



National Capital Region
Transportation Planning Board

Technical Committee Minutes

**For the meeting of
May 5, 2017**

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the April 7, 2017 Technical Committee Meeting

Meeting attendees introduced themselves. A motion was made to approve the minutes. The motion was seconded and was approved unanimously.

2. Project Prioritization in the Washington Region: A Series of Presentations on how Funding Agencies Prioritize Projects for Funding in the CLRP and TIP – Washington Metropolitan Area Transit Authority

Mr. Kannan provided a presentation on project prioritization at WMATA. He described the Capital Needs Inventory (CNI), which is a ten-year prioritized list of capital investment needs from calendar year 2017 through 2026. He also described a tool that WMATA developed for prioritizing projects. He said the CNI comprises a prioritized list and an unconstrained list of 10-year needs. He also described the Capital Improvement Program (CIP).

Mr. Erenrich asked how the performance indicators described in Mr. Kannan's presentation are reflected in the prioritization process. Mr. Kannan explained how the performance indicators are applied.

10. Project Prioritization in the Washington Region: A Series of Presentation on How Funding Agencies Prioritize Projects for Funding in the CLRP and TIP – DDOT

This presentation was moved earlier in the agenda so that it followed the WMATA presentation.

Mr. Sebastian described the project prioritization process in the District of Columbia. He spoke about MoveDC, the District's long-range transportation plan. He also described sub-transportation plans, including the District Mobility Project and Vision Zero. He explained the process for developing the State Transportation Improvement Program (STIP). He described the project prioritization process, focusing on criteria identified in MoveDC.

Ms. Erickson asked about the role of the District Council. Mr. Sebastian answered that the council has final approval of all the projects slated for funding, but they are particularly focused on local funding.

Mr. Srikanth explained the intention of this series of presentations on project prioritization. He said that some board members have called for the TPB as an MPO to develop its own prioritization process. He said it was important to first understand the processes that exist at the state and subregional levels. He said that the TPB's regional priorities are often reflected in these prioritization processes.

Mr. Erenrich suggested that TPB staff might develop a memo or report that synthesizes the different processes. He said case studies could be useful in explaining these processes.

Mr. Erickson said the TPB's Hub website has some of this information, but perhaps it needs to be updated or enhanced.

Ms. Davis said she had developed a graphic showing the planning and programming history of the Silver Line. She said this graphic might be helpful.

3. Presentation on I-270 Innovative Congestion Management Project and Summary of Public Comments to Date Regarding the Proposed “OUT-OF-CYCLE” Amendment to the 2016 Constrained Long Range Plan (CLRP) and the Air Quality Conformity Analysis for the Amendment to the 2016 CLRP and 017-2022 Transportation Improvement Program (TIP)

Mr. Austin discussed the developments pertaining to the I-66 Outside the Beltway project that the TPB had acted on in April and stated that the Board would be briefed on these developments prior to action on the I-270 Innovative Congestion Management (ICM) project. He noted that the I-270 ICM project had been released for public comment in April and briefly summarized the comments received to date.

Mr. Folden spoke to a presentation on the I-270 ICM project. He was asked if the State Highway Administration had considered long-term impacts from this project on operations along the Capital Beltway. Mr. Folden answered that improvements on the Beltway would be required in the future.

Mr. Whitaker inquired about the procurement approach for finding a contractor for the design/build of the project. Mr. Folden stated that five proposals were submitted, each of which included a significant number of similarities, most likely due to the limited \$100 million budget factor.

4. Long-Range Plan Task Force Resolution Clarification and Status Report

Staff handed out an updated list of projects, programs and policies submitted by Long-Range Plan Task Force members, which was also posted on the meeting website. Mr. Srikanth gave an update about the first two meetings of the Long-Range Plan Task Force, which included identifying goals and challenges, as well as brainstorming the list of suggested initiatives. He also previewed the upcoming work of the task force to begin to narrow down the suggested list, which has over 70 ideas. Ms. Erickson and Mr. Srikanth also provided an update about the proposed amendment to the resolution, which was intended to clarify the timeline and expectations for TPB actions in July.

5. Performance-Based Planning and Programming – Draft Regional Targets for Transit Asset Management

Mr. Randall spoke to the agenda item, referring to a memo and a report included in the mail-out. The memo provided an update on TPB staff activities for all the federal performance based planning and programming (PBPP) activities. The transit asset management (TAM) rule is the first target-setting by the board for PBPP.

The highway safety area is the next PBPP area that will go up to the board, with target-setting anticipated by August by DOTs and by the end of the year for the TPB as the MPO. At the June committee meeting, TPB staff intend to give a presentation on highway safety, along with a presentation by VDOT on their activities. Two other PBPP areas are final, the highway asset rule covering pavement and bridge condition and the highway system performance rule covering congestion, freight and the CMAQ program. However, their effective date and federal information is on hold due to a pause put out by the new Administration. Lastly the transit safety area is still missing a rulemaking that is not yet final. He also mentioned that the new planning rule goes into effect in one year, in May 2018, and the new TIP and long-range plan update will incorporate the requirements of the rule, including the PBPP requirements.

Mr. Randall then turned to the TAM report, the contents of which were quickly reviewed. He then noted that the TPB's actions and the report are based on the TAM rule as issued last July, but that FTA has issued subsequent guidance, including at the very time of the April board meeting. As the TPB has already been presented with the draft targets, staff plan to proceed as planned, and will modify the process next year to react to FTA guidance. Along with formal documentation of formal responsibilities, the TAM data and target-setting next year is likely to be much improved over this initial effort. This is an item on the Board's agenda for action for approval, and jurisdictional staff were encouraged to brief their board members.

6. Approval of Technical Assistance Recipients Under the FY2018 Transportation Land-Use Connections (TLC) Program

Mr. Swanson described eight proposed TLC projects that were being recommended for funding in FY 2018. He said the TPB would be asked to vote on these projects at its May meeting. He said the TLC Technical Selection Panel met on April 24 and identified a list of projects to recommend for funding. He said that staff had chosen not to forward one of the panel's recommended projects, which would have developed a maintenance plan for the Central Avenue Trail in Prince George's County. He said that based upon input from MDOT and the Maryland State Highway Administration, it was determined that funding for this project would be premature. Staff therefore removed the project from the list of recommendations

Mr. Foster said that Prince George's and MDOT would have a special meeting to discuss whether it might be possible to include the Central Avenue Trail maintenance plan in the list of recommended projects.

Ms. Snyder said MDOT is open to such a discussion. She said that MDOT is very supportive of the trail overall, but they believe a project to develop a maintenance plan is not appropriate at this time.

Mr. Roseboom asked why the Prince William project was not recommended for funding.

Mr. Swanson said the proposed was perceived by the selection panel to be overly broad and not fundable for the limited funding available.

Mr. Rawlings asked if applicants who were not recommended for funding would be contacted.

Mr. Swanson said that the applicants that were not recommended for funding had already been contacted. He noted that the funding decisions were not final, however, until the board votes.

Mr. Orleans asked for an explanation of the process by which MDOT objected to the Prince George's Central Avenue Trail maintenance plan.

Mr. Srikanth explained that a portion of funding for the program is allocated from the Maryland Technical Assistance account in the UPWP and therefore MDOT has an explicit advisory role regarding project selection.

7. WMATA Funding – CAO Report

Mr. Srikanth introduced this agenda item on the COG CAO Metro Technical Panel and the issuance of the panel's final report on April 26. He provided some background on the COG board initiative focuses on Metro, including the two COG - Board of Trade regional Metro forums held in 2016. Following the forums, the COG board took action to convene a Technical

Panel of Chief Administrative Officers and Chief Financial Officers to partner with WMATA to develop safety and reliability performance metrics for Metro, analyze operating and capital funding needs, and assess revenue options to meet unmet operating and capital funding state of good repair needs. The panel's objectives also included analyzing the economic value of Metro and its importance to the region.

The CAO technical panel met over the remainder of 2016, coordinating with WMATA and the Board of Trade and TPB staff. The panel reviewed many existing studies, and the District of Columbia Chief Financial Officer, Jeff DeWitt, took the lead on the funding need analysis. An interim report was presented to the COG Board in October 2016 and the panel continued its work through early 2017. The final report of the CAO Technical Panel was presented to the COG Board on April 26. In addition, COG has established a policy group of elected officials to review the analysis, coordinate with public and private partners, and prepare recommendations for regional actions. This is an item on the TPB agenda for May. He noted that the NVTC board also received the panel report and presentations on May 4.

Mr. Randall then spoke to a presentation that was prepared by the DC Office of the Chief Financial Officer summarizing the funding needs identified by the panel in its report. He noted that former USDOT- Secretary Ray La Hood was at the NVTC meeting and is scheduled to be at

the May 10 COG board meeting due to his appointment by the Virginia Governor to lead an analysis of Metro. He also noted that the WMATA GM/CEO Paul Wiedefeld issued a financial needs presentation on April 19, which shares considerable information with the CAO technical panel report. Ms. Davis added that the WMATA assessment of their capital needs was a year-long effort which is continuing, as explained in the first item on the meeting agenda.

The report states that WMATA faces a combined operating and capital shortfall of \$7.5 billion over the next 10 years, to fund the needed investment of \$15.5 billion in the system's infrastructure, such as the tracks, stations, railcars, buses, escalators, and elevators. The panel concluded that the best way to achieve long-term, sustainable funding is through the establishment of a new, dedicated funding source that would support bonding and spread the cost of capital projects over the projects' lifespans. With a gap of \$750 million a year, the dedicated source would need to raise \$650 million annually, with bonds issued against the dedicated funding source to fund the needed capital projects. The panel studied revenue options to provide a dedicated funding source of \$650 million annually, including sales, property, and gas taxes. The evaluation of Metro's economic impact found that failing to fund Metro would have a negative impact of \$1 to \$2.3 billion, which is more expensive than the revenue options suggested.

Mr. Srikanth noted that in discussion to date there is no agreement on which funding source option to pursue at this time, though the presentation focused on the advantages of a sales tax. There is also discussion that each state could come up with its own plan for a dedicated funded source. Questions over the operating needs and options for controlling costs also continue and other options for issuing debt to cover capital costs. State legislative action would be needed in Annapolis and Richmond, so the region needs to come up with a plan this year for adoption in the 2018 sessions if the revenue is to be available starting in 2019. There is also urgency to address WMATA's growing capital needs given the close to forty percent increase in local jurisdiction contributions this year to meet the budget. COG will be reaching out to elected officials and community and business leaders and other stakeholders to facilitate the conversation.

Mr. Erenrich noted the difference between costs in Maryland and Virginia and that some stakeholders don't understand the cost allocation formulas. Better regional understanding of

the cost allocation formula as well as similar issues such as fare policy is needed. Ms. Davis responded that these are complex issues, but that WMATA makes available on its Metro Plant blog a number of entries that cover these issues. Mr. Srikanth added that the NVTC board discussion also focused on the differences in potential revenue from dedicated funding sources among the state and jurisdictions.

8. 2018 Quadrennial Update of the Long-Range Plan

Ms. Erickson spoke to current work efforts on the long-range plan update. She reiterated that this agenda item will be on every Technical Committee agenda going forward to ensure jurisdictional staff are kept up to date, but that the board will also be briefed this month on the planning for the 2018 plan.

Mr. Randall then spoke to the required financial analysis for the 2018 LRTP. Revenue projections were requested by the end of April; two agencies – DRPT and VRE – did submit their projections on time. Other agencies report they are working on these. On the expenditure side, staff have been reviewing the TIP and CLRP database in support of project review. Project costs especially have some identified deficiencies, and the DOTs have been provided spreadsheets to organize corrections and updates in preparation for the 2018 LRTP. All projects need to be reviewed to make sure they are still needed, as some projects have been in the CLRP for 25 years without further progress. Costs need to be updated, for projects and for ongoing costs like the Guaranteed Ride Home program or bus service operations, and also year of completion for capital projects. Otherwise, he stated that initial projections are grim, with revenues generally down and costs up, which will factor into the financial analysis reconciliation of revenues and expenditures.

Mr. Swanson spoke to the public participation activities planned in support of the 2018 LRTP. He said that staff is currently in the preparation phase. TPB staff have decided to conduct an online public opinion survey. The survey will use the MetroQuest online public engagement software. It will be conducted as both an open (public) survey for anyone to take and as a controlled survey in which participants will be randomly selected to reflect a representative sampling of the region's residents. Staff will also solicit feedback from representatives of the state DOTs, WMATA, and other stakeholders to ensure we are soliciting information that will be useful to the TPB's partners.

9. Proposal to Amend the FAY2017-2022 Transportation Improvement Program (TIP) to Include Project and Funding Updates for the District of Columbia Section of the TIP, as Requested by the District Department of Transportation (DDOT)

Ms. Erickson stated that DDOT would only be updating FY 2017 in this amendment, and that no public comment period would be required. The Amendment was being postponed until June.

11. Non-Motorized Regional Priority Projects

Mr. Swanson introduced the approach staff proposes to use to incorporate non-motorized projects into the Long-Range Plan. He stated that this same approach had been introduced to the Technical Committee in the past, and that there are a few updates. Mr. Swanson explained the two main types of projects: bike/ped connections to Metrorail stations and the "bicycle beltway"/National Capital Trail. The next steps this summer will involve outreach to the Bike-Ped Subcommittee, as well as outreach to jurisdictions. The proposed project list will then be brought to the TPB later this year for endorsement as a regional priority, and to

ultimately be folded into the 2018 Long-Range Plan. Mr. Srikanth added that this work is grounded in the UPWP.

12. Other Business

Mr. Srikanth announced that the City of Laurel is a new independent member of the TPB. The city's interests had previously been represented by Prince George's County. He stated that the TPB Bylaws recognize that members of the Council of Governments have the opportunity to become members of the TPB, and with Laurel joining COG last month, they have also decided to join the TPB.

Mr. Malouff asked if there is some standard by which a jurisdiction becomes eligible to become a full member of the TPB. Ms. Erickson replied that its dependent upon paying dues, and that now Prince George's County's dues will be lower. Mr. Srikanth also added that counties and cities can become members of TPB, and that towns are not eligible, and that the jurisdiction should be within the TPB Planning Area.

13. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – May 5, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

MARYLAND

Charles County Ben Yeckley
Frederick County David Whitaker
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George's County Anthony Foster
Rockville -----
M-NCPPC
 Montgomery County -----
 Prince George's County -----
MDOT Matt Baker
 Kari Snyder
 David Rodgers

Takoma Park -----

VIRGINIA

Alexandria -----
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
 Malcolm Watson

Falls Church -----
Fauquier County -----
Loudoun County -----
Manassas -----
NVTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County Trent Berger
PRTC -----
VRE Sonali Soneji
VDOT Norman Whitaker
 Regina Moore
VDRPT Tim Roseboom
 Todd Horsley

NVPDC -----
VDOA -----

WMATA Allison Davis

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS Laurel Hammig
MWAQC -----
MWAA -----

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Wendy Klancher, DTP
Ken Joh, DTP
Arianna Koudounas, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Jinchul Park, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Feng Xei, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Steve Walz, DEP
Paul DesJardin, DCPS
Nicole McCall, DCPS

OTHER

Shyam Kannan, WMATA
Jeff Folden, SHA
Jim Sebastian, DDOT
Meredith Hill, MDOT
Chris Witt, MDOT
Clinton Edwards, VDRPT
Alex Brun, MDE
Peter Conrad
Bill Orleans