
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

June 20, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Ron Burns, Frederick County
Christian Dorsey, Arlington County
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Cathy Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPD
Kacy Kostiuk, City of Takoma Park
R. Earl Lewis, Jr., Montgomery County
Tim Lovain, City of Alexandria
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DDOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Jim Sebastian, DDOT
Eric Shaw, DC Office of Planning
Linda Smyth, Fairfax County Board of Supervisors

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson
Andrew Meese
Nicholas Ramfos
Tim Canan
John Swanson
Eric Randall
Andrew Austin
Kenneth Joh
Mark Moran
Michael Farrell
Douglas Franklin
Matthew Gaskin
Abigail Zenner
Arianna Koudounas
Brandon Brown
Dan Sheehan
Debbie Leigh
Deborah Etheridge
Wendy Klancher
Paul DesJardin

COG/DCPS

Bill Orleans	
Kari Snyder	MDOT
Nydia Blake	Prince William County
Mike Lake	Fairfax County DOT
Norman Whitaker	VDOT
Malcolm Watson	FC DOT
Clinton Edwards	DRPT
Ciara Williams	DRPT
Robert Whitfield	FCTA
Norman Whitaker	VDOT
Regina Moore	VDOT
Katherine Jentoft-Herr	CSG
Stewart Schwartz	CSG
Katie Harris	Washington Area Bicyclist Assoc. & Capital Trails Coalition
Ramiro Rios	City of Alexandria
Katherine Kortum	TPB Citizens Advisory Committee
Chris Laskowski	Office of CM Allen, DC Council

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

No members of the public signed up for comment.

2. APPROVAL OF MINUTES OF THE MAY 16, 2018 MEETING

A motion was made to approve the minutes for the May 16 meeting. The motion was seconded and was approved unanimously.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Brown said that the committee met on June 1. He said that the meeting has been summarized in his report. He added that the Technical Committee often receives interesting presentations that do not appear before the board. He said that the committee is meant to serve as a link to pass this information along to members of the board. He said that two recent presentations like this include one on Montgomery County’s BRT work, and the other on Virginia’s follow-up to the omnibus bill on WMATA.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC) AND THE ACCESS FOR ALL ADVISORY COMMITTEE (AFA)

Mr. Jackson said that the CAC met on June 14 and was briefed on regional travel trends and the TPB’s work to incorporate performance-based planning and programming into its ongoing processes. He said that the group was also briefed on the TPB’s updated Equity Emphasis Areas. Regarding the travel trends he said that the committee was curious about how the regional decrease in VMT compares to other parts of the country. He said that the committee encouraged staff to look at person throughput in addition to vehicle throughput. The committee also suggested tracking parking and the affordability of transit. On the topic of performance-based planning, he said that the committee is interested in learning more about the subject. He said that the committee supports the TPB using the Equity Emphasis Areas to evaluate Visualize 2045. More detail on committee discussion can be found in the report.

Ms. Kostiuk said that the AFA meet on June 7 and focused their discussion on the update of the Coordinated Human Service Transportation Plan which guides the funding decisions for the Enhanced Mobility grant program. She said that the members broke into two groups and discussed plan strategies and priority projects. She said that the committee expressed an interest in having better information about existing specialized transportation services. She said the committee also urged jurisdictions to

consider accessibility in the planning and design of all transportation projects. She said that the committee was also briefed on the Equity Emphasis Areas. She said the committee supported a proposal from staff to integrate the emphasis areas into the criteria for the Enhanced Mobility funding.

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

Mr. Srikanth said that the Steering Committee met on June 1 where it reviewed and approved requests from the state DOTs to amend the TIP to provide funding for a number of projects. He said that VDOT requested, on behalf of PRTC and DRPT, to amend the TIP to add about \$73 million in FTA funds, about \$18 million in CMAQ funds, and about \$11 million in RSTP funds for trains projects across a number of providers including: VRE, PRTC, Fairfax County, Alexandria, Arlington County, and WMATA. He said that details of this amendment could be found on pages 5 to 14 of his report. He said that MDOT updated the TIP funding for the Little Bennett Creek Bridge by adding \$4.6 million for bridge replacement. He said that DDOT requested a correction to the TIP moving \$680,000 from funding an asset condition assessment program. The money is now for subsurface pavement investigation and engineering. Details can be found on page 22 to 27 of the report.

Mr. Srikanth said that letters sent and received include a copy of a letter of support issued on behalf of the TPB to the Easter Seals organization to develop a mobile app that would help users of MetroAccess track the status of their ride. This letter was on page 29. Another letter was sent from USDOT approving the board's FY 2019 Unified Planning Work Program. This letter was on page 31.

Mr. Srikanth turned to announcements and updates. He said that pages 35 to 37 are a report summarizing the 12 public forums held throughout the region as part of Visualize 2045. He said that the board will be briefed on the findings from those meetings. He said that pages 39 to 43 summarize a public forum held by the TPB on dockless bikeshare. He added that the Transportation/Land-Use Coordination program held peer exchange webinar in May covering bike and walk access to transit. Details can be found on page 45.

Mr. Srikanth said that pages 47 to 52 provides a summary description of the status of the rebuilding of the Harry Nice Bridge in Maryland. These pages include the letter sent by the TPB to the Maryland Tolling Authority stating the board's preference that the bridge be high enough for tall ships to pass underneath and include bicycle and pedestrian access across the bridge. The tolling authority's response, also included, said that the height will not be reduced, and that there are two alternative design concepts allowing non-motorized access to the bridge. He said that the TPB will have another opportunity submit comment to the tolling authority later this year.

Mr. Srikanth said that page 52 provides a summary of activities for COG's Traffic Incident Management Enhancement Task Force. Page 55 is a summary report of the private providers forum on public transportation that was held in early June. Finally, he said that page 57 includes the revised schedule for the remaining TPB meetings, including new dates in November and September.

Chair Allen said that at the last meeting the board shared its desire to see a stronger emphasis on what the board can be doing to help encourage the region's bicycle and pedestrian infrastructure and decision-making. In regard to the memo on the Harry Nice Bridge, he said that one of the alternatives would require cyclists to share the lane with motor vehicles. He said he did not think that was a good idea. He said the better solution would be to have cyclists separated by an 8-foot barrier. He said that if bicycle and pedestrian investments are not made on large projects like this bridge, then the supporting infrastructure will not ever develop. He asked how staff is looking to making biking and walking a higher priority.

Mr. Srikanth said that two of the board's seven endorsed initiatives focus on non-motorized transportation. He said that staff are working with subject matter experts to identify specific projects, programs, and policies that would support the concepts detailed in the initiatives. One specific example is that TPB staff have worked with the Bicycle and Pedestrian Subcommittee to identify significant gaps

for completing the National Capital Trail or Bicycle Beltway. He said that he anticipates having this brought to the TPB. An example of a significant gap, he noted, was the lack of a bicycle/pedestrian crossing across the Potomac river at the Long Bridge. He said that discussions are currently underway about how to use the ongoing study of the Long Bridge replacement to fill this gap.

Ms. Newton said that the board needs to be proactive in terms of getting involved in major infrastructure. She said that this is an opportunity for those in Maryland to encourage the tolling authority to build the bridge the right way to support connectivity and economic development.

Mr. Lewis said that both of the proposed design alternatives will be part of the cost estimates that proposed bidders will have to bid on. He said that the final decision is Maryland Transportation Authority's board of directors.

Chair Allen asked when the cost estimates for the two alternatives will be available. He said that would help guide the TPB's timeline for providing feedback.

Mr. Srikanth said that the tolling authority will receive design proposals in October. He said that the authority would make their decision after that point. He said that this does not preclude the TPB from providing additional input prior to that time if the board so chooses.

Chair Allen suggested that the board work to develop consensus and have their comment ready before October.

Mr. Dorsey said that this project has the potential to induce demand for cyclists. He said that he is concerned that bicyclists passing over the bridge will be required to pay a toll.

Mr. Lewis said that the Hatem Bridge in Maryland tolls cyclists. He said that the tolling authority is required to toll all vehicles crossing the bridge, even bicycles.

Ms. Erickson said that the bond requires all vehicles to be tolled.

Mr. Dorsey wondered how tolls impact bicycle use on bridge.

Ms. Erickson said that there is no analysis on this.

Chair Allen said that he was not comfortable having the board recommend action today. He said that the next few meetings should be used to get questions answered and to build consensus.

Mr. Nohe said that easy pedestrian and bicycle access across the American Legion Bridge should be included in the future. He said he believes that whatever is noted with regard to bicycle/pedestrian access on the Nice bridge will establish a precedent for any number of multi-jurisdictional bridges. As such he said he was comfortable with the chairman's suggestion that we take time to fully explore this issue. Mr. Lovain said that each additional foot of width on this bridge will add \$6 million to the project costs.

Ms. Smyth asked about the term of the bond.

Mr. Lewis said that traditionally bonds for bridges like this are 30 to 50 years.

Ms. Smyth said that once the tolls pay off the bond there may not be a need to continue tolling cyclists in the future.

Ms. Hudgins said she agrees with the chair's recommendation to build consensus on the board.

Chair Allen said that he will work with Mr. Srikanth to see about building consensus on the board.

6. CHAIRMAN'S REMARKS

Chair Allen said that when he began his term as chair in January he said that one of his goals was to work on continuing activities towards implementing the improvements and the work of the endorsed initiatives. He said that Kanti will cover some of the work that has been done on this activity later in the

meeting. He said that the current long-range transportation plan is not expected to provide the region with a satisfactory level of performance, and that the endorsed initiatives have the potential to improve the performance of the region's transportation system. He said that as leaders in the region the board should think about how to implement the endorsed initiatives in their jurisdictions. He said that for the remainder of his time as chair he hopes that the board can continue to work with the board to move the region forward. He said he is also interested in hearing from the Bicycle and Pedestrian Subcommittee with recommendations for how the region can make specific plans to improve bike and pedestrian infrastructure region-wide.

ACTION ITEMS

7. PERFORMANCE BASED PLANNING AND PROGRAMMING – REGIONAL TARGETS FOR CMAQ TRAFFIC CONGESTION AND EMISSIONS REDUCTION MEASURES

Mr. Randall said that his memo goes into more detail about the measures and how the targets were developed. He said that his briefing will focus on slide 10 from his presentation which highlights changes made to the targets between the May and June meeting. He said that following the board meeting, the Federal Highway Administration issued new guidance on how to calculate peak hour excessive delay (PHED). This resulted in a change to the region's data, changing the PHED from 26.5 hours to 26.7 hours. He said that otherwise the three performance measures and recommend targets are unchanged.

Mr. Erenrich pointed out that the CMAQ program does not make a significant impact on air quality in this region.

Mr. Srikanth said that the federal process prescribed for MPOs is derived mostly from projects that use CMAQ funds. He said that in this region CMAQ is a very small portion of total investment. He said that emission reductions from non-CMAQ programs are not included in this data.

Chair Allen made a motion to adopt Resolution R19-2018 to approve targets for CMAQ Program performance measures for traffic congestion and emissions reduction. The motion was seconded and approved.

8. VIRGINIA SMART SCALE APPLICATIONS RESOLUTION OF SUPPORT

Ms. Erickson said that this presentation and action are an example of how the TPB is helping member jurisdictions bring more money to the region. She said that the Virginia Commonwealth Transportation Board (CTB) is requesting that each MPO in Virginia take action on the Smart Scale process.

Ms. Hamilton said that the Smart Scale process has evolved over the last three years since the Virginia General Assembly established the prioritization process in 2014. She said that the process aligns with the priorities laid out in the TPB's Regional Transportation Priorities Plan. She said that the CTB has asked that all projects being considered for Smart Scale funding be included in the constrained long-range transportation plan for each MPO. She told the TPB that the proposed resolution does not endorse any projects.

Ms. Hamilton said that the pre-application process for Smart Scale was completed on June 1. She said that final applications are due on August 1. She said that once final applications are received, each of the projects will be evaluated. She said that in December, analysis will be completed and the selected projects will be shared with the TPB. She said that memo includes a list of all 72 applications that have been received. She said that the number of applications will be significantly narrowed in August. She said that she will keep the TPB apprised of those projects that are awarded Smart Scale funding.

Ms. Erickson said that the list of projects contains two groups, those that are currently in the long-range plan and those that are not. She said that the resolution does not endorse any projects. She said the

resolution says that when projects are selected for Smart Scale funding that they will start in the TPB process like all other projects. She said that they will be included in the input process for the next round of Visualize 2045 in 20222. She said that once the TPB is requesting a copy of the final list when it is submitted and what projects are selected for funding. She said that the resolution basically supports the submission of these projects of evaluation.

Mr. Dorsey made a motion to adopt Resolution R20-2018 to support local project applications for Virginia Smart Scale funding. The motion was seconded.

Mr. Dorsey requested an amendment to change the name of the “Crosstown Multimodal Connections” project to “Crosstown Multimodal Improvements.”

Mr. Shaw asked if the SmartScale process considers equity. He noted that the TPB’s process does look at equity. He said he hoped that by this action the TPB did not set up a situation where the TPB endorses a process that is not considering equity and when these projects come back to the TPB there is an additional consideration to be looked at.

Mr. Srikanth said that resolution indicates support for seeking funding, but not the Smart Scale process itself. He said that the TPB can communicate to the CTB that equity is integral to the TPB and get a better sense for how it is considered in the process.

The amendment and resolution were approved.

INFORMATION ITEMS

11. VISUALIZE 2045: UPDATE TO THE EQUITY EMPHASIS AREAS

Mr. Allen skipped to Item 11 so that all members of the board can be present to hear the item.

Mr. Ritacco said that the Equity Emphasis Areas are part of the process to enhance the TPB’s approach to environmental justice analysis of Visualize 2045. He said that his briefing is an administrative update to the last Equity Emphasis Areas based on new census data. He said that the Equity Emphasis Areas were approved by the TPB in March 2017. He said that the emphasis areas were developed using an index-based methodology to identify tracts in the region with above-average concentrations of low-income and minority populations. He said that the methodology was used to update the emphasis areas with the most up-to-date census data. He said that these areas will be used to analyze Visualize 2045 for disproportionately high and significantly adverse impacts on low-income and minority populations through a variety of mobility and accessibility measures. He said that the TPB is required to conduct environmental justice analysis, and that the emphasis areas will be used to analyze every major update to the transportation plan.

Mr. Ritacco described the methodology and said that the data was being updated to reflect the 2012-2016 American Community Survey census data. He said that this is a minor update that was conducted with consultation with TPB committees and the COG Planning Directors committee. More detailed information and the updated maps can be found in the memo for this item.

Ms. Kostiuk said the emphasis is on identifying disproportionate and negative impacts on groups. She said this is important. She asked if it was possible to look at providing opportunities for positive impacts on these groups in particular and emphasizing ways that we can incorporate their need into regional transportation planning.

Mr. Ritacco said that the approach is driven by a federal requirement to conduct an analysis to identify any disproportionately high and significant adverse impacts. He said that the TPB’s methodology was constructed to ensure that those who want to try and answer additional questions will have the resources available to do so.

Mr. Srikanth added that the intended outcome of the equity emphasis areas is an enhancement or an

improvement in either transportation services that are available or accessible to emphasis areas. Instead of focusing on the disproportionate disbenefit, the TPB is using the areas to treat projects favorably that are proposed to provide service to the emphasis areas. He said that the areas will also be used to evaluate the long-range transportation plan. He said that there is a recognition that there is an east/west divide of jobs and housing in the region, and that the analysis seeks to show how with new projects the outcomes are improving.

Mr. Shaw thanked staff for their work on Equity Emphasis Areas.

Ms. Hudgins asked about identifying equity for projects.

Mr. Ritacco said that environmental justice has a variety of lenses and frames, and that the TPB's approach looks at the region in its entirety. He added that all projects that are in the constrained element of the long-range plan have to go through a NEPA process which includes environmental justice as part of its work.

Mr. Erenrich said that Maryland just approved opportunity zones.

Ms. Russell asked why Native Americans, American Indians, and Pacific Islanders are not included in the emphasis area methodology.

Mr. Ritacco said that these groups have low numbers of population in the region, and that any analysis would be within the margin for error.

9. PERFORMANCE BASED PLANNING AND PROGRAMMING – DRAFT REGIONAL TARGETS FOR SYSTEMS PERFORMANCE AND HIGHWAY ASSETS

Mr. Randall said that the performance-based planning and programming targets he was presenting would be brought back to the board for approval in July. He said that his presentation covers two targets.

Mr. Randall said that the first set of targets cover travel time reliability on the National Highway System for persons and for freight. Under this target there are three performance measures: travel time reliability on the interstate, travel time reliability on the rest of the National Highway System not including the interstate, and freight movement, also known as truck travel time reliability index. He said that the state DOTs established two-year and four-year targets in late May. He said that MPOs have until November to approve the targets. More information on the measures for this target can be found in the memo for this item.

Mr. Nohe asked about the noticeable improvement to travel time referenced in the presentation.

Mr. Randall said that data sources are always improving. He also said that new express lanes in the area have had a major impact.

Mr. Randall said that the second set of performance measures covers the condition of highway assets, pavement condition, and bridge condition on the National Highway System. He said that the state DOTs established two and four-year targets. More detail on the measure for this target can be found in the memo for this item.

Mr. Randall said next steps include receiving and responding to comment before the targets are put up for adoption by the board at the July meeting. He said that all of the performance-based planning and programming targets will be included in Visualize 2045.

Chair Allen asked if the data differentiates the quality of pavement for vehicles, bicycles, and pedestrians.

Mr. Randall said that the federal requirement focuses just on vehicle lanes.

Chair Allen suggested that an inventory that measures the quality of bicycle and pedestrian infrastructure in the region would help to maintain and improve that infrastructure.

Mr. Sebastian said that DDOT conducts its citywide sidewalk assessment in addition to other infrastructure assessments.

Ms. Koster asked if there was any incentive or disincentive that accompanies these targets.

Mr. Randall said that there are incentives and disincentives for the state DOTs in regard to bridges and pavement. He said that the TPB is in the process of reorganizing towards performance management that will make targets more and more important as the region chooses how to spend the available transportation resources.

Mr. Lewis said that road and bridge grading will impact funding needs to maintain a state of good repair.

Ms. Hamilton said that the Smart Scale process sets targets that exceed those included in this presentation.

10. REGIONAL TRAVEL TRENDS

Mr. Canan said that every few years staff presents regional travel trends to the TPB. He said that even though the region is adding more residents and jobs, vehicle miles traveled (VMT) per resident remains flat. He said that workings who work remotely or telework is growing, and that the number of people choosing to age in place is increasing. Both of those contribute to the level VMT. He said that in 2005 26% residents in the region lived in activity centers; in 2015 that number has gone up to 28%. He said that ridership on Metrorail has gone down since 2010. He said that the automobile remains the dominant mode of transportation. More details and additional travel trends can be found in the presentation.

Mr. Nohe asked about the difference between people who are “not allowed to telework” and those in which “telework is not appropriate to job.” He asked if these two items were separated in the research.

Mr. Canan explained the difference and said that the data was taken from the State of the Commute survey, and that the data does not have enough detail to make that distinction.

Mr. Kannan asked about how transportation network companies (TNCs) are impacting travel trends. He asked how the region is tracking the impact of TNCs.

Mr. Canan said that trips via TNC are tracked in this data as automobile trips. He said that staff intends to explore a research project looking at possible data sources that would provide insight into TNC use in the region.

Mr. Kannan said the TPB is not doing its job if it is not tracking the impacts of TNC use. He said that the board should make a stand and request the data from the companies.

12. IMPLEMENTING THE CONCEPTS OF TPB'S SEVEN ENDORSED INITIATIVES

Mr. Srikanth referenced his memo that was sent to the board. In particular he highlighted Figure 1 which groups the different activities that staff have been engaged in. He said that in particular staff have been going to experts in subject areas that were represented by the endorsed initiatives. As an example, he referenced the initiative to achieve a more balanced land-use in the region and said that staff have been working with the COG Planning Directors committee to share the initiatives as a call-to-action. He said that similar activities are ongoing for each of the endorsed initiatives.

Chair Allen requested that this item continue at a future meeting.

OTHER ITEMS

13. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:04 p.m.