioritize projects for funding. Additionally, the committee was briefed on performance-based planning and programming rules for pavement in the region, and on Inter City Bus and Tourism.

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

Mr. Martin said that the CAC discussed the Long-Range Plan Task Force at its April 13 meeting. The committee is interested and engaged in the process, but is concerned that it is moving too quickly. At this pace, it may be difficult for the CAC to provide meaningful input. He said that the committee is interested in how staff analysis will provide insight on the relative merits of different projects, programs, or policies.

Mr. Martin said that at the meeting the CAC was briefed on proposed public involvement activities for the 2018 CLRP update. He said that members had a lively discussion with staff and provided ideas for how these activities can be more effective and reach more communities in the region.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth referred to mailout materials and additional documents that were distributed the day of the meeting. He said that the Steering Committee met on April 7 and discussed several amendments. The first, which the committee approved, was a TIP amendment request by Montgomery County to add approximately one million dollars in federal and local funds to replace a low-volume bridge. He said that the committee reviewed VDOT's request to amend the 2016 CLRP and the TIP. The request refers to two projects, the I-395 express lane extension and changes to I-66 outside the Capital Beltway. He said that the steering committee recommends that the board approve this request. He said that the committee was also briefed on the region's Street Smart bicycle and pedestrian safety campaign, which kicks off on April 25. He said the board received a letter announcing that the Commonwealth Transportation Board in Virginia will be holding public information meetings and soliciting public input to help develop the six-year transportation funding program for the state.

6. CHAIR'S REMARKS

Chairman Newton thanked the board for accepting the new way of selecting participants in the Long-Range Plan Task Force. She said that the officers had worked very diligently to compile a representative group that addressed the diversity in our region in its many forms: gender, racial, geographic, and perspective. She said that there were many more members of the board who volunteered to serve on the task force than could be accommodated, although she would have liked to have appointed them all. She noted that it was a very hard decision made possible by many people working together on it. She noted that the task force has eighteen members. Nine of those members were pre-selected. This group includes representatives from the state DOT's and the CAC and AFA. She said that for the remaining seats, an effort was made to represent the geographic balance of the region and the populations represented. The remaining seats include nine elected officials, two from the executive branch. She said that she is most hopeful that under Mr. Fiset's leadership the task force will think regionally. She said that for many years, the TPB has been talking about the need to "think regionally, act locally."

7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2017 PROCLAMATION

Mr. Ramfos described the history of Bike to Work Day in the Washington region. He said that this year the event, which provides the region an opportunity to celebrate bicycling, would be on Friday, May 19. The event will be co-hosted by WABA and is put on with the help of jurisdiction staff, private employers,

and others. There is record amount of corporate sponsorship for this year's event, \$55,000. He said that Commuter Connections provides support for cyclists including guaranteed rides home, and WABA offers classes. There will be 86 pit stops this year. All jurisdictions in the region are represented. He said that the event has grown over the years and that the weather is the biggest factor impacting participation. The goal is to register 18,600 participants this year, an increase of six percent from the previous year.

Mr. Ramfos asked the board to approve the proclamation and encouraged the board members to go back to their respective jurisdictions and approve proclamations there. He also encouraged board members to participate in the event.

Mr. Ramfos introduced Ms. Cleveland, the events manager at WABA.

Ms. Cleveland thanked the TPB and Commuter Connections for their assistance hosting the event, and that her organization is excited for the region to publicly support bicycling.

A motion was made and seconded to approve the proclamation. The motion was approved.

There was a pause so that Chairman Newton could sign the proclamation and have a picture taken.

8. REVIEW OF COMMENTS RECEIVED AND APPROVAL OF VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) AND MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR-QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) AND FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Austin referred to the handout overview of comments received on the out of cycle Air Quality Conformity analysis for the projects to be added to the 2016 CLRP. He explained that there were comments on four subject areas, I-66 Outside the Beltway, I-95 express lanes to Russell Road, and comments on the Governor Harry W. Nice Bridge. The I-66 project received the most comments, more than 140, with 12 comments in favor of advancement and 132 in opposition. VDOT provided responses to the comments which are included in the memo. For the I-95 project, 12 comments generally voiced support for the project. Comments pertaining to the Governor Harry W. Nice Bridge, 14 comments were received stating the need for an additional Potomac River crossing. There is no proposal to address that at this time. The final comment received was relating to the prioritization of projects in the TIP.

Ms. Smyth explained that she had been talking with VDOT about how to move forward on the I-66 project. She explained that they had agreed to move forward with the project but to hold off on the portions east of Route 50 until the Fairfax Board of Supervisors has a chance to meet and discuss the changes to the design and address citizen concerns.

Ms. Hamilton moved to approve R20-2017.

Mr. Mendelson expressed some concerns with the compromise plan. He asked if it would be possible to hold off approval for another month so that the air quality analysis would not have to be re-done at a later date to include the rest of the project.

Mr. Nohe disagreed with Mr. Mendelson and agreed with Ms. Smyth. He expressed some concerns about slowing down the process too much. He asked whether moving forward with the parts of the project east of Route 50 would slow down the sections that are west of Route 50 which he said need to be analyzed and moved forward through the process.

Mr. Mendelson asked if it would mean that the analysis would have to be restarted if the sections were put back in.

Mr. Srikanth responded by saying that his understanding of the arrangement is that staff can begin

working on all other elements of the amendment except for the ramps in question while VDOT and the County reach an understanding on the ramp. He said that this would allow staff get a head start on the work and help keep to the challenging schedule to complete the analysis.

Ms. Newton asked if the I-66 project could be decoupled from the Maryland items and done separately.

Mr. Srikanth explained that it could and that as he understood it, the proposed amendment to the resolution would essentially do that for some parts of the project.

Ms. Hamilton said that VDOT was in agreement with Ms. Smyth and that the compromise would allow them to continue to hold the schedule by working on other parts of the project. She explained that the project, as it was in the CLRP, has not substantially changed and that there still needs to be a NEPA reevaluation. She also said they would like the chance to meet with the Fairfax Board of Supervisors.

Ms. Russell noted that there was a motion on the floor with no second.

The motion was seconded.

Ms. Smyth offered a friendly amendment to the motion. Her amendment stated that the TPB staff would not move forward on air quality analysis for access points east of the Route 50 interchange under options A and B until the Fairfax Board of Supervisors has a chance to meet and act on those points. If the Board of Supervisors moves to strike any of the points from the analysis, the TPB staff will do the same.

Ms. Hamilton clarified that the public process is an ongoing process. She explained that VDOT has begun meeting with elected officials and there would be more briefings. She also explained that no decisions have been made yet and there will be more hearings and public involvement before going to the Commonwealth Transportation Board for final approval.

Ms. Newton said she was aware that the June meetings were informational but was concerned about the process. She wondered if it would be possible to pull back if the analysis has already begun.

Ms. Smyth also said she was concerned about the process and concerned that there had not already been public meetings about the design changes.

Mr. Fisette asked if there were a way for VDOT to hold some public community meeting in May in addition to the Board of Supervisors meeting. He asked if it could be a chance for the public to speak. He said it seemed to make sense that the Board of Supervisors hear from concerned citizens.

Mr. Lewis asked if Maryland could move ahead with the Nice Bridge.

Ms. Newton said that that was why she asked to decouple the I-66 project from the other projects.

Ms. Hamilton also explained that when it comes to the CLRP approval, no designs are final designs and that they were only asking TPB staff to look at the access points and analyze those.

Mr. Meyer asked Ms. Hamilton if they had general public hearings for the Board of Supervisors and meetings when the public could comment on anything.

Ms. Smyth responded that they do have what they called open mic and they have people who come and comment. She also explained that they have received many comments about this project and that no one has had the time to analyze it.

Mr. Meyer said that he thought it was appropriate to move forward on the project because the TPB plays a "big-picture role" and would not be approving any final design. However, he also said he would defer to Ms. Smyth.

Mr. Nohe said he did not want to freeze the whole project, but that he supported the compromise idea.

Mr. Schwartz also supported the compromise and he thought it was important that the public have a

chance to weigh in. He also wondered about the responses to the public comments that TPB staff received. He wondered if their role was to facilitate responses by VDOT or if it should respond independently. He said that the level of independence is very important when you look at the way the TPB staff supports the board and that it is a question that should be addressed in the future.

The resolution R20-2017 was approved with the amendments.

9. BRIEFING ON DRAFT SCOPE OF WORK FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CLRP AND THE AMENDMENT TO THE 2016 CLRP AND THE FY 2017-2022 TIP

Ms. Posey presented on the work scope for the Air Quality Conformity analysis.

The scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP was approved by the board.

10. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR NORTHERN VIRGINIA FOR FY 2018

Mr. Swanson presented on the Transportation Alternative Program and the projects being recommended for funding in Northern Virginia. After explaining each of the projects and the selection process the board took up the motion to approve the projects.

Mr. Snyder made a motion to adopt Resolution R21-2017 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018. The motion was seconded and approved.

11. APPROVAL TO AMEND THE FY 2017-2022 TIP TO ADD NINE NEW PROJECTS TO THE FY 2017-2022 TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Chairman Newton said that the board is being asked to amend the FY 2017 – 2022 TIP to add nine new projects as requested by VDOT. She said that Mr. Srikanth described these projects in Item 5.

A motion was made to adopt Resolution R22-2017 to amend the FY 2017-2022 TIP. The motion was seconded and approved.

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)

Ms. Posey referred to a letter that was distributed from the TPB to MWAQC. She said that the letter describes how the TPB will demonstrate that they have attained the 2008 standard for ozone. She said that the letter requests that MWAQC develop a redesignation request and maintenance plan. Referring to her presentation, she described the current inventories and based on assumptions in the MOVES model. She said that once these new budgets are approved by the EPA, they will be used in future conformity analyses. She said that the letter requests that MWAQC include a buffer above the mobile inventory, and include language in the maintenance plan saying that MWAQC agrees to redevelop mobile budgets if there are big changes.

A motion was made to approve the letter to MWAQC providing recommendations related to the establishment of motor vehicle emissions budgets in the ozone maintenance plan. The motion was seconded and approved.

13. PERFORMANCE BASED PLANNING AND PROGRAMMING DRAFT REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Mr. Randall said that transit asset management target-setting is part of the federal requirements for performance-based planning and programming. Each state DOT, MPO, and provider of public transportation will have to adopt certain standards to measure their performance in certain critical areas and then incorporate those targets into their transportation planning process. He said that there are five areas of transit asset management.

Mr. Randall said that transit agencies have to set targets annually for their performance in critical areas, then develop a strategic plan that will describe how they will accomplish their performance targets over time. He said that all agencies that provide public transit and receive money from the federal government are required to set targets, even if federal money does not directly fund the transit services.

Mr. Randall referred to his presentation that summarized targets set by the different agencies and jurisdictions. He said that the TPB will be asked to approve the targets at the May board meeting.

A board member observed that having assets that exceed their useful life without a reduction in service is “a positive.” The member cautioned that the regulations may prejudice against retaining assets, even if they continue to provide a high level of service.

14. LONG-RANGE PLAN TASK FORCE STATUS REPORT

Mr. Fisetta said that the new Long-Range task force had its first meeting on April 10. He said that the meeting was productive. At the meeting the task force reviewed the status purpose and the group discussed goals that were adopted in regional and local plans as well as challenges identified in existing plans and documents. He said that a document was distributed that summarizes these goals and challenges that will be used to distinguish the usefulness of a policy, program, or project. He said that the meeting ended with a rapid-fire brainstorm. He said that the task force is working on identifying the universe of opportunities and ideas for projects that are both already outlined in policies and plans, but also that have not been heretofore described in a tangible way. The goal is to develop a list of 50 or 60 of these items. He said that the task force also needs to figure out the process for narrowing those items to a smaller list.

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

Ms. Erickson said that MDOT announced that the I-270 congestion management project has developed to the point where there is enough information that it can be included in the CLRP as a stand alone project. She said that the project is currently open for public comment.

Mr. Lewis said that the project to implement technology and techniques that maximize vehicular throughput, minimize travel times, and create a more predictable commuter trip.

A board member asked a question if this project attempts to increase person throughput in addition to vehicular throughput. Mr. Lewis said it does.

16. ADJOURN

Mr. Kannan requested that the title of “Chairman” be changed to the gender-neutral “Chair.”

No other items were brought before the board. The meeting adjourned at 2:06 p.m.